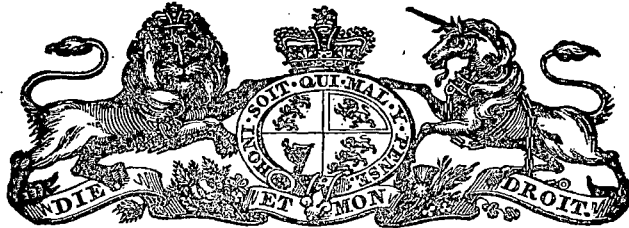


(No. 68.)



1876.

T A S M A N I A.

LEGISLATIVE COUNCIL.

LAUNCESTON AND WESTERN RAILWAY:

ESTIMATES OF EXPENDITURE FOR 1877.

Return to an Order of the Council dated October 25, 1876. (Mr. Chapman.)

Laid upon the Table by Mr. Crowther, November 7, and ordered by the Council to be printed, November 8, 1876.

1877.]

ESTIMATES OF EXPENDITURE.—TASMANIA.

LAUNCESTON AND WESTERN RAILWAY.	Fixed Establishment.			1876.			Proposed 1877.		
	£	s.	d.	£	s.	d.	£	s.	d.
<i>Launceston.</i>									
Manager	400	0	0				350	0	0
Auditor and Storekeeper	300	0	0	..			225	0	0
Cashier and Clerk	200	0	0	..			140	0	0
Clerk in Audit Office	120	0	0	..			300	0	0
Inspector and Surveyor	250	0	0	..			25	0	0
Inspector of Telegraph	25	0	0	..			300	0	0
Locomotive Foreman	250	0	0	..			165	0	0
Station Master	165	0	0	..			120	0	0
Goods Clerk and Collector	100	0	0	..			70	0	0
Booking Clerk	50	0	0	..			157	0	0
Two Porters, at 5s. each per working day	157	0	0	..			94	4	0
Pointsman, &c., at 6s. per working day	94	4	0	..			109	18	0
Foreman Porter, at 7s. per working day	109	18	0	..					
				2221	2	0			
<i>Evandale.</i>									
Station Master	120	0	0	..			140	0	0
<i>Perth.</i>									
Station Master	100	0	0	..			100	0	0
<i>Longford.</i>									
Station Master	160	0	0	..			160	0	0
Goods Clerk	60	0	0	..			80	0	0
Two Porters, at 5s. each per working day	157	0	0	..			157	0	0
Watchman, at 27s. per week	70	4	0	..			70	4	0
				447	4	0			
<i>Hagley.</i>									
Station Master, at 6s. per working day	94	4	0	..			94	4	0
<i>Westbury.</i>									
Station Master	100	0	0	..			100	0	0
<i>Exton.</i>									
Station Master	72	0	0	..			72	0	0
<i>Deloraine.</i>									
Station Master	150	0	0						
Two Porters, at 5s. each per working day	157	0	0						
				307	0	0	307	0	0
Two Fitters, one at 12s. and one at 10s. per working day ..	345	8	0	..			345	8	0
Three Drivers, at 11s. each per working day	518	2	0	..			518	2	0
Three Firemen, at 8s. each per working day	376	16	0	..			376	16	0
Two Cleaners, at 6s. 6d. each per working day	204	2	0	..			204	2	0
Painter, at 10s. per working day	157	0	0	..			157	0	0
Carpenter, at 10s. per working day ..	157	0	0	..			157	0	0
Joiner, at 9s. per working day	141	6	0	..			141	6	0
Blacksmith, at 10s. per working day	157	0	0	..			157	0	0
Striker, at 6s. 6d. per working day	102	1	0	..			102	1	0
Storeman, at 7s. per working day	109	18	0	..			109	18	0
Four Labourers, at 5s. each per working day	314	0	0	..			344	6	0
Two Guards, one at 8s. 4d. and one at 7s. per working day.	240	14	8	..			260	8	0
Pumper, at 7s. per working day	109	18	0	..			109	18	0
Gangs for repairing and maintaining the Line—									
Nine Gangers, at 7s. each per working day	989	2	0	..			989	2	0
Twenty-seven Labourers, at 5s. each per working day	2119	10	0	..			2119	10	0
Gatekeepers—One at 25s. and twenty at 6s. per week each..	377	0	0	..			337	0	0
Night Watchman, at 5s. per diem	91	10	0	..			91	10	0
Messenger, at 5s. per working day	78	10	0	..			78	10	0
Drivers' and Guards' Expenses	145	0	0	..			145	0	0
				6733	17	8			
CONTINGENCIES.									
Stores, including Coals, Firewood, Oils, &c.	3500	0	0	..			3800	0	0
Stationery, Printing, and Advertising, &c.	250	0	0	..			250	0	0
Delivery of Mails, Passengers, &c.	420	0	0	..			420	0	0
Cartage of Goods to Consignees	800	0	0	..			800	0	0
Extra Labour, &c.	480	0	0	..			480	0	0
Miscellaneous Petty Expenses	100	0	0	..			100	0	0
Uniform for Guards	60	0	0	..			60	0	0
				5610	0	0			
New Rolling Stock	1000	0	0	1000	0	0	5000	0	0
<i>Total Launceston and Western Railway Department</i>	..			16,805	7	8			

ROLLING STOCK, LAUNCESTON AND WESTERN RAILWAY.

I HAVE to draw your attention to my letter of the 25th June, 1875, forwarding the estimates of expenditure for 1876, and my letter of the 19th August, 1875, wherein I took the opportunity at considerable length to point out how insufficient the carriage accommodation was; and would also remind you that so satisfied were you of the inadequacy of the Rolling Stock that, in your report to the Governor in Council, dated June, 1875, you remark: "But I must here explain that I am convinced that the present Rolling Stock, both carriages and waggons, is quite inadequate to meet the demand made through the increase of traffic. It is even now impossible with the present number of carriages to satisfactorily meet the demand of the public on general holidays.

"The number of waggons of all descriptions at the disposal of the Railway Department for goods traffic is altogether insufficient; and I shall have to recommend that a number of new waggons be provided, and also several carriages suitable for excursion traffic, to meet the known requirements." Since this was the position of matters three composite carriages have been authorised, and are at present under construction in the workshops: they will be completed this year, but this even will not be sufficient to work the traffic properly. I have therefore to recommend that four composite carriages be ordered from England in addition.

The waggon stock remains precisely the same as at the date of your report; and I beg to state that I am of opinion that at least twenty additional waggons should be authorised. The ironwork could be ordered from England, the woodwork carried out in the workshops.

ENGINE SHED AT LAUNCESTON AND ENGINE PITS AT LONGFORD AND DELORAINE.

I regret to have to report that the engine stable at Launceston, which was built to the design and under the immediate supervision of Mr. Tidy, in 1873, Inspecting Surveyor at that time, is failing so much through the sinking of the foundation that it will not be serviceable for more than the current winter. The lower beams of the engine pits have now sunk nearly out of sight, and the roads have been lifted from time to time so much that they cannot be lifted any more. The settlement still continues. It is only fair to remind you of the treacherous nature of all the land in the Launceston Station ground, which no doubt misled Mr. Tidy in his calculations of the strength of the foundations. I am unable to give an estimate of the probable cost of this structure until I am informed definitely what the requirements of the Main Line are to be at the Launceston Terminus. Engine pits are required at Longford and Deloraine. A steam-hammer is much wanted for the workshops. Three cranes should be supplied,—one for Launceston, one for Longford, and one for Deloraine.

PERMANENT WAY MATERIAL.

The Inspecting Surveyor reports that a quantity of rails and fish plates will be required during 1877 for renewal purposes, and also several sets of points and crossings. He suggests that, as so much extra is added to orders for small lots of rails, 100 tons be ordered, and that this quantity would suffice for renewal purposes, probably for three or four years, unless additional sidings are put in.

R. W. LORD.

The Hon. the Minister of Lands and Works.