

(No. 74.)



1878.

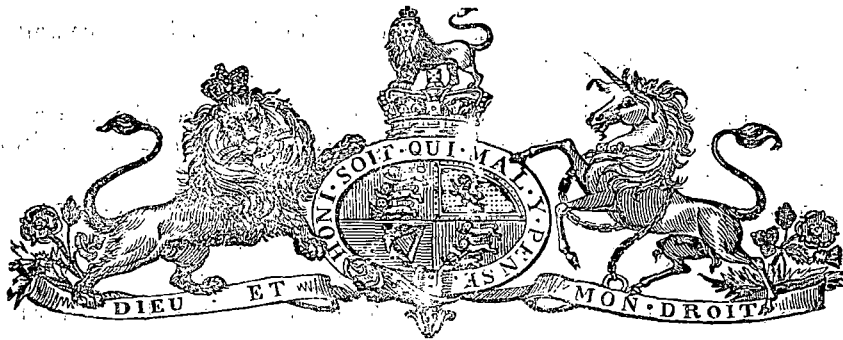
T A S M A N I A.

H O U S E O F A S S E M B L Y.

LAUNCESTON AND WESTERN RAILWAY.

REPORT FOR 1877.

Laid on the Table by the Minister of Lands, and ordered by the House to be printed, August 28, 1878.



LAUNCESTON AND WESTERN RAILWAY.

Hobart Town, 27th August, 1878.

SIR,

I HAVE the honor to submit the annual Report upon the working of the Launceston and Western Railway for the year 1877.

Construction or Capital Account.

New Works.

	£	s.	d.
Gatekeepers' Lodges, &c.....	1020	0	0
New Goods Sheds, Hagley	322	0	0
New Passengers' Station, Little Hampton	25	0	0
New Lathe.....	90	0	0
Two 5-ton Cranes complete	338	8	1
	£1795 8 1		

With regard to the first item,—I have the pleasure to report the completion of the Gatekeepers' Cottages, a very necessary expenditure, initiated by my predecessor. This has enabled the Department to secure the services of a very respectable and reliable class of persons as Gatekeepers, namely—the wives of the Permanent Way Foremen.

New Goods Shed, Hagley—£322.

Several petitions had been forwarded to the Government from time to time from residents in this important district, representing the necessity for a shed suitable for the reception of Goods Traffic, and the necessity for the work having been unmistakably demonstrated, a commodious shed has been built to meet the requirements of the traffic at a cost of £322. This will immediately prove a remunerative work, enabling the Department to offer increased facilities to the public for the conduct of the Goods Traffic.

New Lathe and two Cranes—£428.

The valuable Lathe, originally imported for Port Arthur, has been transferred to the workshop of the Department, and charged accordingly.

Two five-ton Cranes have been imported from England for the heavy goods traffic at Launceston and Deloraine.

A requirement of great importance, that will have to be supplied very shortly, will be a cross-over foot-bridge for the Longford Station, at which point up and down trains pass each other. It is very essential that a safe means of crossing from one platform to the other should be supplied at this station.

Revenue Account.—Traffic Receipts.

(Tables 2, 7.) The ordinary receipts for the year 1877 are satisfactory notwithstanding the diversion of traffic to the Tasmanian Main Line Railway system, especially affecting the business carried on between the stations at Evandale Junction, Perth, Longford, and Launceston.

As a set-off against this loss there is an extraordinary item (Toll and Compensation) which for the year 1877 is set down at £3093 6s. 8d.

Arbitrators, after careful consideration, have recently determined the award for Toll and Compensation for the exercise of running powers by the Tasmanian Main Line Railway Company between Evandale and Launceston Junctions, as follows; viz.—

12 months ending 31st October, 1877	£2988
12 ditto, 1878	3620
12 ditto, 1879	3990

The sum of £3093 6s. 8d. is the proportion due to 1877, based upon the above award.

The receipts for the year are as follows:—

	£	s.	d.
Ordinary Traffic Receipts	18,349	10	5
Extraordinary ditto	3093	6	8
Total Receipts	£21,442	17	1

This, upon the whole, shows an increase of £2529 0s. 11d. as compared with the previous year. A comparative statement of the principal items of ordinary traffic is given for the years 1876-7, in the following table, wherein it may be seen, notwithstanding the serious diversion of traffic already alluded to, that the decrease as regards the latter year is small (0·35 per cent.), and is almost wholly confined to parcels traffic:—

	RECEIPTS.		INCREASE.		DECREASE.				
	1876.	1877.	Amount.	Per cent.	Amount.	Per cent.			
	£	s.	d.	£	s.	d.			
Passengers	9838	4	7	9899	2	5	60 17 10		
Parcels, &c.	698	4	0	571	15	9	—	126 8 3	
Goods and Live Stock	6787	19	4	6804	9	2	16 9 10	—	
Rents, Mails, &c.	1091	8	3	1074	3	1	—	17 5 2	
	18,415	16	2	18,349	10	5	—	—	66 5 9 0·35

A more comprehensive knowledge of the various influences which affect the traffic receipts may readily be obtained from the following comparative summary for the years 1876-7:—

(Tables 8, 9.)

		1876.	1877.	Increase.	Decrease.
1. Passengers carried	No.	103,017	102,959	—	58·
2. Rate per passenger per mile	Pence.	1·35	1·33	—	0·02
3. Average miles travelled by each passenger	No.	16·95	17·33	0·38	
4. Tons carried	No.	20,630	18,516	—	2114·
5. Rate per ton per mile	Pence.	2·91	2·71	—	0·20
6. Average miles travelled by each ton ..	No.	25·86	30·01	4·15	
7. Working days	No.	313·	313·		
8. Tolls, &c.	£	498	3093·33	2595·33	

Goods Traffic.

(Table 8.)

The Goods Traffic continues to fluctuate with the dryness of the season. The grain traffic shows no marked improvement upon the former year, while, in firewood, fencing, bark, wool, &c. there has been a considerable falling off. The loss by diversion to the Tasmanian Main Line Railway system of certain kinds of traffic which formerly had been carried solely through Perth and Evandale Stations is a permanent one, and seriously affects the receipts. Prior to the opening of the Tasmanian Main Line Railway the tonnage at Evandale averaged 5079 tons yearly,—now it is reduced 70 per cent.; at Perth the former tonnage averaged nearly 2000 tons yearly,—now it is reduced 47 per cent.

The following table shows detailed comparison with 1876 of the principal items of traffic :—

	1876.			1877.			INCREASE.		DECREASE.	
	Tons.	Per cent. to Total.		Tons.	Per cent. to Total.		Tons.	Per cent.	Tons.	Per cent.
Grain	—	8379	40·6	—	8966	48·4	587			
Firewood, Fencing, Bark, Wool, &c.	11,357	—	—	8508						
Manure	894	12,251	59·4	1042	9559	51·6	—	—	2692	
	—	20,630	100.	—	18,516	100	—	—	2114	10·2

The decrease in tonnage (2114 tons) is fully compensated by an increase in the average distance travelled by each ton, together with an improvement in the Live Stock Traffic. The average distance travelled this year per ton is 30·01 miles, and the average rate per ton 6s. 9·46*d.* The increase in the average distance is satisfactory, as showing the growing tendency to the establishment of a long journey or through traffic.

Passenger Traffic.

Hitherto there has been an average increase on each preceding year of about 6627 passengers. (Table 9.) This year there is for the first time a decrease, which, however, is trifling, (58 passengers) and is more than compensated by the increase in the average distance travelled. Last year (1876) the average distance was 16·95 miles; in 1877 it rose to 17·33 miles. The latter, unfortunately as regards receipts, only amounts to 38·5 per cent. of the average distance travelled by each train. The receipts per passenger have slightly improved, being 1s. 11·07*d.*

The decrease in passengers is altogether owing to the diversion of passenger traffic to the Tasmanian Main Line Railway system formerly carried solely by the Launceston and Western Railway between Evandale and Launceston. During 1876 the passenger traffic at Evandale Junction amounted to 25,431 passengers, notwithstanding the competition by the Tasmanian Main Line Railway during the two last months of that year. In 1877 the passenger traffic fell to 16,980 passengers, *i.e.*, a decrease of 8451 passengers in a ten-monthly period.

Had it not been, therefore, for this serious diversion of traffic, the year 1877 would have shown a larger increase on preceding years than the average 6627.

The following table gives a per centage comparison of the classes travelled during the years 1876-7 :—

	1876.		1877.		INCREASE.	DECREASE.
	No.	Per cent. to Total.	No.	Per cent. to Total.	No.	No.
1st Class Passengers	29,614	28·7	27,788	27·0	—	1·7
2nd ditto	71,178	69·1	72,373	70·3	1·2	—
Season Ticket Holders, &c.	2225	2·2	2798	2·7	0·5	—
TOTAL	103,017	100·	102,959	100·	—	—

Working Expenses.

The working expenses for 1877 show an increase of £2320 15s. 7*d.* as compared with the (Tables 2, 3, 4, previous year. This increase, however, is in exact correspondence with the additional work performed 5, 11, and 12.) by the Railway. The train mileage for the year 1876 is 89,101 miles. The train mileage, owing to the Tasmanian Main Line Railway service, has increased in 1877 to 109,310 miles. As the Tasmanian Main Line Railway does not affect the Locomotive and Carriage and Wagon Department, however, the equivalent in train mileage upon the whole is stated at 102,959 train miles. This latter shows an increase of 13,370 train miles as compared with the previous year. Of course the additional work and expense have to be considered in connection with the addition to receipts £3093 6s. 8*d.* as shown in Table No. 2.

It is somewhat remarkable, notwithstanding the actual increase in working expenses, that the relative expense *per train mile* should be the same as upon the previous year, *viz.* 3s. 6·4*d.* This is

most favourable as compared with the cost of working on other railways of any gauge in this and other Colonies, (see Table II). The following totals are taken from Tables No. 3.—A.; No. 4.—B., for year 1877 :—

	£	s.	d.
Ordinary working expenses.....	16,547	0	1
Extraordinary ditto	1556	5	2
	<u>£18,103</u>	<u>5</u>	<u>3</u>

Further details with reference to expenditure are given in tables appended, Nos. 3, 4, 5.

The exercise of running powers by the Tasmanian Main Line Railway Company and the maintenance of additional rail have added considerably to the working expenses. The increment, £1028 7s. 5d., only represents the wages of the extra men added to overtake the increased work. The increased tear and wear and other matters have been fully considered in arbitration, as the working expenses in respect of such, though affected less directly, are of much greater importance than the wages of the extra men employed.

General.

I have great pleasure in recording my appreciation of the ability, zeal, and attention to the careful discharge of their various duties which distinguish the officers of this department. Under the able and assiduous supervision of the Manager, each officer by his individual efforts has contributed to the successful working of the Railway; and it is satisfactory to add that the year 1877 forms no exception to former years in entire immunity from serious casualty of any kind. The line and equipment, as may be seen from the appended Reports of the Loco. Superintendent and Inspecting Surveyor, are in first-class order; and although from the increasing age of the stock the renewals and ordinary repairs add considerably to the cost of maintenance, yet it will be seen from Table 2 that the working expenses are exceptionally low.

I have the honor to be,
Your Excellency's most obedient Servant,

NICHOLAS J. BROWN,
Minister of Lands and Works.

To His Excellency the Governor in Council.

*Launceston and Western Railway,
Permanent Way Department, 1st January, 1878.*

DEAR SIR,

I HAVE the honor to submit my Report upon the Permanent Way Department for the year 1877.

I am happy again to be in a position to certify to the satisfactory condition of the whole of the works in connection with this department, and of the almost total reduction in the expenditure for extra labour in the vicinity of cuttings 36 to 43 (with the slight exception of No. 40), all standing remarkably well.

In the vicinity of Launceston an outlay was involved during the winter months upon No. 1 bank, which exhibited at one time serious symptoms of demanding a very much larger expenditure to avoid the stoppage of the traffic. The failure was caused by the top crust of the Swamp giving way under the bank, but after strict attention for a few days the subsidence was stopped and the bank temporarily repaired. Means will be adopted to endeavour to prevent a recurrence of this failure.

The running of the Main Line Company's service considerably increases the difficulty and cost of effecting these repairs, and the working of a ballast-train to which I directed your attention in my last Report.

The ordinary demand for renewals of rails, sleepers, fencing, &c. continues, and has been met as economically as possible, and the good character of the works preserved.

I hope to be able to meet all demands for rails during 1878, but would respectfully suggest that an order be placed for 1879. The running of the Main Line Trains, to a great extent, renders this necessary; the wear and tear upon the one rail having been considerably more than doubled since 1876. This terminal portion of the Line has from the very first outset had to sustain a much heavier strain than the other portion of the road, and consequently demanded a much heavier percentage of renewals. I am pleased to have the assurance of the General Manager of the Main Line Railway Company that it has

been determined to replace the light rail and packing timber now adopted as a third rail between Launceston and Evandale Road Stations with a heavier one of the same section as on the 5 ft. 3 in. gauge. You will be aware that I have always contended this was necessary to insure perfect safety, and to reduce the cost of maintenance.

The authority to paint all Station buildings, &c. has been carefully carried out. The cost has been in excess of what was anticipated in consequence of the long postponement of the work. Arrangements are also in progress to paint with oxide of iron the girder bridge at Longford.

The contract for erection of gatekeepers' cottages has been completed during the year, and adds considerably to the appearance of the crossings and the comfort of the keepers. The contract was faithfully executed at a very moderate cost.

Increased accommodation has been provided at many of the Stations in the shape of sheds, platforms, horse-ramps, &c., necessary works that must prove reproductive and might still further be added to.

It is with pleasure that I am able to again report the whole of the works in good order, at a cost that I trust may not be found to exceed the maintenance of works of a similar character elsewhere.

I am, dear Sir,

Your obedient Servant,

LEONARD DOWLING, *Inspecting Surveyor.*

R. W. LORD, *Esq., Secretary and Manager.*

*Launceston and Western Railway,
Locomotive and Carriage and Wagon Department, Launceston, 1st January, 1878.*

SIR,

WITH regard to the working of this Department for the year 1877, I beg to report as follows:—

The engine miles ran, including shunting, &c., during the year amount to 102,745 miles.

In addition to the ordinary running repairs to engines, carriages, wagons, and machinery, the following extra work has been effected; viz:—two engines have been lifted, wheel tyres turned up and generally overhauled; six timber wagons altered and adapted for short timber traffic; all the carriages and four break-vans have been lifted, wheel tyres turned up, overhauled and re-varnished or re-painted; 120 pairs of wagon tyres turned up, and cast iron weights fitted to all the wagon break levers; repairing and fitting up 16-inch lathe received from Port Arthur.

The following work has also been done for the other sub-departments; viz.—tools repaired, &c. for permanent use; constructing and erecting two new semaphores for Hagley and Exton stations; constructing and erecting three new cranes for goods sheds; constructing a fire hose reel for the Launceston terminus.

The rolling stock, machinery, buildings, &c. now under my charge are in first-class order, although the increase of the age of the rolling stock adds considerably to the cost of ordinary repairs.

I am, Sir,

Your obedient Servant,

W. E. BATCHELOR, *Locomotive Superintendent.*

R. W. LORD, *Esq., Secretary and Manager.*

No. 1.

Dr.

SUMMARY of Receipts and Expenditure on Capital Account to 31st December, 1877.

Cr.

	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
To Debenture Capital .....	...	...	...	400,000	0	0	...	...	...	By expenditure on the construction and equipment of 45 miles Line of Railway and Telegraph prior to transfer to Government	413,704	5	4
Share ditto .....	...	...	...	50,000	0	0	450,000	0	0	Ditto since transfer (1877).....	1795	8	1
Accrued Interest, Premiums, &c. ....	...	...	...	...	...	...	12,015	4	1	Ditto ditto (prior to 1877).....	17,909	11	11
Advance by Treasury for Construction purposes, 1877.	1795	8	1	...	...	...	...	...	...		19,705	0	0
Ditto prior to 1877	15,835	17	11	17,631	6	0	...	...	...		433,409	5	4
Ditto ditto towards payment of Interest on original Debentures .....	...	...	...	177,000	0	0	194,631	6	0	Railway Income, 1877.	21,442	17	1
Revenue Expenditure, 1877 .....	...	...	...	18,103	5	3	105,961	1	4	Ditto, Supplementary, for 1876. (Two months' T. M. L. Railway Toll and Compensation	493	0	0
Ditto prior to 1877.....	...	...	...	87,857	16	1	...	...	...	Ditto, prior to 1877.....	99,535	2	2
Stores transferred to Government by the L. & W. Railway Company .....	...	...	...	...	...	...	1762	15	3	Interest on Debentures to 31st December, 1877.....	225,000	0	0
				£764,370	6	8				Less Net Revenue from working the Line	15,514	17	11
											209,485	2	1
											£764,370	6	8

ROBT. M. JOHNSTON, Accountant.

R. W. LORD, Secretary and Manager.

No. 2.

STATEMENT of Receipts and Expenditure for the Year 1877.

Train Mileage—Goods and Passengers, 85,294; Ballasting, &c., 4282: Total (L. & W. R.), 89,576: T. M. L. R. Train Mileage, Evandale to Launceston, 19,734: Grand Total, 109,310. Total Engine Miles, 102,745.

EXPENDITURE.				Train Mileage.	Cost per Open Mile.	Cost per Train Mile.	RECEIPTS.				Per Open Mile.								
Working Expenses.	Ordinary.	Extra-ordinary.	TOTAL.				£	s.	d.	£		s.	d.						
Maintenance of Permanent Way and Works	£ 4756	s. 16	d. 2	1203	5	0	5960	1	2	109,310	132.4	1	1.1	Passengers, 102,959, at 1s. 11.07d. per passenger.....	..	9899	2	5	} 407.8
Locomotive and carriage and wagon charges	5631	19	3	25	9	11	5657	9	2	89,576	125.7	1	3.1	Parcels, horses, carriages, and dogs.....	..	571	15	9	
Traffic charges	4164	11	8	273	10	7	4498	2	3	109,310	108.5	0	10.7	Goods, 18,516 tons, at 6s. 9.46d. per ton	6285	1	8	} 6804 9 2	
Police, gatemen, &c.....	391	19	10	53	19	8	445	19	6	109,310	35.6	0	3.5	Live Stock	519	7	6		
General charges.....	1151	8	0	..	..	..	1151	8	0	109,310	..	..	..	Rents, mails, &c.....	..	1074	3	1	
Mails, &c.	450	5	2	..	..	..	450	5	2	109,310	..	..	..		..	18,349	10	5	
A. Working Expenses, ordinary....	16,547	0	1	..	..	..	18,103	5	3	102,471*	402.2	3	6.4	Tasmanian Main Line Railway, Toll and Compensation for year 1877 .....	..	3093	6	8	} 21,442 17 1
B. Ditto, extraordinary .....	..	..	..	1556	5	2	..	..	..	..	..	..	..	Total Railway Income .....	..	21,442	17	1	
C. Construction.	..	..	..	..	..	..	1795	8	1	..	..	..	..	Cash advanced by Treasury on account of new works of construction, and carried to debit of Construction ...	..	1795	8	1	
Expenditure upon new works of construction not chargeable to Working Expenses .....	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..
Balance to credit of Railway Income	..	..	..	..	..	..	3339	11	10	..	..	..	..		..	..	..	..
							£23,238	5	2							£23,238	5	2	

* Mean Train Mileage.

ROBT. M. JOHNSTON, Accountant.

R. W. LORD, Secretary and Manager.

No. 3.—A.

ANALYSIS of Working Expenses (Ordinary).

	<i>Salaries and Wages.</i>		<i>Stores &c.</i>		<i>Sundry Charges.</i>		<i>TOTAL.</i>	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
<i>Maintenance of Way.</i>								
Inspecting Surveyor, Sub-Inspector, Platelayers, Labourers, Carpenters, &c.	3725	11 1	1028	2 1	3 3 0		4756	16 2
<i>Locomotive and Carriage and Wagon Department.</i>								
Locomotive Superintendent, Carpenters, Blacksmiths, Painter, Turners, Fitters, Drivers, Firemen, Cleaners, Labourers, &c.	2906	2 9	2712	1 6	13 15 0		5631	19 3
<i>Traffic Charges.</i>								
Station Masters, Booking Clerks, Goods Clerks, Telegraph Operators, Guards, Porters, Signalmen, &c.—								
Launceston	1254	8 6	73	11 5				
St. Leonards	—	—	—	—				
Breadalbane	—	—	—	—				
Evandale Junction	144	0 0	19	11 4				
Perth	102	10 0	15	2 4				
Longford	468	9 7	25	12 6				
Wilmore's Lane	—	—	—	—				
Little Hampton	—	—	—	—				
Bishopsbourne	—	—	—	—				
Glenore	1	16 0	—	—				
Hagley	129	8 0	10	5 5				
Westbury	158	2 6	20	10 2				
Exton	72	0 0	4	14 11				
Deloraine	382	10 5	31	19 7				
Cartage	—	—	—	—	604	4 4		
General Traffic Charges	91	4 1	406	19 7	147	11 0		
Total Traffic Charges	2804	9 1	608	7 3	751	15 4	4164	11 8
<i>Police Gates, &c.</i>								
Gatekeepers at level crossings	384	2 4	7	17 6	—		391	19 10
<i>General Charges.</i>								
Office of Manager, Accountant, Cashier, Storekeeper, &c.	1120	0 0	31	8 0	—		1151	8 0
<i>Mails.</i>								
Mail contracts for the conveyance of Mails between the L. & W. Railway Stations and the various Post Offices throughout the District	—	—	—	—	450	5 2	450	5 2
	10,940	5 3	4387	16 4	1218	18 6	16,547	0 1

R. W. LORD, *Secretary and Manager.*ROBT. M. JOHNSTON, *Accountant.*

No. 4.—B.

ANALYSIS of Working Expenses (Extraordinary).

(See No. 2.)

	£	s.	d.
Ballasting caused by extraordinary subsidence of banks, especially Nos. 1, 40, and 42.....	356	17	2
Painting workshops, station buildings, afresh.....	171	0	7
Wages of extra labour employed supplementary to original staff, in connection with T. M. L. 3rd rail	1028	7	5
	<u>£1556</u>	<u>5</u>	<u>2</u>

R. W. LORD, *Secretary and Manager.*ROBT. M. JOHNSTON, *Accountant.*

No. 5.—D.

(See No. 3.)

FURTHER Analysis of Stores consumed during the Year 1877.

	£	s.	d.
Fuel—Coal, 1314 tons; firewood, 213 tons.....	1766	0	2
Oils—Castor, 879 galls.; colza, 174 galls.; mutton-bird, 80 galls.; kerosene, 198 galls.; turps, 28 galls.; sundry oils, 35 galls.	240	5	10
Tallows—Tallow, 1222 lbs.; grease, 390 lbs.	33	6	1
Packings, Waste, &c.—Tucks, packing, &c., 58 lbs.; flax, 21 lbs.; waste, 1717 lbs.; wicks, 52s. 8d.	53	15	0
Stationery, advertisements, &c.	266	14	7
Sleepers, timber, &c.	571	12	4
Iron.....	332	11	0
Tools.....	92	5	2
Ordinary sundries.....	222	8	1
Extra ditto.....	335	12	3
Duplicates.....	9	10	0
Renewals—Rails, machinery, &c.	463	15	10
	<u>£4387</u>	<u>16</u>	<u>4</u>

R. W. LORD, *Secretary and Manager.*ROBT. M. JOHNSTON, *Accountant.*

No. 6.

ITEMS charged to Construction for the Year 1877.

	£	s.	d.
Final instalment in connection with the construction of gatekeepers' cottages	1020	0	0
New goods shed, Hagley	322	0	0
New passenger shed, Little Hampton	25	0	0
New wheel lathe.....	90	0	0
Two new 5-ton cranes complete	338	8	1
	<u>£1795</u>	<u>8</u>	<u>1</u>

R. W. LORD, *Secretary and Manager.*ROBT. M. JOHNSTON, *Accountant.*

No. 7.

ANALYSIS of Traffic and Traffic Receipts (Ordinary), 1877.

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 RECEIPTS.				
				£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.				£ s. d.
Launceston.....	31,865	34,869	3105	12,101	3139 0 10	170 9 10	3901 12 6	10 3 9	7221 6 11	January.....	27	9·3	1700 3 9
St. Leonards.....	6886	5791	102	111	263 0 9	—	—	—	263 0 9	February....	24	8·8	1613 4 8
Breadalbane*.....	—	1954	228	60	—	0 0 6	—	—	0 0 6	March.....	27	12·3	2262 4 8
Evandale.....	11,524	5456	420	1211	780 0 5	27 4 7	217 16 2	22 9 10	1047 11 0	April.....	25	12·1	2210 2 7
Perth.....	7176	5362	485	718	447 9 5	22 2 0	316 9 10	19 2 2	805 3 5	May.....	27	9·3	1706 6 4
Longford.....	16,977	9699	2008	1806	1382 2 4	104 14 5	614 5 11	11 4 2	2112 6 10	June.....	26	6·8	1254 14 0
Wilmore's Lane*...	—	967	1177	436	—	—	—	—	—	July.....	26	6·4	1171 15 8
Little Hampton*..	—	1010			—	—	—	—	—	—	—	August.....	27	6·1	1124 1 11
Bishopsbourne*...	—	5111	—	—	—	2 9 9	2 14 9	—	5 4 6	September....	25	6·2	1136 12 10
Oaks*.....	—	2725	247	155	—	1 0 6	0 18 8	—	1 19 2	October.....	27	7·6	1390 4 5
Glenore*.....	—	1838	469	94	—	—	—	—	—	November....	26	6·7	1237 18 6
Hagley.....	4623	1845	1073	347	373 3 5	16 2 0	252 15 5	—	642 0 10	December....	26	8·4	1542 1 1
Westbury.....	9702	5601	2169	607	1011 6 0	41 1 6	520 17 4	32 2 1	1605 6 11				
Exton.....	2582	950	1128	97	257 2 11	13 5 11	113 18 9	—	384 7 7				
Deloraine.....	11,624	6490	5905	773	1972 11 1	156 4 9	862 19 10	55 14 6	3047 10 2				
Mails, Rents, and sundry receipts ..	—	13,291	—	—	273 5 3	17 0 0	—	923 6 7	1213 11 10				
	102,959	102,959	18,516	18,516	9899 2 5	571 15 9	6804 9 2	1074 3 1	18,349 10 5		313	100·	18,349 10 5

* Includes outwards and inwards.

ROBT. M. JOHNSTON, Accountant.

R. W. LORD, Secretary and Manager.

No. 8.

DIRECTION and Extent of GOODS TRAFFIC for the Year 1877.

OUTWARDS FROM	INWARDS AT													TOTAL OUTWARDS		
	Launceston.	St. Leonards.	Breadalbane.	Evandale.	Perth.	Longford.	Wilmore's Lane, Little Hampton, and Bishopsbourne.	Oaks.	Glenore.	Hagley.	Westbury.	Exton.	Deloraine.	Tons.	Average Distance.	Miles travelled.*
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Miles.	
Launceston	—	30	20	105	258	893	251	82	53	215	437	59	702	3105	—	87,063
St. Leonards	101	—	—	—	—	—	—	1	—	—	—	—	—	102	—	431
Breadalbane	195	—	—	29	—	—	—	—	—	—	—	—	4	228	—	1688
Evandale	352	—	—	—	3	38	4	2	—	4	5	—	12	420	—	4904
Perth	421	3	1	28	—	8	5	4	—	2	—	—	13	485	—	6890
Longford	1941	—	1	24	4	—	4	1	1	8	10	1	13	2008	—	35,341
Wilmore's Lane Little Hampton Bishopsbourne }	1150	1	1	3	3	3	—	—	1	3	12	—	—	1177	—	28,735
Oaks	208	—	1	24	4	—	—	—	—	7	3	—	—	247	—	6007
Glenore	443	—	—	2	—	9	1	—	—	—	13	—	1	469	—	12,867
Hagley	942	—	10	11	2	60	15	23	3	—	1	1	5	1073	—	31,296
Westbury	1875	66	12	42	36	48	38	7	7	3	—	13	22	2169	—	71,365
Exton	720	2	—	194	16	143	9	1	4	31	7	—	1	1128	—	40,233
Deloraine	3758	9	14	749	392	604	109	34	25	74	119	23	—	5905	—	228,891
Tons inwards	12,101	111	60	1211	718	1806	496	155	94	347	607	97	778	18,516	—	—
Average Distance	—	—	—	—	—	—	—	—	—	—	—	—	—	—	30·01	—
Miles travelled*	387,151	2653	1282	34,356	16,937	37,749	9196	3091	2033	8368	17,051	2631	33,217	—	—	555,719

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	1876.	1877.		1876.	1877.
				£ s. d.	£ s. d.
Goods train miles	85,039	85,294	Goods receipts	6478 14 4	6285 1 8
Ton miles	533,539	555,719	Average ditto per ton per mile	0 0 2·91	0 0 2·71
Goods tonnage	20,630	18,516	Ditto per goods train mile	0 1 6·28	0 1 5·68
Average tons per train	10·89	9·74	Ditto per ton	0 6 3·37	0 6 9·46
Ditto train mile	0·24	0·21	Ditto per train	3 8 5·07	3 6 1·48
Ditto miles travelled per ton....	25·86	30·01	Ditto per week	124 11 9·77	120 17 4·07

* Decimals omitted.

ROBT. M. JOHNSTON, Accountant.

R. W. LORD, Secretary and Manager.

No. 9.

DIRECTION and Extent of PASSENGER TRAFFIC for the Year 1877.

OUTWARDS FROM	INWARDS AT																TOTAL OUTWARDS.		
	Season Ticket-holders, &c.	Launceston.	St. Leonards.	Breadalbane. †	Evandale.	Perth.	Longford.	Wilmore's Lane. †	Little Hampton. †	Bishopsbourne. †	Oaks. †	Glenore. †	Hagley.	Westbury.	Exton.	Deloraine.	Passengers.	Average Distance.	Miles travelled.
Launceston	4608	—	5272	1442	2687	2687	5375	352	486	2091	1163	641	632	1564	118	2747	31,865	..	597,451
St. Leonards	654	5418	—	104	162	105	211	5	8	24	8	10	36	72	4	65	6886	..	45,530
Breadalbane †																			
Evandale	1468	6136	176	230	—	900	1212	29	62	316	131	112	119	209	27	397	11,524	..	138,062
Perth	780	3159	43	37	837	—	1602	47	45	221	60	50	41	63	11	180	7176	..	80,312
Longford	2250	8839	116	45	1101	1283	—	308	270	972	320	203	267	424	52	527	16,977	..	249,037
Wilmore's Lane †																			
Little Hampton †																			
Bishopsbourne †																			
Oaks †																			
Glenore †																			
Hagley	459	1888	22	28	109	54	278	57	39	414	513	156	—	819	38	249	4623	..	73,090
Westbury	1156	4066	31	10	153	99	399	46	36	463	260	482	370	—	367	1764	9702	..	208,223
Exton	308	735	1	4	48	8	48	10	21	76	43	21	60	643	—	561	2582	..	48,095
Deloraine	1608	5128	130	54	364	226	574	113	43	534	227	163	320	1807	333	—	11,624	..	145,097
No. Passengers	13,291	34,869	5791	1954	5456	5362	9699	967	1010	5111	2725	1838	1845	5601	950	6490	102,959	..	..
Distance .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	17.38	..
Miles travelled	225,947	741,484	31,354	15,652	60,916	57,720	138,478	13,471	15,762	85,187	46,121	29,558	33,880	95,641	11,324	112,449	1,784,949

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	1876.	1877.		1876.	1877.
				£ s. d.	£ s. d.
Passenger train miles	85,039	85,204	Total passenger receipts	9838 4 7	9899 2 5
Miles travelled	1,746,524	1,784,949	Average receipts per passenger per		
Average miles travelled per passenger	16.95	17.33	mile	0 0 1.35	0 0 1.33
Average passengers carried per train	54.39	59.48	Ditto per train mile passenger .	0 2 3.76	0 2 3.38
Average passengers carried per train			Ditto per train	5 3 10.66	5 4 3.07
mile	1.21	1.20	Ditto per passenger	0 1 10.92	0 1 11.07
Total passengers carried	103,017	102,959	Ditto per week	189 3 11.21	190 7 4.25

† Includes outwards and inwards. ‡ The direction outwards and inwards is only shown between the larger stations.

ROBT. M. JOHNSTON, Accountant.

R. W. LORD, Secretary and Manager.

No. 10.

COST of Railway and Equipment and List of Rolling Stock, 1877.

<i>Construction and Equipment.</i>			<i>Rolling Stock.</i>														
Miles open.	Cost.		Loco-motives.	Carriages.				Wagons.							Horse Boxes.	Brake Vans.	Total No. Vehicles.
	Amount.	Per Mile open.		1st Class.	2nd Class.	Composite.	Excursion.	Low-sided.	High-sided.	Medium.	Swivel.	Covered.	Cattle.	Sheep.			
45	£ 433,409	£ 9681	5	3	3	7	1	19	15	39	8	15	4	4	2	6	131
				14				104									

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ROBT. M. JOHNSTON, *Accountant.*

R. W. LORD, *Secretary and Manager.*

WORKING Expenses on various Railways compared.

RAILWAYS.	Miles open.	Train Service.		Working Expenses.		
		Total Train Miles.	Train Miles per Mile open.	Total per Year.	Per Open Mile.	Per Train Mile.
Victorian Railways, 1877	786	2,786,581	3545	£ 592,480	£ 753	s. d. 4 3'03
New South Wales Railways, 1876.....	509	1,688,964	3318	339,406	667	4 0'22
Northern Railway, Queensland, 1876	88	89,268	1014	18,285	208	4 1'
Southern and Western ditto, 1876	210	392,740	1870	93,866	447	4 9'25
South Australian Railways	193½	521,433	2697	132,508	685	5 0'
Tasmanian Main Line Railway, 1877*.....	133†	251,941	1819	51,241	385	4 0'81
Launceston and Western Railway	45	102,471	2277	18,103	402	3 6'4

* London expenses estimated.
Railway exercise running powers.

† Includes 11 miles of Launceston and Western Railway over which Tasmanian Main Line

R. W. LORD, Secretary and Manager.

ROBT. M. JOHNSTON, Accountant.

COMPARATIVE Statement of Receipts, Traffic, and Working Expenses, &c.

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.											
															£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	s. d.			
1871	45	—	—	78,816	4	18,710	59,880	6856	10	3270	15	35309	3	1	462	6	0	12,628	14	7	3	2'45	279
1872	45	—	—	72,300	4	18,111	63,647	6199	15	7316	14	15813	14	6	1306	2	1	13,636	6	3	3	9'24	278
1873	45	426,279	9472	83,682	4	25,283	82,923	7659	9	7432	18	97968	15	2	1032	3	8	17,093	7	2	4	1'02	313
1874	45	427,946	9509	94,110	5	24,804	91,264	8918	13	6515	9	17496	2	4	1394	19	11	18,325	4	10	3	10'7	313
1875	45	429,604	9547	89,650	5	25,837	92,122	9132	3	5571	10	58691	8	3	1040	11	1	19,435	13	2	4	4'8	313
1876	45	431,613	9591	89,101	5	20,630	103,017	9338	4	7698	4	06787	19	4	1589	8	3	18,913	16	2	4	2'9	313
1877	45	433,409	9631	102,471	5	18,516	102,959	9899	2	5571	15	96804	9	2	4167	9	9	21,442	17	1	4	2'2	313

WORKING EXPENSES.

Year.	Miles worked.	Maintenance.			Locomotive & Carriage and Wagon Charges.			Traffic Charges.			General Charges.			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.
1871	45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12,037	18	3	267'6	3	0'6	279			
1872	45	4008	5 4	89'07	1	1'3	4299	10 2	95'54	1	2'7	3907	13 10	86'84	1	1'19	1570	19 8	34'91	0	5'10	13,786	9 0	306'36	3	10'3	278
1873	45	3400	10	75'5	0	9'75	4559	0 0	101'3	1	1'08	4237	15 1	94'1	1	0'16	1454	18 0	32'4	0	4'16	13,651	14 1	303'3	3	3'15	313
1874	45	4790	17 4	106'4	1	0'2	5284	9 9	117'6	1	1'5	4231	2 2	94'	0	10'7	1321	9 5	29'3	0	3'4	15,627	18 8	347'3	3	3'8	313
1875	45	4863	12 8	101'8	1	1'2	5084	17 6	113'0	1	1'8	4780	16 5	106'2	1	1	1483	14 5	33'	0	4'	16,213	1 0	360'3	3	8	313
1876	45	4650	15 8	103'3	1	0'5	5031	16 7	111'8	1	1'5	4665	18 11	103'7	1	0'5	1433	18 6	31'9	0	3'9	15,782	9 8	350'7	3	6'4	313
1877	45	5960	12	132'4	1	1'1	5657	9 2	125'7	1	3'1	4884	1 9	108'5	0	10'7	1601	13 2	35'6	0	3'5	18,103	5 3	402'2	3	6'4	313

ROBT. M. JOHNSTON, Accountant.

R. W. LORD, Secretary and Manager.

No. 13.

RECONCILIATION of Treasury and Railway Statements of Accounts for the Year 1877.

	£	s.	d.	£	s.	d.
Traffic Receipts for year 1877, as per Launceston and Western Railway Accounts*				18,349	10	5
Cash banked on account of Launceston and Western Railway, as per Treasury Statement	18,398	9	10			
Add Outstandings, 31st December, 1877.....	420	0	10			
	18,818	10	8			
Less Outstandings, 31st December, 1876.....	469	0	3			
				18,349	10	5

R. W. LORD, *Secretary and Manager.*ROBT. M. JOHNSTON, *Accountant.*

Reconciliation Statement, No. 13, correct.

W. LOVETT, *Colonial Auditor.*

* Exclusive of Tasmanian Main Line Railway Toll not yet collected.