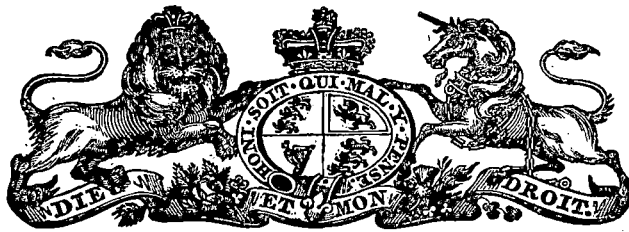


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1876.

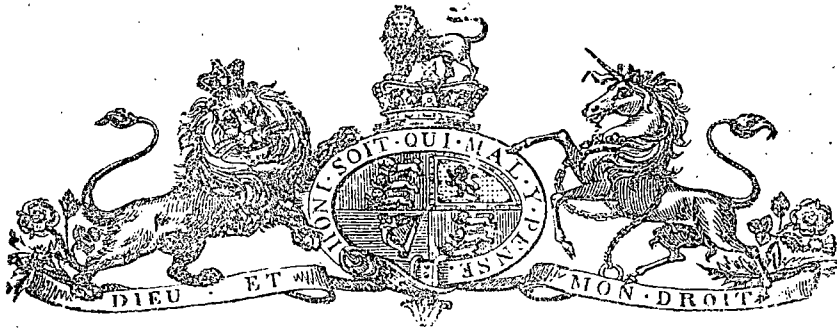
T A S M A N I A.

LEGISLATIVE COUNCIL.

LAUNCESTON AND WESTERN RAILWAY:

REPORT FOR 1875.

Laid upon the Table by Mr. Crowther, and ordered by the Council to be printed,
October 25, 1876.



Launceston, 30th June, 1876.

SIR,

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

Construction or Capital Account.

A number of works of construction found necessary have been carried out during the year 1875, and charged to Supplementary Estimates. In order to distinguish such items from ordinary working expenses, I have had Tables compiled showing the same in detail.

Permanent Way and Works.

I am happy still to be able to report favourably of the earthworks generally: the large cuttings and embankments upon the portion of line between Evandale and Launceston, which comprises the most difficult country on the whole line, have shown very little subsidence or settlement since the various works of drainage were effected, thus proving the efficiency of the outlay for that purpose; consequently they have not claimed the large amount of extra expenditure and attention that was necessary in the preceding years, and supporting my previous opinion that the earthworks had now nearly consolidated.

The Report of the Inspecting Surveyor in this respect is very satisfactory, and I append the same for your information. A number of rails and sleepers have been replaced during the year 1875, at a somewhat heavy expense; but I have invariably insisted upon the Permanent Way being kept in the most perfect order, which I am convinced is the only true economy.

Locomotive and Carriage and Wagon Department.

The Report of the Locomotive and Carriage and Wagon Superintendent, given below, shows the Rolling Stock to be in excellent condition, and that all necessary repairs to each description of stock have been executed as required; and this I am pleased to report has been effected very economically when comparing this expenditure with that of corresponding departments of other colonial Railways.

Three passenger carriages and two break-vans are under construction in the workshops, and will, if the necessary timber can be obtained in time, be completed during 1876. The wheels and axles only are being obtained from England. Even, however, when these additional vehicles are in use the passenger accommodation will be very limited for Holiday and Excursion Traffic, when the demand upon the Department is very great, through the increase in the numbers travelling.

With regard to the number of wagons of all descriptions, the requirements of the traffic demand further accommodation in this respect, and more trucks will have to be supplied, particularly box or covered trucks for grain, and also cattle-trucks. It will be my duty to represent this necessity in framing future estimates of expenditure for Parliament.

I believe that the maximum amount of work is being obtained from the existing Rolling Stock, which will undoubtedly have to be augmented to give satisfaction in working the traffic as it develops.

Revenue Account.—Traffic Receipts.

The receipts still continue to show an increase as compared with the receipts for the year preceding.

The gross receipts for 1875—£19,435 13s. 2d.—exceed the same for 1874 by £1110 8s. 4d., being an increase of 6 per cent.

A fuller comparison is given in the following table:—

	RECEIPTS.		INCREASE.		DECREASE.	
	1874.	1875.	Amount.	Per cent.	Amount.	Per cent.
	£ s. d.	£ s. d.	£ s. d.	£	£ s. d.	£
Passengers	8918 13 6	9132 3 5	213 9 11			
Parcels	515 9 1	571 10 5	56 1 4			
Goods and Live Stock	7496 2 4	8691 8 3	1195 5 11			
Rents, Mails, &c.	1394 19 11	1040 11 1	—	—	354 8 10	
	18,925 4 10	19,435 13 2	1110 8 4	6		

As in former reports the influences which have affected the receipts (for 1874 as compared with 1873) are summarised in the following table, which for statistical purposes with reference to receipts may be considered the most useful in the report:—

		1874.	1875.	Increase.	Decrease.
Passengers carried	No.	91,264	92,122	858	
Rate per passenger per mile	Pence.	1·32	1·36	0·04	
Average miles travelled by each passenger	No.	17·66	17·53	—	0·13
Tons carried	No.	24,802	25,837	1035	
Rate per ton per mile	Pence.	2·73	2·69	—	0·04
Average miles travelled by each ton.....	No.	27·20	29·69	2·49	
Working days.....	No.	313	313		

Goods Traffic, &c.

The goods tonnage for the year 1875 (25,837 tons) is the largest hitherto carried by the Launceston and Western Railway in one year. It exceeds the tonnage of 1874 by 4·1 per cent. The increase of 29·9 per cent. in the grain traffic, as compared with the year 1874, is, so far as it affects gross tonnage, reduced by a decrease in other sources of traffic of 15·1 per cent.

Undoubtedly it is to the seasonal influences, beyond the control of farmers, that we are indebted for the great increase in our grain traffic, but it is significant that the manure despatched by railway to new districts is gradually increasing.

The comparative analysis in detail is given as follows:—

Traffic.	1874.		1875.		INCREASE.		DECREASE.			
	Tons.	Per cent. to Total.	Tons.	Per cent. to Total.	Tons.	Per cent.	Tons.	Per cent.		
Grain.....	..	10,616	42·8	13,787	13,787	53·4	3171	29·9		
Firewood, Fencing, Bark, Wool, &c.....	13,098	..	..	10,772					
Manure	1088			1278						
		14,186	57·2		12,050	46·6	2136	15·1
TOTAL		24,802	100·		25,837	100·	1035	4·1		

Passenger Traffic.

If the ability to travel may be taken as an index of the general prosperity of a community, the fact that the passenger traffic has nearly doubled itself in five years must be very reassuring as regards the increasing prosperity of our community within the Launceston and Western Railway District. The relative increase of first class seat-holders within the last three years also supports this view of the question.

In 1873 the first class seat-holders only amounted to 17·8 per cent. of the Railway travelling public; in 1874 they increased to 23·4 per cent.; and for 1875 they further increased to 25·36 per cent.

Further particulars relating to passenger traffic are given in the following table:—

CLASS.	1874.		1875.		INCREASE.	DECREASE.
	No.	Per cent. to Total.	No.	Per cent. to Total.	No.	No.
1st Class Passengers.....	21,394	23·4	23,865	25·4	1971	
2nd ditto.....	67,630	74·1	66,626	72·3	..	1004
Season Ticket Holders, &c.....	2240	2·5	2131	2·3	..	109
TOTAL.....	91,264	100·	92,122	100·	858	

Revenue, Expenditure.—(Working Expenses.)

The Working Expenses for the year 1875 amount to £16,213 1s., of which it will be seen from Table B 4. that a sum of £962 12s. 10d. is connected with works of an exceptional character; viz., damages caused by floods, extra ballasting, and relaying portions of the Line with new rails and crossings.

The extra work connected with the increase in first class goods of course also adds considerably to the expenditure under this head. Notwithstanding this, it is satisfactory that the balance of receipts over actual working expenses amounts to £3222 12s. 2d.; and that, as regards the extent and character of the service provided for the public, it still continues to be one of the most economically worked Railways in the Australian Colonies.

General.

I think the general prospects of the Launceston and Western Railway are decidedly good. The Line is now in thoroughly good working order—both as regards the Works and Rolling Stock—and is also under the control of a fairly efficient Staff.

In drawing particular attention to the long-continued immunity from accident, and to the careful economy observed in the working of the line, I desire to point out that the former circumstance is a guarantee that no false ideas connected with economy, such as temporary cheapness, have for a moment been entertained. Even ordinary observation can perceive that the postponement of necessary repairs to Rolling Stock and Permanent Way is a most fatal policy. The apparent cheapness in ordinary working expenses at the outset can at best be maintained for a very limited period, and can only serve ultimately as a contrast to the ruinous expenditure which must speedily follow as the necessary consequence of culpable neglect.

Perhaps in no other undertaking are the inefficiencies of men and machinery followed by such disastrous consequences as upon railways.

It is therefore of the utmost importance that watchfulness and care should continue to be exercised in all matters connected with the control of this Railway.

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

WM. MOORE, *Minister of Lands and Works.*

To His Excellency the Governor in Council.

(Copy.)

*Launceston and Western Railway,
Permanent Way Department, 3rd May, 1876.*

SIR,

I HAVE much pleasure in being able to certify to the satisfactory condition of the way and works in connection with my Department.

Since my last Report the marked improvement then noticed in the heavy earthworks in the vicinity of Cameron's Hill still continues,—confirming the opinion that it is due in a great measure to the recently effected system of deep drainage,—relieving the Department of the anxiety and heavy expenditure formerly demanded, and still further establishing the conviction of an ultimate permanent consolidation.

Embankments 38, 40, 41, and 42, originally subject to very rapid subsidence, are now maintained at their standard levels, (or as near it as is deemed necessary), at a very small expenditure beyond the ordinary daily repairs.

No. 1 Bank, situated upon the swamp, has given the most trouble lately, having been formed from the material excavated from deep drains on each side of the line, into which it is gradually subsiding. When once these are full, and the bank strengthened by the addition of sound material, no further anxiety need be apprehended for its ultimate consolidation.

Cutting 38, known as Cameron's Hill, was much affected by the superincumbent weight of material upon each side, forcing up the formation of wet pipeclay, and daily demanding the readjustment of the way. This, now also thoroughly drained, is periodically relieved of the weight by the utilization of the material for maintenance and ballasting purposes—well adapted for this. The presence of this material is also a matter of congratulation, the Department annually saving a large amount in the provision of ballast and road-making material, which would have to be otherwise provided.

The result of tarring all the timber bridges and flood openings has been most beneficial; and I would certainly recommend a repetition at intervals of every two or three years as necessary to preserve the condition of these structures, which ever demand the most unremitting and careful supervision.

I take the liberty to suggest that an annual expenditure be authorised for the provision of renewals, in rails, fastenings, sleepers, telegraph poles, and gate and fencing posts, as absolutely necessary to maintain the present character of the works.

The authority to proceed with the erection of quarters for the gatekeepers will be received with much satisfaction, and I hope at an early date.

I trust the present condition of the line, and the almost total absence of accident, is a guarantee that the utmost care is exercised to ensure the perfect safety of the trains, with a reasonable amount of comfort as is consistent with the observation of a system of rigid economy and the reduction of the departmental expenditure to a minimum.

I am, Sir,

Your obedient Servant,

(Signed) LEONARD DOWLING.

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

(Copy.)

*Launceston and Western Railway,
Locomotive and Carriage and Wagon Department, Launceston, 29th April, 1876.*

SIR,

I BEG to report that the rolling stock, machinery, tools, and buildings connected with this Department have been kept in thorough repair during the past year, and I have the pleasure of adding that they are now in first class order.

During the year the engine miles ran amounted to 100,454 miles.

In addition to ordinary repairs the wagons have all received two fresh coats of paint, and the carriages have been all re-varnished. The want of covered *termini*, involving exposure to frost and sun, does great injury to the stock, and necessitates the more frequent application of paint and varnish.

In addition to the ordinary work of the Department, certain works of a special nature have been done, of which I may enumerate the following:—New semaphores, signalmen's cabin, ironwork for new wagon shop, Locomotive Superintendent's office, traversing table, smith's crane, covered goods wagons, trolleys, store building, passenger luggage lorreys, travelling crane, tools, &c.

As in my former Report, I beg to call particular attention to the deficiency in the number of carriages and wagons. I am engaged upon the construction of three new carriages, but in addition I strongly recommend that three or four more carriages and twenty more goods wagons be at once provided to meet the demands of our increasing traffic.

I am, Sir,

Your obedient Servant,

(Signed) W. E. BATCHELOR, *Locomotive Superintendent.*R. W. LORD, *Esq., Manager.*

No. 1.

SUMMARY of the Receipts and Expenditure on Construction Account to 31st December, 1875.

Dr.	£ s. d.		£ s. d.				£ s. d.		£ s. d.		Cr.
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			Ditto since transfer, 1875	1657	11 7				
			450,000	0 0	Ditto prior	14,242	11 5				
Accrued Interest, Premiums, &c. ....	..		12,015	4 1				15,900	3 0		
Advance by Treasury for Construction purposes, 1875	1657	11 7			Railway Income, 1875	19,435	13 2			429,604	8 4
Ditto, prior	12,168	17 5			Ditto prior	61,683	12 10				
			13,826	9 0	Interest on Debentures to 31st December, 1875	158,000	0 0				
Ditto towards payment of Interest on Debentures	110,000	0 0	123,826	9 0	Less net Revenue from working the Line	9863	9 8			148,136	10 4
Revenue Expenditure, 1875	16,213	1 0									
Ditto prior	55,042	15 4									
			71,255	16 4							
Stores transferred to Government .....	..		1762	15 3							
			£658,860	4 8						£658,860	4 8

ROBT. M. JOHNSTON, Accountant.

R. W. LORD, Secretary and Manager.

No. 2.

STATEMENT of Receipts and Expenditure for the Year 1875.

Train Mileage—Goods and Passengers, 86,994; Ballasting, &c., 2656: Total, 89,650.

Dr.				EXPENDITURE.										Cr.									
				Ordinary.			Extra-ordinary.		TOTAL.		Per Mile open.	Per Train Mile.	RECEIPTS.				Per Train Mile.						
				£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	s.	d.			
<i>Working Expenses.</i>																							
Maintenance Permanent Way and Works				3942	4	9	921	7	11	4863	12	8	108	1	1	Passengers, 92,122, at 1s. 11.79d.			9132	3	5	} 4 4.8	
Locomotive and carriage and wagon charges				5043	12	7	41	4	11	5084	17	6	113	1	1	Parcels, horses, carriages, and dogs			571	10	5		
Traffic charges				4394	2	1	..	..	..	4394	2	1	106.2	1	1	Goods, 25,837 tons, at 6s. 5.75d.	8370	5	9				
Police, gatemen, &c.				386	14	4	..	..	..	386	14	4	33	0	4	Live Stock	321	2	6				
General charges				1067	7	11	..	..	..	1067	7	11							8691	8	3		
Mails, &c.				416	6	6	..	..	..	416	6	6							1040	11	1		
A.—Working Expenses, ordinary				15,250	8	2				16,213	1	0	360.3	3	8					19,435	13	2	
B.—Ditto, extraordinary			962	12	10														
Total Working Expenses			16,213	1	0								1657	11	7	
<i>C.—Construction.</i>																							
Expenditure upon new works of construction not chargeable to Working Expenses			1657	11	7											
Total Expenditure			17,870	12	7											
Balance to credit of Railway Income			3222	12	2											
										21,093	4	9								£21,093	4	9	

NOTE.—Although Railway income cannot properly be debited with the new works of construction in this account, it will be seen that the former covers all the expenditure for the year, including the sum of £1657 11s. 7d. for new works of construction, and £962 12s. 10d. working expenses of an extraordinary character, and leaves a balance of £1565 0s. 7d. towards payment of interest.

ROBT. M. JOHNSTON, Accountant.

R. W. LORD, Secretary and Manager.

No. 3.—TABLE A.

ANALYSIS of Working Expenses (Ordinary).

	Salaries and Wages.	Stores, D.	Sundry Charges.	TOTAL.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Maintenance of Way—</i>				
Inspecting Surveyor, platelayers, &c.....	3518 18 4	397 16 11	25 9 6	3942 4 9
<i>Locomotive and Carriage and Wagon Department—</i>				
Locomotive Superintendent, Carpenters, Blacksmith, Painter, Fitter, Drivers, Firemen, Cleaners, Labourers, &c.....	2321 11 11	2722 0 8	—	5043 12 7
<i>Traffic Charges—</i>				
Station Masters, Booking Clerks, Goods Clerks, Telegraph Operators, Guards, Porters, Signalmen, &c.:—				
Launceston.....	1275 10 11	104 19 7		
St. Leonards.....	—	—		
Breadalbane.....	—	—		
Evandale.....	147 12 6	23 5 6		
Perth.....	100 5 0	19 18 11		
Longford.....	447 13 10	32 3 11		
Wilmore's Lane.....	—	—		
Little Hampton.....	—	—		
Bishopsbourne.....	—	—		
Glenore.....	8 2 7	—		
Hagley.....	93 12 0	10 0 1		
Westbury.....	143 3 0	21 8 6		
Exton.....	72 0 0	6 14 8		
Deloraine.....	355 3 0	33 15 8		
Cartage.....	—	—	930 1 8	
General traffic charges, including compensation charges..	—	377 0 6	175 10 3	
Total traffic charges.....	2668 2 10	620 7 4	1105 11 11	4394 2 1
<i>Police, Gates, &c.—</i>				
Gatekeepers at level crossings.....	378 4 2	8 10 2	—	386 14 4
<i>General Charges—</i>				
Office of Manager, Accountant, Cashier, Storekeeper, &c.	1008 6 8	34 1 3	25 0 0	1067 7 11
<i>Mails—</i>				
Mail Contracts for the Conveyance of Mails between the L. & W. Railway Station and the various Post Offices throughout the district.....	—	—	416 6 6	416 6 6
	9895 3 11	3782 16 4	1572 7 11	15,250 8 2

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

No. 4.—B.

ANALYSIS of Working Expenses (Extraordinary).

Extra repairs to Bridges.....	£ s. d.
Iron roof to Goods Shed, Launceston.....	22 2 8
Extra ballasting to Banks Nos. 1, 38, 40, 42, necessary owing to subsidence of the Line	94 14 11
Repairing damages to Line caused by floods.....	357 7 4
Additions to Hagley Station.....	95 12 7
Renewals—Relaying Line with new rails, switches, crossings, &c.....	7 16 0
	384 19 4
	£962 12 10

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

No. 5.—C.

*ANALYSIS of New Works of Construction.**

	£	s.	d.	£	s.	d.
New Wagon Repairing Shop, complete, with sidings connected therewith.....	658	15	5			
New Storehouse, complete.....	152	1	3			
New travelling lift, or crane, for Tyre Furnace (material).....	32	17	8			
New wheel press, boiler prover, and water heater.....	272	10	11			
New siding in connection with M. L. Railway, Evandale.....	46	1	4			
				1162	6	7
<i>New Works constructed by Locomotive and Carriage and Wagon Department—</i>						
5 new semaphores.....	110	0	0			
2 new signalmen's cabins.....	44	0	0			
1 new office for Locomotive Superintendent.....	37	0	0			
1 new traversing table.....	54	0	0			
Labour connected with new travelling lift or crane.....	81	0	0			
Erecting wheel press shed.....	40	0	0			
3 new trolleys added to original stock.....	27	0	0			
Ironwork connected with new wagon repairing shop.....	30	0	0			
Sundry machines, &c., added to original stock.....	72	5	0			
				495	5	0
				£1657	11	7

* No item in this account has any connection with renewals or working expenses.

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

ROBT. M. JOHNSTON, *Accountant.*

No. 6.—D.

FURTHER Analysis of Stores consumed during the Year 1875. (See Table No. 3.)

	£	s.	d.
Fuel—Coal, 1244 tons; wood, 237 tons.....	1903	2	6
Oils—Castor, 711 gallons; colza, 121 gallons; m. bird, 157 gallons; kerosene, 180 gallons; turps, 22 gallons; sundries, 59 gallons.....	242	9	1
Tallow—Tallow, 10 cwt. 3 qrs. 22 lbs.; grease, 1 cwt. 3 qrs. 4 lbs.....	28	8	4
Waste, &c.—Tucks, packing, &c., 59 lbs; flax, 47 lbs; waste, 1646 lbs; wicks, &c., £3 0s. 10d.....	60	17	4
Stationery, advertisements, &c.....	264	6	2
Sleepers, timber, &c.....	431	14	9
Iron.....	213	9	10
Tools.....	132	2	1
Ordinary sundries.....	216	17	6
Extra ditto.....	270	1	9
Duplicates.....	19	7	0
	£3782	16	4

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

ROBT. M. JOHNSTON, *Accountant.*

No. 7.

ANALYSIS of Traffic and Receipts, 1875.

TRAFFIC AND RECEIPTS AT EACH STATION.										RECEIPTS DURING EACH MONTH.			
STATIONS.	PASSENGERS.		GOODS.		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.				
	No.	No.	No.	No.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.				£ s. d.
Launceston.....	31,834	28,716	4809	18,190	2925 18 4	177 7 1	5249 9 8	11 17 4	8364 12 5	January....	26	7.2	1406 0 8
St. Leonards*....	—	8762	10	56	—	—	2 7 1	—	2 7 1	February...	24	7.6	1484 16 4
Breadalbane*....	—	2002	447	74	—	—	0 2 3	—	0 2 3	March.....	27	11.8	2285 12 10
Evandale.....	11,021	5795	2329	2545	720 2 2	41 7 1	418 14 1	17 2 10	1197 6 2	April.....	26	12.3	2391 8 9
Perth.....	7751	4744	900	889	581 19 8	30 4 11	323 7 4	11 11 9	947 3 8	May.....	26	9.7	1881 19 9
Longford.....	14,468	7849	3978	1865	1231 12 6	112 2 5	953 2 2	8 8 2	2305 5 3	June.....	26	6.4	1237 17 11
Wilmore's Lane*..	—	852	836	290	—	2 9 6	2 3 6	—	4 13 0	July.....	27	6.4	1255 13 8
Little Hampton*..	—	837								August....	26	6.3	1222 13 7
Bishopsbourne*..	—	5346								September..	26	7.8	1510 0 3
Oaks*.....	—	2530	334	147	—	2 7 9	0 18 6	—	3 6 3	October....	26	7.5	1462 17 1
Glenore*.....	—	1796	1207	75	—	0 3 0	1 12 9	—	1 15 9	November..	26	7.8	1506 18 3
Hagley.....	4705	1934	1066	490	427 5 6	16 14 3	176 0 10	—	620 0 7	December..	27	9.2	1789 14 1
Westbury.....	9212	5378	2263	553	978 17 3	45 12 1	510 8 3	27 5 10	1562 3 5				
Exton.....	2630	1095	1289	63	254 16 2	11 6 10	116 3 9	—	382 6 9				
Deloraine.....	10,501	6156	6367	650	1884 3 2	131 15 6	936 18 1	49 18 2	3002 14 11				
Mails, rents, and sundry receipts*	—	8330	—	—	127 8 8	—	—	914 7 0	1041 15 8				
TOTAL.....	92,122	92,122	25,837	25,837	9132 3 5	571 10 5	8691 8 3	1040 11 1	19,435 13 2	—	313	100.	19,435 13 2

* 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 1875.

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.
Launceston	Tons. —	Tons. 11	Tons. 34	Tons. 1841	Tons. 284	Tons. 1025	Tons. 178	Tons. 93	Tons. 59	Tons. 207	Tons. 481	Tons. 44	Tons. 552	Tons. 4809	—	160,761·96
St. Leonards	1	—	—	7	—	1	—	—	—	—	1	—	—	10	—	114·68
Breadalbane	444	—	—	—	3	—	—	—	—	—	—	—	—	447	—	3240·74
Evandale	2307	1	—	—	4	12	1	—	—	1	—	—	3	2329	—	26,205·48
Perth	881	12	1	22	0	6	3	4	—	1	1	1	18	900	—	13,157·73
Longford	3834	6	7	19	1	—	35	19	6	16	16	—	19	3978	—	69,820·95
Wilmore's Lane Little Hampton Bishopsbourne }	796	—	1	1	2	16	—	—	—	2	3	3	12	836	—	20,194·49
Oaks	280	—	—	24	6	21	—	—	—	2	—	—	1	334	—	8068·26
Glenore	1109	—	—	12	29	38	—	—	—	18	1	—	—	1207	—	32,693·08
Hagley	963	17	—	4	30	45	1	1	—	—	—	—	5	1066	—	32,078·19
Westbury	2080	1	—	16	94	14	3	4	6	0	—	6	39	2263	—	75,892·24
Exton	1017	—	1	198	—	23	18	1	—	30	—	—	1	1289	—	51,386·84
Deloraine	4528	8	30	401	386	664	51	25	4	213	50	9	—	6369	—	253,561·12
Tons inwards	18,190	56	74	2545	839	1865	290	147	75	490	553	63	650	25,837	—	—
Average Distance	—	—	—	—	—	—	—	—	—	—	—	—	—	—	29·69	—
Miles travelled	519,324	1115	1514	41,526	18,801	98,564	6071	3192	1817	68,834	17,694	1958	26,759	—	—	747,175·81

	1872.	1873.	1874.	1875.		1872.	1873.	1874.	1875.
Goods train miles	72,300	83,682	85,162	86,994	Goods receipts	£ s. d. 5645 15 5	£ s. d. 7736 0 8	£ s. d. 7233 4 1	£ s. d. 8370 5 9
Ton miles	476,607	691,899	634,223	747,176	Average ditto per ton per mile	0 0 2·84	0 0 2·68	0 0 2·73	0 0 2·69
Goods tonnage	18,111	25,283	24,802	25,837	Ditto per goods train mile	0 1 6·74	0 1 10·18	0 1 9·56	0 1 11·09
Average tons per train	11·3	13·5	13·2	13·61	Ditto per ton	0 6 2·82	0 6 1·43	0 5 9·99	0 6 5·75
Ditto train mile	0·25	0·3	0·29	0·30	Ditto per train	3 10 3·39	4 2 4·63	3 17 0	4 8 1·85
Ditto miles travelled per ton ..	26·31	27·36	27·20	29·69	Ditto per week	122 14 8	148 15 4	139 1 11	160 19 4·10

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ROBT. M. JOHNSTON, Accountant.

R. W. LORD, Secretary and Manager.

No. 9.

DIRECTION and Extent of PASSENGER TRAFFIC for the Year 1875.

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	3603	—	†	†	3898	2330	4135	†	†	†	†	†	666	1376	132	2302	31,834	—	544,895
St. Leonards*																			
Breadalbane*																			
Evandale	848	6933	428	301	—	755	766	51	22	272	95	108	131	123	32	156	11,021	—	124,330·50
Perth	625	3427	226	39	761	—	1483	27	35	278	69	90	144	169	42	336	7751	—	94,045
Longford	1224	7301	260	36	726	1074	—	214	286	1256	403	323	269	465	49	582	14,468	—	210,385
Wilmore's Lane*																			
Little Hampton*																			
Bishopsbourne*																			
Oaks*																			
Glenore*																			
Hagley	286	1598	131	27	126	101	262	19	28	420	251	143	—	945	60	308	4705	—	80,577·50
Westbury	631	3808	84	22	82	177	450	68	45	548	296	373	399	—	398	1831	9212	—	195,460
Exton	215	644	10	11	30	38	89	9	11	129	26	26	82	669	—	641	2630	—	46,072·5
Deloraine	898	5005	102	15	172	269	664	103	36	589	233	159	243	1631	382	—	10,501	—	318,853·75
Inwards Passengers	8330	28,716	8762	2002	5795	4744	7849	852	837	5346	2530	1796	1934	5378	1095	6156	92,122	—	—
Average distance...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	17·53	—
Miles travelled	149,940	693,705	49,955	15,402	62,446	54,661	114,397	12,960	12,275	83,670	42,667	28,459	35,239	86,490	13,257	159,590	—	—	1,615,119·25

	1872.	1873.	1874.	1875.		1872.	1873.	1874.	1875.
Passenger train miles	72,300	83,682	85,162	85,644	Total passenger receipts.....	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Total miles travelled	1,114,131	1,423,670	1,612,172	1,613,119	Average receipts per passenger per	6199 15 7	7659 9 7	8918 13 6	9132 3 5
Average miles travelled per passenger	17·5	17·17	17·66	17·53	mile	0 0 1·33	0 0 1·29	0 0 1·32	0 0 1·36
Average passengers carried per train	39·6	44·01	48·14	48·92	Ditto per train mile passenger .	0 1 8·56	0 1 9·97	0 2 1·13	0 2 1·59
Average passengers carried per train					Ditto per train	3 17 2	4 1 3·73	4 14 0·95	4 16 11·95
mile	0·88	0·99	1·07	1·08	Ditto per passenger	0 1 11·37	0 1 10·17	0 1 11·34	0 1 11·79
Total passengers carried	63,647	82,923	91,264	92,122	Ditto per week	133 16 2	146 16 6	171 10 3	175 12 4·48

* The direction outwards and inwards is only shown between the larger stations.

† Includes outwards and inwards.

ROBT. M. JOHNSTON, Accountant.

R. W. LORD, Secretary and Manager.

COST of Railway and Equipment and List of Rolling Stock.

CONSTRUCTION AND EQUIPMENT.			ROLLING STOCK.														
Miles open.	Cost.		Locomotives.	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	£ 429,604	£ 9547	5	3	3	4	1	19	15	39	8	15	4	4	2	6	128
				11				104									

ROBT. M. JOHNSTON, Accountant.

R. W. LORD, Secretary and Manager.

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.													
		£	£	No.	No.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	No.							
1871	45	—	—	78,816	4	13,710	59,880	6856	10	3	270	15	3	5309	3	1	462	6	0	12,628	14	7	3	2'45	279
1872	45	—	—	72,300	4	18,111	63,647	6199	15	7	316	14	1	5813	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	7	432	18	9	7968	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	6	515	9	1	7496	2	4	1394	19	11	18,325	4	10	3	10'7	313
1875	45	429,604	9547	88,300	5	25,837	92,122	9132	3	5	571	10	5	8691	8	3	1040	11	1	19,435	13	2	4	4'8	313

WORKING EXPENSES.

Year.	Miles worked.	Maintenance.			Locomotive & Carriage and Wagon Charges.			Traffic Charges.			General Charges.			Total Working Charges.			Working Days.																			
		Amount.	Per Open Mile.	Per Train Mile.	Amount.	Per Open Mile.	Per Train Mile.	Amount.	Per Open Mile.	Per Train Mile.	Amount.	Per Open Mile.	Per Train Mile.	Amount.	Per Open Mile.	Per Train Mile.																				
		£	s.	d.	£	s.	d.	£	s.	d.	£	£	s.	d.	£	s.	d.	No.																		
1871	45	—	—	—	—	—	—	—	—	—	—	—	—	—	11,218	8	2	249'3	2	10'16	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	1	0	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	5234	9	9	117	6	1	1'5	4331	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	0	16,213	1	0	360'3	3	8'	313

ROBT. M. JOHNSTON, Accountant.

R. W. LORD, Secretary and Manager.

RECONCILIATION of Treasury and Railway Statements of Accounts for the Year 1875.

The apparent difference in the statement of the Treasury in respect of the Expenditure and Receipts of the Launceston and Western Railway Department is accounted for as follows:—

EXPENDITURE.*

<i>Launceston and Western Railway Statement, 1875.</i>			<i>Treasury Statement, 1875.</i>				
	£	s. d.	£	s. d.	£ s. d. £ s. d.		
Working expenses, ordinary...	15,250	8 2			Launceston and Western Railway expenditure ..	17,697	17 4
Ditto, extra	962	12 10			Add accounts charged by Treasury to 1874, but by Launceston and Western Railway to 1875	826	0 8
			16,213	1 0	Add sundry new machinery from England not yet charged to construction by Treasury	272	10 11
Expenditure upon new works of construction not chargeable to working expenses.....				1657	11 7		
						1098	11 7
					Less accounts charged by Treasury to 1875, but by Launceston and Western Railway to 1876	925	16 4
							172 15 3
			£17,870	12 7			£17,870 12 7

RECEIPTS.

	£	s. d.	£	s. d.
Total Receipts, (actual debit for year 1875)...	19,435	13 2		
			19,413	10 11
			426	9 5
			404	7 2
				22 2 3
			£19,435	13 2

* The Railway Department accounts and estimates are necessarily based upon actual disbursements of moneys within particular periods. The Treasury accounts are based upon the estimates as passed by Parliament; and therefore moneys disbursed on account of a particular year are charged to that year, irrespective of the time in which they were actually disbursed from Treasury.

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

Certified,
W. LOVETT, *Colonial Auditor.*