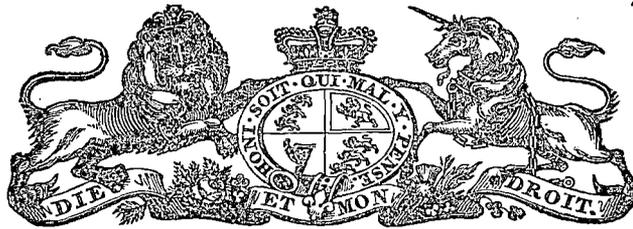


(No. 7.)



1877.

SESSION III.

TASMANIA.

LEGISLATIVE COUNCIL.

LAUNCESTON AND WESTERN RAILWAY:

REPORT FOR 1876.

Laid upon the Table by Mr. Crowther, and ordered by the Council to be printed,
July 13, 1877.



LAUNCESTON AND WESTERN RAILWAY.

Launceston, 11th April, 1877.

SIR,

I HAVE the honor to submit the following Report upon the Launceston and Western Railway Department for the year 1876.

Construction or Capital Account.

The total cost of construction, including Rolling Stock, &c., on the 31st December, 1876, was £431,613 17s. 3d.; of which sum the following amounts were expended during the year :—

<i>Rolling Stock.</i>		<i>£</i>	<i>s.</i>	<i>d.</i>
3 New Carriages		1159	15	2
New Brake appliances		37	6	10
 <i>New Works.</i>				
Paint Shop		201	19	8
Gatekeepers' Cottages		500	0	0
Passenger Shelter Shed at Little Hampton		4	1	0
		£1903	2	8

The three new Passenger Carriages constructed during the year are composite smoking saloons, that is half first-class, and half second. They were designed by Mr. Batchelor, Locomotive Superintendent, and were built in the workshops under his supervision. Of the materials used it was only necessary to import the wheels, axles, and springs. The carriages are very strongly built and well finished, and have been found to be a great acquisition in working the traffic.

In addition to the positive saving in thus building these carriages in the workshops of the Department, which, as compared with importing similar carriages from England, amounts to £25 per carriage, it enables the Railway Department to retain and give steady employment to a small nucleus of skilled artisans, whose services are thus most profitably utilised, when, during the year, repairs to the ordinary Rolling Stock are at a minimum.

I must, however, here corroborate the statement made by my predecessor in his last report to Your Excellency, dated 30th June, 1876, in which that gentleman remarks upon the very limited carriage accommodation to meet the demands of Holiday and Excursion Traffic. This remark has even more force now, as some of the original carriages, which have been in daily use for upwards of seven years, are constantly withdrawn from the traffic for repairs, and the steady increase of the passenger traffic demonstrates the actual necessity for more carriages. It will therefore be my duty to submit to Parliament estimates for additional Rolling Stock.

A paint shop was found to be an urgent necessity, and has been erected at a cost of £201 19s. 8d.

The huts in which the Gatekeepers were living, all erected from time to time by themselves, were found to be such hovels that respectable persons could not be induced to remain in charge of the gates. They were altogether unfit for human habitation, and, consequently, tenders were invited for the erection of suitable cottages upon an economical design, prepared by the Inspecting Surveyor, Mr. Dowling. During the year 1876, £500 was spent in this respect, and the remainder of the cottages will be erected during the current year. This was a work that could not, with justice to the employés, be postponed.

Passenger Traffic.

The passenger traffic continues to increase most remarkably. The number of passengers carried during 1876 is 103,017, and is 10,895 in excess of the previous year. The following table shows the average increase on each preceding year since the line was opened for traffic:—

<i>Year.</i>	<i>Passengers.</i>	<i>Increase on preceding year.</i>
1871.....	59,880	
1872.....	63,647	3767
1873.....	82,923	9276
1874.....	91,264	8341
1875.....	92,122	858
1876.....	103,017	10,895
Average.....	—	6627

By this we learn also that nearly half a million persons have been conveyed by the Launceston and Western Railway since the opening of the Line. It is satisfactory to add that this large number has been carried safely, and without accident of the most trivial character. If reduced to one person the distance actually travelled would amount to 8,624,927 miles.

A further analysis of the increase in passenger traffic shows that 76·3 per cent. of it is due to a development of traffic in connection with the Tasmanian Main Line Railway, and that 73·7 per cent. of this traffic was in the direction of Evandale Junction and Launceston. As the Tasmanian Main Line Railway Company now avail themselves of running powers through to Launceston, this latter source of increase will be cut off as regards 1877 and future years. If the through traffic for 1877, in connection with the Tasmanian Main Line Railway, only be equal to that of the year 1876, it will in itself represent a loss of £735 to the coaching traffic receipts of this Railway. In addition, we may reasonably anticipate a diminution of the receipts from local traffic in the Evandale District which, formerly monopolised by the Launceston and Western Railway, will now be subject to railway competition; and as the Tasmanian Main Line Railway Company have their station more conveniently situated, so far as Evandale traffic proper is concerned, the loss to our receipts will, undoubtedly, be very considerable.

The analysis of the classes travelled during the year shows that first class seat-holders still continue on the increase relatively to the second class. This is a good index of increasing prosperity among the travelling public. The following is the comparative table:—

	1875.		1876.		INCREASE.	DECREASE.
	<i>No.</i>	<i>Per cent. to Total.</i>	<i>No.</i>	<i>Per cent. to Total.</i>	<i>No.</i>	<i>No.</i>
1st Class Passengers.....	23,365	25·4	29,614	28·7	3·3	
2nd ditto.....	66,626	72·3	71,178	69·1	—	3·2
Season Ticket Holders, &c.....	2131	2·3	2225	2·2	—	0·1
TOTAL.....	92,122	100·	103,017	100·	—	—

Working Expenses.

The working expenses of the year amount to £15,782 9s. 8d., which includes £345 15s. connected with repairs of an extraordinary character. As compared with the year 1875 the working expenses are less by £430 11s. 4d. This reduction is chiefly owing to the smaller amount paid away during 1876 for the terminal cartage of grain, &c. to consignees. As compared with 1875 the reduction would be considerably greater had it not been for the extra expenditure on account of the maintenance of Tasmanian Main Line Railway's third rail. The *train service* provided is the best test of the work performed, so far as *working expenses* are concerned. If we multiply the number of trains in one year into the average distance travelled by each train, we obtain the *train miles run*, which, on the Launceston and Western Railway for 1876, amounted to 89,101 *miles*; that is 801 miles in excess of the previous year. If we divide the *working expenses*, £15,782 9s. 8d., by this factor (89,101) we get the *cost per train mile*, which latter is the most reliable factor for ascertaining the degree of economy with which different Railways are worked, where the principal conditions (the price of labour and stores) are nearly equal. The necessary technical terms in which Railway statistics appear are undoubtedly a hindrance, or source of error, to many who take great interest on all matters pertaining to Railway economy; and it is on account of such that explanations are made, which, to the Railway Statistician, would seem superfluous.

For this reason also certain tables and diagrams are given, from which it will appear that the Launceston and Western Railway continues to hold a most favourable position among Colonial Railways as regards economical working.

I have the honor to annex reports from the Locomotive and Carriage and Wagon Superintendent, and the Inspecting Surveyor, upon their respective Departments, together with the usual balance sheets and statistical tables.

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

C. O'REILLY, *Minister of Lands and Works.*

His Excellency the Governor in Council.

(Copy.)

*Launceston and Western Railway,
Locomotive, Carriage and Wagon Department, Launceston, 15th March, 1877.*

SIR,

I BEG to certify that the rolling stock, machinery, steam pumps, and water supply, signals, and buildings connected with this Department have been kept in thorough repair during the past year, and are now in first class order.

During the year, in addition to the general repairs, three new composite smoking carriages have been built in the workshop, and a new painter's shop has been erected.

The engine miles run for the year 1876 amounted to 99,222 miles, being 1232 miles less than in the previous year.

As in my former Reports, I beg to call attention to the deficiency in the number of carriages and wagons, and I take the liberty to suggest that three or four more carriages and twenty more covered goods wagons be constructed.

I again beg to call attention to the lack of shed accommodation for rolling stock; the deterioration in stock at rest from this cause is fully more than from actual tear and wear in connection with traffic.

I am, Sir,
Your obedient Servant,

(Signed) W. E. BATCHELOR.

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

(Copy.)

*Launceston and Western Railway,
Inspecting Surveyor's Office, 1st January, 1877.*

SIR,

I BEG to submit the following Report upon the condition of the Permanent Way and Works for the year ending 1876.

I am happy to be in the position to state that the permanent consolidation of the whole of the earth-works may almost be considered as attained. The excessive expenditure of former years, principally between St. Leonards and Evandale, is reduced to a small periodical outlay, incidental to similar heavy works upon any line. This stationary condition of the slopes and banks must certainly be mainly attributed to the deep system of drainage effected two years ago, and which continues to draw off large quantities of water. A slight subsidence continues upon Banks Nos. 1, 38, 40, and 42, localities that originally demanded the weekly presence of a strong ballast gang. To re-ballast these banks an engine and gang may, at certain times, be necessary, but will only be requested when an injury to the Way is threatened which cannot be met with the Permanent Way gangs.

The Launceston and Western and Tasmanian Main Line train service rendering it almost impracticable to work a ballast train as heretofore, I have put in a shelter siding at Cutting 38 (the only available ballast pit) with the maintenance gangs. I am afraid the cost of moving this ballast will be slightly increased by reason of this double train service, but might be further reduced by continuing this siding into the face. This would demand a considerable outlay in the first instance, but I am convinced the Department would soon be recouped. The time has arrived when the daily wear and tear of the Way and Works must be met by timely renewals.

It will be false economy to postpone these demands. It is not greater than can be reasonably expected for the period elapsed since construction, and my requisitions for supplies of rails, sleepers, &c. will be carefully limited to what may be actually demanded to maintain the present character and preservation of the valuable works I have the honor to supervise.

The maintenance of the third rail undertaken by the Government since the 1st November, 1876, has been performed with rather a limited staff, and although I have (as you are aware) protested against the plan adopted as an expensive and unsatisfactory one, by the exercise of extreme caution a *safe* condition has been preserved, if not a high class one.

The effect of the extra wear and wear by the passage of the Company's trains over the Launceston and Western rail will very soon be apparent, and will demand a proportionate expenditure for early renewals.

This eleven (11) miles of the Way has been subjected to an undue proportion of wear since construction, both by the late Company and the Government, maintaining the heavy works before alluded to, and also having to bear the strain of excessive break power on the incline over the first seven (7) miles from Evandale.

The one hundred (100) tons of rails recently ordered will relieve the Department considerably, but it was not anticipated to meet the requirements of the Main Line Company's service. I would respectfully suggest that an ample supply of sleepers be obtained during the most favourable time of the year for cutting down the timber, allowing time to get them seasoned, as I am convinced more satisfactory results will be attained than when brought into immediate use full of sap and life. I estimate the present demand of the road at 2000 per annum.

The contract for the erection of suitable quarters for the gatekeepers is being satisfactorily carried out. They will be a great acquisition to the Department, both in appearance and comfort, and will facilitate the ability to secure trustworthy keepers.

The telegraph lines and fencing are in good order, but also demand occasionally small quantities of material for renewals.

I take the liberty to suggest that a small amount be appropriated annually to obtain whitethornsets, to take the place of the present post and rail fence, at any rate round the station yards. The cost of trimming and maintaining a permanent live fence would not exceed the amount at present demanded by the post and rail fence, including renewals, and should give greater security.

Arrangements are in progress to give effect to the authority to paint the station buildings, &c., and I regret the necessary work has been so long postponed; the delay has not been at all conducive to the interests of the Department. A depreciation has been effected, and the expenditure entailed now will be heavier than might be expected, or would result if attended to earlier. The iron girder bridge at Longford will be included in this work.

The perfect immunity from the slightest accident up to the present time is not only a cause for congratulation, but is also a guarantee that the responsible duties pertaining to the Department have been faithfully performed by the staff, and I have pleasure in certifying to the general satisfactory condition of the whole of the works.

I am, Sir,
Your obedient Servant,

LEONARD DOWLING, *Inspecting Surveyor.*

R. W. LORD, *Esq., Manager and Secretary Launceston and Western Railway.*

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, Sub-Inspector, Platelayers, &c., Labourers, Carpenters, &c.....	3647 2 2	713 1 6	—	4360 3 8
<i>Locomotive and Carriage and Wagon Department.</i>				
Locomotive Superintendent, Carpenters, Blacksmiths, Painter, Fitters, Drivers, Firemen, Cleaners, Labourers, &c.	2595 18 8	2421 0 2	6 0 0	5022 18 10
<i>Traffic Charges.</i>				
Station Masters, Booking Clerks, Goods Clerks, Tele- graph Operators, Guards, Porters, Signalmen, &c.—				
Launceston	1272 2 4	84 9 8		
St. Leonards	—	—		
Breadalbane	—	—		
Evandale Junction	184 15 0	28 10 8		
Perth	101 0 0	12 15 4		
Longford	452 17 2	30 2 4		
Wilmore's Lane	—	—		
Little Hampton	—	—		
Bishopscourne	—	—		
Glenore	4 15 2	—		
Hagley	99 0 0	8 13 5		
Westbury	137 0 0	19 10 5		
Exton	72 0 0	5 18 6		
Deloraine	383 10 3	29 12 10		
Cartage.....	—	—	599 0 7	
General traffic charges	25 0 0	367 0 6	222 15 0	
	2731 19 11	586 13 8	821 15 7	4140 9 2
<i>Police, Gates, &c.</i>				
Gatekeepers at level crossings	*463 9 2	5 18 11	10 10 0	479 18 1
<i>General Charges.</i>				
Office of Manager, Accountant, Cashier, Storekeeper, &c.	935 0 0	39 3 4	—	974 3 4
<i>Mails.</i>				
Mail Contracts for the Conveyance of Mails between the Launceston and Western Railway Stations and the various Post Offices throughout the district	—	—	459 15 2	459 15 2
	10,373 9 11	3765 17 7	1,298 0 9	15,437 8 3

* £85 of this sum properly belongs to General Charges.

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

No. 4.—B.

ANALYSIS of Working Expenses (Extraordinary).

	£	s.	d.
Ballasting Banks, 40, 41, 42, and extension to platform, &c.	100	10	2
Extra expenditure on account of Main Line 3rd rail	244	11	3
	<u>£345</u>	<u>1</u>	<u>5</u>

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

No. 5.—D.

FURTHER Analysis of Stores consumed during the Year 1876. (See Table, No. 3.—A.)

	£	s.	d.
Fuel—Coal, 1262 tons; firewood, 221 tons	1814	15	6
Oils—Castor, 770 galls.; colza, 135 galls.; mutton bird, 128 galls.; kerosene, 172 galls.; turps, 15 galls.; sundry oils, 57 galls.....	210	1	5
Tallows—Tallow, 1147 lbs.; grease, 448 lbs.	30	11	11
Packings, Waste, &c.—Tucks—packing, &c., 79 lbs.; flax, 17 lbs.; waste, 1665 lbs.; wicks, &c., 52s. 8d.	66	13	3
Stationery, advertisements, &c.....	304	12	5
Sleepers, timber, &c.	259	1	3
Iron.....	227	13	11
Tools.....	78	0	0
Ordinary sundries.....	127	9	7
Extra sundries	237	0	7
Duplicates	10	10	11
Renewals—Rails, machinery, &c.....	399	6	10
	<u>£3765</u>	<u>17</u>	<u>7</u>

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

No. 6.

ANALYSIS of Traffic and Receipts.

TRAFFIC AND RECEIPTS AT EACH STATION.										RECEIPTS DURING EACH MONTH.			
STATIONS.	PASSENGERS.		GOODS TONNAGE.		RECEIPTS.					Month.	Working Days.	Relative Value of each Month.	Amount.
	Outwards.	Inwards.	Outwards.	Inwards.	Passengers.	Parcels, &c.	Goods and Live Stock.	Mails, Rents, &c.	Total Receipts.				
	No.	No.	No.	No.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.				£ s. d.
Launceston	37,645	32,849	4270	13,415	3313 16 3	217 5 8	3973 13 8	14 15 11	7519 11 6	January	26	8·7	1608 7 1
St. Leonards*	—	9565	4	77	32 11 6	—	0 4 0	—	32 15 6	February	25	8·7	1601 10 10
Breadalbane*	—	1999	187	61	—	—	—	—	—	March	27	11·4	2096 0 5
Evandale	16,112	9319	2718	2800	1101 4 2	71 4 6	317 1 11	28 14 7	1518 5 2	April	25	11·7	2149 11 9
Perth	7485	4953	397	473	496 0 1	28 2 10	196 13 1	12 9 0	733 5 0	May	27	9·9	1826 1 0
Longford	16,523	9209	2668	1629	1392 12 2	122 12 9	771 15 0	16 6 11	2303 6 10	June	26	6·8	1255 4 8
Wilmore's Lane* ..	—	818	—	—	—	—	—	—	—	July	26	7·2	1321 14 10
Little Hampton* ..	—	816	733	181	—	—	—	—	—	August	27	6·9	1270 11 1
Bishopsbourne*	—	4660	—	—	—	2 8 6	2 4 0	—	4 12 6	September ...	26	6·4	1174 2 10
Oaks*	—	2402	394	149	—	1 12 3	0 9 3	—	2 1 6	October	26	7·9	1459 8 9
Glenore*	—	1695	879	101	—	0 2 0	—	—	0 2 0	November	26	6·1	1126 18 3
Hagley	4153	1613	857	370	369 16 0	18 15 6	191 17 8	—	575 9 2	December	26	8·3	1526 4 8
Westbury	8447	4812	1745	524	869 16 8	47 7 4	446 8 0	27 3 0	1390 15 0				
Exton	2404	987	1422	79	225 2 2	13 4 8	95 6 7	—	333 13 5				
Delorainé	10,248	6111	4356	771	1853 12 7	165 8 0	792 6 2	52 5 11	2863 12 8				
Mails, Rents, and sundry receipts ..	—	11,759	—	—	188 13 0	10 0 0	—	939 12 11	1198 5 11				
	103,017	103,017	20,630	20,630	9838 4 7	698 4 0	6787 19 4	1091 8 3	18,415 16 2		313	100	18,415 16 2

* Includes Outwards and Inwards.

ROBT. M. JOHNSTON, Accountant.

R. W. LORD, Secretary and Manager.

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No. 7.

DIRECTION and Extent of GOODS TRAFFIC for the Year 1876.

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. 9	Tons. 36	Tons. 1675	Tons. 169	Tons. 814	Tons. 123	Tons. 96	Tons. 62	Tons. 230	Tons. 354	Tons. 51	Tons. 651	Tons. 4270	—	94,490
St. Leonards	2	—	—	1	—	1	—	—	—	—	—	—	—	4	—	27
Breadalbane	187	—	—	—	—	—	—	—	—	—	—	—	—	187	—	1362
Evandale	2635	1	1	—	7	16	2	2	1	1	6	—	45	2718	—	31,545
Perth	319	6	—	39	—	6	4	5	1	2	—	1	14	397	—	5512
Longford	2467	1	—	69	4	—	18	31	9	33	12	—	24	2668	—	46,069
Wilmore's Lane } Little Hampton } Bishopsbourne }	679	—	—	6	13	10	—	—	—	3	1	4	11	733	—	17,435
Oaks	357	—	—	12	13	6	—	—	—	3	—	—	3	394	—	9933
Glenore	838	—	—	12	1	21	1	—	—	—	6	—	—	879	—	24,387
Hagley	728	1	—	47	3	70	—	1	2	—	2	—	3	857	—	24,977
Westbury	1607	13	—	58	6	26	5	3	—	3	—	4	20	1745	—	58,920
Exton	897	1	—	397	16	52	28	—	16	4	11	—	—	1422	—	51,720
Deloraine	2699	44	24	484	241	601	—	11	10	91	132	19	—	4356	—	167,156
Tons inwards	13,415	77	61	2800	473	1629	181	149	101	370	524	79	771	20,630	—	—
Average Distance	—	—	—	—	—	—	—	—	—	—	—	—	—	—	25·86	—
Miles travelled *	367,508	2416	1176	50,590	10,701	33,980	3772	3149	2242	9070	14,184	2320	32,424	—	—	533,539

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	1875.	1876.		1875.	1876.
Goods train miles	86,994	85,039	Goods receipts	£ 8370	£ 6478
Ton miles	747,176	533,539	Average ditto per ton per mile	s. 5	s. 14
Goods tonnage	25,837	20,630	Ditto per goods train mile	d. 9	d. 4
Average tons per train	13·61	10·89	Ditto per ton	0 0 2·69	0 0 2·91
Ditto train mile	0·30	0·24	Ditto per goods train mile	0 1 11·09	0 1 6·28
Ditto miles travelled per ton ..	29·69	25·86	Ditto per ton	0 6 5·75	0 6 3·37
			Ditto per train	4 8 1·85	3 8 5·07
			Ditto per week	160 19 4·10	124 11 9·77

* Decimals omitted.

ROBT. M. JOHNSTON, Accountant.

R. W. LORD, Secretary and Manager.

DIRECTION and Extent of PASSENGER TRAFFIC for the Year 1876.

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	5131	--	+	+	6745	2261	5124	+	+	+	+	+	611	1232	113	2548	37,645	—	620,957
St. Leonards*																			
Breadalbane*																			
Evandale	1623	10,260	550	278	—	1045	1189	28	52	223	172	112	132	121	36	291	16,112	—	186,101
Perth	841	3175	153	7	965	—	1464	46	46	247	70	62	61	106	15	227	7485	—	86,695
Longford	1810	8680	395	46	1094	1175	—	238	260	973	275	261	288	348	83	597	16,523	—	245,618
Wilmore's Lane*																			
Little Hampton*																			
Bishopsbourne*																			
Oaks*																			
Glenore*																			
Hagley	376	1446	37	34	93	83	270	30	39	366	247	134	—	724	43	231	4153	—	71,966
Westbury	844	3416	60	18	88	106	378	78	38	500	263	375	306	—	353	1624	8447	—	178,790
Exton	211	570	8	3	31	28	93	12	17	67	40	11	42	678	—	593	2404	—	41,077
Deloraine	923	4802	105	34	303	255	691	105	25	500	267	168	173	1603	294	—	10,248	—	315,317
Inwards Passengers	11,759	32,349	9565	1999	9319	4953	9209	818	816	4660	2402	1695	1613	4812	937	6111	103,017	—	—
Average distance...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16.75	—
Miles travelled	211,662	721,180	51,574	15,875	101,507	52,521	134,343	11,592	11,660	75,288	43,163	27,960	30,727	77,114	11,904	169,050	—	—	1,746,524

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	1875.	1876.		1875.	1876.	
	£	s.	d.	£	s.	d.
Passenger train miles	85,644			85,039		
Total miles travelled	1,615,119			1,746,524		
Average miles travelled per passenger	17.53			16.95		
Average passengers carried per train	48.92			54.39		
Average passengers carried per train mile	1.08			1.21		
Total passengers carried	92,122			103,017		
Total passenger receipts	9132	3	5	9838	4	7
Average receipts per passenger per mile	0	0	1.36	0	0	1.35
Ditto per train mile passenger ..	0	2	1.59	0	2	3.76
Ditto per train	4	16	11.95	5	3	10.66
Ditto per passenger	0	1	11.79	0	1	10.92
Ditto per week	175	12	4.48	189	3	11.21

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

† Includes outwards and inwards.

‡ Decimals omitted.

ROBT. M. JOHNSTON, *Accountant.*

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

COST of Railway and Equipment and List of Rolling Stock, 1876.

CONSTRUCTION AND EQUIPMENT.			ROLLING STOCK.														
Miles open.	Cost.		Locomotives.	Carriages.				Wagons.						Horse Boxes.	Brahe Vans.	Total No. of Vehicles.	
	Amount.	Per Mile open.		1st Class.	2nd Class.	Composite.	Excursion.	Low-sided.	High-sided.	Medium.	Swivel.	Covered.	Cattle.				Sheep.
45	£ 431,613	£ 9591	5	3	3	7	1	19	15	39	8	15	4	4	2	6	131
				14				104									

ROBT. M. JOHNSTON, Accountant.

R. W. LORD, Secretary and Manager.

Gauge.	RAILWAY.	Miles open.	TRAIN SERVICE.		WORKING EXPENSES.		
			Total Train Miles.	Train Miles per Open Mile.	Total per Year.	Per Open Mile.	Per Train Mile.
	Victorian Railways :				£	£	s. d.
	Main Line	156	864,645	5542	175,814	1127	4 0·80
	Williamstown	*9	127,414	14,157	42,105	4698·3	6 7·31
	Ballarat	*100	385,403	3854	94,475	944·7	4 10·83
	North Eastern	*187	581,819	3111	117,320	627·3	4 0·39
	Ballarat and Ararat	57	119,385	2094	22,172	371·4	3 8·57
	Castlemaine and Dunolly	48	70,015	1458	19,092	397·7	5 5·44
	Ballarat and Maryborough	42	101,908	2426	21,219	505·2	4 1·97
	Wangaratta and Beechworth	16	20,833	1302	4736	**	4 6·56
	Ararat and Stawell	7	8650	1235	2469	**	5 8·53
	Average of Victorian Railways	619½	2,280,092	3680	499,406	806·1	4 4·57
	Hobson's Bay Railway	17	{ 237,326 } { 234,997 }	27,783	90,697	5335·1	3 10·08
	New South Wales Railway	437	1,472,204	3368	296,174	722·	4 0
	Queensland Railway (S. & W.)	210	337,644	1607	77,153	367·	4 6
	Ditto (North)	53	66,110	1247	14,932	**	4 6
	South Australian Railways	193½	521,433	2697	132,508	685·	5 0
	Totals or Average of Australian Lines	1530	5,149,806	3365	1,110,870	725·4	4 3·77
	Launceston and Western Railway	45	89,101	1980	15,782	350·7	3 6

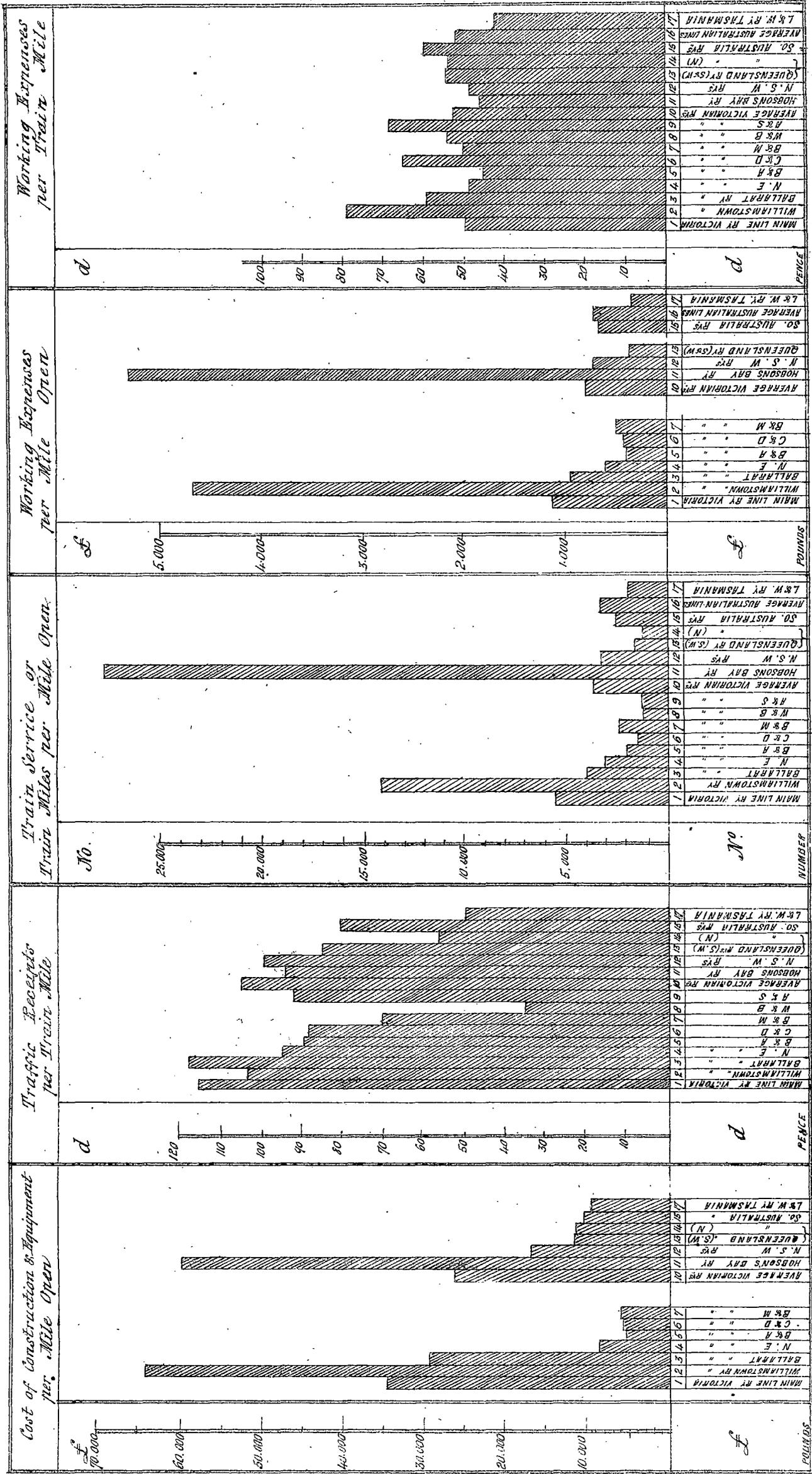
* Through miles open.

** Not open for one year.

ROBT. M. JOHNSTON, Accountant.

R. W. LORD, Secretary and Manager.

No 11. RAILWAY STATISTICS



ROBT. M. JOHNSTON Accountant

R. W. LORD Secretary and Manager

No. 12.

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.		
1871	45	—	—	78,816	4	13,710	59,880	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	s. d.	No.
1872	45	—	—	72,300	4	18,111	63,647	6856 10 3	270 15 3	5309 3 1	462 6 0	12,628 14 7	3 2·45	279
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	278
1874	45	427,946	9509	94,110	5	24,804	91,264	7659 9 7	432 18 9	7968 15 2	1032 3 8	17,093 7 2	4 1·02	313
1875	45	429,604	9547	88,300	5	25,837	92,122	8918 13 6	515 9 1	7496 2 4	1394 19 11	18,325 4 10	3 10·7	313
1876	45	431,613	9591	89,101	5	20,630	103,017	9132 3 5	571 10 5	8691 8 3	1040 11 1	19,435 13 2	4 4·8	313
								9838 4 7	698 4 0	6787 19 4	1091 8 3	18,415 16 2	4 1·6	

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.	
1871	45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	No.
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	5284 9 9	117·6	1 1·5	4231 2 2	94·	0 10·7	1321 9 5	29·3	0 3·4	15,627 18 8	347·3	3 3·8	313
1875	45	4863 12 8	101·8	1 1·2	5084 17 6	113·0	1 1·8	4780 16 5	106·2	1 1·	1483 14 5	33·	0 4·0	16,213 1 0	360·3	3 8·	313
1876	45	4650 15 8	103·3	1 0·5	5031 16 7	111·8	1 1·5	4665 18 11	103·7	1 0·5	1433 18 6	31·9	0 3·9	15,782 9 8	350·7	3 6·4	313

ROBT. M. JOHNSTON, Accountant.

R. W. LORD, Secretary and Manager.

No. 13.

RECONCILIATION of Treasury and Railway Statements of Accounts for the Year 1876.

Traffic Receipts for year 1876 actual, as per Launceston and Western Railway Accounts.....	£	s.	d.	£	s.	d.
	..			18,415	16	2
Cash banked on account of Launceston and Western Railway, as per Treasury Statements	18,373	5	4			
Add Outstandings, 31st December, 1876.....	469	0	3			
	18,842	5	7			
Less Outstandings, 31st December, 1875.....	426	9	5			
				18,415	16	2

R. W. LORD, Secretary and Manager.

ROBT. M. JOHNSTON, Accountant.

Reconciliation Statement, No. 13, correct.

W. LOVETT, Colonial Auditor.