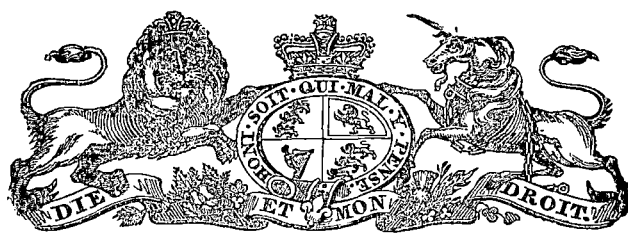


(No. 54.)



1889.

PARLIAMENT OF TASMANIA.

TASMANIAN GOVERNMENT RAILWAYS:

GENERAL MANAGER'S REPORT FOR 1888.

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



TASMANIAN GOVERNMENT RAILWAYS.

General Manager's Office, 31st January, 1889.

SIR,

I HAVE the honor to submit my Report upon the working and progress of the Tasmanian Government Railways for the year 1888.

Capital Account.

The capital expended on construction and equipment during the year 1888 was £172,615 7s. 5d., the aggregate now being £1,543,926 12s. 6d. Detailed particulars of expenditure during 1888 are shown in Table No. 2, and of the aggregate expenditure in the General Balance Sheet, Table No. 1.

The following short statement summarises briefly the position of the Railway System at the close of the year 1888 :—

Total capital expended on lines open for traffic	£1,165,269
Average cost per mile open	£7398
Total mileage open for traffic..... Miles	157·50
Average mileage open during year	152·79
Gross revenue earned.....	£59,890
Working expenditure.....	£57,299
Profit on working	£2591
Profit on working per £100 capital expenditure.....	0·22
Percentage of working expenses to revenue	95·67
Earnings per average mile open	£391·97
Expenditure per average mile open	£375
Earnings per train mile.....	3s. 4·65d.
Expenses per train mile.....	3s. 2·9d.
Number of passengers carried	282,436
Goods tonnage carried..... Tons	84,080
Train mileage	353,515 Miles

Revenue Account.

The Revenue for the year 1888 amounts to £59,890 8s. 7d., being an increase of £5937 10s. 5d. compared with the total earnings for the year 1887.

The following gives comparative details :—

	1887.		1888.		INCREASE.	
	Amount.	Per Average Mile open (138).	Amount.	Per Average Mile open (152·79.)	Amount.	Per cent.
	£ s. d.	£	£ s. d.	£	£ s. d.	£
Passengers	26,410 19 10		29,387 18 11		2976 19 1	
Parcels, &c.....	1831 3 4		2129 16 6		298 13 2	
Goods and Live Stock.....	18,026 4 6		19,674 10 4		1649 5 10	
Rents, Mails, &c.....	3485 10 6		4198 2 10		712 12 4	
T. M. L. Railway Toll, &c.....	4200 0 0		4500 0 0		300 0 0	
	53,953 18 2	390·9	59,890 8 7	391·97	5937 10 5	11·

Comparative Statement of Passenger Traffic.

		1887.	1888.	INCREASE.	DECREASE.
Total miles travelled	No.	5,054,865	5,789,084	734,219	
Average distance travelled per passenger	Miles.	20·52	20·49	..	0·03
First-class journeys.....	No.	67,230	75,721	8491	
Second-class ditto.....	No.	153,568	171,863	18,295	
Excursion ditto	No.	19,248	29,590	10,342	
Season tickets, &c., ditto	No.	6219	5262	..	957
Total number, ditto.....	No.	246,265	282,436	36,171	
Average rate per passenger per mile.....	Pence.	1·25	1·21	...	0·04
Average rate per passenger	s. d.	2 1·74	2 0·97	...	0·77

Relative distances travelled by Passengers during the year :—

No. OF PASSENGERS.	PER CENT. OF TOTAL.	TRAVELLED.	No. OF PASSENGERS.	PER CENT. OF TOTAL.	TRAVELLED.
62,115	22.00	1 to 5 miles.	5108	1.80	71 to 75 miles.
57,782	20.46	11 " 15 "	4761	1.69	46 " 50 "
43,565	15.42	6 " 10 "	2511	0.89	36 " 40 "
31,783	11.25	16 " 20 "	2186	0.77	51 " 55 "
16,241	5.75	31 " 35 "	2094	0.75	66 " 70 "
15,800	5.59	21 " 25 "	1494	0.53	61 " 65 "
14,632	5.18	81 " 85 "	825	0.29	56 " 60 "
12,208	4.32	41 " 45 "	255	0.09	76 " 80 "
9076	3.22	26 " 30 "			

Passengers booked at each Station during 1888 as compared with 1887 :—

	No. OF PASSENGERS.		INCREASE.	DECREASE.
	1887.	1888.		
<i>Western Line—</i>				
Launceston.....	46,827	56,731	9904	—
St. Leonard's.....	17,186	15,194	—	1992
Evandale Junction.....	15,883	14,214	—	1669
Perth.....	11,760	10,947	—	813
Longford.....	24,591	21,848	—	2743
Bishopsbourne.....	5096	4607	—	489
Hagley.....	4446	4392	—	54
Westbury.....	13,162	11,296	—	1866
Exton.....	4124	4153	29	—
Deloraine.....	15,800	14,336	—	1464
Chudleigh Road.....	2485	2998	513	—
Dunorlan.....	4518	4627	109	—
Railton.....	10,710	11,503	793	—
Latrobe.....	16,676	15,874	—	802
Formby.....	16,184	17,689	1505	—
Total Western Line.....	209,448	210,409	12,853 11,892	11,892
			961	
<i>Parattah and Oatlands Line.....</i>	12,607	12,007	—	600
<i>Fingal Line—</i>				
Conara.....	3971	5117	1146	—
Stony Creek.....	307	363	56	—
Hanleth.....	246	345	99	—
Eastbourne.....	67	231	164	—
Avoca.....	1651	2929	1278	—
Ormley.....	368	573	205	—
Tullochgorum.....	355	598	243	—
Fingal.....	2916	3408	492	—
Break o' Day.....	—	86	86	—
Mount Nicholas.....	474	1032	558	—
Cullenswood.....	1375	1984	609	—
St. Mary's.....	2778	3415	637	—
Total Fingal Line.....	14,508	20,081	5573	—
<i>Derwent Valley Line—</i>				
*Bridgewater Junction.....	5318	16,629	11,311	—
*Dromedary.....	361	1699	1338	—
*New Norfolk.....	4023	13,696	9673	—
†Hamilton Road.....	—	947	947	—
†Plenty.....	—	2910	2910	—
†Macquarie Plains.....	—	1995	1995	—
†Glenora.....	—	2063	2063	—
Total Derwent Valley Line.....	9702	39,939	30,237	—
GRAND TOTAL.....	246,265	282,436	36,771 600	600
			36,171	—

* Opened for 4 months only in 1887. † Opened for 10 months only in 1888. ‡ Opened for 4 months only in 1888.

The total number of passengers carried on the Government lines since opening to end of 1888. was 2,250,400, who travelled an aggregate distance of 42,281,238 miles.

GOODS TRAFFIC.

*Western Line.**COMPARATIVE Statements of Tonnage.*

	1887.	1888.	DECREASE.
Grain, Produce, &c.	18,425	15,339	3086
Merchandise, Minerals, &c.	24,257	22,151	2106
	42,682	37,490	5192

Fingal Line.

	1887.	1888.	INCREASE.
General.....	3256	3973	717
Minerals.....	19,694	35,514	15,820
	22,950	39,487	16,537

Parattah and Oatlands Line.

The total tonnage carried was 1502, as compared with 1560 during the previous year.

Derwent Valley Line.

5601 tons of goods were carried on this line.

Comparative statement of Goods Traffic on all Lines for the years 1885, 1886, 1887, and 1888 :—

		1885.	1886.	1887.	1888.	1888 compared with 1887.	
						Increase.	Decrease..
Tonnage	Tons	29,329	42,661	68,113	84,080	15,867	..
Average distance each ton was carried	Miles	29.39	28.77	30.64	33.29	2.65	..
Average receipts per ton ..	s. d.	6 7.22	6 5.45	4 11.09	4 5.29	..	0 5.80
Average receipts per ton for each mile carried ...	Pence	0 2.71	0 2.69	0 1.93	0 1.60	..	0 0.33
Total goods receipts	£ s. d.	9742 0 9	13,768 2 5	16,771 16 11	18,668 15 2	1896 18 3	..

For purposes of comparison, the following statistical information, collated from latest reports, is appended :—

Colony.	Area in square miles.	Popula- tion.	Miles con- structed.	Gauge.	Total Cost.	Cost per mile constructed.	Cost per head of the Population.	Population per 1000 square miles.	Latest Information received.
Queensland	668,224	387,463	1931	ft. in.	£	£	£ s. d.	580	31st December, 1888.
New South Wales.	309,175	1,042,919	2036	4 8½	26,532,122	13,031	25 8 10	3373	31st December, 1887.
Victoria	87,884	1,036,119	2018	5 3	28,465,817	13,115	25 10 10	11,790	30th June, 1888.
South Australia ..	903,425	312,421	1500	3 6	9,689,869	6459	31 0 4	346	30th June, 1888.
New Zealand	104,235	603,361	1758	5 3	13,352,978	7595	22 2 7	5788	31st March, 1888.
Tasmania	26,215	146,149	157.50	3 6	1,165,269	7398	7 19 5	5575	31st December, 1888.

RECEIPTS.

Passenger Traffic.

The total number of passengers carried during the year was 282,436, being an increase of 36,171 passengers over preceding year. Advantage has been largely taken of excursion and farmers' trains. There has been a marked increase in passengers booked between the termini of the Western Line, but the effect of a very poor harvest is shown by the falling off in bookings at many country stations.

Goods Traffic.

The total goods tonnage amounted to 84,080 tons, giving an increase of 15,867 tons over preceding year. The exceptionally bad harvest caused a decrease in produce carried on the Western Line of 3086 tons. The receipts per mile worked amounted to £391·9, against £390·9 in 1887. The receipts per train mile were 3s. 4·65d., against 3s. 7·8d. during previous year.

WORKING EXPENSES.

The cost per mile worked has been £375, as compared with £359·4 during 1887. The expenses per train mile were 3s. 2·9d. against 3s. 4·3d. during 1887. The working expenses have been somewhat heavily taxed during the year under review by portion of the cost of conversion of broad gauge stock, the cost of renewals to station buildings and platforms consequent upon alteration of gauge, the construction of increased water-ways, the renewal of several miles of fences which were burnt by bush fires, the construction of new bridge over Quamby Brook, and renewals to fencing on Western Line. The cost of haulage of coal for locomotive purposes, which in previous years has not been shown in accounts, is now made a direct charge to working expenses.

Sectional accounts give the following results for each line of railway during the year:—

	<i>Western Line.</i>	<i>Fingal Line.</i>	<i>Parattak and Oatlands Line.</i>	<i>Derwent Valley Line.</i>
	£	£	£	£
Gross earnings.....	43,905	11,592	597	3796
Working expenses	38,581	10,292	1332	7093
Profit on working	5324	1300	...	...
Loss on working .....	...	...	735	3297

Extensions during Year.

Two sections of the Derwent Valley Line have been opened for traffic during the year, viz., Hamilton Road to Plenty, 3½ miles, on 1st March, and Plenty to Glenora, 6½ miles, on 3rd September.

General.

The exceptionally poor harvest of 1888 has seriously diminished our receipts from all sources. The result of the working of the Derwent Valley Line shows a considerable loss. It should be borne in mind that the extensions of this line were opened at a season when there was comparatively little traffic in the district which the line serves. Between Hobart and New Norfolk there has been considerable competition from water carriage. I am hopeful that during 1889 it will be found that this line will earn working expenses.

The fact that several of our lines are dependent to a great extent upon the arrangements of a foreign company militates materially against their financial success.

I take this opportunity of expressing my obligations to the General Manager of the Tasmanian Main Line Railway Company for the fair and courteous manner in which he has always met me in our business relations.

All lines have been kept in fair order, but the scarcity of ballast allowed during construction has told in the cost of maintenance.

The sleepers used in the construction of the narrow gauge lines have proved, I regret to say, of inferior quality, and heavy renewals are now necessary. At least 10,000 will be required for renewals on the Mersey and Fingal lines during 1889. This will give an average life of sleepers to be renewed of barely four years, whereas on the original Western Line the sleepers have shown an average life of fully twelve years.

I beg to recommend that the 50-pound section of steel rails be adopted for our principal lines. I propose in time to renew the Mersey Line with this rail. In the meanwhile, when time permits, I purpose removing the 50-pound rails which were used in construction of sidings on to the worst grades of the main line, replacing them with 40-pound rails taken out of these places.

The average mileage run by our locomotives, excluding the Parattah branch, is 22,141 miles per engine. The average for same year on English lines was 19,148, on Irish lines 19,786, and on Scotch lines 19,966 miles.

There has been some complaint of scarcity of trucks, particularly from the coal mines. This could be considerably remedied were the collieries to provide stages for loading coal. At present they make storehouses of wagons, and when shipping a cargo, collect the whole of it into railway trucks before commencing to ship, thus having part of the wagons under load for a week. There is no doubt that more trucks are needed, but before considerable increase is made for coal traffic, it should be insisted upon that collieries provide the necessary facilities for loading.

The trade at the Mersey is increasing rapidly. Rails have been laid upon the wharf at Formby, as far as practicable, but there is an immediate and pressing necessity for more accommodation. The station is frequently blocked with produce for shipment, and delays occur which could be prevented were the accommodation improved. A goods shed and produce stores are very much needed, and I trust funds for these requirements will be forthcoming.

The development of the coal traffic, particularly on the Fingal Line, is a marked feature in the traffic of the year. The coal carried from the several mines is as follows :—

<i>Mine.</i>	<i>No. of Tons.</i>
Cornwall Coal Company	18,608
Mount Nicholas Coal Company	15,156
Dulverton Coal Company	864
Longford Coal Company	651
Tarleton Coal Company	66
TOTAL	35,345

Of this quantity several cargoes were shipped to Australian ports during the strike at Newcastle, New South Wales.

Our locomotives have exclusively used native coal, except during a short period, when, owing to strikes or other causes, the local mines were unable to supply us. Whilst upon this subject, I think it advisable to bring under your notice the present rates for carriage of coal. At the outset the Cornwall and Mount Nicholas Companies asked the Government to quote low rates to enable them to get a start with their business, at the same time stating that concessions of a temporary nature, say for one year, would be all they required. The Government decided to reduce rates to three farthings per ton per mile for all coal consumed in the Colony, and one half-penny per ton per mile for coal exported. The result of this concession has been this :—From the date of the concession to the 31st December, 1888, these companies have practically received a bonus out of Railway revenue of over £2500. This bonus or concession has seriously reduced the profit of the Railways.

Having regard to the importance from every point of view of the Railways showing fairly the result of their working, I submit that the time has arrived when these concessions should cease. In no case is coal carried in any of the other colonies for distances similar to that which we carry coal for less than one penny per ton per mile. In some cases the rate is higher. I think we may fairly make our rate one penny per ton per mile for distances up to fifty miles, and three farthings per ton per mile for each additional mile.

I would invite your attention to the growth of the issue of free passes to officers of the Government. As the Railway Department pays cash for all stores, &c. supplied by Government Departments, it would seem but fair that it should receive credit for services performed by other departments. I recommend that no free passes be issued for departmental purposes except upon payment.

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

The conduct of the staff has been uniformly excellent.

I attach the usual tabulated statements, together with the Reports of the Locomotive Superintendent and Resident Engineer.

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.
Engineer's Office, Launceston, January, 1889.*

REPORT—YEAR ENDING 1888.

SIR,

I HAVE the honor to forward my Annual Report upon the condition and maintenance of the Tasmanian Government Railways open for traffic for year ending 1888.

WESTERN LINE—*Launceston to Formby—82 miles*

Has been maintained in good working condition, under an increasing service.

The original gauge of the section between Launceston and Deloraine, 45 miles, 5 ft. 3 in., by the Launceston and Western Railway Company, has been abolished, and reduced to the standard gauge of 3 ft. 6 in.

The third rail forming the broad gauge, with its attachments, has been removed from all station-yards, sidings, and from some sections of the road; that remaining will be removed by the ordinary staff during maintenance. The station platforms, stages, cattle-yards, and goods-sheds have all been reduced to the standard clearances, put in thorough repair, and where necessary to meet the increased business, additional and improved accommodation has been provided. At Hagley and Bishopsbourne small new stations, of a convenient and economical design, have replaced the sheds—found quite inadequate for present traffic. The platforms at Longford, Bishopsbourne, Oaks, Hagley, and Westbury have been improved and lengthened in a substantial manner. At the Oaks increased siding accommodation and a goods-sheds have been added. All dead-end sidings have been looped with Main Road, and carefully protected with locked safety points and chock-blocks. All the brick and timber culverts have been carefully repaired, and the larger flood-openings and bridges, which, on account of their age, demand extensive renewals, have been maintained in a safe condition. One timber bridge, at 29½ miles, over Quamby Brook, has been re-constructed in a substantial manner, without interrupting the traffic.

Those over North Esk, in the vicinity of Launceston, Nos. 2 and 3 crossings, known as Hobler's and Killafaddy, will require before long almost entire renewal, when I hope to receive sanction to do so in a more substantial design than the present. I have repeatedly drawn attention to the positive necessity of providing more waterway of clear spans, which, I feel confident, would, with a small expenditure in lifting and strengthening the section, almost remove the danger of a stoppage, liable any winter at present.

At Hogg's Lane siding and Dulverton new platelayers' cottages have been built, of a neat and economical design. The boundary-fences of this section, now over 20 years old, are demanding extensive renewals to render them stock-proof.

On the Mersey extension, between Deloraine and Formby, a heavy expense to the Department was caused by the necessity to substitute water-ways of increased capacity and of improved construction to preserve the way from damage by floods, and this requirement has been amply proved on several occasions since, the way having escaped damage where previously washed away during floods. A great want of ballast exists on many sections of this extension, which must be provided during the coming year. Some miles of the timber chock-and-log fence erected under the contract have been burnt every summer in the face of all precautions, and re-erected with wire and split posts. All old fences on the Mersey tram section have been renewed and rendered stock-proof, and the formation has been strengthened with the ordinary staff.

I regret to have to report that very early symptoms of premature decay are apparent in the sleepers, a supply of which are required at once for renewals. The weakness of the rails, 40 lbs. to the lineal yard, under the existing strain of traffic will not permit any liberties being taken with it or neglect in this direction, or it will soon become knotty and dangerously crippled. It is to be regretted that a heavier section was not adopted, more especially on the heavier grades, which would have secured a safer and more economical maintenance. Extensions to the wharves at Formby are in course of construction, and the rails have been laid on them as far as completed; this has been found a great acquisition in the export of produce.

FINGAL LINE—*47 miles*

Has been maintained in really good order. Four thousand (4000) cubic yards of ballast have been placed on the line by the repairers, and the formation throughout widened and strengthened.

A contract has been let to erect five (5) platelayers' cottages. This accommodation will be a great benefit to the Department in securing and retaining good workmen, and, as a rent is charged, is reproductive. Shelter-sheds and platforms have been constructed at all roadside stations, and at Llewellyn (Stony Creek) a substantial goods-shed has been erected. The wire fence as erected by the Construction Department is very faulty, and not stock-proof; effect will be at once given to the authority given to strengthen it. The same premature decay of the sleepers is also particularly noticeable on this line, as on all the new lines, and will necessitate early renewals.

PARATTAH AND OATLANDS LINE—4½ miles.

This branch line has been also carefully maintained under the adverse circumstance of a weak and faulty design of rail—30lb. iron, set in small iron chairs, upon a sleeper of very small dimensions, in sand ballast. A portion only is fenced, the trespass of stock preventing the retention of trimmed slopes and cesses. The addition of a better class of rail, substantial sleepers, and a light wire fence would considerably reduce the annual cost of maintenance.

DERWENT VALLEY LINE—24¼ miles.

The maintenance of this line has demanded a full staff. The extreme want of ballast on the Bridge-water to New Norfolk section has rendered it a matter of difficulty to secure a safe condition under the existing strain of traffic. The extension from the Plenty to Glenora was officially opened on the 27th July, and formally for traffic on the 3rd September, since which time the section has been maintained in fair condition for a new road.

Authority having been given to ballast the lower section, a more favourable condition will then be secured. All the bridges are apparently in a satisfactory condition, and standing well. The timber cofferdams constructed by the contractor to place the caissons in No. 3 Arundel bridge, and left there, should be removed at once, and the piers protected with heavy stone aprons. The heavy rock cuttings have exhibited no signs of movement or danger, and are daily and carefully inspected.

GENERAL.

A demand for heavy renewals exists on the Western Line, and will continue to do so for some time yet, until all the original work has been renewed, when that section between Deloraine and Launceston will be of a strong and substantial character. The demand for renewals of sleepers on the new lines is unexpected, and must be considered premature, and will necessitate the retention of a full staff to retain a safe and satisfactory working condition. This is increased by the adoption of a light class of rail, which will only safely carry the class of stock under advantageous circumstances without damage to itself and, consequently, to the rolling stock.

In conclusion, I am happy to be able to report the perfect freedom during the year from any serious accident.

I am, &c.

LEONARD DOWLING.

F. BACK, *Esq.*, General Manager, Tasmanian Government Railways.

*Tasmanian Government Railways,
Locomotive and Carriage and Wagon Department, Launceston, January, 1889.*

SIR,

I HAVE the honor to submit the usual Report on the working of this Department for the year ending 31st December, 1888.

Locomotive Engines.

No new engines have been added to the stock during the year.

Carriages.

Six new composite carriages, running on two four-wheeled bogies of the usual type, were added to the stock during the early part of the year.

Conversion of Broad Gauge Stock.

Nearly the whole of the broad gauge stock that could be utilised was converted to narrow during the year, and four of the old engines and all carriage and wagon wheels shipped.

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

The engine mileage on all lines, including shunting for the past twelve months, was 409,206 miles.

The Derwent Valley Railway was opened to Plenty for traffic in March, and finally opened to Glenora on 1st September.

Owing to the strike of coal-miners in Newcastle, New South Wales, great impetus was given to the export of coal from this Colony, for which the Old Wharf was temporarily repaired, a steam crane temporarily erected thereon, coal hopper boxes brought into use, and a large quantity of coal satisfactorily shipped.

During the year the following works of construction have been done by this Department :—

DERWENT VALLEY LINE.

Erecting new turn-table, tank, pump, pump-house, and water supply, construction of new points and crossings, and erecting new semaphores, ballasting, &c. for contractor.

SCOTTSDALE LINE.

Constructing new wagons, points and crossings, semaphores, and erecting signal-box and interlocking gear. Repairing contractor's ballast engine, &c.

LINES GENERALLY.

Conversion of broad gauge trollies to narrow, permanent way equipment, &c. Traffic equipment, &c.

I have to draw attention to the absence of shelter sheds for covering the rolling-stock on the various lines. The stock is standing out in all weathers, causing extra expense to keep up, and in consequence deteriorating. It is also necessary to provide another engine steam shed in the Launceston yard.

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

I have, &c.

The General Manager.

W. E. BATCHELOR.



No. 1.

TASMANIAN GOVERNMENT RAILWAYS.

Dr.

GENERAL BALANCE SHEET to 31st December, 1888.

Cr.

[illegible]

W. H. LOVETT, *Accountant*.

Compiled from information received from the Audit and Public Works Departments.

FRED. BACK, *General Manager.*

TASMANIAN GOVERNMENT RAILWAYS.

STATEMENT of Expenditure on Works of Construction during the Year 1888.

	Amount.	TOTAL.
	£ s. d.	£ s. d.
WESTERN LINE—		
Mersey and Deloraine Railway	539 18 1	
Siding from Mersey and Deloraine Railway, Latrobe, to Wharf.....	246 12 3	
Extension of Railway Line to Coal Wharf, Launceston	435 6 3	
Formby Wharf Extension	2788 13 4	
Stop Blocks and Locks.....	Cr. 31 18 6	
Conversion of broad gauge Rolling Stock to narrow gauge	11,805 4 2	
Stationmaster's Residence, Longford	50 17 7	
Alteration of Stations incident to narrow gauging Western Line	1233 0 7	
Stock-yard and Siding, Newstead	175 19 0	
Urinals and W.C.'s, Launceston, Longford, &c.	176 18 9	
Goods-shed and Looped Roads at Oaks.....	250 2 9	
Two Additional Rooms to Five Gatekeepers' Cottages	196 14 5	
Gatekeepers' Cottages, Hogg's Lane and Dulverton Sidings	200 6 6	
Siding, Hogg's Lane	185 12 1	
Platform and Shelter Shed, Kimberley.....	45 0 6	
Enlargement of Railton Station	47 10 6	
Ballast-siding and ballasting Mersey and Deloraine Section	388 3 0	
Signals, Evandale Junction, Chudleigh Road, and Dunorlan	85 0 0	
Storage Tanks, Launceston	512 11 7	
Extension to Ulverstone	18,329 4 1	
Weighbridges and setting, Launceston	3 17 8	
		37,664 14 7
PARATTAH AND OATLANDS LINE.....	—	Cr. 83 14 3
DERWENT VALLEY LINE	—	26,278 18 11
FINGAL LINE—		
Fingal Railway	3810 18 11	
Workmen's Cottages.....	403 6 1	
Fencing Eastbourne	4 13 3	
Five Platelayers' Cottages	55 0 0	
Goods Shed, Stony Creek.....	137 7 11	
Shelter-sheds and Platforms at Sidings	258 4 11	
Approach Road to Mount Nicholas Siding	94 1 10	
		4763 12 11
LAUNCESTON AND SCOTTSDALE LINE	—	74,485 7 3
GREEN PONDS LINE ..	—	6476 2 0
SORELL LINE.....	—	612 0 1
CHUDLEIGH LINE	—	10,308 4 1
RAILWAYS GENERALLY—		
Rolling Stock for Coal	1872 1 6	
Shop Extension and Machinery	1708 5 10	
Supplementary Rolling Stock	5836 12 4	
Timber for Rolling Stock	Cr. 189 0 0	
Machinery	3334 2 10	
New Gas Main	47 19 4	
		12,110 1 10
		£172,615 7 5

[Compiled from Returns received from Public Works Department.]

TASMANIAN GOVERNMENT RAILWAYS.

STATEMENT of RECEIPTS and EXPENDITURE for the Year 1888.

Train Mileage: *Western Line*—Goods and Passengers, 196,899½; Ballasting, 2187½; Total, 199,087. *Tasmanian Main Line Railway*—Train Mileage between Launceston and Evandale Junctions, 28,633. Contractors' Train Mileage between Launceston and St. Leonard's, 5628. *Parattah and Oatlands Line*—Goods and Passengers, 9243½; Ballasting, Nil.; Total, 9243½. *Fingal Line*—Goods and Passengers, 66,570½; Ballasting, 785; Total, 67,355½. *Derwent Valley Line*—Goods and Passengers, 46,360¾; Ballasting, Nil.; T. M. L. Railway trains over D. V. Railway, 592½; Total, 46,953¼. Ballasting for Contractors D. V. Line, 5375. Ballasting for Contractors, Scottsdale Line, 6824½. Grand Total, 369,100. Mean Train Mileage, 353,515. Engine Mileage, 409,306½.

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.					
Maintenance of Permanent Way and Works.....	24,293	2	0	356,900	1	4.3	159.0	Passengers—282,436, at 2s. 0.97d. average rate per pas- senger	29,387	18	11	51,192	5	9
Locomotive and Carriage and Wagon charges	19,033	7	11	334,839	1	1.6	124.6	Parcels, Horses, Carriages, and Dogs.....	2129	16	6			
Traffic charges.....	10,634	4	8	369,100	0	7.1	72.0	Goods, &c., 84,080 tons, at 4s. 5.29d. average rate per ton	18,668	15	2			
Gatekeepers, &c.	373	14	7					Live Stock	1005	15	2			
General charges	2464	10	3	369,100	0	1.9	19.4							
Mails, &c.	500	0	0											
Total Working Expenses	£57,298	19	5	353,515 ^a	3	2.9	375.0 ^b							

^a Mean Train Mileage.

^b Average number miles open per year, 152.79.

W. H. LOVETT, Accountant.

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 1888.

	Western Line.	Fingal Line.	Parattah and Oatlands Line.	Derwent Valley Line.	TOTAL.
<i>Receipts—</i>	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Passengers	23,561 16 9	3214 15 3	363 17 11	2247 9 0	29,387 18 11
Parcels, &c.	1662 16 10	272 5 3	54 0 0	140 14 5	2129 16 6
Goods, &c.	11,757 9 6	6596 17 8	178 19 4	1141 3 10	19,674 10 4
Mails, Rents, &c.....	2423 11 10	1508 1 0	...	266 10 0	4198 2 10
Total	4500 0 0	...	...	...	4500 0 0
TOTAL RECEIPTS.....	43,905 14 11	11,591 19 2	596 17 3	3795 17 3	59,890 8 7
<i>Working Expenses—</i>					
Maintenance of Permanent Way...	15,500 19 0	5342 2 1	534 17 5	2915 3 6	24,293 2 0
Locomotive, Carriage, and Wagon Charges	12,609 4 5	3390 17 8	551 6 3	2481 19 7	19,033 7 11
Traffic Charges	8036 2 0	1050 3 6	172 2 2	1375 17 0	10,634 4 8
Gates.....	373 14 7	...	...	...	373 14 7
Mail Contracts.....	460 0 0	40 0 0	...	...	500 0 0
General Charges	1601 13 5	468 8 0	73 19 2	320 9 8	2464 10 3
TOTAL WORKING EXPENSES..	38,581 13 5	10,291 11 3	1332 5 0	7093 9 9	57,298 19 5
<i>Miscellaneous Particulars—</i>					
Miles open on 31st December, 1888	82	46½	4½	24½	157½
Average Miles worked per year ...	82	46·75	4·50	19·54	152·79
Train Miles run	240,173	9243	67,356	52,328	369,100
Passenger Journeys No.	210,409	20,081	12,007	39,939	282,436
Goods and Minerals Tons	37,490	39,488	1501	5601	84,080
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Profit on Working.....	5324 1 6	1300 7 11	...	...	2591 9 2
Loss on Working.....	...	...	735 7 9	3297 12 6	...

FRED. BACK, *General Manager.*

W. H. LOVETT, *Accountant.*

TASMANIAN GOVERNMENT RAILWAYS.
WESTERN, AND PARATTAH AND OATLANDS LINES.
ANALYSIS of Traffic and Traffic Receipts, 1888.

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.....	56,781	66,077	5687	13,379	7117 17 3	383 0 6	4046 2 10	670 14 10	12,217 15 5	January ...	26	8·9	4022 13 2
Hobler's Bridge.....	...	146	...	...	...	...	...	...	...	February ...	25	8·4	3819 14 7
St. Leonard's	15,194	15,445	112	206	447 10 9	17 16 7	98 0 3	...	563 7 7	March	27	10·6	4843 18 3
Breadalbane .....	...	2518	319	174	...	...	...	...	...	April.....	25	10·0	4551 6 10
Evandale Junction.....	14,214	7564	831	1130	1260 7 4	9 17 7	90 15 2	23 15 3	1384 15 4	May	27	8·8	3987 3 3
Perth	10,947	5762	211	1302	652 7 4	37 12 0	341 12 5	22 8 4	1054 0 1	June	26	7·1	3213 5 3
Longford	21,848	16,267	4583	3992	1804 19 4	151 18 5	1476 0 8	13 1 5	3445 19 10	July	26	6·8	3084 3 3
Wilmore's Lane.....	...	*1226	...	...	...	...	...	...	...	August	27	6·8	3119 13 8
Little Hampton.....	...	*1438	...	...	...	...	...	...	...	September...	25	7·4	3318 19 3
Bishopsbourne	4607	2333	1073	1116	389 4 2	45 8 2	206 11 4	0 0 6	641 4 2	October	27	8·5	3874 6 8
Oaks .....	...	*3703	518	281	...	0 3 9	0 2 6	...	0 6 3	November ..	26	7·3	3364 12 10
Glenore .....	...	*3298	702	190	...	...	...	...	...	December...	26	9·4	4270 14 8
Hagley	4392	2134	1236	793	405 7 8	29 0 3	197 17 10	0 15 0	633 0 9				
Westbury	11,296	8833	1494	1204	1134 7 11	79 16 9	406 14 10	1 13 7	1622 13 1				
Exton	4153	1392	518	141	284 7 2	13 17 1	89 9 0	0 0 6	387 13 9				
Deloraine	14,336	13,286	4794	1408	2196 0 9	172 17 8	937 15 3	43 6 5	3350 0 1				
Chudleigh Road	2998	1479	1214	313	300 16 1	25 2 5	324 9 1	...	650 7 7				
Dunorlan	4627	1592	1148	463	368 15 0	37 3 7	261 2 10	...	667 1 5				
Whiteford Hills .....	...	*2467	...	...	...	...	...	...	...
Kimberley's Ford .....	...	*1120	2	4	...	0 0 6	...	...	0 0 6				
Railton	10,625	5299	7800	1255	1031 2 6	78 11 0	849 0 3	15 13 10	1974 7 7				
Latrobe	16,752	16,090	2969	1599	2102 10 1	226 14 9	711 6 11	6 6 7	3046 18 4				
Tarleton .....	...	*688	130	4	...	...	...	...	...
Spreyton.....	...	*2384	512	52	...	...	...	...	...
Formby	17,689	21,681	1637	8484	3550 11 0	318 15 10	1720 8 4	1 5 8	5591 0 10				
Mails, Rents, and sundry Receipts .....	...	*6187	...	...	515 12 5	35 0 0	...	2598 9 5	3149 1 10				
Tolls, &c. (M.L.R. Co.) .....	...	...	...	...	...	...	...	4500 0 0	4500 0 0				
Total Western Line.....	210,409	210,409	37,490	37,490	23,561 16 9	1662 16 10	11,757 9 6	7897 11 4	44,879 14 5				
<i>Parattah and Oatlands Line ...</i>	12,007	12,007	1502	1502	363 17 11	54 0 0	178 19 4	...	596 17 3				
TOTAL.....	222,416	222,416	38,992	38,992	23,925 14 8	1716 16 10	11,936 8 10	7897 11 4	45,476 11 8		313	100	45,476 11 8

* Includes Outwards and Inwards.

W. H. LOVETT, Accountant.

FRED. BACK, General Manager.

No. 6.
TASMANIAN GOVERNMENT RAILWAYS.
FINGAL LINE.
ANALYSIS of Traffic and Traffic Receipts, Year ending 31st December, 1888.

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	5117	6904	1885	36,144	1309 19 7	Cr. 63 17 5	1611 4 11	21 12 0	2878 19 1	January.....	26	6·4	680 15 6
Stony Creek	363	197	457	185	...	...	...	...	...	February ...	25	6·9	737 1 9
Hanleth	345	223	1	...	...	...	...	...	...	March.....	27	8·0	848 4 8
Eastbourne.....	231	93	7	1	...	...	...	...	...	April.....	25	8·2	873 7 6
Avoca	2929	2312	539	640	387 6 7	59 19 11	392 1 10	...	839 8 4	May.....	27	8·5	904 8 7
Ormley	573	412	99	40	...	...	...	...	...	June.....	26	6·2	659 0 10
Tullochgorum	598	395	119	16	...	...	...	...	...	July	26	6·6	702 19 0
Fingal	3408	4072	336	1120	552 4 4	124 10 7	3533 16 9	0 15 0	4211 6 8	August	27	8·2	874 19 3
Break o' Day	86	28	...	...	...	...	...	...	...	September...	25	10·5	1122 16 5
Mt. Nicholas	1032	603	15,602	110	...	...	...	...	...	October	27	11·2	1191 4 9
Cullenswood	1984	718	19,854	24	...	...	...	...	...	November ..	26	9·0	963 9 0
St. Mary's	3415	3846	588	1207	1086 8 7	151 12 2	910 13 6	75 17 6	2224 11 9	December ...	26	10·3	1093 15 5
T.M.L. Railway Company ...	...	...	...	...	Cr.121 3 10	...	149 0 8	...	27 16 10				
Rents, Mails, &c., Sundry Receipts .....	...	278	...	...	...	...	...	470 0 0	470 0 0				
TOTAL.....	20,081	20,081	39,487	39,487	3214 15 3	272 5 3	6596 17 8	568 4 6	10,652 2 8		313	100·0	10,652 2 8

W. H. LOVETT, *Accountant.*

FRED. BACK, *General Manager.*

No. 7.

TASMANIAN GOVERNMENT RAILWAYS

DERWENT VALLEY LINE.

ANALYSIS of Traffic and Traffic Receipts, Year ending 31st December, 1888.

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.				
Bridgewater Junction	16,629	17,216	335	4937	£ s. d. 237 10 0	£ s. d. 4 4 8	£ s. d. 20 16 6	£ s. d. 9 3 4	£ s. d. 271 14 6	January....	26	6·6	£ s. d. 246 4 2
Dromedary	1699	981	..	27	..	..	..	..	..	February...	25	6·2	234 14 6
New Norfolk	13,696	17,268	1653	233	1412 15 10	127 18 10	231 10 10	33 12 7	1805 18 1	March	27	7·9	300 4 1
Hamilton Road	947	374	550	18	30 15 1	4 9 2	72 5 11	3 2 6	109 12 8	April	25	8·4	319 16 3
Plenty	2910	1277	1606	261	276 10 7	27 12 3	350 6 3	37 0 3	692 9 4	May	27	7·3	275 11 0
Macquarie Plains	1995	1377	964	78	248 4 0	28 8 10	165 7 0	5 17 0	447 16 10	June	26	6·2	226 15 7
Glenora	2063	1446	493	47	201 4 11	17 5 9	95 18 9	1 1 4	315 10 9	July	26	6·0	232 5 0
T. M. L. Railway Company.	..	..	..	..	Cr.159 11 5	Cr.69 5 1	253 8 7	..	24 12 1	August ..	27	6·0	224 2 3
Mails, Rents, &c. ....	..	..	..	..	..	..	Cr.48 10 0	142 10 0	94 0 0	September..	25	7·9	298 5 3
										October	27	9·7	354 9 2
										November ..	26	11·3	427 2 7
										December ..	26	16·5	622 4 5
	39,939	39,939	5601	5601	2247 9 0	140 14 5	1141 3 10	232 7 0	3761 14 3		313	100·0	3761 14 3

Opened from Hamilton Road to Plenty for 10 months, and Plenty to Glenora, 4 months only.

W. H. LOVETT, Accountant.

FRED. BACK, General Manager.

TASMANIAN GOVERNMENT RAILWAYS.

ANALYSIS of Working Expenses, 1888.

	Salaries and Wages.			Stores and Renewals.			Sundries.			TOTAL.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Maintenance of Permanent Way.....	17,654	16	5	6317	9	0	320	16	7	24,293	2	0
Locomotive, Carriage, and Wagon Charges.....	12,273	8	1	6635	0	6	124	19	4	19,033	7	11
Traffic Charges.....	7900	10	2	2215	10	11	518	3	7	10,634	4	8
Gates, &c.....	331	17	2	41	2	5	...			372	19	7
General Charges.....	2086	5	0	184	0	10	194	19	5	2465	5	3
Mails, &c.....	...			...			500	0	0	500	0	0
	40,246	16	10	15,393	3	8	1658	18	11	57,298	19	5

TASMANIAN GOVERNMENT RAILWAYS.

The following Table shows that the working of the Tasmanian Government Railways compares favourably with the Colonial Railways:—

COLONY.	Year.	Per Mile open.	Per Train Mile.	Percentage of Expenses to Gross Earnings.
		£	s. d.	
Cape of Good Hope.....	1888	472·7	4 3·4	52·1
Victoria.....	1887-8	900·	3 10·32	63·61
New South Wales.....	1887	751·57	4 6·05	66·01
Queensland.....	1888	274·74	3 1·82	60·25
South Australia.....	1887-8	...	3 2·07	48·92
New Zealand.....	1887-8	394·39	4 8·02	69·09
Tasmanian Main Line Railway.....	1888	541·1	3 8·2	94·57
Tasmanian Government Railways.....	1888	375·	3 2·9	95·67

FURTHER Analysis of Stores consumed during the Year 1888.

	£	s.	d.
Fuel—Coal, 3885 tons; firewood, 1164 tons; charcoal, 21 loads	2839	15	10
Oils—Castor, 4736 galls.; colza, 690 galls.; mutton-bird, 252 galls.; kerosene, 1813 galls.; turps, 73 galls.; sundry oils, 620 galls.; cylinder, 749 galls.....	974	19	5
Tallow, &c.—Tallow, 1251 lbs.; grease, 164 lbs.....	21	8	7
Packings, &c.—Tucks packing, 245 lbs.; flax, 62 lbs.; waste, 7325 lbs.....	184	2	5
Paints and varnish	297	12	7
Stationery, £801 8s. 4d.; advertisements, £351 1s. 5d.....	1152	9	9
Timber	784	1	6
Iron	1061	2	7
Tools	386	4	7
Ordinary sundries	1828	12	9
Extra sundries.....	26	16	2
Renewals	5835	17	6
	£15,393	3	8

No. 10.

TASMANIAN GOVERNMENT RAILWAYS.

WESTERN LINE.

DIRECTION and Extent of Passenger Traffic for the Year 1888.

OUTWARDS FROM—	INWARDS AT																								TOTAL OUTWARDS.				
	Season Ticket-holders, &c.	Launceston.	Hobler's Bridge.	St. Leonard's.	Breadalbane.	Evandale Junction.	Perth.	Longford.	Wilmore's Lane.	Little Hampton.	Bishopsbourne.	Oaks.	Glenore.	Hagley.	Westbury.	Exton.	Deloraine.	Chudleigh Road.	Dunorian.	Whitefoord Hills.	Kimberley.	Railton.	Latrebe.	Tarleton.	Spreyton.	Formby.	Passengers.	Average Distance.	Miles travelled.
Launceston	1671	..	146	14,606	1824	3525	2947	8241	540	495	674	1683	1436	847	3024	216	3726	269	342	145	41	624	1566	10	37	8096	56,731	..	1,650,324.51
St. Leonard's	433	13,141	..	..	189	229	224	311	31	23	35	35	29	58	89	..	91	26	8	12	..	10	17	14	..	184	15,194	..	94,982.78
Evandale Junction	433	7851	..	216	210	..	700	1952	35	51	186	253	107	143	302	19	468	81	23	15	..	125	188	..	6	850	14,214	..	232,425.50
Perth	309	6252	..	176	77	933	..	2444	20	26	48	103	37	19	83	4	116	23	..	29	..	14	38	..	..	196	10,947	..	135,658.42
Longford	681	12,918	..	252	93	1436	1482	..	389	513	552	497	356	200	599	65	787	49	26	20	4	57	144	2	6	720	21,848	..	371,667.87
Bishopsbourne	124	1848	..	38	7	176	87	807	68	144	..	105	77	78	331	60	348	15	22	5	5	41	92	..	..	131	4607	..	86,371.28
Hagley	123	1816	..	31	15	137	42	336	14	71	134	102	232	..	562	43	348	15	30	10	26	74	21	..	..	210	4392	..	95,287.53
Westbury	309	4647	..	31	41	193	69	550	76	46	236	492	648	402	..	400	2123	96	66	47	1	98	148	10	1	566	11,296	..	264,199.20
Exton	124	907	..	5	13	24	1	137	5	17	62	30	69	53	1188	..	1247	19	33	69	..	17	44	..	..	89	4153	..	66,016.39
Deloraine	433	5536	..	38	7	303	72	608	34	25	165	287	218	193	1640	457	..	386	396	510	216	239	826	14	28	1705	14,336	..	433,005.71
Chudleigh Road	62	521	..	..	4	32	11	83	12	..	40	9	6	11	190	29	776	..	108	76	8	111	417	17	24	451	2998	..	68,475.14
Dunorian	124	611	..	6	..	21	..	92	..	..	20	5	12	19	126	36	1491	102	..	994	17	122	369	..	5	455	4627	..	81,371.03
Whitefoord Hills .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Railton	371	1176	..	13	14	71	14	142	..	13	54	14	5	34	134	14	410	105	146	89	492	..	6460	69	50	1613	11,503	..	174,958.56
Latrebe	495	2317	..	9	11	162	32	260	..	4	49	44	20	24	246	31	862	155	224	253	280	2913	..	222	856	6415	15,874	..	346,705.98
Formby	495	6536	..	24	13	322	81	314	2	5	78	44	46	55	319	18	493	138	168	193	30	854	5760	330	1371	..	17,689	..	727,355.10
No. Passengers	6187	66,077	146	15,445	2518	7564	5762	16,267	1226	1438	2333	3703	3298	2134	8833	1392	13,286	1479	1592	2467	1120	5299	16,090	688	2334	21,681	210,409	..	..
Average Distance ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	22.94	..
Miles travelled *....	136,114	1,860,810	292	73,320	21,335	113,728	66,420	257,410	16,830	18,574	42,675	70,910	61,506	43,918	191,157	19,560	317,240	33,813	38,910	32,024	14,600	106,033	284,349	6056	13,434	987,769	..	..	4,823,785

* Decimals omitted.

	1887.	1888.		1887.	1888.
Passenger train miles	196,549	240,172	Total passenger receipts	£ 22,859	£ 23,561
Miles travelled	4,546,112	4,823,785	Average receipts per passenger per mile	s. 18	s. 16
Average miles travelled per passenger	21.70	22.94	Ditto per train mile	d. 0	d. 9
Average passengers carried per train mile	1.06	1.14	Ditto per passenger	0 0 1.20	0 0 1.17
Total passengers carried	209,448	210,409	Ditto per week	0 2 3.91	0 1 11.54
				0 2 2.19	0 2 2.87
				439 15 3.28	453 2 2.94

W. H. LOVETT, Accountant.

FRED. BACK, General Manager.

TASMANIAN GOVERNMENT RAILWAYS.

FINGAL LINE.

DIRECTION and Extent of Goods Traffic for the Year 1888.

OUTWARDS FROM	INWARDS AT													OUTWARDS FROM		
	Conara.	Stony Creek.	Hanleth.	Eastbourne.	Avoca.	Ormley.	Tullochgorum.	Fingal.	Break-o'-Day.	Mount Nicholas.	Cullenswood.	St. Mary's.	Excess Tickets.	Tons.	Average Distance.	Miles travelled.
Conara.....	...	101	111	47	1297	66	63	1358	1	200	163	1638	72	5117	...	167,692·05
Stony Creek	237	...	10	2	48	2	...	51	...	1	...	6	6	363	...	4,210·38
Hanleth	214	28	...	8	25	20	...	35	...	5	...	5	5	345	...	4,120·88
Eastbourne	126	19	48	...	31	...	...	4	...	...	...	...	3	231	...	1,978·69
Avoca	1879	39	30	33	...	56	30	525	2	9	44	240	42	2929	...	59,556·66
Ormley	174	2	13	2	80	...	3	239	4	28	3	17	8	573	...	8557·34
Tullochgorum	139	1	...	...	94	3	...	338	1	2	1	10	9	598	...	7174·84
Fingal	1591	4	7	...	467	176	270	...	18	108	88	632	47	3408	...	81,006·04
Break o' Day	15	1	...	...	3	16	...	33	...	...	3	15	...	86	...	1278
Mount Nicholas	351	2	2	...	20	42	2	190	1	...	47	361	14	1032	...	19,942·72
Cullenswood	486	...	...	...	81	2	6	386	...	76	...	922	25	1984	...	30,991
St. Mary's	1692	..	2	1	166	29	21	913	1	174	369	...	47	3415	...	111,577·05
Tons Inwards ...	6904	197	223	93	2312	412	395	4072	28	603	718	3846	278	20,081	...	...
Average Distance	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24·80	...
Miles travelled ...	239,880·50	1571·25	1945·75	800·75	39,956·25	5738	3830·50	78,478·50	282·25	11,259	10,451·25	96,997·25	6894·40	...	...	498,085·65

	1887.	1888.		1887.	1888.
Passenger train miles.....	61,045	60,502	Total passenger receipts.....	£ 2612 13 4	£ 3214 15 3
Miles travelled	346,802	498,086	Average receipts per passenger per mile ...	0 0 1·80	0 0 1·55
Average miles travelled per passenger.....	23·90	24·80	Ditto per train mile	0 0 10·27	0 1 0·75
Ditto passengers carried per train mile	0·23	0·33	Ditto per passenger	0 3 7·22	0 3 2·42
Total passengers carried	14,508	20,081	Ditto per week	50 0 10·32	61 16 5·36

TASMANIAN GOVERNMENT RAILWAYS.
DERWENT VALLEY LINE.

DIRECTION and Extent of Passenger Traffic for the Year 1888.

OUTWARDS FROM	INWARDS AT								TOTAL OUTWARDS		
	Season Tickets, &c.	Bridgewater Junction.*	Dromedary.	New Norfolk.	Hamilton Road.	Plenty.	Macquarie Plains.	Glenora.	Passengers.	Average Distance.	Miles travelled.
Bridgewater Junction	75	...	778	14,000	110	621	465	580	16,629	...	201,902-11
Dromedary	7	1260	...	220 } 170 }	6	22	12	2	1699	...	8463-60
New Norfolk	61	12,213	170	...	201	434	302	315	13,696	...	61,251-15
Hamilton Road	5	415	2	438	...	39	27	21	947	...	10,256-70
Plenty	13	1668	12	976	19	...	104	118	2910	...	56,971-06
Macquarie Plains	9	766	13	674	26	97	..	410	1995	...	34,337-75
Glenora	9	715	6	790	12	64	467	...	2063	...	37,430-75
No. of Passengers	179	17,037	981	17,268	374	1277	1377	1446	39,939	...	...
Average distance .....	...	...	...	...	...	...	...	...	...	10-28	...
Miles travelled	1840-12	161,637-00	4791-50	1891-08	2712-50	15,251-50	15,393-25	19,879-25	...	...	410,613-12

* Traffic to and from Hobart included.

Passengers, train miles	52,328	Total passenger receipts	£ 2247	s. 9	d. 0
Miles travelled	410,613	Average receipts per passenger per mile	0	0	1-31
Average miles travelled per passenger	10-28	Ditto per train mile	0	0	10-30
Ditto passengers carried per train mile...	0-76	Ditto per passenger	0	1	1-50
Total passengers carried	39,939	Ditto per week	43	4	4-84

No. 13.

TASMANIAN GOVERNMENT RAILWAYS.

WESTERN LINE.

DIRECTION and Extent of Goods Traffic for the Year 1888.

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 .....	..	8.15	25.55	126.80	831.85	992.85	402.50	141.55	103.30	254.25	497.25	81.45	798.90	192.20	67.95	..	..	369.35	299.35	2.70	4.10	481.85	5686.90	..	213,167.17
St. Leonard's	0.55	..	..	0.55	0.50	12.35	4.00	..	..	0.10	1.30	0.05	5.40	0.45	2.75	..	..	0.05	24.00	..	..	59.60	111.65	..	7058.74
Breadalbane	318.10	..	..	0.25	..	..	..	..	..	0.05	..	..	..	..	..	..	..	0.10	..	..	..	..	318.50	..	2314.08
Evandale Junction	298.40	7.65	21.40	..	12.70	227.50	15.85	5.35	5.90	18.80	27.35	0.65	59.45	9.80	1.30	..	..	17.75	26.35	..	..	75.35	831.55	..	16,895.41
Perth	142.80	..	..	5.25	..	7.05	26.50	2.75	9.75	0.50	1.85	3.55	5.10	4.55	..	..	..	0.70	0.40	..	0.25	0.20	211.20	..	3113.90
Longford	3843.15	9.25	9.25	206.30	2.20	..	11.75	17.10	18.40	17.50	127.10	4.15	93.50	7.60	0.55	..	..	73.65	12.65	..	..	119.40	4582.40	..	87,885.76
Bishopsbourne	875.50	0.10	..	9.00	35.70	81.90	..	0.05	..	4.35	19.65	2.15	16.95	7.60	3.40	..	..	12.10	2.35	..	..	2.55	1073.35	..	24,381.46
Oaks	471.80	..	..	2.50	13.45	26.80	0.20	..	..	0.05	0.75	0.05	0.25	..	0.30	..	..	0.10	0.95	..	..	1.05	518.25	..	13,082.10
Glenore	485.05	0.90	..	9.75	52.70	135.70	0.40	0.05	..	2.65	0.70	0.05	0.45	2.05	0.35	..	..	..	0.85	..	..	10.35	702.00	..	16,861.58
Hagley	515.50	0.10	0.60	21.80	9.50	295.45	2.90	0.40	0.65	..	13.45	0.15	1.55	0.90	0.65	..	..	0.60	11.85	..	0.05	359.75	1235.85	..	39,736.09
Westbury	951.35	0.15	36.25	11.60	5.75	369.05	14.90	3.10	4.30	0.55	..	7.15	42.60	13.60	1.35	..	..	9.40	18.80	..	..	2.80	1493.70	..	43,153.36
Exton	179.25	3.05	0.05	21.45	17.75	163.90	49.10	2.80	8.00	32.05	37.00	..	0.80	0.10	0.20	..	..	0.90	0.05	..	1.20	0.60	518.26	..	14,201.28
Deloraine	1559.70	93.50	75.00	281.40	183.00	1293.85	320.45	90.60	16.55	324.75	407.85	11.10	..	18.85	44.50	..	1.00	28.15	19.65	..	0.20	24.20	4793.80	..	146,619.10
Chudleigh Road	543.70	10.45	..	113.55	31.40	95.75	39.60	0.05	8.40	65.90	20.15	1.00	17.65	..	31.05	..	..	0.85	30.60	..	0.60	203.50	1214.20	..	45,108.87
Dunorlan	452.60	0.10	..	59.70	1.00	22.40	23.80	2.00	6.90	21.60	8.60	18.25	136.55	26.25	..	..	0.10	109.00	39.15	..	0.10	215.60	1147.70	..	39,125.04
Whiteford .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kimberley	0.05	..	..	..	..	..	..	..	..	..	..	..	1.20	..	..	..	..	0.30	0.75	..	..	..	2.30	..	34.64
Railton	1443.00	10.00	6.00	116.80	70.70	81.00	84.85	7.05	2.75	10.45	33.05	7.20	161.35	3.75	81.60	..	0.85	1038.10	..	0.05	24.60	4617.15	7800.30	..	200,076.71
Latrobe	499.45	3.55	0.05	64.80	29.25	51.45	73.80	6.05	..	14.40	6.60	0.15	32.40	22.30	57.05	..	1.75	357.95	..	..	3.70	1744.35	2968.95	..	69,376.46
Tarleton	66.00	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	64.20	130.20	..	5403.00
Spreyton	0.30	..	..	0.05	..	..	..	..	..	..	..	..	0.10	0.55	..	..	..	8.95	0.45	..	..	501.55	511.95	..	1292.99
Formby	732.05	59.30	..	78.85	3.45	135.20	41.00	1.60	1.30	24.90	1.05	4.00	33.55	3.10	160.95	..	..	265.55	73.10	0.95	17.05	..	1636.95	..	93,637.06
Tons Inwards	13,378.30	206.25	174.15	1130.40	1301.90	3991.70	1116.60	280.50	190.20	792.85	1203.60	141.10	1407.75	313.55	462.95	..	3.70	1255.45	1599.40	3.70	51.85	8484.05	37,489.95	..	..
Average Distance .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	28.87	..
Miles travelled	500,619.13	10,168.80	4588.62	36,876.73	26,643.15	90,437.29	29,473.87	6483.52	4412.39	17,197.38	26,689.17	4307.88	48,651.06	11,383.24	11,821.34	..	45.61	39,365.54	39,152.14	213.15	789.76	173,186.73	..	..	1,082,504.50

	1887.	1888.		1887.	1888.
Goods train miles	196,549	240,172	Goods receipts	£ s. d. 11,867 6 3	£ s. d. 10,918 4 0
Ditto ton ditto	1,152,744	1,082,504	Average ditto per ton per mile	0 0 2.47	0 0 2.42
Ditto tonnage	42,682	37,490	Ditto, ditto, per train mile	0 1 2.49	0 0 10.91
Average tons per train mile	0.21	0.15	Ditto, ditto, per ton	0 5 6.72	0 5 9.89
Ditto miles carried per ton	27.00	28.87	Ditto, ditto, per week	228 4 4.21	209 19 3.69

W. H. LOVETT, Accountant.

FRED. BACK, General Manager.

No. 14.

TASMANIAN GOVERNMENT RAILWAYS.

FINGAL LINE.

Direction and Extent of Goods Traffic for the Year 1888.

OUTWARDS FROM	INWARDS AT											OUTWARDS FROM.		
	Conara.	Stony Creek.	Hanleth.	East-bourne.	Avoca.	Ormley.	Tulloch-gorum.	Fingal.	Mount Nicholas.	Cullens-wood.	St. Mary's.	Tons.	Average distance.	Miles travelled.
Conara .....	..	40·50	·05	·50	503·05	8·80	..	764·55	·05	..	566·95	1884·45	..	61,278·53
Stony Creek	367·90	..	..	..	..	3·45	1·95	47·65	..	2·55	33·85	457·35	..	5671·90
Hanleth	1·50	..	..	..	..	..	..	..	..	..	..	1·50	..	53·62
Eastbourne	4·30	..	..	..	..	·20	..	1·05	..	..	1·	6·55	..	112·09
Avoca	480·40	23·85	..	·25	..	9·25	12·60	3·15	8·30	..	1·40	539·20	..	8794·56
Ormley	48·35	28·50	..	·05	8·90	..	..	5·	8·15	..	·15	99·10	..	1882·39
Tullochgorum	42·75	23·70	..	..	16·05	..	..	·75	6·	..	30·	119·25	..	2583·93
Fingal	145·40	49·10	·10	..	19·15	4·30	1·90	..	29·05	7·90	79·30	336·20	..	7908·68
Mount Nicholas	15,120·45	..	..	..	·25	2·10	·15	14·05	..	·20	465·20	15,602·40	..	641,098·78
Cullenswood	19,706·35	..	..	..	7·	11·75	..	42·90	56·30	..	29·50	19,853·80	..	873,073·19
St. Mary's	226·90	19·25	..	..	85·50	..	..	240·35	2·45	13·35	..	587·80	..	17,087·44
Tons Inwards	36,144·30	184·90	·15	·80	639·90	30·85	16·60	1119·45	110·30	24·	1207·35	39,487·60	..	..
Average distance .....	..	..	..	..	..	..	..	..	..	..	..	..	41·15	..
Miles travelled	1,539,888·18	3514·40	2·82	7·82	11,787·67	653·98	215·68	30,852·83	808·03	209·15	31,604·55	..	..	1,619,545·11

	1887.	1888.		1887.	1888.
Goods train miles	61,045	67,356	Goods receipts	£ s. d. 4536 15 1	£ s. d. 6481 12 8
Ditto ton miles	916,876	1,619,545	Average receipts per ton per mile	0 0 1·18	0 0 0·95
Goods tonnage	22,950	39,487	Ditto per train mile	0 1 5·83	0 1 11·09
Average tons per train mile	0·37	0·58	Ditto per ton	0 3 11·44	0 3 3·39
Average miles carried per ton	39·95	41·15	Ditto per week	87 4 10·86	124 12 11·23

W. H. LOVETT, *Accountant.*

FRED. BACK, *General Manager.*

No. 15.

TASMANIAN GOVERNMENT RAILWAYS.

DERWENT VALLEY LINE.

DIRECTION and Extent of Goods Traffic for the Year 1888.

OUTWARDS FROM	INWARDS AT							OUTWARDS FROM		
	Bridgewater Jun.*	Dromedary.	New Norfolk.	Hamilton Road.	Plenty.	Macquarie Plains.	Glenora.	Tons.	Average Distance.	Miles travelled.
Bridgewater Junction.....	...	14·95	146·20	8·20	144·45	15·40	5·50	334·70	...	4934·43
Dromedary.....	·45	...	...	...	...	...	...	·45	...	1·68
New Norfolk.....	1522·40	12·10	...	6·10	97·20	8·35	6·40	1652·55	...	18,424·35
Hamilton Road.....	529·75	...	1	...	18·75	·80	...	550·30	...	7883·98
Plenty.....	1519·90	·15	61·15	3·15	...	17·20	4·75	1606·30	...	27,870·81
Macquarie Plains.....	922·35	·15	10·60	...	·15	...	30·10	963·35	...	20,699·83
Glenora.....	443·05	...	13·85	...	...	36·20	...	493·10	...	10,992·94
Tons Inwards.....	4937·90	27·35	232·80	17·45	260·55	77·95	46·75	5600·75	...	...
Average Distance.....	...	...	...	...	...	...	...	...	16·21	...
Miles travelled.....	83,947·52	154·73	2372·55	151	3293·46	583·91	304·85	...	...	90,808·02

* Traffic to and from Hobart included.

Goods train miles.....	52,928	Goods Receipts.....	£	s.	d.
Goods ton miles.....	90,808	Average ditto per ton per mile	1095	0	5
Goods tonnage.....	5601	Ditto per train mile.....	0	0	2·89
Average tons per train mile.....	0·10	Ditto per ton.....	0	3	10·92
Average miles carried per ton.....	16·21	Ditto per week.....	21	1	1·94

No. 16

TASMANIAN GOVERNMENT RAILWAYS.

COST of Railways and Equipment, and List of Rolling Stock, 1888.

3' 6" Gauge.

CONSTRUCTION AND EQUIPMENT.				ROLLING STOCK.																									
Cost.		LOCOMOTIVES.		CARRIAGES.					WAGONS.													BRAKE VANS.			TOTAL No. OF VEHICLES.				
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.	Timber.			G. Ballast.	H. Cattle.	I. Sheep.	J. Meat.	Carriage.	Horse Boxes.	Break Down Van.		Travelling Crane.	Passenger.	Goods.	Composite.
£	£	5' 3"	3' 6"											OF.	F.	FF.													
1,165,269	7398	1	20	1	6	3	31	2	155	15	95	20	56	6	10	12	35	32	31	1	9	13	1	2	1	4	14		
		21		43.					477										16			19			576				

W. H. LOVETT, *Accountant*.

FRED. BACK, *General Manager.*

TASMANIAN GOVERNMENT RAILWAYS.

SUMMARY of Railway Statistics for Five Years ending 31st December, 1888.

		1884.	1885.	1886.	1887.	1888.
Miles open	No.	45	86½	133	148	157½
Total cost of construction and equipment.....	£	465,494	668,263	872,332	976,957	1,165,269
Ditto ditto per mile	£	10,344	7726	6558	6601	7398
Gross earnings	£	29,075	36,419	45,924	53,954	59,890
Working expenses	£	20,553	31,064	37,917	49,608	57,299
Profit on working	£	8522	5355	8007	4346	2591
Proportion of working expenses to gross earnings	Per cent.	70·68	85·29	82·56	91·94	95·67
Profit on working per £100 capital expenditure	„	1·83	0·80	0·90	0·44	0·22
Passenger journeys	No.	132,482	158,723	193,829	246,265	282,436
Average distance travelled per passenger.....	Miles.	18·21	18·62	20·47	20·52	20·49
Average rate per passenger.....	s. d.	2 07	2 1·91	2 3·80	2 1·74	2 0·97
Ditto per passenger per mile	Pence.	1·35	1·39	1·36	1·25	1·21
Goods tonnage	No.	22,862	29,329	42,661	68,113	84,080
Average distance travelled per ton	Miles.	29·68	29·38	28·77	30·64	33·21
Average rate per ton	s. d.	6 11·30	6 7·71	6 5·45	4 11·09	4 5·29
Ditto per ton per mile	Pence.	2·80	2·71	2·69	1·93	1·60
Train mileage	No.	108,175	164,575	224,143	295,432	353,515
Average ditto per mile open	No.	2404	2365	2114	2141	2313
Engine mileage	No.	120,274	196,155	246,269	334,958	409,306
Gross earnings per train mile	s. d.	5 4·5	4 5·1	4 1·1	3 7·8	3 4·65
Ditto per mile worked	£	646·1	523·3	433·2	390·9	391·97
Working expenses per train mile.....	s. d.	3 9·6	3 9·3	3 4·6	3 4·3	3 2·9
Ditto per mile worked.....	£	391·8	407·5	357·6	359·4	375·0
Locomotives.....	No.	5	10	17	23	21
Other vehicles	No.	144	224	392	542	555

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

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.											
										£	£	£	s.	d.	£	s.	d.			£	s.	d.	s.	d.	
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	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
1888	157½	1,165,269	7398	353,515	21	84,080	252,436	29,387	18	11	2129	16	6	19,674	10	4	8698	2	10	59,890	8	7	3	4 6	313

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.		
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	18,099 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
1888	157½	24,293 2 0	159 0†	1 4 3	19,093 7 11	124 6†	1 1 6	11007 19 3	72 0†	0 7 1	2964 10 3	19 4†	0 1 9	57,298 19 5	375 0†	3 2 9	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.