

(No. 41.)



1882.

T A S M A N I A.

LEGISLATIVE COUNCIL.

LAUNCESTON AND WESTERN RAILWAY :

REPORT FOR 1881.

Laid upon the Table by Mr. Moore, and ordered by the Council to be printed,
July 12, 1882.



LAUNCESTON AND WESTERN RAILWAY.

Manager's Office, Launceston, March, 1882.

SIR,

I HAVE the honor to submit to you my Report upon the working of the Launceston and Western Railway for the year 1881.

Capital Account.

The expenditure under this head during the year has amounted to £1220, for additional Rolling Stock found necessary to meet the growing requirements of the traffic.

Two Guards brake-vans have been constructed, with second class compartments at each end, to be used under ordinary circumstances for second-class traffic, but specially available for the conveyance of prisoners and their escort when required. Besides affording this additional passenger accommodation, these new vans give a much larger space for passengers' luggage, parcels, mail, and small goods of every description.

With the exception of the under-frames, which are of iron, and the wheels and axles, which have been imported from England, these vehicles have been built in the workshops of the department, at a cost of about £900 each.

The advantage to the Department in working the traffic with these vans will be very great, and considerable economy will be effected.

It will be necessary before long to build another of these vans, to take the place of either of the two vans built during their temporary withdrawal from the traffic for repairs, &c.

An ordinary first class carriage has also been authorised, and is being constructed in the workshops to the same design as those at present in use; the cost will be about £460. Similar carriages imported from England cost £580.

I have already had the honor to explain to you the great disadvantages under which these vehicles were built in consequence of the Department having no stock of properly seasoned timber, and therefore timber just cut to our order had to be used. It is most essential that we should always have on hand a quantity of well seasoned timber to meet any emergency. This is necessary as much for ordinary carriage and wagon repairs as for the construction of new Rolling Stock. I have therefore asked you to authorise me to invite tenders for a supply of blackwood and other timber to be stored and seasoned.

Even with this addition the Rolling Stock of the Department to meet any exceptional demand is very limited.

The Locomotives and Rolling Stock of all descriptions have been carefully inspected, and necessary repairs executed, and are in first class working order.

The detailed Report of the Locomotive and Carriage and Wagon Superintendent bears testimony to this.

Permanent Way and Works.

No extraordinary expenditure has been necessary during the year; and by the exercise of great care and attention on the part of the Inspecting Surveyor, the earthworks were safely maintained. In several places, however, between Evandale and Breadalbane, there are indications of considerable movement in the deep cuttings, which will call for some extra outlay during the year 1882.

I must again remark upon the excessive wear and tear that takes place upon our rail which is used by the Tasmanian Main Line Railway Company between Evandale Road Junction and Launceston.

Some idea may be formed of the extent of this wear and tear when I inform you that during the year 1880, out of 130 tons of new steel rails put into the whole 45 miles of the Launceston and Western Railway, 109 tons were used upon the 11 miles between Evandale and Launceston, leaving only 21 tons for the requirement of the 34 miles between Evandale and Deloraine. This I believe to be solely attributable to Main Line Railway Co.'s tear and wear by their Rolling Stock.

Prior to the last arbitration the Inspecting Surveyor reported upon what he then conceived to be the extraordinary damage done to the heavy rail used by both lines, and this has since become more marked.

A new Station for Evandale Road Junction has been sanctioned, and a tender accepted. The work, at the time I am writing this Report, is well in hand, and according to the contract should be finished by the end of July next. This will supply a long recognised want.

The erection of the over-footbridge at Longford will in all probability be completed before the next Longford Show-day, and be a great convenience to the public.

The detail report of the Inspecting Surveyor is attached.

Revenue Account.

The revenue for the year amounted to £24,074 0s. 1d., and considerably exceeded the estimate made during the preceding year. The difference is over £2000, and is accounted for by the supposition that the grain crop for 1881 would fall far short of the yield of 1880. This, indeed, proved to be the case, as there were 2700 tons of grain less carried by the Launceston & Western trains during last year than there were in 1880. There was, however, a large increase in other tonnage and, in the distance the gross tonnage was carried, both of which matters will be again referred to.

The gross revenue of the year 1881 shows an increase of £513 19s. 1d. over that of the year 1880.

The following table gives the detail:—

	RECEIPTS.		INCREASE.		DECREASE.
	1880.	1881.	Amount.	Per cent.	Amount.
	£ s. d.	£ s. d.	£ s. d.		£ s. d.
Passengers	10,117 10 11	10,396 9 10	278 18 11		
Parcels, &c.....	759 10 1	790 16 1	31 6 0		
Goods and Live Stock	7332 9 8	7540 14 3	208 4 7		
Rents, Mails, &c.	1080 10 4	1288 9 11	207 19 7		
Tasmanian M. L. Railway Toll, &c.	4270 0 0	4057 10 0	—		212 10 0
			726 9 1		212 10 0
			212 10 0		
	23,560 1 0	24,074 0 1	513 19 1	2.2	

There was an increase on every item of ordinary revenue. The decrease in Toll was caused by the action of the arbitrators who, last year, fixed the amount to be paid for 1881 and several succeeding years.

Passenger Traffic.

		1880.	1881.	Increase.	Decrease.
Total miles travelled.....	No.	1,783,178	1,822,356	39,178	
Average distance travelled per passenger	Miles.	17.33	17.78	.45	
First class journeys	No.	29,846	30,777	931	
Second class ditto	No.	69,374	67,965	—	1409
Season ticket, &c., ditto	No.	3698	3753	55	
Total number of ditto	No.	102,918	102,495	—	423
Average rate per passenger per mile.....	Pence.	1.36	1.37	0.01	
Average rate per passenger.....	s. d.	1 11.59	2 0.34	0 0.75	

The decreases in the above table are in the second class journeys, and in total number of passengers carried. Notwithstanding the decrease (423) in number of passengers, the receipts from passenger traffic show an increase of nearly £280. This satisfactory result has been effected by the large increase in total miles travelled, average distance travelled per passenger, and in first class journeys. In each of these factors there was a falling off during the year 1880, but in each there has been more than a recovery during 1881, as there is an increase on 1879 as well as on 1880. The increase in number of season ticket journeys is a continuance of a steady progress which has been taking place in this traffic for many years. There is, again, an increase in the average rate received from each passenger, and again for every mile each passenger travelled. These facts prove that not only is a greater proportion of the passenger traffic conducted over the more remunerative parts of the line (a matter which was explained in last year's report), but there is a great tendency to through or long distance travelling. The following table will show that, with one very important exception, this tendency is general. I may, however, first remark that the 17.78 miles average distance travelled per passenger, 2s. 0.34*d.* average rate, and 1.37*d.* average rate per mile, are by far the largest figures yet reached upon the line.

STATION WHERE BOOKED.	MILES TRAVELLED.	AVERAGE NO. MILES TRAVELLED BY EACH PASSENGER.		
		No.	Compared with 1880.	
			Increase.	Decrease.
Launceston	657,856	19.87	.93	
St. Leonard's.....	53,352	5.97	.09	
Evandale	120,291	11.86	.34	
Perth	68,706	10.82	.17	
Longford	247,470	14.49	.16	
Hagley	57,467	15.63	1.39	
Westbury	185,503	21.47	.68	
Exton	39,995	16.82	—	.57
Deloraine	391,716	32.18	.46	
	1,822,356	17.78	4.22	.57
			Net increase, 3.65.	

The figure for Launceston should probably be 19 average miles, as the inwards passengers from "small stations" are booked at the stations where they arrive and are included in the above figures. This would affect Launceston as being farthest removed from these "small stations"; the results at other stations would scarcely be altered. The average for Launceston, Westbury, Exton, and Deloraine all exceed the general average, the travellers from the three latter stations being principally to the chief terminal. The average distance travelled by passengers from Launceston is high when it is considered that considerably more than one-fourth of them travel to St. Leonard's, a distance of four miles only.

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

25,002 passengers, or 24½ per cent. of total, travelled	1 to 5 miles
18,362	18
16,526	16½
12,502	12
12,375	12
9535	9½
4421	4
3592	3½
180	..
	16 to 20
	11 to 15
	6 to 10
	41 to 45
	31 to 35
	21 to 25
	26 to 30
	35 to 40

A diagram, Table No. 9, is annexed showing these results more clearly. The small number travelling 35 to 40 miles is owing to the fact that there are only three lengths of that particular distance between stations, and the traffic between these stations is poor.

The total number of passengers carried is the smallest during three years, and has been gradually decreasing since the year 1878, although the receipts are larger by £150 than in that year. This decrease is partially accounted for by the operation of the Tasmanian Main Line Railway,—for the total passengers to and from Evandale during 1876, and when the Main Line had been open for two months, reached 25,431; in 1881 the figures were 15,103, or a falling off of over 10,000 passengers, or 41 per cent., in connection with Evandale alone. There was also a decline of 6 per cent. in the number to and from Perth, these large losses not being by any means compensated for by passengers brought by Main Line Railway to Evandale for Launceston and Western Stations, as every passenger is re-booked at Evandale and is included in the foregoing figures. Another source of the decrease is the introduction of labour-saving machines upon the farms and the consequent non-employment of harvest hands or reapers, who used, in former years, to swell up the totals of passenger traffic.

The following table is instructive as showing that the decreases, amounting to over 7000 passengers, have taken place at every one of the intermediate stations,—the terminals alone, including St. Leonard's, showing an increase:—

STATION WHERE BOOKED.	No. PASSENGERS.		INCREASE.	DECREASE.
	1872.	1881.		
Launceston	30,614	33,116	2502	...
St. Leonards	8403	8942	539	...
Evandale.....	11,631	10,145	...	1486
Perth	7990	6349	...	1641
Longford	17,671	17,079	...	592
Hagley	4889	3676	...	1213
Westbury	10,268	8638	...	1630
Exton	3054	2378	...	676
Deloraine	11,952	12,172	220	...
			3261	7238
				3261
	106,472	102,495	...	3977

The increase in receipts, in spite of the decrease in numbers, is accounted for by the longer distances travelled and the greater proportion of first-class passengers, the consequence being an advance in the rate received per passenger, which has proved more than sufficient to make up the loss in numbers.

Over one million passengers have now been conveyed by this railway (the exact figures are 1,001,953), the miles travelled being equivalent to carrying one passenger 17,687,055 miles; and this has been accomplished without any casualty whatever.

Goods Traffic.

	1880.	1881.	INCREASE.	DECREASE.
	Tons.	Tons.	Tons.	Tons.
Grain	10,978	8277	...	2701
Fencing, bark, wool, firewood, &c.	8682	11,835	3153	...
Artificial manures.....	1102	931	...	171
			3153	2872
			2872	
	20,762	21,043	281	

The tonnage of 1881 is the largest received since the opening of the Main Line Railway. The effect of that railway's competition upon our receipts from goods traffic may be deduced in the same way as I have done with regard to passenger traffic. The average tonnage prior to Main Line opening was, for Evandale 5079 tons, and for Perth 2000 tons; the same tonnage (inwards and outwards) for 1881 was, respectively, 1064 and 1360, a decrease for Evandale of 4015 tons, or 79 per cent., and for Perth 640 tons, or 32 per cent. It has been contended that compensation is given by traffic from the Main Line, but the foregoing figures include the whole of the tonnage from whatever source received, as well as the figures do in passenger traffic.

There was a decrease of 2701 tons of grain, and a large decrease had been anticipated when I estimated the goods receipts at a much smaller figure than was realised. The considerable increase in fencing, bark, &c. would not have made up for the decrease in grain, had not the increased distance carried come into force to affect the goods receipts in the same way as the passenger receipts were affected. The average distance each ton was carried was 29·29 miles, as compared with the previous years, 28·35 miles; and the receipts per ton were 6s. 9·03*d.*, as compared with 6s. 7·85*d.*

There has been a large general increase in the tonnage of firewood, bark, and timber.

The tonnage of manure, which shows a decrease, is the smallest for some years.

The following is the usual comparative statement of acreage in cultivation and in crop, &c. in the Launceston and Western Railway District for the years 1880 and 1881 :—

		1880.	1881.	Increase.	Decrease.
Land in cultivation	Acres.	153,867	162,410	8543	
Land in crop	Acres.	62,521	57,273	—	5248
Per cent. of land in crop to land in cultivation	Per cent.	40·6	35·3	—	5·3
Tonnage carried by Launceston and Western Railway	Tons.	20,762	21,043	281	
Tons carried per acre under crop	Tons.	0·33	0·36	0·03	
Per cent. of tons carried to land in crop	Per cent.	33·2	36·7		

It is curious to notice, as has been remarked in former years, the closeness of the figures of land in crop compared to land in cultivation, and tons carried compared to land in crop; for 1881 the latter is 36·7 per cent., the former 35·3 per cent.

Working Expenses.

The amount of working expenses, £17,711 0s. 3*d.*, was £205 over the estimate; but this is satisfactorily accounted for by an amount of £265 extraordinary expenses in connection with the arbitration for Toll, and an amount of £220 extra labour for unforeseen extraordinary work required upon the bridges and earthworks. These sums have caused increases under the heads of General Charges and Maintenance as compared with the previous year, otherwise the charge against Maintenance would have been less and that against General Charges about equal to the expenses of 1880. Under the heads of Locomotive Charges and Traffic Charges there was in each case a decrease. The amount of increase in working expenses over those of the year 1880 was £255 5s. 11*d.* The cost per mile open, £339, and per train mile, 3s. 5·7*d.*, was a little in advance of the previous year from the afore-mentioned causes.

The following is the usual comparative table with various railways, and which shows the working expenses of the Launceston and Western Railway in a most favorable light :—

	<i>Per mile open.</i>	<i>Per train mile.</i>
	£	s. d.
United States (1880).....	855	—
Cape of Good Hope (1880).....	527	4 11·5
Victoria (1880).....	682	3 8·6
New South Wales (1880).....	823	3 11·99
Queensland (1880).....	261	4 3
South Australia (1878-9).....	494	5 1·84
New Zealand (1880-81).....	409	4 4·3
Tasmanian Main Line (estimated) (1881) ..	412	3 8·2
Launceston and Western (1881).....	339	3 5·7

The train service for the year was—

Train mileage	101,934
Ditto per mile.....	2265
Engine mileage (Launceston and Western Railway).....	102,727

Net Earnings.

In spite of the extra expenditure shown under the working expenses heading, the net earnings for 1881 (£6362 19s. 10*d.*) exceeded those for 1880 by £258 13s. 2*d.*, and consequently were the largest net receipts of any year yet reached. The amount represents a return of 1·6 upon the original debenture capital, and 1·5 upon the sum actually expended. The aggregate net earnings are £35,375 15s. 6*d.*, and exceed by more than £12,000 the Government advances to complete equipment since the transfer of the line.

General.

The prospects of the yield from the harvest in progress at the time this report is written are very good, and I anticipate a most satisfactory year, and trust to be in a position to announce before its close that my estimate of receipts will be far exceeded.

It is extremely gratifying to me to report that more than one million passengers have been carried, and nearly eighteen millions of "miles travelled," is the result of our eleven years of working, and that no casualty of any kind whatever has occurred.

I have the honor to be,
Sir,

Your obedient Servant,

R. W. LORD, *Manager.*

The Honorable C. O'REILLY, M.H.A., Minister of Lands and Works.

*Launceston and Western Railway, Locomotive and Carriage and Wagon
Department, Launceston, January, 1882.*

DEAR SIR,

I HAVE the honor to report that the locomotives, rolling stock, buildings, machinery, signals, pumps, and water supply in connection with this Department have been well maintained during the year ending 31st December, 1881.

The locomotive engine mileage, including shunting, for the twelve months was 102,727 miles.

During the year two new passenger brake-vans, with compartments at each end for carrying prisoners, have been constructed in the Railway workshops, but owing to the non-arrival of the wheels, axles, &c. from England, they are not yet on the road.

I experience great difficulty in building new rolling stock through not having a supply of any description of seasoned timber on hand. The timber should be cut when the sap is down, and stacked under a shed for at least three years before it is worked up. I beg to suggest that this be done. These remarks apply also to carriage and wagon repairs.

I have still a large number of the wagon under-frames to renew as opportunity offers.

In consequence of the greater part of the stock being now thirteen years old it requires a large amount of attention.

A large expenditure will require to be incurred on the locomotive boilers in a year or so, as most of the tubes will have to be taken out for the purpose of examining the shells, &c. Should the Mersey line be constructed on a 3 feet 6 inch gauge this expenditure would probably be avoided.

I beg again to draw your attention to the fact that a few more wagons, horse-boxes, a carriage, and another long passenger break-van are necessary to meet the requirements of the traffic; as, owing to the increased age of the stock, from 6 to 10 per cent. will always be under repairs.

I also beg to draw your attention to the state of the running-shed, which is now unfit for men to work in at night time, and in consequence I have a great deal of trouble with the cleaners, who, as a rule, will not remain when they discover the nature of the work.

The engines and stone-crushing machinery belonging to the Public Works Department have been repaired by this Department, and a new revenue stamp-press has been constructed and one repaired for the Post Office, in addition to the repairs charged to the sub-departments of the Launceston and Western Railway.

I am, dear Sir,

Your obedient Servant,

W. E. BATCHELOR.

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

*Launceston & Western Railway, Permanent Way Department,
Launceston, January, 1882.*

DEAR SIR,

I BEG to submit my Annual Report on the condition of the Permanent Way and Works of this Line for 1881.

Throughout the year a fair working condition has been maintained.

The great fall of rain during the winter months severely tried the heavy earthworks on the Evandale section, and it was with some difficulty a fair running condition was preserved in that locality.

As before reported, the extensive disturbances in this locality render it imperative, to secure a good and safe condition, to periodically make provision to assist the staff during the summer months to cope with the difficulty during the winter.

Much is done by the concentration of the gangs occasionally with an engine; but our present strength being barely sufficient to meet the rapidly increasing demands of the way, it is embarrassing and at the risk of a general depreciation when compulsory to withdraw them for any length of time from their respective sections.

As it may be fairly assumed that the life of the original sleepers inserted during the construction of the line is now almost exhausted, a supply of about five thousand per annum will be a necessity for some years to come. Six thousand were inserted during 1881, against four thousand in 1880.

About 35 tons of steel rails were used for maintenance purposes only. One hundred and thirty tons were used during 1880; but this was owing to having had to relay many of the curves on the Launceston and Evandale section which were damaged during construction, and having to bear the strain of the traffic of both lines since 1876.

About 35 tons may be considered the lowest estimate of our annual demands; and as our present stock does not exceed that quantity, I trust my requisition now in your hands may be early and liberally met.

The station buildings, cottages, &c. are generally in good order, but the old timber platforms are in a bad condition, almost past repair. Increased accommodation at the smaller stations is required. If my original suggestion to extend them in stone or brickwork, with asphalt or cement tops, could be carried out, I am satisfied the department would annually effect a saving.

The decay of all descriptions of woodwork is rapidly increasing, necessitating a daily and careful inspection and a constant demand for material and mechanical labour.

Under these circumstances I am happy to be able to report the preservation of a safe and careful maintenance of all works included in the Permanent Way Department.

I am, dear Sir,
Your obedient Servant,

LEONARD DOWLING.

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

No. 1.

Dr.

SUMMARY of Receipts and Expenditure on Capital Account to 31st December, 1881.

Cr.

Dr.			Cr.				
To Debenture Capital	£	s. d.	£	s. d.	£	s. d.	
Share ditto .....	...	...	400,000	0 0	By expenditure on the construction of 45 miles Line of Railway and Telegraph prior to transfer to Government	£	s. d.
Accrued Interest, Premiums, &c. ....	...	...	50,000	0 0	Ditto since transfer (1881)	1220	0 0
Advance by Treasury for Construction purposes, 1881 ..	1220	0 0	450,000	0 0	Ditto ditto (prior to 1881)	21,891	0 0
Ditto prior to 1881	19,817	9 0	12,015	4 1		23,111	0 0
Ditto ditto towards payment of Interest on original Debentures .....	...	...	21,037	9 0	Railway Income, 1881	24,074	0 1
Revenue Expenditure, 1881 .....	...	...	273,000	0 0	Ditto, prior to 1881	188,809	19 7
Ditto prior to 1881 .....	...	...	294,037	9 0	Interest on Debentures to 31st December, 1881	321,000	0 0
Stores transferred to Government by the L. & W. Railway Company .....	...	...	17,711	0 3	Less Net Revenue from working the Line	35,375	15 6
			159,797	3 11		285,624	4 6
			177,508	4 2			
			1762	15 3			
			<u>£935,323</u>	<u>12 6</u>			
						<u>£935,323</u>	<u>12 6</u>

J. W. ISRAEL, Accountant.

R. W. LORD, Secretary and Manager.

No. 2.

STATEMENT of Receipts and Expenditure for the Year 1881.

Train Mileage—Goods and Passengers, 86,758; Ballasting, 1240: Total (L. & W. R.), 87,998: T. M. L. R. Train Mileage, Ervadale to and from Launceston, 20,823: Grand Total, 108,821.
Mean Train Miles, 101,934. Engine Miles, 102,727.

EXPENDITURE.	Train Mileage.	Cost per Mile open.	Cost per Train Mile.	RECEIPTS.—C.			Receipts per	
				£	s.	d.	Train mile.	Open mile.
<i>A.—Working Expenses.</i>								
Maintenance of Permanent Way and Works ..	£	s. d.	No.	£	s. d.	£	s. d.	
Locomotive and carriage and wagon charges ..	5727	3 8	108,821	102·3 ^b	1 0·6	10,396	9 10	
Traffic charges	5205	15 8	87,998	115·7	1 2·2	790	16 1	
Police, gatekeepers, &c.	4313	3 1	108,821	86·1 ^b	0 10·6	7104	19 3	
General charges	509	7 9				435	15 0	7540	14·3
Extra charges—Tolls and compensation, Arbitration	1292	13 6	108,821	34·0 ^b	0 4·3	1288	9 11	
Mails, &c.	264	17 7				4057	10 0	5345	19 11
	397	19 0						
Total Working Expenses	17,711	0 3	101,934 ^a	339 ^b 393·6 ^c	3 5·7	24,074	0 1	s. d. £ 4 8·7 { 461 ^b 535 ^c
<i>B.—Construction.</i>								
Expenditure upon new works of construction not chargeable to Working Expenses	1220	0 0				1220	0 0	
Total Expenditure	18,931	0 3						
Balance to credit of Railway Income	6362	19 10						
	<u>£25,294</u>	<u>0 1</u>				<u>£25,294</u>	<u>0 1</u>	

^a Mean Train Mileage. ^b Reduced to the equivalent of a Single Line throughout. ^c On actual Mileage.

J. W. ISRAEL, Accountant.

R. W. LORD, Secretary and Manager.

No. 3.

ANALYSIS of Traffic, and Traffic Receipts, 1881.

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, Rent, Toll, &c.	TOTAL.				
				£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.			£ s. d.	
Launceston.....	33,116	38,979	3166	14,505	3354 18 2	242 13 1	4670 18 2	17 4 5	8185 13 10	January....	26	8.3	2009 4 0
St. Leonard's....	8942	5834	35	265	334 3 0	10 4 3	35 6 5	..	379 13 8	February..	24	8.0	1920 18 7
Breadalbane*.....	..	1886*	883	53	..	..	..	..	..	March.....	27	11.0	2655 4 11
Evandale.....	10,145	4958	325	739	746 18 9	40 2 2	194 4 4	18 18 10	1000 4 1	April.....	26	11.7	2805 13 4
Perth.....	6349	5339	505	856	410 1 0	28 11 9	311 12 6	18 16 0	769 1 3	May.....	26	8.0	1923 13 0
Longford.....	17,079	11,614	2747	2138	1454 1 7	123 0 7	940 18 1	14 3 0	2532 3 3	June.....	26	7.4	1781 18 10
Wilmore's Lane*..	..	1013*	1530	390	..	0 8 6	2 3 11	..	2 12 5	July.....	26	7.3	1763 11 11
Little Hampton*..	..	1007*								August....	27	6.9	1652 15 0
Bishopsbourne*..	..	4931*								September..	26	6.9	1649 18 3
Oaks*.....	..	2803*	458	172	..	0 1 3	0 11 7	..	0 12 10	October....	26	7.8	1873 0 9
Glenore*.....	..	1666*	956	116	..	..	..	..	..	November..	26	7.6	1840 8 9
Hagley.....	3676	1641	1358	293	302 11 5	26 13 9	156 10 9	..	485 15 11	December..	27	9.1	2197 12 9
Westbury.....	8638	5850	1761	515	883 5 10	47 13 9	356 11 5	46 16 10	1334 7 10				
Exton.....	2378	1023	1100	69	216 3 4	8 19 9	78 7 2	..	303 10 3				
Deloraine.....	12,172	9909	6719	932	2284 15 3	196 17 3	893 9 11	103 15 5	3478 17 10				
Mails, Rents.....	}	4042*	..	..	409 11 6	65 10 0	..	1068 15 5	1543 16 11				
Sundry Receipts..					4057 10 0	4057 10 0	
Toll, &c. (T.M.L.R.)	..	..	..	..	..	..	..	..	..
	102,495	102,495	21,043	21,043	10,396 9 10	790 16 1	7540 14 3	5345 19 11	24,074 0 1		313	100.0	24,074 0 1

* Includes Outwards and Inwards.

J. W. ISRAEL, Accountant.

R. W. LORD, Secretary and Manager.

ANALYSIS of Working Expenses, 1881.

	Salaries and Wages.			Stores and Renewals. (D.)			Sundry Charges.			TOTAL.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
<i>Maintenance of Permanent Way.</i>												
Inspecting Surveyor, Sub-Inspector, platelayers, carpenters, labourers, &c.....	4621	9	5	1076	5	0	29	9	3	5727	3	8
<i>Locomotive and Carriage and Wagon Department.</i>												
Loco-Superintendent, carpenters, blacksmiths, strikers, painters, turners, fitters, drivers, firemen, cleaners, labourers, &c.....	2948	18	0	2256	17	8	—	—	—	5205	15	8
<i>Traffic Charges.</i>												
Station-masters, booking clerks, goods clerks, telegraph operators, guards, porters, signalmen, watchmen, &c.—												
Launceston.....	1382	15	4	84	15	6						
St. Leonards.....	—	—	—	—	—	—						
Breadalbane.....	—	—	—	—	—	—						
Evandale Junction.....	330	10	7	22	19	8						
Perth.....	101	2	6	19	5	3						
Longford.....	473	17	6	30	12	6						
Wilmore's Lane.....	—	—	—	—	—	—						
Little Hampton.....	—	—	—	—	—	—						
Bishopsbourne.....	—	—	—	—	—	—						
Oaks.....	—	—	—	—	—	—						
Glenore.....	—	—	—	—	—	—						
Hagley.....	93	18	0	18	17	8						
Westbury.....	121	0	0	26	7	3						
Exton.....	80	0	0	12	3	6						
Deloraine.....	374	8	2	55	5	2						
Cartage.....	—	—	—	—	—	—	366	1	5			
General traffic charges.....	74	3	11	516	2	9	128	16	5			
	3031	16	0	786	9	3	494	17	10	4313	3	1
<i>Police, Gates, &c.</i>												
Gatekeepers at level crossings.....	487	15	2	21	12	7	—	—	—	509	7	9
<i>General Charges.</i>												
Office of Manager, Accountant, Cashier, Storekeeper, &c.....	1225	0	0	58	15	6	8	18	0			
T.M.L. Railway, Toll arbitration.....	—	—	—	—	—	—	264	17	7			
	1225	0	0	58	15	6	273	15	7	1557	11	1
<i>Mails.</i>												
Contracts for the conveyance of mails between the L. & W. Railway Stations and the several Post Offices situated within the L. & W. Railway District.....	—	—	—	—	—	—	397	19	0	397	19	0
	12,314	18	7	4200	0	0	1196	1	8	17,711	0	3

J. W. ISRAEL, *Accountant.*R. W. LORD, *Secretary and Manager.*

No. 5.—B.

ITEMS charged to Construction during the Year 1881.

	£	s.	d.
Guard's van partially altered into passenger carriage.....	510	0	0
Guard's van partially altered into van with special compartments for prisoners ... }	710	0	0
One new guard's van, with special compartments for prisoners			
	<u>£1220</u>	<u>0</u>	<u>0</u>

J. W. ISRAEL, *Accountant.*R. W. LORD, *Secretary and Manager.*

No. 6.—D.

Further Analysis of Stores consumed during the Year 1881.

	£	s.	d.
Fuel—Coal, 1217 tons; firewood, 290 tons.....	1457	14	5
Oils—Castor, 871 gallons; colza, 145 gallons; mutton-bird, 160 gallons; kerosene, 263 gallons; cylinder, 18 gallons; turps, 23 gallons; sundry oils, 58 gallons	240	18	0
Paints and varnish.....	35	2	3
Tallows, &c.—Tallow, 700 lbs.; grease, 152 lbs.....	16	7	8
Packings, &c.—Tucks, packing, &c., 125 lbs.; flax, 32 lbs.; waste, 1532 lbs.....	60	15	1
Stationery and advertisements	312	3	4
Timber	395	10	2
Iron	197	19	10
Tools	156	8	5
Ordinary sundries	231	5	9
Extra sundries	231	3	9
Duplicates	14	11	4
Renewals—Rails, crossings, sleepers, machinery.....	850	0	0
	<u>£4200</u>	<u>0</u>	<u>0</u>

J. W. ISRAEL, *Accountant.*R. W. LORD, *Secretary and Manager.*

No. 7.

DIRECTION and Extent of Goods Traffic for the Year 1881.

OUTWARDS FROM	INWARDS AT													TOTAL OUTWARDS.		
	Launceston.	St. Leonard's.	Breadalbane.	Evandale.	Perth.	Longford.	Wilmore's Lane, Little Hampton, and Bishopsbourne.	Oaks.	Glenore.	Hagley.	Westbury.	Exton.	Deloraine.	Tons.	Average Distance.	Miles travelled.*
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Miles.	No.
Launceston	—	11	44	65	395	935	258	97	74	185	362	43	697	3166	—	86,187
St. Leonard's	26	—	—	7	—	1	—	—	—	—	1	—	—	35	—	198
Breadalbane	373	10	—	—	—	—	—	—	—	—	—	—	—	383	—	2742
Evandale	256	7	—	—	5	37	1	—	—	1	9	—	8	325	—	3717
Perth	486	2	—	2	—	—	4	—	—	2	2	—	7	505	—	7513
Longford	2620	6	3	12	—	—	7	13	1	8	20	—	57	2747	—	48,865
Wilmore's Lane Little Hampton Bishopsbourne }	1815	—	5	26	107	46	—	4	—	7	—	—	20	1530	—	34,829
Oaks	378	12	—	1	6	41	—	—	—	1	—	—	19	458	—	11,098
Glenore	876	—	—	4	—	20	—	—	—	—	36	1	19	956	—	25,379
Hagley	1251	—	—	2	4	70	1	1	—	—	1	—	28	1358	—	40,871
Westbury	1476	—	—	11	27	131	29	2	1	4	—	4	76	1761	—	55,882
Exton	909	2	—	55	53	77	—	1	—	1	1	—	1	1100	—	32,735
Deloraine	4539	215	1	554	259	780	90	53	40	84	83	21	—	6719	—	266,415
Tons inwards	14,505	265	53	739	856	2138	390	172	116	293	515	69	932	21,043	—	—
Average Distance	—	—	—	—	—	—	—	—	—	—	—	—	—	—	29.29	—
Miles travelled *	449,534	9402	475	21,952	16,835	44,059	8615	3735	2744	7208	14,360	1899	35,613	—	—	616,431

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	1880.	1881.		1880.	1881.
Goods train miles	90,890	87,998	Goods receipts	£ 6807 19 2	£ 7104 19 3
Ton miles	588,679	616,431	Average ditto per ton per mile	0 0 2.82	0 0 2.77
Goods tonnage	20,762	21,043	Ditto per goods train mile	0 1 6.21	0 1 7.38
Average tons per train mile	0.23	0.24	Ditto per ton	0 6 7.85	0 6 9.03
Ditto miles travelled per ton	28.35	29.29	Ditto per week	132 13 0.75	136 12 8.13

* Decimals omitted.

J. W. ISRAEL, Accountant.

R. W. LORD, Secretary and Manager.

No. 8.

DISTRIBUTION and Extent of Passenger Traffic for the Year 1881.

OUTWARDS FROM	INWARDS AT																TOTAL OUTWARDS.		
	Season Ticket-holders, &c.*	Launceston.	St. Leonard's.	Breadalbane.*	Evandale.	Perth.	Longford.	Wilmore's Lane.*	Little Hampton.*	Bishopsbourne.*	Oaks.*	Glenore.*	Hagley.	Westbury.	Exton.	Deloraine.	Passengers.	Average Distance.	† Miles travelled.
Launceston	1293	—	7727	1494	1799	2385	6570	316	352	1927	1084	501	609	1949	142	4968	33,116	..	657,856
St. Leonard's	364	7557	—	114	182	111	288	16	11	35	14	8	43	93	12	94	8942	..	53,352
Breadalbane																			
Evandale	404	5167	149	143	—	1032	1520	31	54	388	164	85	143	206	17	642	10,145	..	120,291
Perth	243	2775	67	28	955	—	1522	35	32	176	53	18	57	95	17	276	6349	..	68,706
Longford	687	9274	54	126	1166	1488	—	380	387	1037	475	257	220	494	55	979	17,079	..	247,470
Wilmore's Lane																			
Little Hampton																			
Bishopsbourne																			
Oaks																			
Glenore																			
Hagley	162	1094	18	13	93	54	312	81	9	305	243	215	—	685	38	354	3676	..	57,467
Westbury	323	3732	38	39	132	75	516	53	75	475	428	342	288	—	290	1832	8638	..	185,503
Exton	81	607	5	13	30	14	88	2	14	73	31	53	43	560	—	764	2378	..	39,995
Deloraine	485	6350	73	42	601	180	798	99	73	515	311	187	238	1768	452	—	12,172	..	391,716
No. Passengers	4042	36,556	8131	2012	4958	5339	11,614	1013	1007	4931	2803	1666	1641	6850	1023	9909	102,495	..	..
Average Distance .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	17.78	..
Miles travelled	68,714	769,923	38,305	16,771	58,689	52,691	172,050	12,920	13,910	81,256	47,393	25,343	31,892	110,153	12,465	309,831	1,823,356

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	1880.	1881.		1880.	1881.
Passenger train miles	90,890	87,998	Total passenger receipts	£ 10,117 10 11	£ 10,396 9 10
Miles travelled ..	1,783,178	1,822,356	Average ditto per passenger per mile	0 0 1.36	0 0 1.37
Average miles travelled per passenger	17.33	17.78	Ditto per train mile	0 2 2.72	0 2 4.35
Ditto per train mile	1.13	1.16	Ditto per passenger	0 1 11.59	0 2 0.34
Total passengers carried	102,918	102,495	Ditto per week	194 11 4.36	199 18 7.81

* Includes Outwards and Inwards.

† Decimals omitted.

J. W. ISRAEL, Accountant.

R. W. LORD, Secretary and Manager.

COST of Railway and Equipment and List of Rolling Stock, 1881.

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.	Ballast.	Low-sided.	High-sided.	Medium.	Swivel.	Covered.				Cattle.	Sheep.
	£	£		4	3	7	2	5	13	16	42	8	15	9	6			
45	436,815	9707	5	16				114						4	7	146		

J. W. ISRAEL, Accountant.

R. W. LORD, Secretary and Manager.

SUMMARY of Railway Statistics for Five Years ending 31st December, 1881.

		1877.	1878.	1879.	1880.	1881.
Miles open	No.	45	45	45	45	45
Miles worked (reduced to the equivalent of a single line)	No.	52	51·3	51·6	52·1	52·2
Total cost of construction and equipment	£	433,419	435,445	435,595	435,595	436,815
Ditto ditto per mile	£	9031	9676	9679	9679	9707
Gross earnings	£	21,442	22,189	21,583	23,560	24,074
Working expenses	£	18,103	17,631	18,699	17,456	17,711
Profits on working	£	3339	4508	2884	6104	6363
Proportion of working expenses to gross earnings	Per cent.	84·42	79·68	86·82	74·09	73·57
Passenger journeys	No.	102,959	106,472	103,256	102,918	102,495
Average distance travelled per passenger	Miles.	17·33	17·39	17·63	17·33	17·78
Average rate per passenger	s. d.	1 11·07	1 11·10	1 11·43	1 11·59	2 0·34
Ditto per passenger per mile	Pence.	1·33	1·32	1·33	1·36	1·37
Goods tonnage	No.	18,516	17,421	16,363	20,762	21,043
Average distance travelled per ton	Miles.	30·1	29·11	27·36	28·35	29·29
Average rate per ton	s. d.	6 9·46	6 9·02	6 3·55	6 7·85	6 9·03
Ditto per ton per mile	Pence.	2·71	2·78	2·76	2·82	2·77
Train mileage	No.	102,471	101,712	100,624	104,473	101,934
Average ditto per mile open	No.	2277	2260	2236	2322	2265
Engine mileage	No.	102,745	101,271	100,590	105,280	102,727
Gross earnings per train mile	s. d.	4 2·2	4 4·3	4 3·4	4 6·1	4 8·7
Ditto per mile open	£	476·4	493·0	479·6	523·6	535
Working expenses per train mile	s. d.	3 6·4	3 5·7	3 8·6	3 4·1	3 5·7
Ditto per mile worked	£	348·0	342·2	360·4	334·7	339
Locomotives	No.	5	5	5	5	5
Other vehicles	No.	126	144	144	144	146

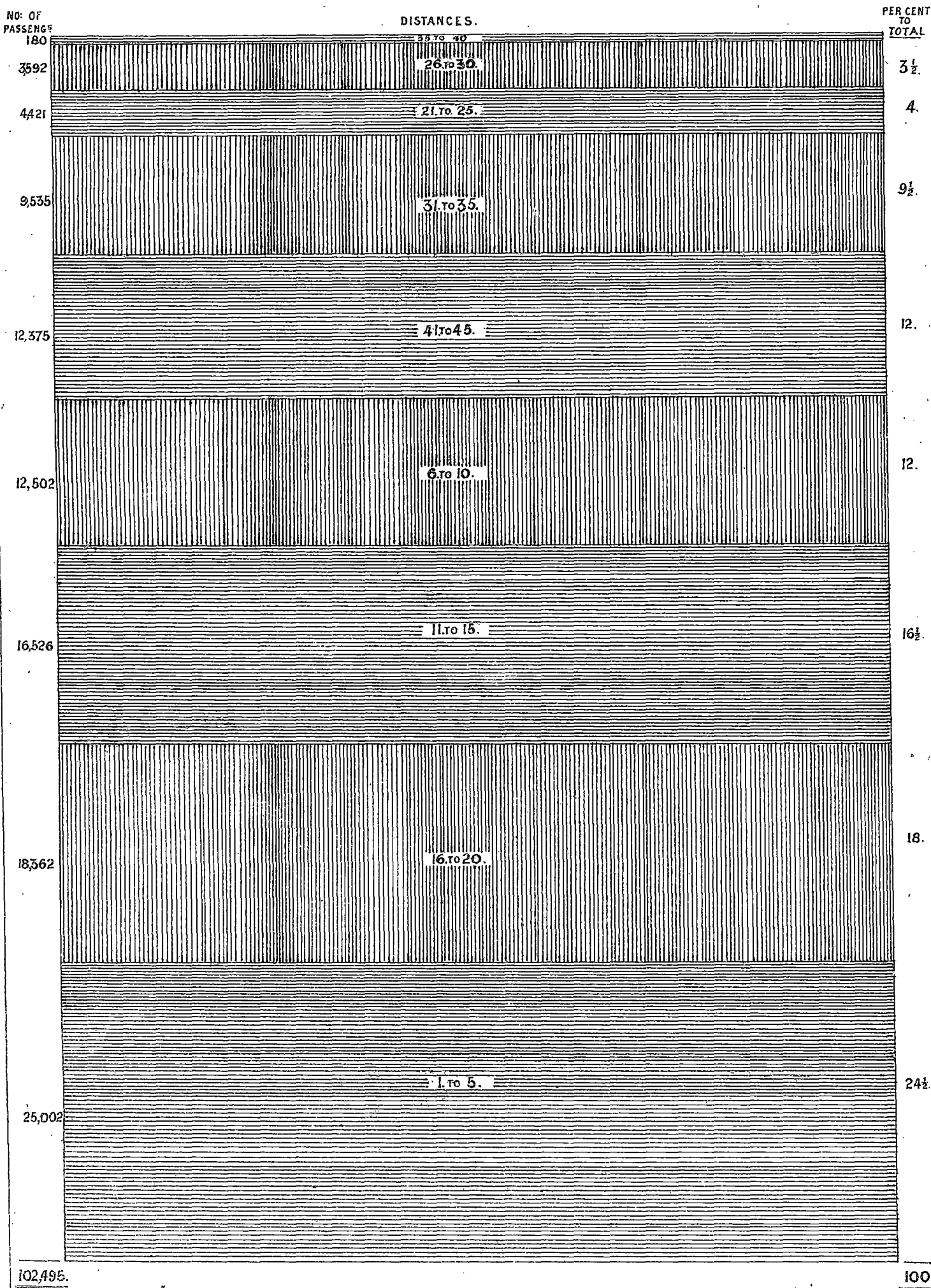
J. W. ISRAEL, Accountant.

R. W. LORD, Secretary and Manager.

LAUNCESTON & WESTERN RAILWAY

Nº 9.

DIAGRAM SHOWING THE RELATIVE DISTANCES TRAVELLED BY PASSENGERS DURING 1881.



The "relative distances" for the Years 1879 & 1880, closely approximate the above.

J. W. Israel.
Accountant.

R. W. Lord.
Secretary & Manager

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.
1872	45	—	—	72,300	No.	18,111	63,647	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	s.	d.	278			
1873	45	426,279	9472	83,682	4	25,283	82,923	6199	15	7	316	14	1	5813	14	6	1306	2	1	13,636	6	3	3	9-24	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	89,650	5	25,837	92,122	9132	3	5	571	10	5	8691	8	3	1041	11	1	19,435	13	2	4	4-8	313
1876	45	431,613	9591	89,101	5	20,630	103,017	9838	4	7	698	4	0	6787	19	4	1589	8	3	18,913	16	2	4	2-9	313
1877	45	433,409	9631	102,471	5	18,516	102,959	9899	2	5	571	15	9	6804	9	2	4167	9	9	21,442	17	1	4	2-2	313
1878	45	435,445	9676	101,712	5	17,421	106,472	10,250	19	8	674	9	7	6448	3	11	4816	6	8	22,189	19	10	4	4-3	312
1879	45	435,595	9679	100,624	5	16,363	103,256	10,082	8	7	769	9	1	5685	17	7	5046	4	3	21,583	19	6	4	3-4	313
1880	45	435,595	9679	104,473	5	20,762	102,918	10,117	10	11	759	10	1	7332	9	8	5350	10	4	23,560	1	0	4	6-1	314
1881	45	436,815	9707	101,934	5	21,043	102,495	10,396	9	10	790	16	1	7540	14	3	5345	19	11	24,074	0	1	4	8-7	313

WORKING EXPENSES.

Year.	Miles worked.	Maintenance.			Locomotive & 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.														
1872	45	4008	5	4	89	0	7	1	1	3	4299	10	2	95	5	4	1	2	7	3907	13	10	86	8	4	1	1	19	1570	19	8	34	9	0	5	10	13,786	9	0	306	36	3	10	3	10-3	278
1873	45	3400	1	0	75	5	0	9	7	5	4559	0	0	101	3	1	1	0	8	4237	15	1	94	1	0	16	1454	18	0	32	4	0	4	16	13,651	14	1	303	3	3	15	3	3-15	313		
1874	45	4790	17	4	106	4	1	0	2	5284	9	9	117	6	1	1	5	4231	2	2	94	0	10	7	1321	9	5	29	3	0	3	4	15,627	18	8	347	3	3	8	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	4	16,213	1	0	360	3	8	0	3	8	313				
1876	45	4650	15	8	103	3	1	0	5	5031	16	7	111	8	1	1	5	4665	18	11	103	7	1	0	5	1433	18	6	31	9	0	3	9	15,782	9	8	350	7	3	6	4	313				
1877	45	5960	12	132	4	1	1	1	5667	9	2	125	7	1	3	1	4884	1	9	108	5	0	10	7	1601	13	2	35	6	0	3	5	18,103	5	3	402	2	3	6	4	313					
1878	45	5341	10	0	97	2	0	11	7	5662	8	6	125	8	1	3	4	4805	18	4	85	8	0	10	5	1871	4	0	33	4	0	4	17,681	0	10	342	2	3	5	7	312					
1879	45	6550	12	5	118	7	1	2	5	5681	4	0	126	2	1	3	7	4719	18	0	84	3	0	10	5	1747	13	0	31	2	0	3	9	18,699	7	5	360	4	3	8	6	313				
1880	45	5553	17	8	99	2	0	11	9	5248	7	5	116	6	1	1	9	4976	0	8	88	9	0	10	7	1677	8	7	30	0	0	3	6	17,455	14	4	334	7	3	4	1	314				
1881	45	5727	3	8	102	3	1	0	6	5205	15	8	115	7	1	2	2	4822	10	10	86	1	0	10	6	1955	10	1	34	9	0	4	3	17,711	0	3	339	0	3	5	7	313				

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

R. W. LORD, Secretary and Manager.

J. W. ISRAEL, Accountant.

RECONCILIATION of Treasury and Railway Statement of Accounts for the Year 1881.

Traffic Receipts for year 1881, as per Launceston and Western Railway Accounts.....	£	s.	d.	£	s.	d.
Cash banked on account of Launceston and Western Railway, as per Treasury Statement	23,769	10	3	24,074	0	1
Add Outstandings, 31st December, 1881	1385	16	11			
	25,155	7	2			
Less Outstandings, 31st December, 1880	1081	7	1	24,074	0	1

J. W. ISRAEL, Accountant.

R. W. LORD, Secretary and Manager.

Reconciliation Statement, No. 13, correct.

W. LOVETT, Colonial Auditor.