

(No. 46.)



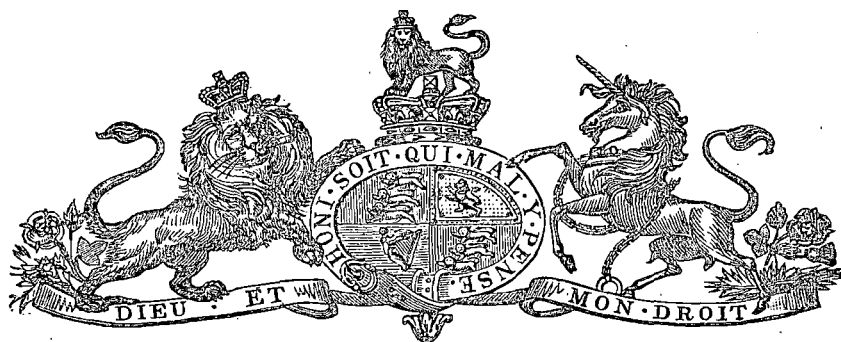
1888.

PARLIAMENT OF TASMANIA

TASMANIAN GOVERNMENT RAILWAYS :

GENERAL MANAGER'S REPORT FOR 1887.

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



TASMANIAN GOVERNMENT RAILWAYS.

General Manager's Office, 14th May, 1888.

SIR,

I HAVE the honor to submit my Report on the working of the Tasmanian Government Railways for 1887.

Capital Account.

The capital expended on construction and equipment during the year 1887 was £222,725 12s. 5d., the aggregate expenditure being £1,371,311 5s. 1d. Particulars of expenditure during 1887 are shown in Table No. 2, and the total expenditure in the General Balance Sheet, Table No. 1.

Revenue Account.

The Revenue from all sources for the year 1887 amounts to £53,953 18s. 2d., being an increase, compared with the total earnings for the year 1886, of £8029 11s. 4d.

The following table gives comparative details:—

	1886.		1887.		INCREASE.		DECREASE.
	Amount.	Per Average Mile open (106).	Amount.	Per Average Mile open (138.)	Amount.	Per cent.	Amount.
	£ s. d.	£	£ s. d.	£	£ s. d.	£	£ s. d.
Passengers.....	22,456 4 6		26,410 19 10		3954 15 4		
Parcels, &c.....	1720 15 1		1831 3 4		110 8 3		
Goods and Live Stock.....	15,051 17 5		18,026 4 6		2974 7 1		
Rents, Mails, &c.....	2287 19 10		2485 10 6		1197 10 8		
T. M. L. Railway Toll, &c.	4407 10 0		4200 0 0		...		207 10 0
					8237 1 4		207 10 0
					207 10 0		
	45,924 6 10	433·2	53,953 18 2	390·9	8029 11 4	17·48	

Passenger Traffic.

In my last Report attention was drawn to the marked increase (23,785) in the number of passengers carried on the Western Line. This increase has been more than maintained, as the returns show a further increase for the year of 34,775 passengers.

Comparative Statement of Passenger Traffic.

		1886.	1887.	INCREASE.	DECREASE.
Total miles travelled	No.	3,968,074	5,054,865	1,086,791	
Average distance travelled per passenger	Miles.	20·47	20·52	·05	
First-class journeys	No.	58,153	67,230	9077	
Second-class journeys.....	No.	126,394	153,568	27,174	
Excursion ditto	No.	*	19,248	19,248	
Season tickets, &c., ditto	No.	9282	6219	..	3063
Total number, ditto.....	No.	193,829	246,265	52,436	
Average rate per passenger per mile.....	Pence.	1·36	1·25	..	0·11
Average rate per passenger	s. d.	2 3·80	2 1·74	..	0 2·06

*Included in 1st and 2nd class journeys in 1886.

The following table shows the relative distances travelled during the year :—

NO. OF PASSENGERS.	PER CENT. OF TOTAL.	TRAVELLED.	NO. OF PASSENGERS.	PER CENT. OF TOTAL.	TRAVELLED.
61,936	25·15	1 to 5 miles.	6016	2·44	71 to 75 miles.
38,878	15·79	6 " 10 "	4272	1·74	46 " 50 "
36,718	14·91	11 " 15 "	2172	0·88	36 " 40 "
27,404	11·13	16 " 20 "	1921	0·78	66 " 70 "
17,828	7·24	81 " 82 "	1290	0·52	61 " 65 "
15,338	6·23	41 " 45 "	896	0·36	51 " 55 "
15,221	6·18	31 " 35 "	806	0·33	56 " 60 "
8404	3·41	26 " 30 "	139	0·06	76 " 80 "
7026	2·85	21 " 25 "			

The following are the number of Passengers booked at the different Stations during 1887 as compared with 1886 :—

STATIONS WHERE BOOKED.	NO. OF PASSENGERS.		INCREASE.	DECREASE.
	1886.	1887.		
<i>Western Line—</i>				
Launceston	44,517	46,827	2310	—
St. Leonard's	13,268	17,186	3918	—
Evandale Junction	13,468	15,883	2415	—
Perth	9702	11,760	2058	—
Longford	21,663	24,591	2928	—
Bishopsbourne	3993	5096	1103	—
Hagley	3894	4446	1052	—
Westbury	10,983	13,162	2179	—
Exton	3153	4124	971	—
Deloraine	12,950	15,800	2850	—
Chudleigh Road	2241	2485	244	—
Dunorlan	3201	4518	1317	—
Whiteford Hills	756	*	—	756
Railton	7666	10,710	3044	—
Latrobe	13,137	16,676	3539	—
Formby	10,581	16,184	5603	—
Total Western Line	174,673	209,448	35,531 756	756 —
			34,775	—
<i>Parattah and Outlands Line</i>	13,535	12,607	—	928
<i>Fingal Line—</i>				
Flag Stations	2084	†	—	2084
Conara	1064	3971	2907	—
§ Stony Creek	—	307	307	—
§ Hanleth	—	246	246	—
§ Eastbourne	—	67	67	—
Avoca	466	1651	1185	—
§ Ormley	—	368	368	—
§ Tullochgorum	—	355	355	—
Fingal	1071	2916	1845	—
§ Mount Nicholas	—	474	474	—
§ Cullenswood	—	1375	1375	—
St. Mary's	936	2778	1842	—
Total Fingal Line	5621	14,508	10,971 2084	2084 —
			8887	—
† <i>Derwent Valley Line—</i>				
New Norfolk	—	4023	—	—
Dromedary	—	361	—	—
Bridgewater	—	1793	—	—
T. M. L. Railway (Hobart)	—	3525	—	—
Total Derwent Valley Line	—	9702	9702	—
GRAND TOTAL	193,829	246,265	52,436	—

* Included in other Stations.

† See Stations marked §.

‡ Opened for traffic on 1st September, 1887.

The total number of passengers carried on the Government Railways since opening to end of 1887, was 1,967,964, who travelled an aggregate distance of 36,492,154 miles.

GOODS TRAFFIC.

Western Line.

The increase in goods tonnage on the Western Line during 1887, as compared with 1886, was 7643 tons, of which 2375 consisted of grain, and 5268 of general merchandise.

The following is a comparative table of goods tonnage :—

	1886.	1887.	INCREASE.
Grain, Produce, &c.....	16,050	18,425	2375
Fencing, Bark, Manures, &c.....	18,989	24,257	5268
	35,039	42,682	7643

Fingal Line.

The total goods traffic on this line was 22,950 tons, consisting of 19,694 tons of minerals and 3256 of general goods.

Parattah and Outlands Branch.

The total tonnage was 1560 tons, compared with 1536 during previous year.

Derwent Valley Line.

During the four months open for traffic 918 tons were carried.

The following is a comparative statement of goods traffic on all lines for the years 1885, 1886, and 1887 :—

		1885.	1886.	1887.	1887 compared with 1886.	
					Increase.	Decrease.
Tonnage	Tons	29,329	42,661	68,113	25,452	...
Average distance each ton was carried	Miles	29.39	28.77	30.64	1.87	...
Ditto receipts per ton	s. d.	6 7.72	6 5.45	4 11.09	...	1 6.36
Ditto ditto for each mile carried	Pence	0 2.71	0 2.69	0 1.93	...	0 0.76
Total goods receipts	£ s. d.	9742 0 9	13,768 2 5	16,771 16 11	3003 14 6	...

Working Expenses.

The cost per mile worked, as compared with 1886, shows an increase of £1.8 per mile, mainly caused by heavy renewals on the Western Line.

The cost per train mile shows a reduction of 0.2d. per mile. The following table shows the cost of working the Tasmanian Government Railways per train mile to be lower than on any of the Australasian Railways :—

	Year.	Per Mile open.	Per Train Mile.	Percentage of Working Expenses to Gross Earnings.
		£	s. d.	
Cape of Good Hope.....	1883	404	5 1.5	61.7
Victoria	1886-7	797	3 6.86	58.18
New South Wales.....	1886	834	4 7.30	69.12
Queensland	1886	328.2	3 6.98	68.82
South Australia.....	1886-7	313	3 7.63	64.23
New Zealand	1886-7	414.84	4 7.76	69.99
Tasmanian Main Line Railway	1887	512.1	3 8.5	98.66
Tasmanian Government Railways.....	1887	359.4	3 4.3	91.94

General.

It will be observed from the foregoing tables that there is an increase in revenue for the year of £8029 11s. 4d., of which £3954 15s. 4d. is derived from passenger traffic.

Excursion Traffic.

Excursion and picnic trains have been frequently run during the year, and have been largely patronised.

A section of fourteen and three-quarter miles of the Derwent Valley Line was opened for traffic on 1st September. The traffic has been very light, and will be unremunerative, at least until the whole line is completed.

A new goods station has been constructed at Whitefoord Hills.

Considerable renewals, both to road, buildings, and fences, have been made on the Western Line.

Arrangements have been made which obviate the necessity for locking both doors of railway carriages and safety-clips have been provided for all carriage doors.

The incomplete and unsatisfactory condition in which lines are handed over for traffic is the cause of unnecessary expense, as well as of inconvenience and irritation. From this cause working expenses have been unfairly loaded. I would direct your attention to the inferior quality of timber used on new lines; the life of much of it cannot be estimated at more than from 7 to 10 years. During the year a large amount of improved construction has been carried out by the Maintenance branch.

The much vexed question of the use by the Government of the third rail between Evandale and Launceston Junctions has been satisfactorily settled by arbitration.

The question of the reduced rate for native coal calls for a few remarks. The working expenses of the Fingal Line have been exceedingly low, viz., £180 per mile; nevertheless this line has not earned a sufficient sum to cover working expenses. This tends to show that the exceptional rate for coal of three farthings per ton per mile is unremunerative. When it is remembered that for similar distances the lowest rate charged in New South Wales, or in any Australasian Colony, is one penny per ton per mile, it is to be anticipated that the Fingal line will continue to be worked at a loss at the present rates.

Native coal has been largely used for locomotive purposes, as well as for offices and waiting rooms.

All rolling stock has been maintained in an efficient condition.

I am pleased to be able to report an immunity from accidents during the year.

The conduct of the staff has been very satisfactory.

I append the usual Reports of the Engineer and Locomotive Superintendent.

I have the honor to be,
Sir,

Your obedient Servant,

FRED. BACK, *General Manager.*

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

*Tasmanian Government Railways.
Engineers' Office, 1st January, 1888.*

SIR,

I HAVE the honor to report upon the maintenance and condition of the existing Government Railways for the year 1887.

*NORTH-WESTERN LINE.**Forty-five miles—Launceston to Deloraine.*

This section is in fair condition. Five hundred tons of 60 lb. rails have been received, and are now being used in relaying the section between Launceston and Evandale Junction, which is traversed by both the Government and Main Line trains, and by the stock of both gauges.

Extensive repairs and renewals are still demanded by all the numerous timber structures on this section, which, for a period, will materially show an increase in the working expenses.

The character and class of renewals decided upon and effected will proportionately decrease this present heavy expense and anxiety.

The broad gauge is still in existence, and adds considerably to the working expenses of the Department, which I trust soon to see abolished.

The various works incidental to narrow gauging and improvements at stations, for facilitating the working of the increasing traffic, having been provided for, will be constructed during the year.

A few of the two-roomed cottages are included for additional rooms. This is a much needed requirement, and might be extended with advantage to the whole.

I would suggest, for the future, that not less than four rooms be erected. The advantages to the Department are manifold by a liberal expenditure in erecting quarters for the staff, and would be made reproductive by charging rent.

Deloraine to Formby—37 miles.

This section has been maintained in fair condition by the exercise of great care, under the difficulties of a weak permanent way, and a still weaker formation, called upon to bear a strain of disproportionate weight and speed.

This deficiency in strength, and ballast both in quantity and quality, will soon have a prejudicial effect, unless its demands are met liberally.

The amount of six hundred pounds authorised to be expended in strengthening No. 2 Section (old Mersey tramway) has been economically and carefully expended, as far as it went, with satisfactory results, but, to obtain thorough security, must be considerably supplemented.

Most of the earthenware pipes inserted as culverts failed, and were reconstructed on an improved plan, at a heavy cost to the Department.

In some localities, such as the vicinity of Caroline Creek, Tarleton, and Spreyton, the adoption of a low location, in a swampy district, increased the difficulty of securing efficient drainage, and rendered it necessary to adopt openings of larger capacity.

The much needed extension to Formby wharves is now in course of construction; and, when completed, will materially facilitate the economical working of this increasing traffic.

These extra demands made upon the limited estimated expenditure for maintenance compel me, in the interests of ordinary safety, not to accept the responsibility of suggesting any reduction in the present estimates.

FINGAL LINE.

47 miles.

This section is in good condition, ballast being obtainable on almost every length. The staff have had this advantage to enable them to strengthen and improve the road, which is of strong construction, and has not been called upon, at present, to bear any severe strain of traffic.

The presence of a large number of timber water-ways and bridges demands constant attention. An unusually wet winter brought out all the weakest points of construction in these and the formation, some damage accruing to the line and private property by floods, and remedies and improvements were effected.

The fencing (Bain's patent) is in bad condition. The posts are badly erected, are too far apart, and the wires are imperfectly strained. An expenditure of nearly three hundred pounds will be a necessity to render it stock-proof.

Two cottages for accommodation of platelayers are in course of construction at Mount Nicholas and Cullenswood. Three have been erected at Conara and three at St. Mary's, for locomotive and traffic employes. The proposals for five others at various points on the line, renewals of old fencing, erection of platforms and sheds at sidings, and a goods shed at Llewellyn (Stony Creek) having been approved, will be given effect to as soon as possible.

DERWENT VALLEY LINE.

Fifteen miles open.

The maintenance of this section was taken over by this Department on 1st September.

The condition is fairly good, but will require much careful attention for some time, to meet subsidence and wear, necessitating a full staff. This may be reduced as the line improves.

The earthenware pipe culverts also, as on the Mersey section, are showing extreme signs of failure, and must be reconstructed as occasion demands.

A careful watch and daily inspection is kept in the vicinity of the heavy rock cuttings, and, at present, no signs of danger exist.

Ballast, which is limited in quantity, must be periodically provided in the localities where subsidence still exists, to retain the character of the road.

PARATTAH AND OATLANDS.

Line, four and a-half miles, is retained in a safe condition, at a high rate for such a class of line, and by the adoption of the class of rail used (old 30-lb. Mersey Tram-rails set in chairs.)

A reduction has been made in cost of maintenance lately, and would be still further practicable if the permanent way was of ordinary strength.

GENERAL.

It will be observed that an increase, compared with 1886, in the cost of maintenance per train mile has been incurred. The explanation of this is partly due to the general demand for heavy renewals of all descriptions on the section Launceston and Deloraine (broad and narrow gauge combined) consequent on its age (twenty years); but it is also, to a very large extent, due to the extra cost and labour in the maintenance of the extensions involved by the light and weak character of the construction of the way and works.

On the Mersey extension six hundred pounds have been expended on strengthening the old Tramway Section to render it safe for the present speed of the service; and more than double this sum is necessary to keep up the condition and safety of the way, and preserve it from injury.

All the new lines were very deficient in quantity and quality of ballast when handed over to the Department, which, with natural waste and subsidence, very soon requires making up.

The staff have been compelled to widen cuttings and formation of banks, and, where obtainable, to trolly on ballast.

Fences.—The class and character of the fences adopted on some sections are defective, and have entailed extra labour and expense in maintaining them. Some miles of log fencing through forest land on the Mersey section have been burnt, and renewed with wire, and will continue for some time to be a source of expense.

For this reason, in consequence of the large amount of extra work it is compulsory for the staff to perform, I am unable to recommend any reduction in the present strength, desirous as I am aware you are to do so.

It has been with extreme difficulty, and only due to the diligence and care displayed by the staff, that the maintenance has been preserved, and the year passed without any serious mishap.

I have the honor to be,

Sir,

Your obedient Servant,

The Manager, Launceston.

LEONARD DOWLING.

Tasmanian Government Railways.

Locomotive and Carriage and Wagon Department, Launceston, 29th February, 1888.

SIR,

IN accordance with your Memo. of 18th instant, I have the honour to report on the working of this Department for the year ending 31st December, 1887.

The locomotives, rolling stock, buildings, machinery, signals, pumps, and water supply in connection with this Department have been well maintained during the year.

The engine mileage on all lines, including shunting, for the twelve months was 334,957 miles.

During the year the following works for construction have been executed:—

New points and crossings for Scottsdale Railway.

New wagons, ditto.

New carriages and vans, ditto, landed, brought round from Queen's Wharf, and erected.

New engines for same line, landed, brought round from Queen's Wharf, but not erected.

New semaphores for Mersey extension.

Shop extension and erection of machinery.

Erection of new engine-shed, Corners, Fingal Line.

Construction of new engine ashpit, Fingal Line.
 Construction and erection of one hundred coal wagons.
 Construction new points and crossings, Derwent Valley Railway.
 Ditto, Formby Wharf.
 Ditto, Hogg's Lane Siding.
 Ditto, Hobler's Bridge Siding.
 Landing at Queen's Wharf, and bringing round and erecting new engines for the conversion of
 broad gauge, Launceston and Western Railway.
 Ditto for Derwent Valley Line.
 Erection of new wagon weighbridge and office, Launceston Yard.
 Construction and erection of new semaphores, Derwent Valley Line.
 Renewals and alterations of semaphores, Launceston and Western Line.

The Derwent Valley Line was opened from Bridgewater Junction to Hamilton Road on 1st September, and has been working since.

No sheds for protecting the rolling stock on the various lines have yet been commenced. I must again call attention to this serious want.

Native coal has been used on all the narrow gauge trains with fair results during the twelve months. This coal could not be used on the broad gauge tank engines, as the bunkers are not large enough to carry sufficient for the journey.

The engines and stonecrushers for the Public Works, and the diamond bits for the Mines Department, have been kept in repair by this Department during the year.

The Manager, Launceston.

I have, &c.

W. E. BATCHELOR.

No. 1.

TASMANIAN GOVERNMENT RAILWAYS.

GENERAL BALANCE SHEET to 31st December, 1887.

Dr.

Cr.

To original Debenture Capital, raised under	£	s.	d.	£	s.	d.	£	s.	d.
Act 31 Vict. No. 9	300,000	0	0						
Ditto 33 Vict. No. 38	100,000	0	0						
				400,000	0	0			
Share Capital (L. & W. Railway Co.)				50,000	0	0			
							450,000	0	0
Accrued Interest, Premiums, &c. (L. & W. Railway Co.)							12,015	4	1
Amounts raised by Debentures for Construction purposes under Act 36 Vict. No. 4				12,000	0	0			
Ditto 44 Vict. No. 34				5,000	0	0			
Ditto 46 Vict. No. 45				112,000	0	0			
Ditto 47 Vict. No. 47				617,000	0	0			
Ditto 49 Vict. No. 54				408,800	0	0			
Ditto 50 Vict. No. 31				61,100	0	0			
Re-appropriation under Act 49 Vict. No. 48				823	0	1			
							1,216,723	0	1
Amount expended in excess of amount raised by Debentures							20,412	19	9
Expenditure from Consolidated Revenue for Construction purposes							14,303	17	11
Ditto for payment of Interest							580,600	0	0
Railway Income							435,464	5	5
Stores transferred to Government by the Launceston and Western Railway Company							1762	15	3
			</						

TASMANIAN GOVERNMENT RAILWAYS.

STATEMENT of Expenditure on Works of Construction during the Year 1887.

	Amount.	TOTAL.
	£ s. d.	£ s. d.
WESTERN LINE—		
Mersey and Deloraine Extension..... Cr.	528 13 0	
Extension to Ulverstone	4648 14 2	
Third Rail, &c.	226 2 1	
Siding to Wharf, Latrobe	5 0 0	
Ditto to Wharf, Formby	778 9 3	
Water Supply, Formby.....	253 9 2	
Wharf Extension, Formby	653 6 10	
Stop Blocks and Locks	291 18 6	
Conversion of broad gauge Rolling Stock to narrow gauge.....	7159 3 10	
Storage Tank, Launceston.....	62 17 7	
Weighbridges, Launceston	354 10 10	
Extension of Line to Coal Wharf.....	480 12 7	
Station-master's Residence, Longford.....	361 10 4	
		14,747 2 2
PARATTAH AND OATLANDS LINE	—	197 11 0
FINGAL LINE—		
Fingal Line	3438 19 10	
Workmen's Cottages	1107 16 11	
Siding, Mount Nicholas Tramway Junction	1356 15 0	
Extra Sidings at Corners	951 8 1	
Junction with Cornwall Coal Company.....	150 0 0	
Engine-shed, St. Mary's	450 0 0	
New Sidings	469 12 5	
		7924 12 3
DERWENT VALLEY LINE	—	58,665 4 6
LAUNCESTON AND SCOTTSDALE LINE.....	—	111,946 6 8
GREEN PONDS LINE	—	4228 19 1
SORELL LINE	—	1018 2 10
CHUDLEIGH LINE	—	907 4 4
RAILWAYS GENERALLY—		
Shop Extension, and Machinery	2188 1 3	
Rolling Stock for Coal.....	12,823 8 11	
Supplementary Rolling Stock	7767 2 11	
Timber for Rolling Stock.....	311 16 6	
		23,090 9 7
		£222,725 12 5

STATEMENT of RECEIPTS and EXPENDITURE for the Year 1887.

Train Mileage: *Western Line*—Goods and Passengers, 189,838½; Ballasting, 6710½; Total, 196,549. *Tasmanian Main Line Railway*—Train Mileage between Launceston and Evandale Junctions, 25,850. *Contractor's* Train Mileage between Launceston and St. Leonard's, 1980. *Parattah and Oatlands Line*—Goods and Passengers, 9329; Ballasting, Nil.; Total, 9329. *Fingal Line*—Goods and Passengers, 59,456; Ballasting, 1590; Total, 61,045. *Derwent Valley Line*—Goods and Passengers, 8709; Ballasting, Nil.; T. M. L. Railway trains, 280; Total, 8989. Grand Total, 303,742. Mean Train Mileage, 295,432. Engine Mileage, 334,958.

EXPENDITURE.								RECEIPTS.									
WORKING EXPENSES.		Amount.			Train Mileage.	Cost per Train Mile.	Cost per Mile open.			Amount.		TOTAL.	Per Train Mile.	Per Mile open.			
		£	s.	d.		s.	d.	£			£	s.	d.	s.	£		
Maintenance of Permanent Way and Works.....		21,944	4	3	303,742	1	5·3	159·0	Passengers—246,265, at 2 <i>s.</i> 1·74 <i>d.</i> average rate per passenger		26,410	19	10				
Locomotive and Carriage and Wagon charges		15,136	2	4	275,632	1	1·2	109·7	Parcels, Horses, Carriages, and Dogs.....		1831	3	4				
Traffic charges.....		9122	18	3	303,742	0	7·6	70·0	Goods, &c., 68,113 tons, at 4 <i>s.</i> 11·09 <i>d.</i> average rate per ton		16,771	16	11	46,268	7	8	
Gatekeepers, &c.		540	1	1					Live Stock		1254	7	7				
General charges		2155	8	6													
Mails, &c.		459	6	0	303,742	0	2·2	20·7									
Tasmanian Main Line Railway (use of third rail)		250	0	0													
Total Working Expenses		£49,608	0	5	295,432 ^a	3	4·3	359·4 ^b									
									Rents, Mails, &c.		3485	10	6				
									Tasmanian Main Line Railway Toll		4200	0	0				
													7685	10	6		
Balance to Credit of Railway Income		4345	17	9							£	53,953	18	2	3	7·8	390·9 ^b
		£53,953	18	2													

^b Average miles open per year, 138.

FRED. BACK, *General Manager.*

TASMANIAN GOVERNMENT RAILWAYS.

RETURN showing approximately the proportion of Receipts, Working Expenses, &c. upon the Western, Fingal, Parattah and Oatlands, and Derwent Valley Lines, during the Year 1887.

	WESTERN LINE.	FINGAL LINE.	PARATTAH AND OATLANDS LINE.	DERWENT VALLEY LINE.	TOTAL.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Receipts—</i>					
Passengers	22,859 18 3	2612 13 4	381 5 4	557 2 11	26,410 19 10
Parcels, &c.	1502 11 5	248 17 1	51 4 9	28 10 1	1831 3 4
Goods, &c.	12,975 5 6	4673 2 7	175 13 5	202 3 0	18,026 4 6
Mails, Rents, &c.	2999 7 10	483 13 4	...	2 9 4	3485 10 6
Toll	4200 0 0	...	...	...	4200 0 0
Total Receipts	44,537 3 0	8018 6 4	608 3 6	790 5 4	53,953 18 2
<i>Working Expenses—</i>					
Maintenance of Permanent Way.....	16,717 18 5	4267 2 5	378 10 2	580 13 3	21,944 4 3
Loco. Carriage and Wagon Charges	11,372 9 0	2593 19 8	721 15 5	447 18 3	15,136 2 4
Traffic Charges	7458 5 0	1107 7 8	181 4 4	376 1 3	9122 18 3
Gates	540 1 1	...	...	...	540 1 1
Mail Contracts	420 17 0	38 9 0	...	...	459 6 0
General Charges	1536 0 6	476 18 3	74 18 4	67 11 5	2155 8 6
T. M. L. Railway, for use of Third Rail	250 0 0	...	...	...	250 0 0
Total Working Expenses...	38,295 11 0	8483 17 0	1356 8 3	1472 4 2	49,608 0 5
<i>Miscellaneous Particulars—</i>					
Miles open on 31st December, 1887...	82	46½	4½	14½	148
Average miles worked per year	82	46½	4½	4½	138
Train miles run	224,379	61,045	9329	8989	303,742
Passenger journeys..... No.	209,448	14,508	12,607	9702	246,265
Goods and Minerals..... Tons	42,681	22,950	1564	918	68,113
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Profit on working.....	6241 12 0	...	...	...	4345 17 9
Loss on working .....	...	465 10 8	748 4 9	681 18 10	...

No. 5.

TASMANIAN GOVERNMENT RAILWAYS.

WESTERN, AND PARATTAH AND OATLANDS LINES.

ANALYSIS of Traffic and Traffic Receipts, 1887.

STATIONS.	TRAFFIC AND RECEIPTS AT EACH STATION.									RECEIPTS DURING EACH MONTH.			
	PASSENGERS.		GOODS TONNAGE.		RECEIPTS.					Month.	Working Days.	Relative value of each Month.	Amount.
	Outwards.	Inwards.	Outwards.	Inwards.	Passengers.	Parcels, &c.	Goods and Live Stock.	Mails, Rents, Tolls, &c.	TOTAL.				
					£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.				£ s. d.
<i>Western Line.</i>													
Launceston.....	46,827	65,890	5679	16,793	6484 0 11	374 4 7	4906 10 6	110 11 0	11,875 7 0	January ...	26	8·2	3720 18 2
Hobler's Bridge.....	...	*978	...	...	...	...	...	...	...	February ...	24	7·5	3386 18 0
St. Leonard's	17,186	10,574	1	100	447 18 0	11 10 7	85 0 11	...	544 9 6	March	27	10·3	4655 4 9
Breadalbane .....	...	*2803	84	68	...	...	...	...	...	April.....	26	10·9	4917 4 6
Evandale Junction.....	15,883	6865	624	1602	1284 9 9	36 18 1	377 8 0	14 2 9	1712 18 7	May	26	8·7	3961 9 4
Perth	11,760	5469	173	570	596 8 1	38 10 5	213 5 5	19 19 11	868 3 10	June	26	9·1	4104 7 9
Longford	24,591	14,152	5375	3764	1841 11 6	145 15 11	1417 18 5	15 1 9	3420 7 7	July	26	7·2	3242 15 0
Wilmore's Lane.....	...	*1263	...	...	361 16 9	40 7 9	142 8 2	...	544 12 8	August	27	7·2	3268 8 4
Little Hampton.....	...	*1339	...	...						September...	26	7·1	3199 14 8
Bishopsbourne	5096	2095	1706	734						October	26	8·0	3598 13 7
Oaks .....	...	*3857	776	277	...	0 2 9	...	...	0 2 9	November ..	26	7·2	3198 14 0
Glenore .....	...	*3310	582	247	...	0 4 3	0 1 0	...	0 5 3	December...	27	8·6	3890 18 5
Hagley	4446	2365	1778	573	396 16 4	30 1 6	219 14 5	...	646 12 3				
Westbury	13,162	8532	3398	1043	1287 5 0	70 17 7	436 11 4	2 3 6	1796 17 5				
Exton	4124	1481	641	188	290 14 3	15 8 9	103 0 10	...	409 3 10				
Deloraine	15,800	12,765	5426	1399	2276 16 7	168 12 1	1036 7 9	43 19 10	3525 16 3				
Chudleigh Road	2485	1241	2345	314	242 10 11	20 17 2	310 7 11	...	573 16 0				
Dunorlan	4518	1128	1503	316	342 17 1	32 4 2	164 19 4	0 0 6	540 1 1				
Whiteford Hills .....	...	*1958	...	...	...	...	...	...	...
Kimberley's Ford .....	...	*1019	2	12	...	0 0 3	...	...	0 0 3				
Railton	10,710	4591	5734	1124	994 3 4	70 11 10	708 13 4	12 4 10	1785 13 4				
Latrobe	16,676	15,718	5023	2142	2319 1 0	213 17 3	1047 18 9	5 17 2	3586 14 2				
Tarleton .....	...	*631	176	11	...	...	...	...	...
Spreyton.....	...	*1791	727	46	...	...	...	...	...
Formby	16,184	12,728	929	11,359	3242 2 7	232 6 6	1804 19 5	62 13 2	5342 1 8				
Mails, Rents, and sundry Receipts .....	...	*24,905	...	...	451 6 2	...	...	2712 13 5	3163 19 7				
Tolls, &c. (M.L.R. Co.) .....	...	...	...	...	...	...	...	4200 0 0	4200 0 0				
Total Western Line.....	209,448	209,448	42,682	42,682	22,859 18 3	1502 11 5	12,975 5 6	7199 7 10	44,537 3 0				
<i>Parattah and Oatlands Line ...</i>	12,607	12,607	1564	1564	381 5 4	51 4 9	175 13 5	...	608 3 6				
TOTAL.....	222,055	222,055	44,246	44,246	23,241 3 7	1553 16 2	13,150 18 11	7199 7 10	45,145 6 6		313	100·0	45,145 6 6

* Includes Outwards and Inwards.

W. H. LOVETT, Accountant.

FRED. BACK, General Manager.

TASMANIAN GOVERNMENT RAILWAYS

FINGAL LINE.

ANALYSIS of Traffic and Traffic Receipts, Year ending 31st December, 1887.

STATIONS.	TRAFFIC AND RECEIPTS AT EACH STATION.									RECEIPTS DURING EACH MONTH.			
	PASSENGERS.		GOODS TONNAGE.		RECEIPTS.					Month.	Working Days.	Relative value of each Month.	Amount.
	Outwards.	Inwards.	Outwards.	Inwards.	Passengers.	Parcels, &c.	Goods and Live Stock.	Mails, Rents, &c.	TOTAL.				
					£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.				£ s. d.
Conara	3971	4317	1330	20,426	1184 1 3	Cr. 56 0 9	81 16 9	11 0 5	1220 17 8	January.....	26	9·6	767 3 3
Stony Creek	307	225	364	332	...	...	...	...	...	February ...	24	8·1	648 17 0
Hanleth	246	173	...	...	...	...	...	...	...	March	27	7·2	580 3 11
Eastbourne	67	51	...	...	...	...	...	...	...	April.....	26	8·3	665 11 5
Avoca	1651	1388	514	327	207 3 4	55 1 5	250 12 7	...	512 17 4	May.....	26	8·5	683 15 7
Ormley	368	237	76	23	...	...	...	...	...	June.....	26	8·9	711 14 2
Tullochgorum	355	285	42	73	...	...	...	...	...	July	26	8·4	679 6 11
Fingal	2916	3295	3275	1079	444 3 11	101 11 10	3604 0 2	0 2 0	4149 17 11	August	27	8·0	642 3 0
Mt. Nicholas	474	460	730	74	...	...	...	...	...	September...	26	7·1	565 10 10
Cullenswood	1375	543	16,026	43	...	...	...	...	...	October	26	8·2	659 14 11
St. Mary's	2778	3361	594	574	777 4 10	148 4 7	736 13 1	1 15 2	1663 17 8	November ..	26	7·8	622 5 11
Rents, Mails, &c. ....	...	...	...	...	...	...	...	470 15 9	470 15 9	December ...	27	9·9	791 19 5
Sundry Receipts .....	...	173*	...	...	...	...	...	...	...
TOTAL.....	14,508	14,508	22,951	22,951	2612 13 4	248 17 1	4673 2 7	483 13 4	8018 6 4		313	100·0	£8018 6 4

* Includes Inwards and Outwards.

W. H. LOVETT, Accountant.

FRED. BACK, General Manager.

No. 7.

TASMANIAN GOVERNMENT RAILWAYS.

DERWENT VALLEY LINE.

ANALYSIS of Traffic and Traffic Receipts, Four Months ending 31st December, 1887.

STATIONS.	TRAFFIC AND RECEIPTS AT EACH STATION.									RECEIPTS DURING EACH MONTH.			
	PASSENGERS.		GOODS TONNAGE.		RECEIPTS.					Month.	Working Days.	Relative value of each Month.	Amount.
	Outwards.	Inwards.	Outwards.	Inwards.	Passengers.	Parcels, &c.	Goods and Live Stock.	Mails, Rents, &c.	TOTAL.				
New Norfolk	4023	5111	302	609	£ s. d. 456 9 4	£ s. d. 39 2 7	£ s. d. 214 5 0	£ s. d. 2 3 1	£ s. d. 712 0 0	September..	26	15·1	£ s. d. 118 17 3
Dromedary	361	342	1	27	.. ..	.. ..	.. ..	.. ..	.. ..	October	26	16·5	130 4 9
Bridgewater	1793	915	616	283*	85 16 0	Cr. 1 0 5	Cr. 69 18 4	0 6 3	15 3 6	November..	26	28·1	221 17 3
T. M. L. Railway and Sundry Receipts	3525	3334	..	..	14 17 7	Cr. 9 12 1	57 16 4	..	63 1 10	December ..	27	40·3	319 6 1
	9702	9702	919	919	557 2 11	28 10 1	202 3 0	2 9 4	790 5 4		105	100·0	790 5 4

* Includes Tonnage to and from T. M. L. Railway Stations.

W. H. LOVETT, Accountant.

FRED. BACK, General Manager.

TASMANIAN GOVERNMENT RAILWAYS.

ANALYSIS of Working Expenses, 1887.

	Salaries and Wages.			Stores and Renewals.			Sundries.			TOTAL.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Maintenance of Permanent Way	15,314	5	9	6502	18	8	66	19	10	21,944	4	3
Locomotive and Carriage and Wagon Charges	10,225	7	7	4843	0	3	67	14	6	15,136	2	4
Traffic Charges	6731	15	3	1871	6	11	519	16	1	9122	18	3
Gates, &c.	503	0	0	32	12	10	4	8	3	540	1	1
General Charges	1836	19	11	131	13	2	186	15	5	2155	8	6
Mails.—Delivery of mails between the several Railway Stations and Post Offices .....	...			...			459	6	0	459	6	0
Tasmanian Main Line Railway Co. (for use of third rail)...	...			...			250	0	0	250	0	0
	34,611	8	6	13,441	11	10	1555	0	1	49,608	0	5

FRED. BACK, *General Manager.*W. H. LOVETT, *Accountant.*

TASMANIAN GOVERNMENT RAILWAYS.

FURTHER Analysis of Stores consumed during the Year 1887.

	£	s.	d.
Fuel—Coal, 3473 tons; firewood, 904 tons; charcoal, 16 loads	2321	6	10
Oils—Castor, 3894 galls.; colza, 318 galls.; mutton-bird, 850 galls.; kerosene, 1517 galls.; turps, 41 galls.; cylinder, 461 galls.; sundry oils, 444 galls.	894	6	4
Tallow, &c.—Tallow, 734 lbs.; grease, 84 lbs.	13	12	9
Packing, &c.—Tuck's packing, 240 lbs.; flax, 48 lbs.; waste, 7641 lbs.	175	9	9
Paints and varnish.....	104	2	4
Stationery and advertisements	1060	1	8
Timber	696	14	6
Iron	786	1	10
Tools.....	327	9	9
Ordinary sundries	1552	5	7
Extra sundries	10	0	6
Renewals	5500	0	0
	£13,441	11	10

FRED. BACK, *General Manager.*W. H. LOVETT, *Accountant.*

TASMANIAN GOVERNMENT RAILWAYS.

WESTERN LINE.

DIRECTION and Extent of Passenger Traffic for the Year 1887.

OUTWARDS FROM—	INWARDS AT																								TOTAL OUTWARDS.				
	Season Ticket-holders, &c. *	Launceston.	Hobbs's Bridge. *	St. Leonard's. *	Breadalbane. *	Evandale Junction.	Perth.	Longford.	Wilmore's Lane.	Little Hampton. *	Bishopsbourne.	Oaks. *	Glenore. *	Hagley.	Westbury.	Exton.	Deloraine.	Chudleigh Road.	Dunorlan.	Whiteford.	Kimberley. *	Railton.	Latrobe.	Tarlton. *	Spreyton. *	Formby.	Passengers.	Average Distance.	Miles travelled.
Launceston	5479	..	978	9627	1970	2704	2330	5840	484	515	541	1751	1347	889	2645	275	3048	182	177	61	77	431	1865	37	31	3543	46,827	..	1,224,039
St. Leonard's	1992	13,570	..	..	232	292	169	393	5	12	38	41	11	73	93	15	111	20	7	4	..	17	39	..	1	51	17,186	..	129,815
Evandale Junction	1993	8205	..	249	180	..	657	1823	27	46	189	291	102	166	408	30	465	30	30	6	1	79	313	2	2	589	15,883	..	261,052
Perth	1494	5417	..	146	23	1038	..	2986	35	43	43	79	35	31	97	5	73	27	1	8	..	14	37	..	..	128	11,760	..	147,174
Longford	2740	13,270	..	321	148	1342	1899	..	415	413	496	493	443	284	701	65	745	84	35	12	1	100	195	2	5	382	24,591	..	415,587
Bishopsbourne	749	1703	..	18	51	201	76	848	130	87	..	174	119	95	305	63	282	12	8	4	..	21	76	..	..	74	5096	..	90,754
Hagley	498	1738	..	13	21	102	21	355	39	86	88	88	218	..	501	35	369	16	11	5	20	47	72	..	1	102	4446	..	95,003
Westbury	1494	5345	..	29	75	188	64	579	48	65	179	466	668	340	..	465	2179	112	52	19	2	88	352	..	11	342	13,162	..	312,557
Exton	498	962	..	7	16	20	53	48	6	11	94	35	68	76	905	..	1142	6	10	28	..	29	59	..	..	51	4124	..	74,117
Deloraine	1992	6264	..	46	49	311	81	689	54	40	201	348	190	193	1846	404	..	401	275	536	116	297	905	2	25	635	15,800	..	465,576
Chudleigh Road	249	325	..	..	..	9	6	53	3	..	38	7	6	16	190	5	794	..	41	54	3	113	379	..	21	173	2485	..	49,153
Dunorlan	498	426	..	4	..	45	..	61	1	..	20	2	9	17	93	15	1753	67	..	656	35	130	617	..	..	169	4518	..	75,139
Whiteford Hills .....	—	—	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Railton	1245	1126	..	87	17	75	7	128	5	4	53	12	26	50	165	35	442	68	174	204	325	..	6190	162	58	1047	10,710	..	210,697
Latrobe	1992	3060	..	8	18	160	60	202	9	11	65	56	24	66	273	35	853	113	205	190	899	2633	..	207	595	5442	16,676	..	428,294
Formby	1992	4479	..	19	3	378	46	247	2	6	45	14	44	69	310	34	509	103	102	171	40	592	5719	..	1041	..	16,184	..	567,185
No. Passengers	24,905	65,890	978	10,574	2803	6865	5469	14,152	1263	1339	2095	3857	3310	2365	8532	1481	12,765	1241	1128	1958	1019	4591	15,718	631	1791	12,728	209,448	..	..
Average Distance ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	21.70	..
Miles travelled	547,910	1,778,308	1956	57,803	25,868	108,584	57,730	205,374	16,354	18,806	38,451	72,846	69,934	51,758	183,364	24,052	287,386	25,595	26,113	23,338	15,720	86,532	329,179	6292	10,979	485,880	..	..	4,546,112

* Includes Outwards and Inwards. † Decimals omitted.

	1886.	1887.		1886.	1887.
Passenger train miles	169,393	196,549	Total passenger receipts	£ 20,930	s. 5 d. 10
Miles travelled	3,768,602	4,546,112	Average receipts per passenger per mile	0 0 1.33	0 0 1.20
Average miles travelled per passenger	21.57	21.70	Ditto per train mile	0 2 5.65	0 2 3.91
Average passengers carried per train mile	1.03	1.06	Ditto per passenger	0 2 4.75	0 2 2.19
Total passengers carried	174,673	209,448	Ditto per week	402 10 1.34	439 15 3.28

W. H. LOVETT, Accountant.

FRED. BACK, General Manager.

No. 11.

TASMANIAN GOVERNMENT RAILWAYS.

FINGAL LINE.

Direction and Extent of Passenger Traffic, Year ending 1887.

OUTWARDS FROM	INWARDS AT												TOTAL OUTWARDS.		
	Conara.	Stony Creek.	Hanleth.	East-bourne.	Avoca.	Ormley.	Tulloch-gorum.	Fingal.	Mount Nicholas.	Cullens-wood.	St. Mary's.	Excess Fares.	Passengers.	Average distance.	Miles travelled.
Conara .....	..	147	90	37	759	77	84	1140	96	121	1373	47	3971	..	132,873 ^{.50}
Stony Creek	158	..	11	1	55	2	1	43	..	3	30	3	307	..	4297 ^{.75}
Hanleth	136	2	..	6	54	3	..	16	..	..	26	3	246	..	3235 ^{.50}
Eastbourne	38	4	6	..	5	..	..	..	..	..	12	2	67	..	968 ^{.50}
Avoca	908	50	56	6	..	26	10	361	14	24	177	19	1651	..	29,235 ^{.00}
Ormley	120	1	3	..	30	..	4	120	19	1	65	5	368	..	6316 ^{.25}
Tullochgorum	80	..	..	1	33	4	..	172	6	2	54	3	355	..	4642 ^{.50}
Fingal	1308	15	7	..	286	90	155	..	109	62	849	35	2916	..	64,494 ^{.50}
Mount Nicholas	105	..	..	..	15	26	2	172	..	35	114	5	474	..	7488 ^{.25}
Cullenswood	249	..	..	..	43	5	6	318	75	..	661	18	1375	..	17,945 ^{.50}
St. Mary's	1215	6	..	..	108	4	23	953	141	295	..	33	2778	..	75,304 ^{.75}
No. of Passengers	4317	225	173	51	1388	237	285	3295	460	543	3361	173	14,508	..	..
Average distance .....	..	..	..	..	..	..	..	..	..	..	..	..	..	23.90	..
Miles travelled	140,095 ^{.25}	2271 ^{.25}	1550 ^{.75}	509 ^{.50}	23,841 ^{.00}	3674 ^{.75}	3796 ^{.75}	65,131 ^{.25}	6545 ^{.75}	7630 ^{.75}	87,603	4152	..	..	346,802

	1887.
Passenger train miles	61,045
Miles travelled	346,802
Average miles travelled per passenger	23 ^{.90}
Ditto passengers carried per train mile	0 ^{.23}
Total passengers carried	14,508

	1887.
Total passenger receipts	£ s. d. 2612 13 4
Average receipts per passenger per mile	0 0 1 ^{.80}
Ditto per train mile	0 0 10 ^{.27}
Ditto per passenger	0 3 7 ^{.22}
Ditto per week	50 4 10 ^{.32}

W. H. LOVETT, Accountant.

FRED. BACK, General Manager.

TASMANIAN GOVERNMENT RAILWAYS.

DERWENT VALLEY LINE.

DIRECTION and Extent of Passenger Traffic, Four Months ending 31st December, 1887.

OUTWARDS FROM	INWARDS AT				TOTAL OUTWARDS.		
	<i>Bridgewater Junction.</i>	<i>Dromedary.</i>	<i>New Norfolk.</i>	<i>Excess Fares.</i>	<i>Passengers.</i>	<i>Average Distance.</i>	<i>Miles travelled.</i>
Bridgewater Junction	—	—	3955	9	3964	—	59,570·25
Dromedary	281	278	61	—	620	—	1685·75
New Norfolk	5028	83	—	7	5118	—	46,028·25
No. of Passengers.....	5309	361	4016	16	9702	—	—
Average distance	—	—	—	—	—	11·05	—
Miles travelled	46,525·00	2126·50	58,464·75	168	—	—	107,284·25

FRED. BACK, *General Manager.*

W. H. LOVERT, *Accountant.*

No. 13.

TASMANIAN GOVERNMENT RAILWAYS.

WESTERN LINE.

DIRECTION and Extent of Goods Traffic for the Year 1887.

OUTWARDS FROM	INWARDS AT																				OUTWARDS FROM				
	Launceston.	St. Leonard's.	Breadalbane.	Evandale Junction.	Perth.	Longford.	Bishopsbourne.	Oaks.	Glenore.	Hagley.	Westbury.	Exton.	Deloraine.	Chudleigh Road.	Dunorlan.	Whiteford.	Kimberley.	Railton.	Latrobe.	Tarleton.	Spreyton.	Formby.	Tons.	Average Distance.	Miles travelled.
Launceston .....	..	53:50	22:30	90:70	324:95	1763:80	352:35	139:15	115:60	284:30	509:85	104:75	825:85	123:30	38:70	..	..	346:50	410:25	4:60	3:75	164:80	5678:80	..	196,601:27
St. Leonard's	0:10	..	3:30	0:45	0:10	0:15	..	..	..	..	0:05	..	0:35	..	..	..	..	0:10	0:05	..	..	0:05	1:40	..	36:45
Breadalbane	77:15	0:85	..	..	..	2:50	0:05	..	..	0:05	3:00	..	0:40	..	..	..	..	0:15	..	..	..	0:05	84:20	..	700:65
Evandale	159:45	0:65	..	..	15:20	259:80	2:40	3:60	2:25	22:95	20:35	1:70	52:40	3:80	0:65	..	..	5:55	21:30	..	0:10	48:20	623:65	..	11,600:74
Perth	145:25	2:20	..	2:30	..	0:15	1:80	1:00	..	0:20	0:30	..	7:35	1:25	..	..	..	..	1:85	..	..	2:55	173:30	..	2,818:58
Longford	4433:85	24:30	8:60	399:65	9:25	..	10:90	18:80	17:00	9:70	115:25	2:50	53:95	7:15	9:65	..	..	59:20	8:70	..	0:05	186:10	5374:60	..	101,757:74
Bishopsbourne	1466:40	..	..	8:35	92:95	79:25	..	..	0:75	4:70	21:65	1:05	4:90	1:25	0:05	..	..	19:15	3:95	..	0:10	1:35	1705:85	..	39,384:43
Oaks	660:40	6:05	..	9:20	12:05	82:20	..	..	0:55	4:55	0:20	0:80	..	..	..	..	..	..	0:15	..	..	0:10	776:25	..	18,709:89
Glenore	348:30	0:5	..	45:35	..	136:55	3:45	..	0:75	3:15	0:25	17:45	0:25	0:30	..	..	..	0:35	0:10	..	..	26:05	582:35	..	13,928:86
Hagley	1032:05	..	..	204:55	18:40	156:40	4:35	7:25	0:80	..	0:25	1:70	60:20	1:85	2:30	..	..	4:30	0:25	..	0:05	233:30	1778:30	..	54,568:17
Westbury	2272:15	3:10	7:05	120:05	1:80	291:15	55:15	19:10	13:10	6:55	..	7:20	61:95	5:10	0:25	..	..	47:80	14:85	..	1:85	469:70	3397:90	..	113,582:03
Exton	488:50	0:5	0:05	29:15	0:50	21:35	3:30	..	3:70	4:35	21:35	..	6:25	0:10	0:10	..	..	0:50	0:05	..	..	62:00	641:30	..	24,513:29
Deloraine	2836:05	4:90	26:00	321:25	37:25	814:60	257:45	85:65	57:35	183:00	250:40	15:30	..	7:25	30:65	..	0:30	50:75	22:55	..	0:35	424:70	5425:75	..	193,542:30
Chudleigh Road	950:95	1:20	0:50	123:45	21:50	46:80	12:20	2:45	14:90	2:70	46:35	22:10	2:55	..	4:70	..	..	1:50	10:00	..	..	1081:15	2345:00	..	90,873:29
Dunorlan	586:20	0:5	..	15:50	..	42:90	12:05	..	6:20	21:25	8:95	16:55	69:00	24:85	..	..	..	30:50	231:50	..	..	438:40	1502:90	..	53,441:85
Whiteford .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kimberley	1:70	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0:20	0:05	..	..	..	1:95	..	106:32
Railton	443:35	3:05	..	197:50	32:00	38:65	18:00	..	12:65	8:90	24:20	10:70	158:75	9:15	17:20	..	4:50	..	1249:05	6:05	18:85	3481:00	5733:55	..	113,529:28
Latrobe	672:85	..	..	25:45	2:65	12:95	0:10	..	..	7:15	4:05	0:55	28:70	40:65	21:95	..	7:15	373:45	..	..	11:95	3813:25	5022:85	..	85,755:45
Tarleton	18:75	..	..	..	..	..	..	..	..	0:75	..	..	..	..	..	..	..	0:05	0:05	..	..	156:10	175:70	..	2256:35
Spreyton	0:65	..	..	0:30	..	..	..	..	..	0:10	0:05	..	0:35	..	..	..	..	5:45	0:50	..	..	720:10	727:60	..	1783:66
Formby	198:70	..	..	8:55	1:55	9:35	0:30	0:15	4:05	15:00	8:05	3:30	47:40	87:65	188:95	..	..	178:80	166:95	0:40	9:30	..	928:50	..	33,154:82
Tons Inwards	16,792:80	99:95	68:10	1601:95	570:15	3764:55	733:85	277:20	247:35	572:20	1048:15	188:15	1398:60	313:60	315:45	..	11:95	1124:30	2142:15	11:05	46:35	11,358:75	42,681:60	..	..
Average Distance .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	27:00	..
Miles travelled	581,769:65	1262:86	1447:01	41,833:99	10,549:61	70,378:92	16,134:18	5765:15	5723:83	14,027:77	25,458:20	5370:14	49,206:03	10,850:99	8918:99	..	126:22	36,277:55	50,702:45	416:70	729:74	215,794:49	..	..	1,152,744:47

	1886.	1887.		1886.	1887.
Goods train miles	169,393	196,549	Goods receipts	11,916 12 7	11,867 6 3
Ditto ton ditto	1,019,743	1,152,744	Average ditto per ton per mile	0 0 2:80	0 0 2:47
Ditto tonnage	35,039	42,682	Ditto ditto, per train mile	0 1 4:88	0 1 2:49
Average tons per train mile	0:21	0:21	Ditto ditto, per ton	0 6 9:62	0 5 6:72
Ditto miles carried per ton	29:10	27:00	Ditto ditto, per week	229 3 3:82	228 4 4:21

W. H. LOVETT, Accountant.

FRED. BACK, General Manager.

No. 14.

TASMANIAN GOVERNMENT RAILWAYS.

FINGAL LINE.

DIRECTION and Extent of Goods Traffic for the Year 1887.

OUTWARD FROM—	INWARD AT											OUTWARDS FROM		
	Conara.	Stony Creek.	Hanleth.	Eastbourne.	Avoca.	Ormley.	Tullochgorum.	Fingal.	Mount Nicholas.	Cullenswood.	St. Mary's.	Tons.	Average Distance.	Miles travelled.
Conara.....	...	...	...	...	225·55	...	...	704·50	...	...	400·05	1330·10	...	852,508·91
Stony Creek	232·65	...	...	...	...	5·25	26·00	74·65	4·00	3·00	17·95	363·50	...	5802·41
Hanleth	·15	...	...	...	...	...	...	·15	...	...	...	·30	...	·86
Eastbourne .....	...	...	...	...	...	...	...	...	...	...	...	...	...	·90
Avoca	342·90	162·50	·15	·20	...	·20	·05	6·50	...	·15	1·85	514·50	...	6145·76
Ormley	23·60	34·40	...	...	3·55	...	...	4·40	9·50	...	·10	75·55	...	387·89
Tullochgorum	19·85	21·50	...	...	·40	...	...	·05	...	...	...	41·80	...	1301·30
Fingal	3044·40	79·95	...	...	41·75	3·10	4·10	...	46·85	20·70	34·40	3275·25	...	29,353·08
Mount Nicholas	682·90	...	...	...	·25	4·50	...	19·75	...	...	22·35	729·75	...	750·01
Cullenswood	15,830·70	·05	...	...	10·50	10·00	1·50	68·20	8·00	...	97·40	16,026·35	...	378·47
St. Mary's	248·90	33·60	...	...	44·40	...	41·00	201·00	5·65	19·30	...	593·85	...	20,246·93
Tons Inwards	20,426·05	332·00	·15	·20	326·40	23·05	72·65	1079·20	74·00	43·15	574·10	22,950·95	...	...
Average Distance .....	...	...	...	...	...	...	...	...	...	...	...	...	39·95	...
Miles travelled	852·508·91	5,802·41	·86	·90	6145·76	387·89	1301·30	29,353·08	750·01	378·47	20,246·93	...	...	916,876·52

1887.		1887.	
Goods train miles	61,045	Goods Receipts	£ s. d. 4536 15 1
Ditto ton miles	916,876	Average ditto per ton per mile ..	0 0 1·18
Ditto tonnage	22,950	Ditto, ditto, per train mile ..	0 1 5·83
Average tons per train mile	0·37	Ditto, ditto, per ton	0 3 11·44
Ditto miles carried per ton...	39·95	Ditto, ditto, per week	87 4 10·86

W. H. LOVETT, *Accountant.*

FRED. BACK, *General Manager.*

No. 15.

TASMANIAN GOVERNMENT RAILWAYS.

DERWENT VALLEY LINE.

Direction and Extent of Goods Traffic, Four Months ending 31st December, 1887.

OUTWARD FROM	INWARDS AT			OUTWARD FROM		
	<i>Bridgewater Junction.</i>	<i>Dromedary.</i>	<i>New Norfolk.</i>	<i>Tons.</i>	<i>Average Distance.</i>	<i>Miles travelled.</i>
Bridgewater Junction .....	...	6·65	609·50	616·15	...	7034·18
Dromedary	·85	...	...	·85	...	3·18
New Norfolk	281·75	20·10	...	301·85	...	3395·89
Tons inwards	282·60	26·75	609·50	918·85	...	...
Average distance .....	...	...	...	...	11·36	...
Miles travelled	3243·30	180·70	7009·25	...	...	10,433·25

W. H. LOVETT, *Accountant.*

FRED. BACK, *General Manager.*

No. 16.

TASMANIAN GOVERNMENT RAILWAYS.

COST of Railways and Equipment, and List of Rolling Stock, 1887.

CONSTRUCTION AND EQUIPMENT.				ROLLING STOCK.																												TOTAL No. OF VEHICLES.				
Cost.		LOCOMOTIVES.		CARRIAGES.						WAGONS.																HORSE BOXES.		BRAKE VANS.								
Amount.	Per Mile open.			Gauge.	Saloon.	1st Class.	2nd Class.	Composite.	Excursion.	A. Low-sided.	B. Low-sided.	C. Medium.	D. High-sided.	E. Covered.	F. Short Timber.	F.F. Long Timber.	G. Ballast.	H. Cattle.	I. Sheep.	J. Meat.	Carriage.	Passenger.	Goods.	Composite.												
£	£	5' 3"	3' 6"	3' 6"	5' 3"	3' 6"	5' 3"	3' 6"	5' 3"	3' 6"	5' 3"	3' 6"	5' 3"	3' 6"	5' 3"	3' 6"	5' 3"	3' 6"	5' 3"	3' 6"	5' 3"	3' 6"	5' 3"	3' 6"	5' 3"	3' 6"	5' 3"	3' 6"	5' 3"	3' 6"	5' 3"	3' 6"	5' 3"	3' 6"		
976,957	6601	5	18	1	2	2	3	3	22	2	2	155	11	38	45	10	10	14	42	10	10	7	35	6	35	4	31	1	9	4	9	1	4	2	12	565
		23		35						475																13		19								

W. H. LOVETT, *Accountant.*

FRED. BACK, *General Manager.*

TASMANIAN GOVERNMENT RAILWAYS.

SUMMARY of Railway Statistics for Five Years ending 31st December, 1887.

		1883.	1884.	1885.	1886.	1887.
Miles open.....	No.	45	45	86½	133	148
Total cost of construction and equipment.....	£	445,322	465,494	668,263	872,332	976,957*
Ditto ditto per mile	£	9896	10,344	7726	6558	6601
Gross earnings.....	£	29,522	29,075	36,419	45,924	53,954
Working expenses	£	22,568	20,553	31,064	37,917	49,608
Profit on working	£	6954	8522	5355	8007	4346
Proportion of working expenses to gross earnings	Per cent.	76·44	70·68	85·29	82·56	91·94
Profit on working per £100 capital expenditure	"	1·56	1·83	0·80	0·90	0·44
Passenger journeys	No.	123,441	132,482	158,723	193,829	246,265
Average distance travelled per passenger.....	Miles.	18·77	18·21	18·62	20·47	20·52
Average rate per passenger.....	s. d.	2 1·47	2 0·7	2 1·91	2 3·80	2 1·74
Ditto per passenger per mile	Pence.	1·39	1·35	1·39	1·36	1·25
Goods tonnage	No.	25,528	22,862	29,329	42,661	68,113
Average distance travelled per ton	Miles.	31·4	29·68	29·38	28·77	30·64
Average rate per ton	s. d.	7 1·54	6 11·30	6 7·71	6 5·45	4 11·09
Ditto per ton per mile	Pence.	2·72	2·80	2·71	2·69	1·93
Train mileage	No.	107,466	108,175	164,575	224,143	295,432
Average ditto per mile open.....	No.	2388	2404	2365	2114	2141
Engine mileage	No.	109,495	120,274	196,155	246,269	334,958
Gross earnings per train mile	s. d.	5 5·9	5 4·5	4 5·1	4 1·1	3 7·8
Ditto per mile worked	£	656·0	646·1	523·3	433·2	390·9
Working expenses per train mile.....	s. d.	4 2·4	3 9·6	3 9·3	3 4·6	3 4·3
Ditto per mile worked	£	428·9	391·8	407·5	357·6	359·4
Locomotives	No.	5	5	10	17	23
Other vehicles.....	No.	144	144	224	392	542

* The total expenditure on account of Derwent Valley Railway included, and 14½ miles only opened.

FRED. BACK, *General Manager.*W. H. LOVETT, *Accountant.*

TASMANIAN GOVERNMENT RAILWAYS.
RECEIPTS, Traffic, and Working Expenses, &c.—Decennial Return.
TRAFFIC RECEIPTS, &c.

Year.	Miles open.	Cost of Construction and Equipment.		Total Train Miles.	Locomotives.	Goods and Passenger Traffic.		Receipts.										Receipts per Train Mile.		Working Days.					
		Amount.	Per mile.			Tons.	Passengers.	Passengers.			Parcels, &c.		Goods and Live Stock.		Miscellaneous.		TOTAL.								
		£	£		No.			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	s.	d.				
1878	45	435,445	9676	101,712	5	17,421	106,472	10,250	19	8	674	19	7	6448	3	11	4816	6	8	22,189	19	10	4	4·3	312
1879	45	435,595	9679	100,624	5	16,363	103,256	10,082	8	7	769	9	1	5685	17	7	5046	4	3	21,583	19	6	4	3·4	313
1880	45	435,595	9679	104,473	5	20,762	102,918	10,117	10	11	759	10	1	7332	9	8	5350	10	4	23,560	1	0	4	6·1	314
1881	45	436,815	9707	101,934	5	21,043	102,495	10,396	9	10	790	16	1	7540	14	3	5345	19	11	24,074	0	1	4	8·7	313
1882	45	439,383	9764	102,739	5	24,966	111,271	11,972	16	2	921	5	0	9266	10	11	5525	0	4	27,685	12	5	4	7	312
1883	45	445,322	9896	107,466	5	25,528	123,441	13,103	8	8	1034	10	2	9683	8	9	5701	0	6	29,522	8	1	5	5·9	313
1884	45	465,494	10,344	108,175	5	22,862	132,482	13,673	2	1	1097	11	9	8575	9	7	5729	2	7	29,075	6	0	5	4·5	314
1885	86½	668,263	7726	164,575	10	29,329	158,723	17,138	12	0	1409	6	5	10,896	6	2	6974	9	8	36,418	14	3	4	5·1	313
1886	133	872,332	6558	224,143	17	42,661	193,829	22,456	4	6	1720	15	1	15,051	17	5	6695	9	10	45,924	6	10	4	1·1	313
1887	148	976,957*	6601	295,432	23	68,113	246,265	26,410	19	10	1831	3	4	18,026	4	6	7685	10	6	53,953	18	2	3	7·8	313

* Includes total expenditure on account Derwent Valley Railway, 14½ miles of which only is opened.

WORKING EXPENSES.

Year.	Miles worked.	Maintenance.			Locomotive and Carriage and Wagon Charges.			Traffic Charges.			General Charges, Mails, &c.			TOTAL WORKING CHARGES.			Working Days.
		Amount.	Per Mile open.	Per Train Mile.	Amount.	Per Mile open.	Per Train Mile.	Amount.	Per Mile open.	Per Train Mile.	Amount.	Per Mile open.	Per Train Mile.	Amount.	Per Mile open.	Per Train Mile.	
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1878	45	5341 10 0	97·2*	0 11·7	5662 8 6	125·8	1 3·4	4805 18 4	85·8*	0 10·5	1871 4 0	33·4*	0 4·1	17,681 0 10	342·2*	3 5·7	312
1879	45	6550 12 5	118·7*	1 2·5	5681 4 0	126·2	1 3·7	4719 18 0	84·3*	0 10·5	1747 13 0	31·2*	0 3·9	18,699 7 5	360·4*	3 8·6	313
1880	45	5553 17 8	99·2*	0 11·9	5248 7 5	116·6	1 1·9	4976 0 8	88·9*	0 10·7	1677 8 7	30·0*	0 3·6	17,455 14 4	334·7*	3 4·1	314
1881	45	5727 3 8	102·3*	1 0·6	5205 15 8	115·7	1 2·2	4822 10 10	86·1*	0 10·6	1955 10 1	34·9*	0 4·3	17,711 0 3	339·0*	3 5·7	313
1882	45	5687 19 2	101·6*	1 0·6	5376 9 1	119·5	1 2·7	5040 10 8	90·0*	0 11·2	1703 1 9	30·4*	0 3·1	17,808 0 8	341·5*	3 5·6	312
1883	45	9187 11 2	164·1*	1 7·4	5931 17 5	131·8	1 3·3	5681 8 2	101·4*	1 0	1767 2 6	31·6*	0 3·7	22,567 19 3	428·9*	4 2·4	313
1884	45	7546 12 10	134·7*	1 3·7	5731 8 10	127·3	1 2·7	5450 15 6	97·3*	0 11·4	1824 9 11	32·5*	0 3·8	20,553 7 1	391·8*	3 9·6	314
1885	86½	10,697 1 2	132·7	1 2·8	11,928 10 3	162·3	1 6·0	7013 15 2	87·0	0 9·7	2054 4 7	25·5	0 2·8	31,063 11 2	407·5	3 9·3	313
1886	133	15,308 10 6	144·4†	1 3·9	11,862 16 2	111·9†	1 1·6	8505 12 10	80·2†	0 8·8	2240 13 3	21·1†	0 2·3	37,917 12 9	357·6†	3 4·6	313
1887	148	21,944 4 3	159·0†	1 5·3	15,136 2 4	109·7†	1 1·2	9662 19 4	70·0†	0 7·6	2864 14 6	20·7†	0 2·2	49,608 0 5	359·4†	3 4·3	313

* Reduced to the equivalent of a single line of Railway throughout.

† On average miles open per year.

W. H. LOVETT, Accountant.

FRED. BACK, General Manager.

TASMANIAN GOVERNMENT RAILWAYS.

TRAIN Mileage.

Western Line.....	224,379*
Fingal Line	61,045
Parattah and Oatlands Line.....	9329
Derwent Valley Line.....	8989†
	<hr/>
	303,742
	<hr/>

* Includes 25,850 miles run by T.M.L. Railway trains, and 1980 miles by Contractor's trains.

† Includes 280 miles run by T.M.L. Railway trains.

W. H. LOVETT, Accountant.

FRED. BACK, General Manager.

In continuation of Paper No. 46.

Engineer-in-Chief's Office, Hobart, 12th June, 1888.

SIR,

WITH regard to certain complaints in the Manager's yearly Report for 1887 on the Tasmanian Government Railways, (Parliamentary Paper, No. 46), permit me to observe—

1. That hitherto the Manager's working expenses have been relieved of all charges for maintenance for six months after opening of completed lines, this charge being borne by "Construction."
2. That it is unreasonable to expect a new green road to do without more attention during the first few years than subsequently.
3. That I challenge any fair examination of the timber, as a whole, by any expert.
4. That no Railway has been opened since the Manager was appointed without his having first seen the line and my having done everything that was asked, previous to, or immediately after, such opening.
5. That with divided engineering control it is the normal condition of things in other places than Tasmania for "Construction" and "Maintenance" Departments to jealously watch each other against encroachments on funds of one for the benefit of the other.

I have, &c.

J. FINCHAM, *Engineer-in-Chief.*

The Hon. the Minister of Lands and Works.