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GOVERNMENT GEOLOGIST

MOUNT NICHOLAS COAL.

REPORT FROM MANAGER OF LAUNCESTON AND WESTERN
RAILWAY.

Launceston & Western Railway,
Manager's Office,
Launceston,
2nd October, 1883.

Sir,

I have the honor to report that, in accordance with instructions received from you by telegraph, I directed our Locomotive Superintendent to arrange for and personally to carry out a trial of the Coal delivered to this Department by the Main Line Railway Company, and forwarded by Captain Audley Coote, M.H.A., from Fingal Coal seam (Mount Nicholas).

Mr. Clark, an experienced mechanical engineer, accompanied Mr. Batchelor for the purpose of watching the trials on behalf of Messrs. Coote, Davies, & Company.

I enclose a cope of Mr. Batchelor's Report, with its accompanying table showing the results of the trials made.

I have the honor to be,
Sir,

Your obedient Servant

R.W. LORD,
Manager.

The Hon. N.J. Brown, M.H.A.,
Minister of Lands and Works.

MR. BATCHELOR'S REPORT.

Locomotive Department
Launceston,
2nd October, 1883

Sir,

According to instructions, I arranged a train to test the sample of Coals received in bags from the Main Line Railway Station.

The train was made up to represent an ordinary train in daily use, and consisted of engine and tender, 9 loaded trucks, 1 carriage, and 1 brake-van, weighing about 150 tons. This train ran on Saturday, the 29th September, with the sample of Coal referred to and again on Monday, the 1st instant, with Coals from Newcastle, each journey being made under exactly similar conditions in every respect, the weather being fine on both days. I attach a table showing the results. The Coal received from the Main Line Station leaves a friable clinker and ash of an ~~marly~~ earthy nature, and twice the quantity left by the Newcastle Coal.

Yours obediently,

W.E. BATCHELOR.

R.W. Lord, Esq.,
MANAGER.

LAUNCESTON AND WESTERN RAILWAY

COMPARATIVE Statement of Test of Coal received from Tasmanian Main

Line Railway, and Newcastle Coal.

COAL RECEIVED FROM TASMANIAN MAIN LINE RAILWAY.

Train	Station	Up Train		Down Train		Train	Quantity Coal consumed	Quantity Coal consumed per Train mile
		Time		Time				
		Arrival h. m.	de- parture h. m.	Arrival h. m.	de- parture h.m.			
	Launceston	--	9 50	4 8				
4	St. Leonard's	10 0	10 3	3 55				
7½	Breadalbane	10 16	--	3 49				
8*								
11½	Evandale	10 43	10 15	3 32	3 37			
14½	Perth	11 2	--	3 21				
17½	Longford	11 10	11 24	3 3	3 10			
21½	Wilmore's Lane	11 35	--	2 53				
22½	Little Hampton	11 39	--	2 50				
24½	Bishopsbourne	11 44	--	2 46				
26½	The Oaks	11 49	11 57	2 42				
28	Glenore	12 2	--	2 27	2 37			
31½	Hagley	12 9	--	2 21				
35	Westbury	12 19	12 33	2 15				
41½	Exton	12 53	--	2 4				
45	Deloraine	1 6	--	--	1 55			
		3 hours 16 minutes		2 hours 13 minutes				

1 engine and tender, 9 loaded trucks, 1 carriage, 1 brake-van.
 about 150 tons

1 ton 12 cuts. 29rs. 22½ lbs.

40.69 lbs.

* Stopped for seven minutes on account of loss of steam.

LAUNCESTON AND WESTERN RAILWAY

COMPARATIVE Statement of Test of Coal received from Tasmanian
Main Line Railway and Newcastle Coal.

NEWCASTLE COAL

Train	Station	Up Train		Down Train		TRAIN	Quantity Coal con- sumed	Quantity Coal con- sumed per train mile
		Time		Time				
		Arrival h. m.	de- parture h. m.	Arrival h. m.	de- parture h. m.			
	Launceston	--	9 45	2 51				
4	St. Leonard's	9. 54	-	2 41	2 42	<i>1 Engine and tender, 9 loaded trucks, 1 carriage, 1 brake-van about 150 tons</i>	<i>1 ton 4 cwt. 3 qrs. 16 lbs.</i>	<i>30-98 lbs.</i>
7½	Breadalban	10 5	-	2 34				
11½	Evandale	10 19	10 22	2 22	2 24			
14½	Perth	10 32	-	1 48				
17½	Longford	10 38	10 48	2 12	2 0			
21½	Wilmore's Lane	10 58	-	1 37				
22½	Little Hampton	11 1	-	1 34				
24½	Bishopbourne	11 4	-	1 27				
26½	The Oaks	11 8	-	1 23				
28	Glenore	11 12	-	1 19				
31½	Hagley	11 17	-	1 13				
35	Westbury	11 25	11 31	1 5	1 7			
41½	Exton	11 45	-	12 55				
45	Deloraine	11 55	-	-	12 46			
		2 hours 10 minutes		2 hours 5 minutes				

W. E. BATCHELOR,
Locomotive Superintendent.