

(No. 150.)



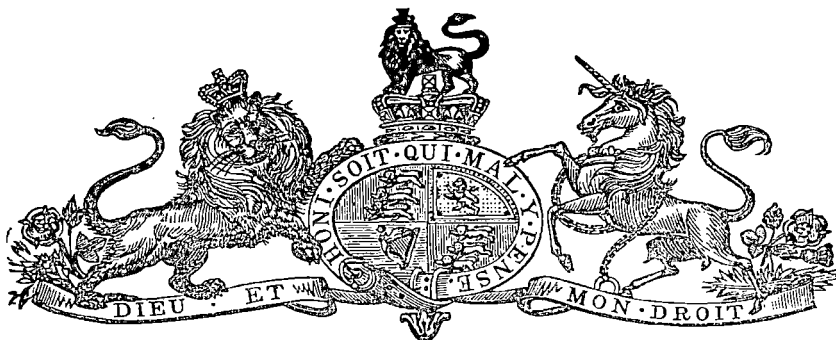
1889.

PARLIAMENT OF TASMANIA.

PURCHASE OF THE MAIN LINE RAILWAY:

REPORTS AND CORRESPONDENCE RELATING TO.

Presented to both Houses of Parliament by His Excellency's Command.



TELEGRAM.

Hobart, 22nd May, 1889.

As Mr. Speight can be of much service to this Government in consultation on Railway matters, kindly advise probable date of his reaching Auckland, and whether he may stay here, *en route* for Melbourne, for at most three days.

P. O. FYSH.

Hon. D. GILLIES, Premier, Melbourne.

"Orient Hotel," Hobart, 1st June, 1889.

DEAR SIR,

Mr. Fooks has communicated to me the views which he states have been expressed to him by the Attorney-General at a meeting between them to-day, to the effect that there is an objection to your signing with me a joint Memorandum conferring on Mr. Speight and myself jointly an authority to negotiate terms upon which the Tasmanian Main Line Railway Company's undertaking shall be acquired by the Government.

Recognising this objection, and adopting the suggestion of the Attorney-General, which has also been communicated to me by Mr. Fooks, it will be equally satisfactory to me that, instead of our jointly signing a Memorandum of authority to Mr. Speight and myself, you should independently instruct Mr. Speight to confer and negotiate with me respecting the terms on which the Government should take over the undertaking of the Company: Mr. Speight to communicate to you the result at which we arrive, and I, on the other hand, communicating that result to the Directors of the Company, without there being any obligation on the part of the Tasmanian Government or the Company to act upon and carry out the result so arrived at unless they respectively think proper so to do.

As I am leaving for Launceston on Tuesday, I shall be obliged by as early a reply as possible; and I take leave to suggest that you should delay no longer than may be unavoidable your letter of authority to Mr. Speight, and I shall be glad to hear before I leave for Launceston that the letter has gone forward in order that Mr. Speight and myself may arrange when and where we may meet and discuss the subject, and also to enable me to make the necessary modification of my plans for the disposal of my time in the Colonies which the altered circumstances require.

I have the honor to be,

Dear Sir,

Yours faithfully,

R. PRICE-WILLIAMS.

The Hon. P. O. FYSH, M.P., Premier.

Premier's Office, 3rd June, 1889.

SIR,

I HAVE the honor to acknowledge the receipt of your communication of the 1st instant, wherein you ask that the Government will independently instruct Mr. Speight to confer with you respecting the terms on which the Government should take over the undertaking of the Tasmanian Main Line Railway Company.

It is intended that a Member of the Ministry shall personally meet Mr. Speight upon his arrival from Europe on or about the 30th instant; and if, upon consultation with him, your suggestion is deemed practicable, he will be asked to supply to the Government an estimate of his valuation of the undertaking after he has duly conferred with you thereupon. But in no case does the Government hold itself responsible to be in any way guided by the opinion so obtained.

I have, &c.

R. PRICE-WILLIAMS, Esq., C.E., "*Orient Hotel.*"

P. O. FYSH.

"Orient Hotel," Hobart, 5th June, 1889.

SIR,

I HAVE the honor to acknowledge the receipt of your letter of the 3rd instant, acquainting me, in reply to mine of the 1st instant, that Mr. Speight will be asked to confer with me if he deems my suggestion practicable.

I have, &c.

The Hon. P. O. FYSH, M.P., Premier.

R. PRICE-WILLIAMS.

TELEGRAM.

Hobart, 22nd June, 1889.

TASMANIAN Government desires to consult you on Railway matters. Can you make it convenient to stay here for a few days *en route* for Melbourne, or do you continue your journey *viâ* Sydney?

P. O. FYSH.

R. SPEIGHT, Esq., Chairman Victorian Railways,
(Passenger from San Francisco, Auckland.)

TELEGRAM.

Melbourne, 24th June.

Re Mr. Speight, have no objection. Have telegraphed accordingly to Mr. Speight at Auckland.

D. GILLIES, Premier.

The Hon. the Premier.

TELEGRAM.

Hobart, 25th June, 1889.

THIS Government being anxious to obtain your opinion upon the value of the property of the T.M.L. Railway, has procured the consent of Mr. Gillies to your staying here for two or three days on the assumption that you would reach Melbourne *viâ* Tasmania. Mr. Price-Williams, now in Sydney, has been similarly commissioned by the Railway Company. Kindly wire me whether you need to visit the works for this purpose, or whether it will be sufficient for a Member of the Government to meet you in Melbourne.

P. O. FYSH, Premier.

R. SPEIGHT, Esq., Chairman Victorian Railways, passenger from
San Francisco per s. s. Mariposa, Sydney.

TELEGRAM.

Hobart, *viâ* Formby, 26th June, 1889.

GOVERNMENT of Victoria have consented that Speight shall act for us. A telegram has been addressed to him at Sydney accordingly.

PREMIER, Hobart.

F. BACK, Esq.

TELEGRAM.

Melbourne, 25th June.

HAVE ascertained that Mr. Speight had left Auckland before my telegram reached. I find he returns *viâ* Sydney.

D. GILLIES, Premier.

The Hon. P. O. FYSH, M.P., Premier.

TELEGRAM.

Sydney, 28th June.

SUFFICIENT in first instance if I see your representative in Melbourne. I leave here to-night for Melbourne, and shall be there next fortnight.

R. SPEIGHT.

Hon. FYSH, Premier, Hobart.

TELEGRAM.

Glenora, 29th June, 1889.

TAKE Speight's message to Mr. Pillinger, with Price-Williams letter and my reply, and suggest from me that Mr. Back go over to meet Mr. Speight. My reply to Williams would be all the instructions Back would require.

P. O. FYSH.

JAMES ANDREW, Esq., Premier's Secretary.

TELEGRAM.

Hobart, 28th June, 1889.

MR. Fysh instructs me from Glenora to hand you papers *re* conferring with Speight, and suggests Back should go to Melbourne to meet him; shall I send them up by to-night's train?

JAMES ANDREW, *Secretary to Premier.*

The Hon. the Minister-of Lands, Public Offices, Launceston.

*Tasmanian Government Railways,
General Manager's Office, Launceston, 3rd July, 1889.*

SIR,

I HAVE perused the enclosed correspondence, and shall be happy to carry out your instructions in the matter.

I have gone carefully into all details, and am prepared to consult with Mr. Speight in the interests of the Government.

It might perhaps be advisable that I should have a conference with Ministers to learn fully their views.

I have, &c.

FRED. BACK, *General Manager.*

The Hon. the Minister of Lands and Works, Hobart.

Public Works Office, Hobart, 4th July, 1889.

Main Line Railway.

SIR,

I HAVE the honor to acknowledge the receipt of your letter of 3rd instant, and in reply to inform you that Ministers do not consider it necessary for you to interview them prior to meeting Mr. Speight.

You have been present at all the interviews with Mr. Price-Williams, and are aware of all that has occurred.

Your instructions are limited to giving Mr. Speight such information as he may require.

Correspondence returned herewith.

I have, &c.

ALFRED T. PILLINGER,
Minister of Lands and Works.

F. BACK, *Esquire, General Manager Government Railways, Launceston.*

TELEGRAM.

Hobart, 4th July, 1889.

Re meeting Mr. Speight, Premier does not consider it necessary for you to interview Ministers. Letter to-night with correspondence.

ALFRED T. PILLINGER, *Minister of Lands and Works.*

F. BACK, *Esquire, Launceston.*

Launceston, 5th July, 1889.

PLEASE have me furnished with copy Main Line Balance Sheet, and Mr. Price-Williams' address.

FRED. BACK.

Hon. Minister Lands and Works, Hobart.

*Tasmanian Government Railways,
General Manager's Office, Launceston, 24th July, 1889.*

SIR,

FURTHER to my telegram of yesterday, I have the honor to report that in terms of your instructions I proceeded to Melbourne, per *Pateena*, on Monday, the 15th inst. Upon my arrival I took the earliest opportunity of interviewing Mr. Speight, when that gentleman informed me

that before taking in hand the matter of proposed arrangement with Mr. Price-Williams, he required definite written instructions. To save time, I wrote him, and forwarded copy of letter to you by mail on the 18th, asking for your confirmation. This I received by wire on 20th instant, and duly advised Mr. Speight of same.

I went thoroughly into the question of the principles upon which I considered a fair valuation of the Line could be arrived at with Mr. Speight, on their chief heads; viz.:—First, as a financial speculation; secondly, on the basis of the cost of construction and equipment of a similar line at present time; and thirdly, having in view the settlement of all disputes between the Company and the Government.

Mr. Speight will at once feel Mr. Price-Williams' pulse, so to speak, and upon finding out the views entertained by that gentleman, he will place himself in communication with the Government.

I have, &c.

FRED. BACK, *General Manager.*

The Hon. the Minister of Lands and Works, Hobart.

TELEGRAM.

RETURN to-day. Speight wishes interview Ministers. Proposes leave here Thursday. *Melbourne, 19th August, 1889.*

FRED. BACK, *Melbourne.*

Hon. A. T. PILLINGER.

TELEGRAM.

MINISTERS will be glad to make engagement for interview. Kindly name day and place most convenient to yourself. *Hobart, 19th August, 1889.*

P. O. FYSH.

R. SPEIGHT, Esquire, Chairman Railway Commissioners, Melbourne.

TELEGRAM.

WRITE to-night. Propose reaching Hobart Friday evening. Have interview on Saturday, as must leave by Monday's boat. Shall consider this fixed unless I hear to contrary. *Spencer-street Railway, 19th August, 1889.*

R. SPEIGHT.

Hon. P. O. FYSH, M.P.

TELEGRAM.

JUST arrived. Will be in Hobart with Speight. *Launceston, 20th August, 1889.*

FRED. BACK.

Hon. Minister Lands, Hobart.

TELEGRAM.

MINISTERS meet you here Saturday. *Hobart, 20th August, 1889.*

P. O. FYSH.

R. SPEIGHT, Esquire, Chairman of Railway Commissioners, Melbourne.

*Tasmanian Government Railways,
General Manager's Office, Launceston, 21st August, 1889.*

SIR,

I HAVE the honor to report that, in accordance with your instructions, I visited Melbourne in response to Mr. Speight's telegram, and went into all details in connection with the value of the Tasmanian Main Line Railway.

My instructions were definite, and confined to furnishing Mr. Speight with such information as he required.

That gentleman, however, desires more than this: in effect he requires definite replies to questions which the Government alone can furnish.

This being the case, he deemed it expedient to run over and interview Ministers. This, as wired to you, he will do on Friday.

I have arranged to meet Mr. Speight and accompany him to Hobart on arrival of steamer.

I have the honor to be,

Sir,

Your obedient Servant,

FRED. BACK, *General Manager.*

The Hon. the Minister of Lands and Works, Hobart.

TELEGRAM.

Hobart, 1st October, 1889.

MINISTERS desire during this Session, now rapidly drawing to a close, to see some negotiations opened with Main Line Directorate. What prospect is there of your final advice reaching me shortly?

P. O. FYSH.

R. SPEIGHT, *Esq., Chairman Railway Commissioners,
Melbourne, Victoria.*

Spencer-street Railway, 1st October, 1889.

WILL write you by Thursday's boat.

R. SPEIGHT.

Hon. P. O. FYSH.

TELEGRAM.

Hobart, 8th October, 1889.

ABOUT what date do you expect to hear from Price-Williams? Parliamentary Session will be over ere November.

P. O. FYSH.

R. SPEIGHT, *Esq., Chairman Railway Commissioners, Melbourne.*

TELEGRAM.

Spencer-street Railway, 9th October, 1889.

I SHOULD expect to hear soon after he arrives, but I should like to see you so that I might communicate with him.

R. SPEIGHT.

The Hon. P. O. FYSH, Premier.

TELEGRAM.

Hobart, 9th October, 1889.

PARLIAMENT in Session prevents my visiting Melbourne, but one of Ministers will meet you at Launceston if you will make appointment by cable.

P. O. FYSH.

R. SPEIGHT, *Esq., Chairman Railway Commissioners, Melbourne.*

TELEGRAM.

Hobart, 23rd October, 1889.

I TELEGRAPHED on 9th instant as follows, and still am waiting reply, as Parliament in Session prevents my visiting Melbourne, but one of Ministers will meet you at Launceston if you will make appointment:—"Are you aware that Colonel Grey has been to Monte Video, and is due back only just now?"

P. O. FYSH.

R. SPEIGHT, *Esq., Chairman Railway Commissioners, Melbourne, Victoria.*

TELEGRAM.

Spencer-street Railway, 24th October.

AM waiting reply from London before running over to Launceston. Expect it immediately.

R. SPEIGHT.

Hon. P. O. FYSH.

TELEGRAM.

Spencer-street Railway, 28th October.

SATISFACTORY communication received; letter by to-morrow's boat. If interview with me necessary at present stage, will go Launceston Thursday. Reply.

R. SPEIGHT.

Hon. P. O. FYSH, Premier.

TELEGRAM.

Hobart, 31st October, 1889.

PREFER to meet you at Launceston Friday night. If unable to come reply, when I can advise what Resolutions Ministers are prepared to submit to Parliament.

P. O. FYSH.

R. SPEIGHT, Esquire, Railway Commissioners, Melbourne.

TELEGRAM.

Spencer-street Railway, 31st October.

TELEGRAM too late for boat, consequently, cannot meet Launceston Friday. Wait your further communication.

R. SPEIGHT.

Hon. P. O. FYSH.

TELEGRAM.

Spencer-street Railway, 1st November.

LEAVE by *Newcastle* to-morrow. Will you arrange for me to be met, so that I can return by *Newcastle* on Monday morning?

R. SPEIGHT.

Hon. P. O. FYSH, Premier.

TELEGRAM.

Spencer-street Railway, 6th November, 1889.

Reply just received that Board accepts proposal. This settled the matter as far as they are concerned.

R. SPEIGHT.

Hon. P. O. FYSH.

TELEGRAM.

Hobart, 8th November, 1889.

PURCHASE Resolution to be considered in Parliament fifteenth instant. Can you supply Mr. Mais' Report on condition of line and stock?

P. O. FYSH.

R. SPEIGHT, Esquire, Chairman Railway Commissioners, Melbourne.

TELEGRAM.

Spencer-street Railway, 8th November, 1889.

AM sending Report to Mr. Bird by to-morrow's boat.

R. SPEIGHT.

*Hon. P. O. FYSH.**8th November, 1889.*

MY DEAR SIR,

Tasmanian Main Line.

I now enclose copies of telegrams which have passed between Price-Williams and myself *re* above.

Telegram No. 3 is in reply to telegram No. 1, which crossed telegram No. 2, and from it you will gather that No. 2 was drafted by the Tasmanian Board.

The settlement of details referred to by Mr. Price-Williams does not affect the purchase in any way.

I enclose Mr. Mais's report, which you will find very satisfactory.

I hope I may be able to congratulate you on the conclusion of this matter, the value of which to your Colony is very great.

Yours faithfully,

Hon. B. S. BIRD.

R. SPEIGHT.

TELEGRAM.

Melbourne, 24th October, 1889.

What progress?

R. SPEIGHT.

PRICE-WILLIAMS, *Esq., London.*

TELEGRAM.

London, 24th October, 1889.

HAVE Board minute pledging shareholders' consent to our agreed figures not disclosed. Authority has been given me to take out shareholders' resolution and complete after receipt of telegram from you that Parliament has authorised Minister to accept such agreed undisclosed figures as promptly as possible.

PRICE-WILLIAMS.

R. SPEIGHT, *Melbourne.*

TELEGRAM.

London, 25th October, 1889.

DIRECTORS drafted telegram of Wednesday.

PRICE-WILLIAMS.

R. SPEIGHT, *Melbourne.*

TELEGRAM.

Hobart, 4th November, 1889.

CAN only negotiate £1,125,000 if it includes payment of recent verdict,—your Company to take in payment Tasmanian guaranteed $3\frac{1}{2}$ per cent. Inscribed Stock. If accepted, Parliamentary authority will be asked at once. Session closes eighth instant. Recommend acceptance. Reply to Melbourne.

R. SPEIGHT.

PRICE-WILLIAMS, *Esq., London.*

TELEGRAM.

London, 6th November, 1889.

BOARD accepts Government's proposal. Details as agreed between us.

PRICE-WILLIAMS.

R. SPEIGHT, *Esq., Melbourne.**61, Queen-street, Melbourne, 31st August, 1889.*

DEAR SIR,

IN accordance with your request that I should examine and report upon the condition of the Permanent Way, Works, and Rolling Stock of the Tasmanian Main Line Railway, I commenced my examination on Monday, the 26th instant, and inspected the condition of the Road and Works between Hobart and Bridgewater, in company with Mr. Nairn, the Engineer of the Main Line Railway, who was courteously deputed by the General Manager to accompany me and facilitate my inspection. On Tuesday, the 27th instant, I examined the Way, Works, and Buildings from Bridgewater to Flat Top, including a close inspection of the Tunnel roof, for which purpose a special trolley was provided. On Wednesday I continued my examination of the Line between Parattah and Evandale Junction.

In making my examination, I stopped at all the Bridges alluded to by the Government Engineer-in-Chief in his Report dated March 4th, 1889, and found that some of the structures referred to had been rebuilt in a more substantial manner than had obtained when the Railway was constructed,—concrete or masonry having been substituted for timber piling and framing, which had decayed very considerably, and had been repaired and strengthened from time to time. There is no doubt that the substitution of masonry or concrete, and iron girders, which are being used in special cases, notably at the Macquarie Bridge, is the best and most economical mode to adopt.

Some of the structures referred to in the Report of the Engineer are only temporarily repaired, and in some cases the repairs needed are not yet commenced; but preparations have in many instances been made by delivering material, and the Company's Engineer assures me that all arrangements have been made to complete the necessary work of repairs as soon as the fine weather sets in.

In every case in which large renewals have been commenced, or have been executed, the materials have been of a more permanent character than those which had been originally used.

Tunnel.

In making a close examination of the Tunnel near Flat Top, I specially inspected the brick lining, of which there are some short lengths, and although it is apparent that inferior bricks and poor workmanship have been used in constructing this lining, I do not consider there is any immediate necessity to do more than repair with better materials the crown of the arches near the southern end of the Tunnel.

Permanent Way, Hobart to Parattah.

The Permanent Way between Hobart and Parattah has, with the exception of about three miles, been relaid with steel rails and fastenings, 46 lbs. to the yard, and has been materially strengthened by placing one additional sleeper under each rail length, and by putting on additional ballast; in fact, between these two points (59 miles) the road has a good running top and is well maintained throughout, although in trolleying along the Line between Hobart and Brighton a great many loose fish-bolts can be detected, and the condition of the road throughout its entire length would be improved by using Grover's washers under the nuts. I am, however, informed that this has already been commenced, and will be gradually completed.

Permanent Way, Parattah to Evandale.

From Parattah to Evandale Junction (63 miles) the Line has been partly relaid with steel rails for a distance of about 33 miles, and wherever this has been done additional sleepers and ballast have been supplied. In many places where the Line has not been relaid, steel rails have been placed on the outer side of curves, all of which have been double spiked. The road on this Section is in fair running order, having a good top, but the iron rails should be replaced with steel as soon as possible, and as 1200 tons of steel rails have been ordered for this purpose no doubt the work will be duly pushed forward.

Having critically examined this Railway on behalf of the Government shortly after it was built, I am now able to say that it has been very materially improved and strengthened in every way.

Earthworks.

The Earthworks in banks have been fairly well maintained and strengthened since the Line was opened, and are generally in a fair condition throughout.

Ballast.

The Ballast for about one half the distance is composed of stone, and for the remainder of gravel. There is a good supply of ballast generally throughout the Line, but the stone ballast is too large in size to be economical in maintenance; the gravel, however, is good.

Sleepers.

The Sleepers are fairly good throughout, and have been replaced to a considerable extent since the Line was first laid with a better class of sleeper.

Fencing.

The Fencing is in fair condition, and has been well maintained, steel droppers having been used in some districts in lieu of lacing wires, and the dimensions of the posts and rails have been increased.

Buildings.

The Buildings generally are in good working condition, although in some cases they have a very limited amount of accommodation.

Stores.

I examined the Stores in Hobart and elsewhere on the Line, and found the former well supplied with articles of everyday consumption, there being a very large supply of tickets on hand and the usual traffic stores.

There are 110 pairs of new wrought iron wheels fitted with Vicker's steel tires and axles ordered, of which quantity there are 55 pairs now delivered in Hobart Station Yard. There is also an ample supply of engine tires ready for use as required. Of the 1200 tons of steel rails, 46 lbs. to the yard ordered, 771 tons with about 50 tons of fish-plates and the necessary fish-bolts and steel dogspikes have already been delivered at Hobart, and additional quantities are now landing.

Issues from Store, 1888.

I find from a Return made by the Company's Engineer to the General Manager that 1085 tons of steel rails were issued from Store for use on the Line in relaying and for maintenance purposes during the year 1888, representing an expenditure of about £6600.

There are about 8000 new Sleepers in stock ready for relaying and general maintenance purposes, all of which are of good quality; and I gather from the Engineer's Returns that 26,730 sleepers were issued from Store for use upon the Line during last year, in addition to which about

£1550 has been expended in timber for maintenance and renewals of works and buildings during 1888, and additional wire for fencing where required during the past twelve months has cost about £637.

The Locomotive Stores—such as copper tube plates, tubes, &c.—are rather low, and might with advantage be increased in quantity to meet pressing emergencies arising from time to time. Loco. stores.

The Company has at the present time the following Rolling Stock, as under :— Rolling Stock.

Locomotives.

- 1 Express Engine,
- 5 Passenger Engines,
- 7 Mixed and Freight Engines,
- 2 Shunting or Local ditto,
- 13 Tenders,

making 15 Locomotives in all.

I was much surprised to find that only one out of the above number was laid up for alterations and repairs. I am, however, informed that three new and powerful engines are ordered, one of which is expected to arrive in a few days, and the other two will, according to last advices, be shipped during September. Out of the 14 locomotives in service, I was able to see 10, some of them being the original stock with which the line was opened. They were generally in fair working order, with one exception, and five of the number had been fitted with new boilers, tires, steel axle boxes, valve gear rods, &c. and Adams' Patent Vortex Blast-pipe, by which a saving has been effected of $1\frac{1}{2}$ lbs. of coal per mile. These engines have all been thoroughly repaired during the past two years. Locomotives.

Three of the Express engines are in good working order, and since being fitted with the new blast-pipes have saved one and three-quarter pounds of coal per mile when compared with the old blast-pipes.

Two of the engines (old stock) have just been remodelled and fitted with new leading bogie trucks and other alterations, entailing an expenditure of nearly £1000.

There is no doubt in my mind that it would be good economy for the Company to add at least six new engines to their present stock, in order that those in active service should not be allowed to run an excessive mileage without undergoing the necessary attention. Additional Locomotives required.

The Locomotives recently imported are much more superior in design and workmanship to those formerly obtained, and will be found much more economical in maintenance, and will be less severe upon the road.

Taking the Locomotive stock all round, it is in very fair order and running condition, considering the limited quantity at the disposal of the authorities. Condition

The Carriage Stock consists of 49 vehicles, of which I was able to examine 36. Carriages.

The original Carriage Stock with which the line was equipped is nearly worn out, and I found, out of the 36 vehicles which I examined, that— Carriage Stock.

- 23 were in good order,
- 9 „ fair order, and
- 4 „ bad order.

Much of the stock has suffered from exposure to the weather. The Company is now building two carriages for their Express service of a much superior character to any of their present stock. These carriages are 45 feet long in the body by 8 feet in width over all, having three compartments, and are fitted with lavatories, urinals, W.C's., &c. They are hung upon two six-wheeled bogie trucks, and will cost, when completed, about £900 each. New Carriages.
Cost.

In addition to the above there are in stock :—7 passenger and mail vans, 5 goods brake vans, 227 goods, wagons, cattle, and sheep vans, 1 accident crane. Rolling Stock.

All the running vehicles are in good working condition, especially the wagon stock, which has been well maintained, and the greater number fitted with new steel axles and steel tires, by which each wagon can now carry 6 tons. The whole of the wagon stock will be similarly fitted by the end of the present year, some of the material having been already delivered. Condition.
Carrying capacity of wagons increased.

List of Rolling
Stock.

The following is a list of the Rolling Stock :—

Locomotives	15	
Ditto tenders	13	
First-class saloon carriages	5	} Total 49.
Ditto divided ditto.....	10	
Ditto Cleminson's saloon	2	
Ditto ditto divided.....	3	
Ditto ditto and mail	3	
Second-class carriages	23	
Ditto bogie excursion	3	
Passenger and mail vans	4	
Horse-boxes	15	
Carriage trucks	4	
Goods brake vans	5	
Goods wagons, covered.....	53	
Ditto, high-sided	51	
Cattle	28	
Sheep and pig wagon	1	
Sheep wagons, double	10	
Timber wagons	10	
Ditto	13	
Medium and low-sided wagons	45	
Accident crane (damaged)	1	

Of the above number there are 149 goods wagons and 5 goods brake vans in service.

Number of
Goods Wagons.

Conclusion.

In conclusion, I beg to report that, having due regard to the circumstances under which this inspection has been made, I am of opinion that this railway is in a good working condition, having been materially improved in character since it was constructed, and when the necessary repairs to some of the bridges now in progress are completed, and additional locomotive power provided, the whole undertaking may be accepted as a going concern in good working order and condition.

I am, &c.

H. C. MAIS, *M.I.C.E., M.I. Mec. E., M.Amer. Soc. E.*

I append a list of bridges to which repairs are necessary :—

Risdon Road requires abutments at each end, only temporarily repaired at present.

O'Brien's Bridge has had new beams and flooring relaid.

Bridgewater Swing has had new cross beams, and is now in good order.

Fisher's Creek has new abutments and beams.

At 70 miles 57 chains new beams have been put in.

At 69 miles 75 chains nothing has been done except making the beams safe by placing temporary piles under them.

Currajong Creek has new stone piers, the old work having been damaged by recent floods.

At 63 miles 38 chains nothing has been done beyond making the beams safe temporarily.

Blackman's River and Floodways.—Repairs in progress. Piles to be replaced by dwarf piers of concrete.

Macquarie Creek has been temporarily repaired. Iron girders are being made to replace the present timber trusses.

Taki Creek.—The foundations are taken out ready to receive the concrete for a base upon which stone piers are to be built.

Clarendon has new concrete abutments at north end and concrete pier at south end.

Campania has new abutments of stone; new iron girders being made.

Horseshoe Gully has been thoroughly repaired, and is now in good condition.

The above list is comprised in that referred to by Engineer-in-Chief in his Report of March, 1889.

H. C. MAIS.

*Tasmanian Government Railways,
General Manager's Office, 12th November, 1889.*

SIR,

I HAVE the honor to acknowledge your instruction of the 8th instant, to report on certain matters connected with the Main Line Railway Company's property, in view of a proposed purchase.

I have made a careful inspection of the items referred to in your instruction, besides which I have of necessity become thoroughly conversant with the Line and its working during the period in which I have been connected with the Government Railways. Putting aside the Launceston to Deloraine Line (the old Launceston and Western Railway), upon which there was an almost extravagant expenditure, I consider the Company's Line equal to or better than any of the Government Lines, with the exception of the recently constructed Scottsdale Line.

I assume that in the event of the Government acquiring the Main Line, the Launceston terminus would be at the Government Station, which is by far the most suitable, and capable of further extension. A saving would be effected by having one terminus instead of two. Workshops should be continued at either end as at present.

The Buildings generally on the Line are not of first-class description, but with a few exceptions they are sufficient for the traffic, and with ordinary repairs will last for some years.

The Line generally is in good order.

I estimate that during the last five years 82 miles have been relaid with a good section of steel rails, 190,000 sleepers have been placed in the road during the same period, and 40 miles of new fencing of a first-class description have been erected; the cost of this improved construction has been, I believe, charged to working expenses.

The cost of these works would amount to £64,975, or an average of £12,995 per annum. It may be reasonably considered that a considerable proportion of this expenditure should have been treated as a charge to capital account.

I find that a stock of about 1200 tons of new rails with fastenings is on hand to continue the work of relaying.

In the event of the Government acquiring the Line, it would be necessary to provide for a better system of signalling and safety appliances.

The public would demand more comfortable carriages and greater conveniences than are at present accorded. To meet these requirements, and to complete the improvements of the Line, I estimate that the sum of twenty-five thousand pounds (£25,000) would have to be provided.

It will be necessary shortly to procure at least three (3) new locomotives suitable for working the express trains. The carriages now requisitioned for the Sorell, Apsley, Chudleigh, and Mount Zeehan Lines could be placed on the Main Line, and the Main Line carriages could be advantageously used in the traffic on those Lines.

To meet the necessary outlay I would suggest that the Treasurer should advance to the Railway Department the sum of £25,000, to be repaid out of the railway earnings in equal instalments extending over five years.

There can be no doubt that if the line were worked by the Government a direct saving would be effected.

In the year 1888 the cost of working the Government Railways—a disconnected system—was £375 per mile, whilst the cost of working the Main Line Company's Railway was £541 per mile.

After making every possible allowance for high rate of speed, grades, and curves, I am of opinion that the line should be worked for £425 per mile. In this alone there would be a saving of £15,428 per annum.

Thus in the first year, if my anticipations are realised, after deducting £5000, a moiety of the proposed loan, the Line should return a direct revenue of nearly one per cent. After making all allowances for proper maintenance, and supposing that the public are satisfied with the working of the Railway on lines somewhat similar to the present, and having carriages more comfortable than those now in use, it may be reasonably anticipated that, taking into consideration the normal increase of traffic, the Line will in three years pay to the Government a profit of two per cent.

In support of my opinion, I would point out that in 1886 the revenue was £68,948, in 1887 £69,040, and in 1888, £76,094. For reasons which have previously been alluded to, the working expenses nearly absorbed those receipts, and whilst in 1887 the working expenses amounted to £68,199, they rose, under like conditions and similar train services, in 1888 to £71,966. Had the working expenses not exceeded my estimate of £425 per mile, an estimate which I consider a liberal one, they would have amounted to £56,525, leaving a balance to credit of profit and loss account of £19,569.

I may add, that in my estimate of £425 per mile for working, I include all reasonable cost of repairs and renewals. These should not in the future be abnormally high, as large sums have been expended during the last three years in substituting masonry and concrete in culverts and bridges in lieu of the original timber construction, and in improving the character of the Line generally. To bear out my estimate of £425 per mile for working, I give the cost per mile for working those Colonial Lines of a similar gauge, the circumstances of which are somewhat parallel :—

New Zealand	£394·39
Queensland	274·34
Cape of Good Hope	472·7

In the last instance the working expenses were increased by the high price of coal, which costs about £2 per ton, and sleepers for renewals, which cost 5s. each.

In conclusion, I attach a Memorandum from the Locomotive Superintendent of Government Railways bearing on the matter of Rolling Stock. It is utterly impossible for him, with the time at his disposal, to report on the condition of Rolling Stock in detail.

I have, &c.

FRED. BACK, *General Manager.*

The Hon. the Minister of Lands and Works.

MEMO.

Main Line Workshops and Rolling Stock.

In reply to your Memo. *re* above, I have to inform you that I have been through the workshops, and am of opinion that the tools, &c., will be sufficient. It will be necessary to provide for a new paint shop.

I am also of opinion that if provision is made for four express engines, mail vans, &c., that the rolling stock will prove sufficient for some time.

W. E. BATCHELOR.
11 Nov. 1889.

F. BACK, *Esq.*

REPORT ON CONDITION OF WORKS OF THE TASMANIAN MAIN
LINE RAILWAY.

13th November, 1889.

SIR,

In accordance with your instructions, we have examined the works of the Tasmanian Main Line Railway during the past few days, in order to ascertain their true condition and state of repair.

A large extent of the fencing is still very defective, and requires renewal or repair owing to its age and its originally light construction; the amount to be done may be roughly estimated at from one-fourth to one-fifth of the whole length; the balance is in satisfactory condition.

With the exception of certain repairs required at some bridges and culverts, and the necessity for entire renewal of one or two bridges of minor character, these works are in fair average condition, the more important bridges being in the best order, (one instance where repairs are required is at Risdon Viaduct abutments, although a sufficient provision of a temporary character has been made for safety.) The renewals already effected or in progress are of superior construction, the new masonry is very good, and wrought iron girders are in some instances being substituted for timber.

The permanent way throughout may be described as in good sound average condition, and its general maintenance as creditable. The road is nearly all laid with 46 lb. steel rails; the old iron rails still remaining are, with a few exceptions, in fairly good condition, but these are now being relaid in places with steel. The percentage of defective sleepers throughout the line is less than we anticipated, and certainly not more than is compatible with an efficiently maintained permanent way.

There is a scarcity of ballast in many places, and a need for improving its quality in other places by addition of better material, which, together, will necessitate some expenditure in this direction, although not to any serious amount. Additional earthwork is required on embankments for affording sufficient support to the ballast.

The station buildings, with a few exceptions, are in fair ordinary repair for constructions of the class to which they belong.

In the event of the line being purchased, and present station arrangements adopted without radical alterations, then we are of opinion that all necessary work in respect of matters referred to in this Report can be executed for a sum not exceeding Ten thousand Pounds (£10,000). We further consider that the immediate renewal of the larger and more costly bridges or viaducts need not be provided for at present time, as with proper current maintenance their life may be assumed to last from ten to fifteen years longer.

There is a large stock of rails, sleepers, fencing, and other material on the line available for repairs and renewals.

We have the honor to be,
Sir,

Your obedient Servants,

J. FINCHAM.
JOHN M. M'CORMICK.
W. P. HALES.

*Hon. A. T. PILLINGER, Esq., M.H.A.,
Minister of Lands and Works.*

MAIN LINE RAILWAY RECEIPTS.

(Compiled at the Treasury from Manager's certified Accounts.)

HEAD.	Quarter ending 31 March.	Quarter ending 30 June.	Quarter ending 30 September.	Quarter ending 31 December.	Total for the Year.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1876.					
Traffic Receipts .....	...	7020 5 11	4637 2 11	6878 13 4	£18,536 2 2
1877.					
Passengers, No. 69,621 ...	8081 6 10	5069 13 9	4460 0 8	6164 7 2	
Parcels, &c.	402 6 2	512 7 10	541 19 3	542 9 1	
Telegraphs	21 17 5	24 1 11	23 15 4	25 16 3	
Goods } 15,154 tons {	2649 16 7	2230 9 10	2100 0 2	2268 12 10	
Minerals } .....	...	...	61 9 11	113 7 4	
Live Stock	241 16 1	632 17 9	709 17 2	308 6 4	
Rents.....	56 10 0	33 8 4	58 12 0	64 15 0	
Mails.....	...	335 16 8	503 15 0	503 15 0	
	11,453 13 1	8838 16 1	8459 9 6	9991 9 0	£38,743 7 3
1878.					
Passengers, No. 89,102 ...	8847 9 8	5943 0 8	4833 13 6	6572 7 0	
Parcels, &c.	721 9 0	633 13 10	518 12 9	579 4 10	
Telegraphs	54 7 10	35 11 11	29 18 7	31 18 10	
Goods, 17,234 tons } 20,575 {	3371 15 10	2574 7 5	1784 0 0	2984 15 9	
Minerals, 3341 do. } tons {	165 4 3	314 17 2	420 9 3	290 2 10	
Live Stock	576 7 8	747 14 4	731 2 4	481 10 11	
Rents.....	79 11 0	68 16 0	49 0 0	65 16 0	
Mails.....	503 15 0	505 1 8	{ 718 5 0 }	718 5 0	
	14,320 0 3	10,823 3 0	9226 14 9	11,724 1 2	£46,093 19 2
1879.					
Passengers, No. 157,470 ..	9780 3 10	6590 10 5	4988 4 8	7070 10 9	
Parcels, &c.	722 12 4	602 16 5	521 18 10	621 13 11	
Telegraphs	42 12 9	28 1 7	24 12 11	31 2 1	
Mails.....	718 5 0	718 5 0	718 5 0	718 5 0	
Goods, 18,367 tons } 22,426 {	3391 11 1	3152 10 9	2337 10 0	2745 17 1	
Minerals, 4059 do. } tons {	273 11 4	347 5 2	480 18 0	380 1 7	
Live Stock	557 7 8	769 0 6	728 2 3	406 14 9	
Rents.....	25 0 0	50 10 0	45 2 0	138 6 6	
	15,511 4 0	12,258 19 10	9844 13 8	12,112 11 8	£49,727 9 2
1880.					
Passengers, No. 163,454..	9427 18 6	5952 4 0	4944 15 10	7867 17 1	
Parcels	430 3 7	425 16 4	410 17 11	419 0 7	
Horses, Carriages, & Dogs	247 1 6	135 18 3	114 19 0	158 10 5	
Excess of Luggage.....	76 4 4	59 10 9	67 18 11	58 18 6	
Left Luggage	11 14 6	6 13 8	5 7 6	6 10 7	
Telegrams.....	46 10 6	35 1 6	29 16 4	37 13 7	
Mails.....	718 5 0	718 5 0	718 5 0	718 5 0	
Goods, 21,729 tons } 25,350 {	3598 11 8	3311 15 8	2402 0 0	3221 7 3	
Minerals, 3621 do. } tons {	276 0 0	339 19 6	427 1 6	274 6 4	
Live Stock	558 5 8	525 4 6	522 14 4	513 2 2	
Rents and Sundries.....	125 13 0	71 14 7	59 2 6	102 15 10	
	15,516 8 3	11,532 3 9	9702 18 10	13,378 7 4	£50,179 18 2
1881.					
Passengers, No. 179,106 ..	10,554 2 7	6873 11 5	6047 3 9	9027 19 3	
Parcels	464 5 5	515 12 8	447 3 8	483 0 7	
Horses, Carriages, & Dogs	293 16 8	173 3 4	108 15 10	235 17 10	
Excess Luggage.....	92 0 2	66 13 9	47 5 1	82 19 6	
Left Luggage	7 1 4	7 2 5	4 14 11	7 14 9	
Telegrams.....	51 14 2	45 18 3	42 3 10	56 17 10	
Mails.....	868 5 0	748 5 0	718 5 0	748 5 0	
Goods, 20,262 tons } 23,558 {	3827 15 5	3236 18 4	2200 13 8	3269 4 2	
Minerals, 3296 do. } tons {	226 5 5	359 12 5	282 16 6	287 1 6	
Live Stock	323 19 9	562 18 4	531 17 10	420 11 4	
Rents and Sundries.....	134 0 10	116 7 2	103 11 11	89 12 10	
	16,843 6 9	12,706 3 1	10,534 12 0	14,709 4 7	£54,793 6 5

HEAD.	Quarter ending 31 March.	Quarter ending 30 June.	Quarter ending 30 September.	Quarter ending 31 December.	Total for the Year.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1882.					
Passengers, No. 218,130...	10,636 5 1	8039 9 1	7362 15 1	9828 3 2	
Parcels	499 8 6	516 17 3	500 18 1	534 11 6	
Horses, Carriages, & Dogs	312 16 6	182 18 11	199 3 2	210 18 10	
Excess Luggage	97 18 1	78 5 10	83 10 6	81 14 8	
Left Luggage	10 3 6	6 0 3	4 16 1	6 17 4	
Telegrams.....	69 11 0	53 13 3	61 3 1	62 19 7	
Mails.....	718 5 0	718 5 0	718 5 0	718 5 0	
Goods, 25,290 tons } 29,256	3661 11 3	3553 6 4	2740 0 10	3605 10 1	
Minerals, 3966 do. } tons	178 4 3	277 6 0	422 3 8	370 9 1	
Live Stock	564 8 10	761 15 8	857 12 5	474 7 10	
Rents and Sundries.....	192 8 10	129 1 9	99 0 4	127 2 8	
	16,941 0 10	14,316 19 4	13,049 16 4	16,020 19 9	60,328 8 2
1883.					
Passengers, No. 261,974...	14,557 6 6	8609 4 0	7607 12 0	10,300 13 10	
Parcels	587 19 11	561 8 4	488 19 9	550 16 3	
Horses, Carriages, & Dogs	321 8 0	219 11 9	216 9 10	269 10 1	
Excess Luggage	116 9 8	86 6 6	102 1 8	127 15 6	
Left Luggage	9 9 10	3 14 2	3 6 4	8 4 9	
Telegrams.....	91 14 6	69 16 7	57 1 10	69 5 1	
Mails.....	718 5 0	718 5 0	778 5 0	748 5 0	
Goods, 31,816 tons } 35,889	4270 10 8	4993 6 4	3383 4 0	4093 14 0	
Minerals, 4073 do. } tons	284 10 10	398 13 6	420 3 0	289 19 11	
Live Stock	453 11 4	659 6 6	655 2 5	516 4 2	
Rents and Sundries.....	212 15 6	135 3 9	127 5 5	117 5 11	
	21,624 1 9	16,454 16 5	13,839 11 3	17,091 14 6	69,010 3 11
1884.					
Passengers, No. 298,146...	12,280 5 5	8349 1 3	7213 17 1	10,196 7 5	
Parcels	537 17 1	523 6 6	520 1 7	568 14 2	
Horses, Carriages, & Dogs	314 12 5	242 3 7	212 5 6	298 1 4	
Excess Luggage	115 16 2	114 13 5	122 13 7	95 18 8	
Left Luggage	8 2 6	5 1 2	16 2 9	12 14 9	
Telegrams.....	77 11 2	60 7 0	54 11 5	76 16 4	
Mails.....	745 15 0	865 15 0	1028 10 0	810 0 0	
Goods, 36,224 tons } 41,238	4637 1 7	4775 0 9	4270 14 7	5001 0 3	
Minerals, 5014 do. } tons	324 2 1	432 9 2	468 11 8	326 5 5	
Live Stock	577 17 5	884 12 0	879 16 4	596 3 5	
Rents and Sundries.....	182 17 1	169 5 11	158 16 2	175 4 1	
	19,801 17 11	16,421 15 9	14,946 0 8	18,157 5 10	69,327 0 2
1885.					
Passengers, No. 322,787...	12,691 10 0	9212 15 9	7964 6 3	10,418 10 3	
Parcels	606 6 11	608 0 3	583 17 4	595 5 9	
Horses, Carriages, & Dogs	331 2 0	248 15 5	200 0 6	273 9 7	
Excess Luggage	118 15 8	108 9 1	94 16 6	101 10 6	
Left Luggage	14 17 0	10 5 9	8 1 4	8 16 11	
Telegrams.....	102 13 1	66 17 1	59 16 9	68 19 5	
Mails.....	850 0 0	750 0 0	750 0 0	750 0 0	
Goods, 40,316 tons } 46,523	5731 12 0	6066 0 1	4354 9 11	4716 4 5	
Minerals, 6207 do. } tons	307 8 9	345 7 10	473 13 11	333 3 10	
Live Stock	678 11 10	661 13 2	771 6 2	755 12 11	
Rents and Sundries.....	250 14 9	204 17 6	182 16 1	270 3 10	
	21,683 12 0	18,283 1 11	15,443 4 9	18,296 17 5	73,706 16 1
1886.					
Passengers, No. 337,971½	12,043 1 11	9155 5 4	7338 1 10	10,385 14 3	
Parcels	554 16 9	551 5 11	473 15 4	566 19 2	
Horses, Carriages, & Dogs	306 5 11	205 8 1	109 7 4	276 13 1	
Excess Luggage	114 11 3	93 16 6	75 11 0	88 2 2	
Left Luggage	11 2 3	8 0 8	7 1 10	9 0 4	
Telegrams.....	79 5 11	61 0 8	60 8 11	65 13 0	
Mails.....	750 0 0	750 0 0	750 0 0	750 0 0	
Goods, 34,465 tons } 41,872	5140 9 9	4664 5 6	3823 3 11	4294 12 1	
Minerals, 7407 do. } tons	278 0 2	293 2 11	306 1 3	876 8 2	
Live Stock	733 8 11	756 3 6	859 3 6	558 4 8	
Rents and Sundries.....	229 6 10	197 15 10	193 12 9	103 13 1	
	20,240 9 8	16,736 4 11	13,996 7 8	17,975 0 0	68,948 2 3

HEAD.	Quarter ending 31 March.	Quarter ending 30 June.	Quarter ending 30 September.	Quarter ending 31 December.	Total for the Year.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1887.					
Passengers, No. 343,502	10,553 18 11	9226 4 7	7106 2 0	8948 11 10	35,834 17 4
Parcels	521 10 7	516 4 9	549 18 6	561 13 11	2149 7 9
Horses, Carriages, & Dogs	277 15 8	193 12 1	134 1 7	308 8 5	913 17 9
Excess Luggage	71 12 0	90 14 10	68 15 10	46 3 6	277 6 2
Left Luggage	9 3 6	6 19 11	5 18 3	5 17 3	27 18 11
Telegrams	68 15 11	59 19 1	48 11 6	62 1 4	239 7 10
Mails	750 0 0	750 0 0	750 0 0	750 0 0	3000 0 0
Goods, 33,056 tons } 58,326	4270 19 11	4917 4 6	4161 6 11	4842 10 5	18,192 1 9
Minerals, 25,270 do } tons	958 3 7	1472 13 3	1494 0 11	1178 13 2	5103 10 11
Live Stock	410 3 6	774 18 6	773 9 6	388 7 4	2346 18 10
Rents and Sundries	145 5 2	507 0 6	1 13 3	300 7 9	954 6 8
	18,037 8 9	18,515 12 0	15,093 18 3	17,392 14 11	69,039 13 11
1888.					
Passengers, No. 379,774	12,313 6 11	9019 17 6	8225 16 9	12,890 0 3	42,440 1 5
Parcels, No. 49,134	559 10 7	571 15 6	517 14 4	593 9 2	2242 9 7
Horses, Carriages, & Dogs	325 15 8	177 10 5	175 7 10	336 17 2	1015 11 1
Excess Luggage	59 17 7	72 16 5	55 0 11	45 14 8	233 9 7
Left Luggage	6 17 4	4 10 0	3 17 2	6 9 2	21 13 8
Telegrams	67 15 7	52 19 6	48 9 6	63 16 6	233 1 1
Mails	825 0 0	825 0 0	825 0 0	825 0 0	3300 0 0
Goods, 34,425 tons } 72,528	4860 3 10	4011 15 6	3839 15 4	4880 7 4	17,592 7 0
Minerals, 38,103 do } tons	1183 15 11	1599 4 9	1815 2 8	2102 18 1	6701 1 5
Live Stock	458 0 6	470 3 4	434 17 4	481 13 1	1844 14 3
Rents and Sundries	200 17 7	123 14 1	236 12 9	Dr. 100 5 3	460 19 2
	20,861 6 6	16,929 7 0	16,177 14 7	22,126 0 2	76,094 8 3
1889.					
Passengers, No.	12,826 10 11	9752 8 6	8681 16 8	...	Total for 9 months 31,260 16 1
Parcels, No.	558 4 0	503 0 7	489 6 1	...	1550 10 8
Horses, Carriages, & Dogs	366 9 8	274 5 3	230 16 6	...	871 11 5
Excess Luggage	43 3 11	54 9 2	57 14 0	...	155 7 1
Left Luggage	6 14 4	4 11 5	6 4 8	...	17 10 5
Telegrams	78 8 7	59 9 11	50 10 7	...	188 9 1
Mails	825 0 0	825 0 0	825 0 0	...	2475 0 0
Goods	5597 14 3	5626 4 7	4431 13 2	...	15,655 12 0
Minerals	1095 12 8	1442 19 9	1689 13 0	...	4228 5 5
Live Stock	524 15 4	675 19 9	545 0 1	...	1745 15 2
Rents and Sundries	740 7 2	254 12 3	239 18 8	...	1234 18 1
	22,663 0 10	19,473 1 2	17,247 13 5	...	59,383 15 5

MAIN LINE RAILWAY EXPENDITURE.

Supplied by the Manager of the Company.

HEAD.	Quarter ending 31 March.	Quarter ending 30 June.	Quarter ending 30 September.	Quarter ending 31 December.	Total for the Year.
1876.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Expenditure .....	...	8830 13 1	6309 4 6	10,548 4 1	25,688 1 8
1877.					
Permanent Way	5076 6 0	3965 13 4	4539 13 8	4496 0 9	18,077 13 9
Locomotive Power	2914 14 9	3444 11 9	3802 3 10	3859 9 8	14,021 0 0
Carriages and Wagons...	233 7 10	366 11 6	307 10 8	310 1 8	1217 11 8
Traffic Expenses	1550 5 5	1527 6 5	1659 12 10	1500 14 2	6237 18 10
General Charges, London	2083 6 8	500 0 0	500 0 0	500 0 0	3583 6 8
Ditto, Tasmania.....	703 8 7	860 10 10	816 6 3	858 14 11	3239 0 7
Miscellaneous Expenses..	260 2 1	822 12 3	61 10 1	627 4 3	1771 8 8
Evandale and Launces- ton Toll	416 13 4	250 0 0	250 0 0	250 0 0	1166 13 4
	13,238 4 8	11,737 6 1	11,986 17 4	12,402 5 5	49,314 13 6
1878.					
Permanent Way	4058 17 4	5537 1 0	5634 5 10	5888 5 7	21,118 9 9
Locomotive Power	3814 7 4	3524 2 4	3388 5 3	3453 6 1	14,180 1 0
Carriages and Wagons...	321 14 0	422 19 10	593 12 5	529 11 0	1867 17 3
Traffic Expenses	1737 6 1	1560 11 11	1717 7 10	1806 18 3	6822 4 1
General Charges, London	500 0 0	1280 10 3	500 0 0	500 0 0	2780 10 3
Ditto, Tasmania.....	810 3 7	1125 11 7	940 16 1	911 7 11	3787 19 2
Miscellaneous Expenses.	7 3 3	231 19 8	480 4 11	Cr. 506 12 1	212 15 9
Evandale & Launceston Toll	250 0 0	250 0 0	4639 13 4	966 13 4	6106 6 8
	11,499 11 7	13,932 16 7	17,894 5 8	13,549 10 1	56,876 3 11
1879.					
Permanent Way	6588 11 3	3291 17 7	3471 13 3	3771 19 5	17,124 1 6
Locomotive Power	4633 2 7	3529 15 1	3876 14 3	3545 2 7	15,584 14 6
Carriages & Wagons	417 2 0	240 19 0	244 18 9	181 11 0	1084 10 9
Traffic Expenses	2041 16 8	1911 6 2	1922 12 0	1695 19 5	7571 14 3
General Charges, London	750 0 0	850 0 0	800 0 0	2257 10 3	5994 6 2
Ditto, Tasmania	1336 15 11				
Ditto, Tasmania	1234 8 8	907 8 2	766 0 0	853 12 8	3761 9 6
Miscellaneous Expenses	30 3 1	404 2 3	50 13 9	3 11 0	488 10 1
Evandale & Launceston Toll	997 10 0	997 10 0	997 10 0	1024 3 4	4016 13 4
	18,029 10 2	12,132 18 3	12,130 2 0	13,333 9 8	55,626 0 1
1880.					
Permanent Way	4787 2 0	3539 8 8	3435 19 9	5203 14 3	16,966 4 8
Locomotive Power	3630 8 8	3348 8 1	3618 13 3	3312 19 4	13,910 9 4
Carriages and Wagons...	474 4 9	241 7 1	356 19 11	326 13 2	1399 4 11
Traffic Expenses	2020 13 5	1901 4 11	1926 17 4	1766 3 6	7614 19 2
General Charges, London	800 0 0	800 0 0	716 5 0	800 0 0	3116 5 0
Ditto, Tasmania	774 14 6	774 4 2	721 14 10	860 3 2	3130 16 8
Miscellaneous Expenses.	147 10 6	128 17 5	87 16 3	74 8 7	438 12 9
Evandale and Launces- ton Toll	1037 10 0	1037 10 0	1037 10 0	1037 10 0	4150 0 0
	13,672 3 10	11,771 0 4	11,901 16 4	13,381 12 0	50,726 12 6

HEAD.	Quarter ending 31 March.	Quarter ending 30 June.	Quarter ending 30 September.	Quarter ending 31 December.	Total for the Year.
1881.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Permanent Way	7905 12 6	4123 10 1	2518 4 5	5042 16 5	19,590 3 5
Locomotive Power	3408 19 0	3454 10 1	3194 7 2	4210 2 2	14,267 18 5
Carriages and Wagons...	314 15 1	696 19 6	406 7 0	588 0 1	2006 1 8
Traffic Expenses	2083 0 0	1852 1 1	1869 16 10	2011 18 2	7816 16 1
General Charges, London	800 0 0	800 0 0	800 0 0	1000 7 8	3400 7 8
Ditto, Tasmania.....	772 9 5	734 12 2	756 18 5	820 19 0	3084 19 0
Miscellaneous Expenses..	588 18 0	61 1 4	7 16 0	54 7 9	712 3 1
Evandale and Launceston Toll	984 7 6	984 7 6	984 7 6	984 7 6	3937 10 0
	16,858 1 6	12,707 1 9	10,537 17 4	14,712 18 9	54,815 19 4
1882.					
Permanent Way	7904 11 4	5166 3 3	4914 16 4	3690 2 10	21,675 13 9
Locomotive Power	3450 19 1	3550 6 5	3290 13 4	4274 0 9	14,565 19 7
Carriages and Wagons...	927 16 10	893 9 4	525 6 3	994 6 10	3340 19 3
Traffic Expenses	1880 13 5	2133 11 0	1900 9 10	2149 9 10	8064 4 1
General Charges, London	800 0 0	800 0 0	617 15 8	800 0 0	3017 15 8
Ditto, Tasmania ...	750 10 0	743 16 10	737 13 11	833 13 9	3065 14 6
Miscellaneous Expenses.	234 4 7	23 17 7	61 10 9	84 15 2	404 8 1
Evandale and Launceston Toll	1009 7 6	1009 7 6	1009 7 6	1009 7 6	4037 10 0
	16,958 2 9	14,320 11 11	13,057 13 7	13,835 16 8	58,172 4 11
1883.					
Permanent Way	5238 1 8	6860 14 5	4130 0 0	5416 11 7	21,645 7 8
Locomotive Power	3758 6 1	4505 5 7	2672 16 9	4287 0 3	15,223 8 8
Carriages and Wagons...	1929 11 9	2493 13 6	3388 17 8	3062 2 2	10,874 5 1
Traffic Expenses	2267 10 9	2316 0 6	2012 13 8	2624 4 2	9220 9 1
General Charges, London	800 0 0	800 0 0	1167 14 5	800 0 0	3567 14 5
Ditto, Tasmania.....	777 17 5	776 1 3	799 14 8	972 14 10	3326 8 2
Miscellaneous Expenses	210 7 10	50 17 5	99 9 2	25 11 9	386 6 2
Evandale & Launceston Toll	1034 7 6	1034 7 6	1034 7 6	1034 7 6	4137 10 0
	16,016 3 0	18,837 0 2	15,305 13 10	18,222 12 3	68,381 9 3
1884.					
Permanent Way	4115 3 5	6214 16 1	4833 13 11	2614 4 10	17,777 18 3
Locomotive Power	8864 10 9	4581 3 8	6067 1 8	3978 18 8	23,491 14 9
Carriages and Wagons ..	1323 17 8	1160 14 4	1190 3 3	1018 19 10	4693 15 1
Traffic Expenses	2298 1 4	2633 13 0	2322 8 4	2499 17 5	9754 0 1
General Charges, London	800 0 0	800 0 0	1956 4 1	800 0 0	4356 4 1
Ditto, Tasmania	786 18 9	966 9 7	914 3 9	905 0 9	3572 12 10
Miscellaneous Expenses.	118 14 0	72 15 7	791 5 8	13 2 10	995 18 1
Evandale and Launceston Toll	1059 7 6	1059 7 6	1059 7 6	1059 7 6	4237 10 0
	19,366 13 5	17,488 19 9	19,134 8 2	12,889 11 10	68,879 13 2
1885.					
Permanent Way	6455 12 10	6302 6 7	6302 13 2	7379 6 11	26,439 19 6
Locomotive Power	4612 6 5	3842 11 7	4282 4 6	4831 14 5	17,568 16 11
Carriages and Wagons...	1731 11 11	2701 3 8	943 9 10	1405 5 6	6781 10 11
Traffic Expenses	2395 13 0	3003 9 6	2355 11 3	2663 4 5	10,417 18 2
General Charges, London	800 0 0	800 0 0	1213 18 5	800 0 0	3613 18 5
Ditto, Tasmania.....	938 8 11	937 7 8	949 13 10	996 13 3	3822 3 8
Miscellaneous Expenses.	176 11 0	64 5 2	121 12 0	184 9 10	546 18 0
Evandale and Launceston Toll	1084 7 6	1084 7 6	1084 7 6	1084 7 6	4337 10 0
	18,194 11 7	18,735 11 8	17,253 10 6	19,345 1 10	73,528 15 7
1886.					
Permanent Way.....	6977 8 6	7624 1 10	3327 9 2	5147 13 7	23,076 13 1
Locomotive Power.....	5479 11 1	7297 6 5	3099 4 1	4492 5 0	20,368 6 7
Carriages and Wagons...	625 16 10	1491 12 0	780 8 4	511 17 1	3409 14 3
Traffic Expenses.....	2356 1 6	2769 5 8	2184 14 5	2721 0 1	10,031 1 8
General Charges, London	800 0 0	800 0 0	800 0 0	800 0 0	3200 0 0
Ditto, Tasmania.....	946 0 10	969 14 0	953 15 10	1014 18 3	3884 8 11
Miscellaneous Expenses	103 18 8	40 15 6	282 0 3	98 16 10	525 11 3
Evandale and Launceston Toll.....	1084 7 6	1084 7 6	1084 7 6	1084 7 6	4337 10 0
	18,373 4 11	22,077 2 11	12,511 19 7	15,870 18 4	68,833 5 9

HEAD.	Quarter ending 31 March.	Quarter ending 30 June.	Quarter ending 30 September.	Quarter ending 31 December.	Total for the Year.
1887.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Permanent Way	7636 0 1	5170 6 3	6051 17 6	1155 14 2	20,013 18 0
Locomotive Power	4235 17 6	4916 1 11	7095 11 8	5491 0 8	21,738 11 9
Carriages and Wagons...	358 11 1	761 1 3	801 1 3	762 15 11	2683 9 6
Traffic Expenses	2431 18 9	2959 14 5	2394 11 6	2792 8 9	10,578 13 5
General Charges, London	1266 2 11	800 0 0	1275 18 11	1200 0 0	4542 1 10
Ditto, Tasmania.....	976 5 6	915 3 1	877 17 2	961 0 6	3730 6 3
Miscellaneous Expenses	291 8 10	21 16 11	119 17 10	194 15 8	627 19 3
Evandale and Launceston Toll	1050 0 0	1050 0 0	1050 0 0	1050 0 0	4200 0 0
	18,246 4 8	16,594 3 10	19,666 15 10	13,607 15 8	68,115 0 0
1888.					
Permanent Way	5874 6 1	5779 4 8	5429 2 5	7222 8 0	24,305 1 2
Locomotive Power	4723 10 2	4715 7 11	5058 12 11	4667 0 1	19,164 11 1
Carriages and Wagons...	685 19 9	1523 9 1	1405 2 1	946 18 9	4561 9 8
Traffic Expenses	2831 3 10	2452 12 3	2857 12 4	2658 16 3	10,800 4 8
General Charges, London	1000 0 0	1000 0 0	1626 0 9	1000 0 0	4626 0 9
Ditto, Tasmania.....	893 8 1	899 17 4	885 3 0	954 16 8	3633 5 1
Miscellaneous Expenses	107 1 3	109 17 9	58 0 2	100 11 10	375 11 0
Evandale and Launceston Toll	1125 0 0	1125 0 0	1125 0 0	1125 0 0	4500 0 0
	17,240 9 2	17,605 9 0	18,444 13 8	18,675 11 7	71,966 3 5
1889 (nine months).					<i>Total for 9 months</i>
Permanent Way	2896 19 4	5594 17 8	9323 2 7	...	17,814 19 7
Locomotive Power	4719 18 0	3906 2 2	6048 16 2	...	14,674 16 4
Carriages and Wagons...	1395 11 9	1412 15 0	2726 7 4	...	5534 14 1
Traffic Expenses	3049 18 3	2842 10 9	3069 0 9	...	8961 9 9
General Charges, London	1000 0 0	2000 0 0	2224 13 2	...	5224 13 2
Ditto, Tasmania	948 0 6	851 17 10	896 16 3	...	2696 14 7
Miscellaneous Expenses	119 12 3	547 17 3	2226 13 1	...	2894 2 7
Evandale and Launceston Toll	1200 0 0	1200 0 0	1200 0 0	...	3600 0 0
	15,330 0 1	18,356 0 8	27,715 9 4	...	61,401 10 1