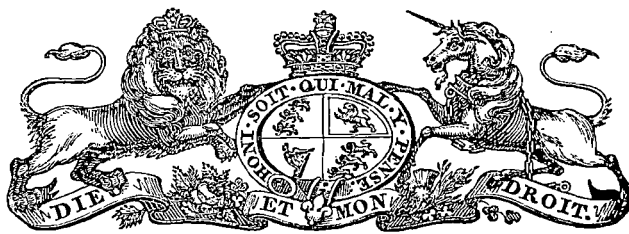


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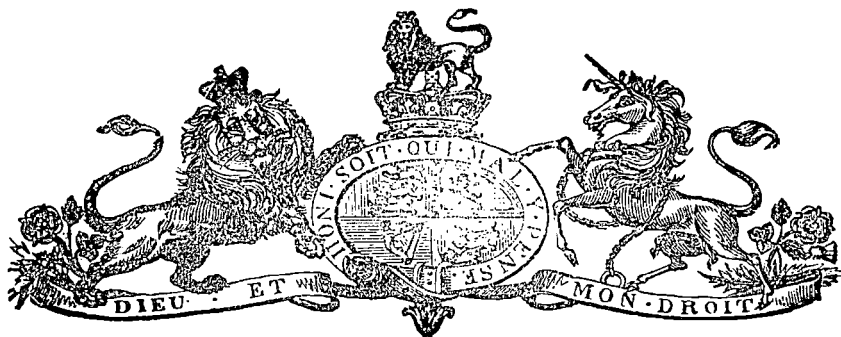
1886.

PARLIAMENT OF TASMANIA.

TASMANIAN GOVERNMENT RAILWAYS:

REPORT FOR 1885.

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



TASMANIAN GOVERNMENT RAILWAYS.

Manager's Office, Launceston, 6th September, 1886.

SIR,

I HAVE the honor to submit my Report on working of the Tasmanian Railways for 1885.

Capital Account.

The Expenditure under this head during the year 1885 was £319,856 16s. 1d., the aggregate Expenditure being £922,475 12s. 4d., particulars of expenditure during 1885 being shown in Table No. 5, and of total expenditure in General Balance Sheet (Table No. 1.)

Revenue Account.

The Revenue for the year 1885 amounted to £36,418 14s. 3d., being an increase of £7343 8s. 3d. as compared with that for the year 1884; the number of miles open having increased from 45 for 1884 to 86½ during 1885.

The following are the details of the Receipts:—

	1884.		1885.		INCREASE.	
	<i>Amount.</i>	<i>Per mile open.</i>	<i>Amount.</i>	<i>Per mile open.</i>	<i>Amount.</i>	<i>Per cent.</i>
	£ s. d.	£	£ s. d.	£	£ s. d.	
Passengers	13,673 2 1		17,138 12 0		3465 9 11	
Parcels, &c.....	1097 11 9		1409 6 5		311 14 8	
Goods and Live Stock.....	8575 9 7		10,896 6 2		2320 16 7	
Rents, Mails, &c.....	1371 12 7		2516 19 8		1145 7 1	
T. M. L. Railway Toll, &c.	4357 10 0		4457 10 0		100 0 0	
	£29,075 6 0	646·1	36,418 14 3	523·3*	7343 8 3	25·2

* On average miles open (69·594.)

Although an increase of over 25 per cent. is shown on the above table, there was a decrease per average mile open amounting to 19 per cent. This is, for the most part, accounted for by the fact that the portion of the Western Line between Deloraine and Formby—37 miles—was open only for the latter seven months of the year. The Parattah and Oatlands line was likewise open for eight months only. Traffic on these lines commenced too late to include the comparatively large revenue accruing during the harvest season.

Passenger Traffic.

The increase on the previous year in the number of passengers was 26,241, and in the receipts, £3465 9s. 11d., due to the combined influences of the extra mileage open, the average distance travelled per passenger, the average fare paid per passenger, and the average fare paid per passenger per mile travelled, on all of which there was an increase. The particulars are shown in the subjoined table.

		1884.	1885.	INCREASE.	DECREASE.
Total miles travelled.....	No.	2,413,629	2,955,113	541,489	
Average distance travelled per passenger.....	Miles.	18·21	18·62	·41	
First class journeys.....	No.	39,288	48,117	8829	
Second class ditto.....	No.	88,009	106,317	18,308	
Season tickets, &c., ditto.....	No.	5185	4289	...	896
Total number ditto.....	No.	132,482	158,723	26,241	
Average rate per passenger per mile.....	Pence.	1·35	1·39	·04	
Average rate per passenger.....	s. d.	2 0·7	2 1·9	0 1·2	

The following is a detail of the numbers of passengers travelling the various distances :—

44,553	passengers, or 28·82 per cent. of total, travelled	1 to 5 miles.
26,753	"	17·31 " " 16 to 20 "
21,434	"	13·87 " " 6 to 10 "
16,420	"	10·62 " " 11 to 15 "
15,325	"	9·91 " " 41 to 45 "
10,826	"	7·00 " " 31 to 35 "
6731	"	4·35 " " 26 to 30 "
4365	"	2·83 " " 21 to 25 "
2550	"	1·65 " " 71 to 75 "
1936	"	1·25 " " 76 to 82 "
987	"	·64 " " 36 to 40 "
769	"	·50 " " 66 to 70 "
544	"	·35 " " 61 to 65 "
519	"	·34 " " 46 to 50 "
442	"	·28 " " 56 to 60 "
428	"	·28 " " 51 to 55 "

In continuation of the remarks in the former portion of this Report as to cause of the reduced average receipts per mile open, it may be mentioned that only one train per day ran each way for three months upon the extension of the Western Line: the facilities for travelling, therefore, were limited.

The following table gives the bookings at the different stations :—

STATION WHERE BOOKED.	NO. OF PASSENGERS.		INCREASE.	DECREASE.
	1884.	1885.		
<i>Western Line—</i>				
Launceston.....	41,965	43,314	1349	—
St. Leonard's.....	12,503	13,909	1406	—
Evandale Junction.....	11,911	12,999	1088	—
Perth.....	8693	8728	35	—
Longford.....	18,603	19,399	796	—
Bishopsbourne.....	3991	3760	—	231
Hagley.....	3773	3799	26	—
Westbury.....	9923	9710	—	213
Exton.....	2970	3035	65	—
Deloraine.....	18,150	15,898	—	2252
*Chudleigh Road.....	...	952	952	—
*Dunorlan.....	...	984	984	—
*Whitefoord.....	...	599	599	—
*Railton.....	...	3295	3295	—
*Latrobe.....	...	6605	6605	—
*Formby.....	...	3902	3902	—
Total Western Line.....	132,482	150,888	21,102	2696
†Parattah and Outlands Line.....	...	7835	7835	—
			23,937	—
			2696	—
TOTAL.....	132,482	158,723	26,241	—

* Opened for traffic on 1st June, 1885.

† Opened for traffic on 13th May, 1885.

The total number of passengers carried to the end of 1885 was 1,527,870, who travelled an aggregate distance of 27,469,215 miles.

Goods Traffic.

The total increase in goods tonnage during 1885 as compared with 1884 amounted to 5814 tons on the Western Line, of which increase 2704 tons consisted of grain, &c., a small portion of which increase only is attributable to the extension of the line, thus recovering almost the decrease in 1884 on 1883.

Western Line.

	1884.	1885.	INCREASE.
Grain.....	7309	10,013	2704
Fencing, Bark, &c.....	14,633	17,564	2931
Artificial Manures.....	920	1099	179
	22,862	28,676	5814

In addition to the above, 653 tons of goods of all classes were carried on the Parattah and Outlands Line in the eight months during which it was open,—the receipts for the same amounting to £81 10s. 11d. These figures are included in those given below:—

		1884.	1885.	INCREASE.	DECREASE.
Tonnage.....	Tons.	22,862	29,329	6467	
Average distance each ton was carried	Miles.	29·68	29·39	...	0·29
„ receipts per ton.....	s. d.	6 11·30	6 7·72	...	0 3·58
„ „ for each mile carried	d.	2·80	2·71	...	0·09
Total goods receipts.....	£ s. d.	7935 11 5	9742 0 9	1806 9 4	

The decrease in the receipts per ton carried is explained by the greater portion of the increase in tonnage consisting of goods carried at the lower rates.

Working Expenses.

The working expenses show an increase of £10,510 4s. 1d. for the year, and per open mile of £15·7, but a decrease per train mile of 0·3d. The increase in the cost per mile open is accounted for by the extraordinary expenditure (£2718) for material for conversion of broad gauge rolling stock to narrow gauge.

The following table shows the working expenses of various Colonial railways; and, when the heavy grades of our lines are taken into consideration, it will be seen that the comparison is decidedly in favour of the Tasmanian Government railways.

	Year.	Per Mile open.	Per Train Mile.	Per-centage of Working Expenses to Gross Earnings.
		£	s. d.	
Cape of Good Hope.....	1884	474	5 3·4	66·1
Victoria.....	1884-5	771·7	3 8·75	58·54
New South Wales.....	1884	906	4 0·77	62·37
Queensland.....	1884	296·2	3 3·14	52·41
South Australia.....	1883-4	371	4 3·55	66·81
New Zealand.....	1885-6	428	4 3·3	65·91
Tasmanian Main Line Company.....	1885	552·8	4 4·29	99·7
Tasmanian Government Railway.....	1885	407·5	3 9·3	85·3

General.

As I had not taken charge of your railways at the date of this Report, I am unable to furnish further details than shown in the returns.

The net earnings for the year 1885 amounted to £5355 3s. 1d., returning 0·8 per cent. on cost of construction.

I append the Reports of the Locomotive Superintendent and the Engineer of open lines.

Considerable expenditure must be incurred at an early date in the renewals of timber bridges, and it is a matter for consideration whether it will not be more economical to construct these of more lasting material.

The Locomotive Superintendent informs me that the broad gauge locomotives have now been running so long that they will require renewals estimated to cost not less than £700 each, unless the narrow gauge material estimated for is ordered at once.

The Engineer informs me that he can patch up the broad gauge road for another two years, when it will absolutely be necessary to provide for renewing the whole of it.

I strongly recommend that immediate steps be taken to abolish the broad gauge.

If the amount I have asked for is at once available for purchase of narrow gauge stock and under-frames, it will take nearly two years before the broad gauge can be removed.

Whilst we may be able to make shift with a comparatively light expenditure on the broad gauge during that period, I am satisfied that at the expiration of that time a large outlay will be necessary for safety. This outlay can be avoided by at once ordering the narrow gauge stock and material.

A saving in working expenses will accrue from having the narrow gauge throughout.

Another matter for consideration is, that on the line from Launceston to Deloraine some of the platforms and stations are old and inconvenient, and require renewing. They are unsuitable for our narrow gauge stock, and when repaired could be adapted for that gauge.

I have the honor to be,
Sir,

Your obedient Servant,

FRED. BACK, *Manager*
Tasmanian Government Railways.

The Hon. the Minister of Lands and Works, Hobart.

*Tasmanian Government Railways,
Locomotive and Carriage and Wagon Department, Launceston, January, 1886.*

DEAR SIR,

I HAVE the honor to submit Report upon the working of this Department for the past year.

The train miles run, together with engine mileage, &c. and the working expenses for the year 1885 are summarised as follows:—

	Launceston and Western Line.	Parattah and Oatlands Line.
Train miles	141,512	9029
Engine miles	164,121	10,010
Cost per train mile.....	1s. 6 ³ d.	1s. 0 ⁶ d.
Cost per engine mile.....	1s. 3 ⁸ d.	11 ⁶ d.

The cost of working on all Lines for the year was—per train mile, 1s. 6d.; per engine mile, 1s. 3⁴d. Total train miles, 150,541. Total engine miles, 174,131.

The increase over 1884 is caused by the extraordinary expenditure of £2700 for under-frames, wheels and axles, &c. for conversion of broad to narrow-gauge rolling-stock.

During the year the engines and rolling-stock for the Mersey extension were landed, brought round from the Queen's Wharf, and erected. The Line was opened for traffic on the 30th May, and has been working satisfactorily since.

The engine and carriage for the Oatlands branch was also landed, brought round from the Queen's Wharf, and erected. This Line was opened on the 13th May, and has run satisfactorily since.

The old turntable in the Launceston yard has been taken up, lengthened, and altered for two gauges, and put to work in Deloraine yard, a new one for two gauges having been erected in its place. The old water-tanks in the Deloraine yard being in the way of the new extension, have been taken down and a new one erected, also water columns, new pumps, and pumping house. The old turntable had also been removed;

this can now be altered to narrow gauge, and would then be available for another station. The rails for the Otlands branch were all punched by men from this Department; also a number of new points and crossings, &c. have been made in the shops for the new Lines.

A new turntable and water-tank were erected at Formby.

A new erecting shop has been put up, with a traveller for lifting the engines, which is found to be a very great convenience.

A wood-squaring machine, planing, edging, and moulding machines, circular-saw bench, irregular moulding machine, and an iron-planing machine have been erected, and put to work in the shops.

The locomotives, rolling-stock, water supply, pumps, and machinery, &c. in connection with this Department have been well maintained during the past year.

The engines and stone-crushers for the Public Works, and the diamond-bits for the Mines Departments, have been repaired by this Department during the same period.

Since my last Annual Report I have to lament the death of the late Secretary and Manager, R. W. Lord, Esq. During my term of office in conjunction with him, which extended over a period of fifteen years, I, as well as all the other officers of the Department, always experienced at his hands the most kindly consideration and courtesy. He had so endeared himself to the whole service, that his death has never ceased to be a source of the greatest regret to all who were associated with him.

I have, &c.

W. E. BATCHELOR, *Locomotive Superintendent.*

The Deputy Manager Tasmanian Government Railways.

*Tasmanian Government Railways,
Permanent Way Office, Launceston, 1st January, 1886.*

SIR,

I HAVE the honor to submit my Annual Report for 1885.

During the year the demand existing upon the broad-gauge Western Line for renewals and repairs have been as economically met as possible.

The Colonial timber, of which most of the bridges and works have been constructed, having almost reached the limit of its life, heavy demands will exist for some time, but which I hope will be considerably reduced in a year or two.

Your attention was directed in my last Report to this heavy expenditure for renewals, and the suggestion made of substituting more durable material in future construction or renewals.

The station buildings are generally in fair condition, but will require renewals to platforms, &c., with additional accommodation at some to meet the increased traffic of the Mersey Extension. Estimates will be submitted during the present year for these requirements.

The 72 lb. section (broad-gauge rail) is getting very much worn and weak throughout the whole line, and in view of the abolition of the broad gauge it is decided to substitute the third rail section of 60 lbs. steel, strengthened at the joints, to renew the outside rail forming the 3 feet 6 inch gauge upon which the stock of both gauges will run.

A supply of at least 500 tons (10 miles) with fastenings will be necessary to meet the demand for renewals during the present year.

The very heavy demand for sleepers I trust may be reduced at an early date, as the road has now been considerably strengthened, and is in fair running condition.

Fencing will require extensive renewals, having almost reached the limit of an average age of a post-and-rail fence.

On 15th August the line in the vicinity of Hobler's Bridge was submerged by flood waters for nearly a mile. The full train service was uninterrupted, and passed slowly and safely over; but I must again direct attention to the necessity of raising this portion of the line, with extra waterways to avoid the risk of a stoppage.

The Deloraine and Mersey Extension was formally opened for traffic on the 1st June, and on 1st December I had the honor to take charge of the maintenance.

By reason of the neglect of maintenance by the contractors, I find my estimate given for this purpose was barely sufficient to secure a good condition, but fortunately obtaining the services of an efficient staff, I am happy to be able to report the section in good condition.

I must request authority to spend a limited amount upon No. 2 section (the old Mersey Tramway) to strengthen the embankments to secure perfect safety. Some improvements must also be made at the stations, stockyards, &c., sufficient provision not having been made for drainage.

On the 16th of November I had the honor to take charge of the maintenance of the Parattah and Oatlands branch.

The weak character of the permanent way laid in with the old rails purchased by the Government with the Mersey Tramway necessitated an increase upon the estimate given for the work by the additional labour of two platelayers. This can be reduced whenever the line is relaid with a stronger rail. Even with this extra expenditure some difficulty is experienced in maintaining a safe condition.

I have the honor to report all works at present under my supervision carefully and efficiently maintained.

I have, &c.

LEONARD DOWLING.

The Manager T. G. Railways, Launceston.

TASMANIAN GOVERNMENT RAILWAYS.

STATEMENT of Expenditure on Works of Construction during the year 1885.

	<i>Amount.</i>			<i>TOTAL.</i>		
	<i>£</i>	<i>s.</i>	<i>d.</i>	<i>£</i>	<i>s.</i>	<i>d.</i>
WESTERN RAILWAY—						
Third rail, buildings and alterations, Deloraine Yard, &c.	5002	3	0			
Goods shed, &c. Exton	450	0	0			
Station-master's Residence, Deloraine	537	6	0			
Mersey and Deloraine Extension.....	74,183	1	8			
Parattah and Oatlands Railway .....	...			80,172	10	8
Derwent Valley ditto.....	...			7459	1	3
Fingal ditto .....	...			67,049	13	1
Launceston and Scottsdale ditto.....	...			103,115	14	1
Rolling stock for Fingal Coal .....	...			61,464	5	0
Timber for rolling stock.....	...			16	7	4
				579	4	8
				£319,856 16 1		

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

No. 3.

TASMANIAN GOVERNMENT RAILWAYS.

REVENUE ACCOUNT for the Year 1885.

Train Mileage—Launceston and Western Railway: Goods and Passengers, 132,154; Ballasting, 9358; Total, 141,512. Tasmanian Main Line Railway—Train Mileage between Evandale Junction and Launceston, 22,021. Parattah and Oatlands Railway—Goods and Passengers, 9029; Ballasting,—; Total, 9029. Grand Total, 172,562. Mean Train Mileage, 164,575. Engine Miles, 196,155.

EXPENDITURE.—(B.)				Train Mileage.	Cost per Train Mile.	Cost per Mile open.	RECEIPTS.—(No. 4—A.)					
L. & W. Line.	P. & O. Line.	TOTAL.					L. & W. Line.	P. & O. Line.	TOTAL.		Per Train Mile.	Per Mile open.
£ s. d.	£ s. d.	£ s. d.	£ s. d.		s. d.	£	£ s. d.	£ s. d.	£ s. d.	s. d.	£	
WORKING EXPENSES.												
Maintenance of Permanent Way and Works	10,620 16 5	76 4 9	10,697 1 2	172,562	1 2·8	132·7 ^b	Passengers—L. & W. Railway, 150,888; P. & O. Railway, 7835, at 2s. 1·9d. average rate per passenger	16,869 11 11	269 0 1	17,138 12 0		
Locomotive and Carriage and Wagon charges	10,821 13 5	476 16 10	11,298 10 3	150,541	1 6	162·3	Parcels, Horses, Carriages, and Dogs	1365 7 11	43 18 6	1409 6 5		
Traffic charges	6238 3 8	175 3 9	6413 7 5	172,562	0 9·7	87·0 ^b	Goods—L. & W. Railway, 28,676 tons; P. & O. Railway, 653 tons, at 6s. 7·7d. average rate per ton	9660 9 10	81 10 11	9742 0 9		
Police, Gatekeepers, &c.	600 7 9	..	600 7 9	172,562	0 2·8	25·5 ^b	Live Stock	1150 12 3	3 13 2	1154 5 5		
General charges	1581 15 11	22 13 6	1604 9 5									
Mails, &c.	449 15 2	..	449 15 2									
Total Working Expenses	30,312 12 4	750 18 10	31,063 11 2	164,575 ^a	3 9·3	{ 407·50 ^b 446·36 ^c	Rents, Mails, &c.	2503 13 0	13 6 8	2516 19 8		
							Tasmanian Main Line Railway Toll, &c.	4457 10 0	..	4457 10 0		
								6961 3 0	13 6 8	6974 9 8		
Balance to Credit of Railway Income .....	..	..	5355 3 1					36,007 4 11	411 9 4	36,418 14 3	4 5·1	523·30
			£36,418 14 3									

^a Mean Train Mileage.

^b Reduced to the equivalent of single lines of railway throughout.

^c On average miles open (69·594).

W. H. LOVETT, *Accountant.*

FRED. BACK, *Manager.*

No. 4.—A.

TASMANIAN GOVERNMENT RAILWAYS.
ANALYSIS of Traffic and Traffic Receipts, 1885.

STATIONS.	TRAFFIC AND RECEIPTS AT EACH STATION.									RECEIPTS DURING EACH MONTH.			
	PASSENGERS.		GOODS TONNAGE.		RECEIPTS.					Month.	Working Days.	Relative value of each Month.	Amount.
	Outwards.	Inwards.	Outwards.	Inwards.	Passengers.	Parcels, &c.	Goods and Live Stock.	Mails, Rents, Tolls, &c.	TOTAL.				
				£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.				£ s. d.
<i>Launceston and Western Line.</i>													
Launceston.....	43,314	51,597	5391	15,511	4949 15 11	357 13 8	4992 9 6	108 0 10	10,407 19 11	January ...	27	6·8	2486 8 7
Hobler's Bridge.....	...	89*	...	...	...	...	...	...	...	February ...	24	6·2	2264 0 0
St. Leonard's.....	13,909	13,234	18	144	430 8 8	10 16 3	58 4 3	...	499 9 2	March	26	7·4	2688 9 0
Breadalbane.....	...	2886*	208	46	...	...	...	...	...	April.....	26	9·4	3410 7 11
Evandale Junction.....	12,999	7326	696	1538	1111 16 5	57 0 3	644 10 1	16 3 1	1829 9 10	May	26	8·0	2926 9 4
Perth	8728	5108	205	735	548 2 11	33 14 9	255 18 1	24 10 11	807 6 8	June	26	8·2	2979 19 5
Longford	19,399	15,970	3338	3710	1706 13 0	148 11 10	1381 18 0	18 0 0	3255 2 10	July	27	7·7	2785 14 0
Wilmore's Lane.....	...	764*	1490	470	339 1 11	45 7 8	52 12 5	...	437 2 0	August	26	6·8	2510 3 5
Little Hampton.....	...	1374*								September...	26	8·1	2937 11 5
Bishopsbourne	3760	1937	...	...	...	...	...	...	...	October	27	10·3	3739 8 7
Oaks .....	...	3712*	1506	322	...	0 2 3	85 19 11	...	86 2 2	November ..	25	10·8	3919 7 8
Glenore .....	...	2464*	743	155	...	...	...	...	...	December...	27	10·3	3770 14 11
Hagley	3799	2255	1371	346	332 0 6	36 15 3	188 8 3	...	557 4 0				
Westbury	9710	7369	2385	808	1038 4 6	59 19 10	391 8 11	39 13 8	1529 6 11				
Exton	3035	1599	1021	149	278 6 1	9 17 3	110 16 1	...	398 19 5				
Deloraine	15,898	14,511	7166	2260	2988 10 1	269 17 8	1718 6 3	33 2 5	5009 16 5				
Chudleigh Road	952	386	97	60	104 8 3	9 12 1	74 13 7	...	188 13 11				
Dunorlan	984	632	193	66	88 19 10	5 2 11	26 9 9	...	120 12 6				
Whitefoord Hills	599	283	39	18	68 12 7	2 16 2	16 13 3	...	88 2 0				
Kimberley's Ford.....	...	793*	4	19	...	...	...	...	...
Railton	3295	2168	1732	287	391 15 1	29 9 3	219 15 11	0 10 9	641 11 0				
Latrobe	6605	6217	884	809	1226 18 6	121 6 1	412 3 3	0 12 1	1760 19 11				
Tarleton .....	...	304*	85	26	...	...	...	...	...
Spreyton.....	...	716*	17	19	...	...	...	...	...
Formby	3902	3104	87	1178	906 12 11	64 14 9	180 14 7	11 19 7	1164 1 10				
Mails, Rents, and sundry Receipts .....	...	4141*	...	...	359 4 9	97 10 0	...	2250 19 8	2707 14 5				
Toll, &c. (T.M.L.R.).....	...	...	...	...	...	...	...	4457 10 0	4457 10 0				
Total L. and W. Railway	150,888	150,888	28,676	28,676	16,869 11 11	1365 7 11	10,811 2 1	6961 3 0	36,007 4 11				
<i>Parattah and Outlands Line ...</i>	7835	7835	653	653	269 0 1	43 18 6	85 4 1	13 6 8	411 9 4				
GRAND TOTAL	158,723	158,723	29,329	29,329	17,138 12 0	1409 6 5	10,896 6 2	6974 9 8	36,418 14 3		313	100·	36,418 14 3

* Includes Outwards and Inwards.

W. H. LOVETT, Accountant.

FRED. BACK, Manager.

TASMANIAN GOVERNMENT RAILWAYS.

ANALYSIS of Working Expenses, 1885.

	Salaries and Wages.			Stores and Renewals.			Sundries.			TOTAL.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Maintenance of Permanent Way	7213	7	7	3461	11	1	22	2	6	10,697	1	2
Locomotive and Carriage and Wagon Department.....	4751	0	5	3817	0	4	2780	9	6 ^b	11,298	10	3
Traffic Charges	4768	9	3	1314	3	0	330	15	2	6413	7	5
Police, Gates, &c.	586	1	1	14	6	8	...			600	7	9
General Charges	1277	5	8	142	0	2	185	3	7	1604	9	5
<i>Mails.</i> Contracts for delivery of mails between the L. & W. Railway and the several Post Offices situated within the L. & W. Railway District.....	...			...			449	15	2	449	15	2
	18,596	4	0	8749	1	3	3718	5	11	31,063	11	2

^a Includes £358 14s. 6d. for extraordinary repairs to Permanent Way, &c.

^b Includes cost of material for Conversion of Broad Gauge Rolling Stock to Narrow Gauge.

W. H. LOVETT, *Accountant.*

FRED. BACK, *Manager.*

TASMANIAN GOVERNMENT RAILWAYS.

FURTHER Analysis of Stores consumed during Year 1885.

	£	s.	d.
Fuel—Coal, 1770 tons; firewood, 676 tons; coke, 9 loads.....	2367	1	0
Oils—Castor, 1645 gallons; colza, 231 gallons; mutton-bird, 428 gallons; kerosene, 760 gallons; cylinder, 214 gallons; turps, 14 gallons; sundry oils, 97 gallons	467	11	0
Tallow, &c.—Tallow, 452 lbs.; grease, 294 lbs.	13	6	5
Packing, &c.—Tucks packing, &c., 206 lbs.; flax, 37 lbs.; waste, 3326 lbs.	92	12	10
Paints and Varnish	73	4	4
Stationery and Advertisements	692	12	4
Timber	373	19	1
Iron	357	14	11
Tools.....	445	19	2
Ordinary sundries	938	17	11
Extra sundries	139	7	9
Duplicate	14	7	1
Renewals—Rails, crossings, sleepers, machinery, &c.	2772	7	5
	<u>£8749</u>	<u>1</u>	<u>3</u>

W. H. LOVETT, *Accountant.*

FRED. BACK, *Manager.*

No. 7.

WESTERN RAILWAY.

DIRECTION and Extent of Goods Traffic for the Year 1885.

OUTWARDS FROM	INWARDS AT																				OUTWARDS FROM					
	Lanuceston.	St. Leonard's.	Breadalbane.	Evandale Junction.	Perth.	Longford.	Bishopscourne.	Oaks.	Glenore.	Hagley.	Westbury.	Exton.	Deloraine.	Chudleigh Road.	Dunorlan.	Whitefoord.	Kimberley.	Railton.	Latrobe.	Tarleton.	Spreyton.	Formby.	Tons.	Average Distance.	Miles Travelled.	
Lanuceston .....	..	6'10	27'85	101'20	337'20	1314'95	360'60	168'75	111'25	249'75	513'25	108'65	1745'15	36'60	16'95	3'15	'90	74'90	135'80	..	1'55	33'55	5391'10	..	176,100'04
St. Leonard's	14'35	..	'40	'25	'15	..	'05	'15	..	'25	'05	1'80	'60	..	'05	..	..	..	..	..	..	..	..	..	172'42
Breadalbane	204'50	'05	..	'05	..	2'85	..	..	..	'10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1515'33
Evandale Junction	323'85	1'15	'20	..	'70	59'15	2'70	4'20	'50	2'85	13'15	'30	193'65	2'55	'05	'45	..	5'05	12'70	..	..	32'45	..	..	15,515'77
Perth	175'60	2'30	..	6'35	..	'40	'05	6'30	'20	2'5	'80	'05	11'10	..	..	'05	..	'10	..	..	..	..	..	..	204'85
Longford	2789'60	21'40	9'55	266'05	5'80	..	11'15	13'35	6'35	5'50	43'65	1'30	68'20	1'10	..	2'50	..	1'70	5'35	..	..	35'10	..	..	3034'79
Bishopscourne	1808'35	'15	'40	23'90	27'20	76'70	..	..	..	'75	1'25	1'	49'90	..	..	..	..	'10	'25	..	..	..	..	..	606'16
Oaks	1385'25	'35	..	42'15	6'30	65'50	..	..	..	'35	1'95	..	3'80	..	'05	..	..	'25	'25	..	..	..	..	..	34,587'51
Glenore	578'05	..	..	'35	'15	132'70	'35	..	..	'10	3'55	5'05	22'45	'35	'05	..	..	'10	'25	..	..	..	..	..	1490'05
Hagley	1260'00	'10	..	2'70	21'20	78'90	'20	'70	'05	..	'70	'20	3'30	..	1'25	..	..	'60	1'30	..	..	..	..	..	38,114'62
Westbury	1760'05	..	..	4'50	25'30	445'65	15'80	10'75	7'75	3'55	..	9'95	78'95	2'60	1'65	'20	..	2'65	14'25	..	..	..	..	..	18,385'15
Exton	774'05	64'85	..	4'05	'05	112'95	5'95	17'85	4'	7'20	18'65	..	'95	..	2'0	1'60	..	'10	'10	..	..	..	..	..	41,853'29
Deloraine	4075'70	46'45	8'00	974'65	220'10	1332'70	70'90	96'40	19'15	65'30	153'30	17'40	..	'75	6'20	3'	1'35	10'70	26'	..	'05	71,862'49
Chudleigh Road	41'85	..	..	10'65	4'10	13'15	..	'15	6'	1'	1'85	..	'10	..	'10	..	..	1'	'90	..	..	..	..	..	36,553'41
Dunorlan	145'60	'05	..	6'60	'05	12'10	..	..	..	'05	1'60	..	22'35	'20	..	1'10	..	1'75	'70	..	..	..	..	..	270,013'46
Whitefoord	15'25	..	..	..	..	..	..	..	..	..	'05	2'70	3'20	'20	..	'30	..	'10	'10	'10	..	..	..	..	3700'15
Kimberley	'25	'05	..	'75	'05	..	..	..	..	..	'10	..	'30	'05	..	..	..	1'50	'70	'10	..	..	..	..	94'45
Railton	575'95	..	..	53'90	36'05	32'40	..	..	..	'40	12'10	'05	22'	3'70	'90	4'70	1'15	..	612'35	13'85	13'50	348'50	173'10	..	3700'15
Latrobe	68'25	'10	..	26'40	'15	29'50	1'45	2'75	..	6.	2'60	..	11'55	11'50	3'20	'65	7'85	157'65	..	6'10	2'15	546'10	883'95	..	56,541'86	
Tarleton .....	..	..	..	1'15	..	..	..	..	..	2'	..	..	3'	..	..	..	..	12'60	..	..	..	..	..	..	14,771'47
Spreyton .....	..	..	..	..	..	..	..	..	..	..	..	..	'05	..	..	..	..	..	..	..	..	..	..	..	787'91
Formby	14'50	..	..	9'60	..	'15	..	'75	..	'05	'35	'20	19'50	'05	6'25	..	6'95	12'90	8'30	6'15	1'65	..	..	..	375'04
Tons Inwards	15,511'	143'70	46'40	1533'25	734'55	3709'75	469'90	322'10	155'25	345'45	808'15	148'65	2260'10	59'75	66'15	17'45	19'30	287'20	809'30	26'20	18'19	1178'10	28,675'60	..	..
Average Distance	29'95	..
Miles travelled	515,187'87	4720'77	614'93	43,225'61	15,641'17	78,184'98	10,820'76	7054'35	3785'74	9114'91	2226'04	4873'53	91,446'17	2314'59	1635'44	413'67	342'84	7483'60	16,999'01	183'65	311'40	22,302'63	858'917'66	

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	1884.	1885.		1884.	1885.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
Goods train miles	93,545	141,512	Goods receipts	7935 11 5	9660 9 10
Ditto ton ditto	678,662	858,917	Average ditto per ton per mile	0 0 2'80	0 0 2'69
Ditto tonnage	22,862	28,676	Ditto, ditto, per train mile	0 1 8'35	0 1 4'38
Average tons per train mile	0'24	0'20	Ditto, ditto, per ton	0 6 11'30	0 6 8'85
Ditto miles carried per ton	29'68	29'95	Ditto, ditto, per week	152 12 1'71	185 15 6'88

W. H. LOVETT, Accountant.

FRED. BACK, Manager.

No. 8.

LAUNCESTON AND WESTERN RAILWAY.

DIRECTION and Extent of Passenger Traffic for the Year 1885.

OUTWARDS FROM—	INWARDS AT																										TOTAL OUTWARDS.			
	Season Ticket-holders, &c.*	Launceston.	Hobler's.*	St. Leonard's.	Breadalbane.*	Brandale Junction.	Perth.	Longford.	Wilmore's Lane.*	Little Hampton.*	Bishopscourtne.	Oaks.*	Glenore.*	Hagley.	Westbury.	Exton.	Deloraine.	Chudleigh Road.	Dunorlan.	Whiteford.	Kimberley.*	Railton.	Latrobe.	Tarleton.*	Spreyton.*	Formby.	Passengers.	Average Distance.	Miles travelled.†	
Launceston	1201	..	79	12,212	1884	2671	1923	8070	297	552	560	1404	752	703	2292	283	6146	9	102	50	64	212	1005	15	53	775	43,314	..	942,633	
St. Leonard's	373	12,010	..	..	422	161	119	360	11	12	58	39	11	35	90	11	148	..	11	..	..	8	23	..	..	10	13,909	..	75,474
Evandale Junction	373	6548	7	348	229	..	914	1942	10	67	191	369	91	155	266	33	1045	30	5	2	20	20	233	..	1	100	12,999	..	179,658	
Perth	245	3832	2	180	40	1244	..	2500	14	28	31	28	24	52	81	4	325	15	1	2	8	6	30	..	..	33	8723	..	92,065
Longford	538	10,936	..	..	323	131	1489	1653	..	210	412	468	588	397	214	581	63	1148	2	6	..	16	98	..	3	73	19,399	..	296,202
Bishopscourtne	83	1298	50	47	273	24	627	56	98	..	213	74	154	176	67	413	8	1	2	..	19	38	19	3760	..	61,013
Hagley	194	1248	..	..	23	28	117	31	414	11	57	124	177	259	..	744	28	334	3	6	..	24	25	..	3	17	3799	..	64,492
Westbury	249	4085	51	23	194	77	554	51	63	110	362	515	436	..	412	2205	7	24	9	8	43	162	11	..	59	9710	..	213,703
Exton	83	785	..	..	6	2	44	11	88	12	6	77	23	33	57	693	..	1003	4	5	..	16	48	..	..	10	3035	..	62,058
Deloraine	414	7777	36	57	867	280	961	89	63	245	414	254	206	1934	581	..	95	244	55	163	162	710	67	9	215	15,893	..	496,938
Chudleigh Road	41	126	..	..	6	..	10	63	..	..	4	21	5	..	1	..	234	..	14	6	12	36	248	..	..	24	952	..	20,876
Dunorlan	41	73	..	..	4	..	..	18	..	..	4	3	..	..	3	472	..	7	..	36	5	22	192	..	..	23	984	..	16,521
Whiteford	70	2	1	..	4	18	3	5	..	51	24	197	12	14	..	12	40	96	1	49	599	..	12,302
Railton	83	438	5	4	31	11	57	14	12	5	26	62	19	151	41	59	49	113	..	1839	20	52	152	3295	..	65,711
Latrobe	166	1289	8	9	102	47	161	..	14	38	52	26	26	219	54	493	70	122	33	343	1314	..	80	394	1545	6605	..	187,966
Formby	124	1082	..	..	4	122	3	127	2	..	10	22	18	8	104	17	199	33	18	10	45	230	1421	109	193	..	3902	..	143,457
No. Passengers	4141	51,597	88	13,234	2886	7326	5108	15,970	764	1374	1937	3712	2464	2255	7369	1699	14,511	336	632	283	793	2163	6217	304	716	3104	150,888	..	..
Average Distance	19.35
Miles travelled †	78,679	1,197,826	243	63,755	23,282	103,944	53,019	339,700	11,022	19,638	32,814	66,041	39,353	39,830	148,329	24,220	429,367	6643	13,183	5723	14,671	39,355	150,274	4757	8154	107,230	..	..	2,921,125

* Includes Outwards and Inwards. † Decimals omitted.
 NOTE.—The Deloraine to Formby section was open for traffic for 7 months only.

	1884.		1885.			1884.		1885.	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
Passenger train miles	93,545		141,512		Total passenger receipts	13,673	2 1	16,869	11 11
Miles travelled	2,413,624		2,921,125		Average receipts per passenger per mile	0 0	1.35	0 0	1.38
Average miles travelled per passenger	18.21		19.35		Ditto per train mile	0 2	11.07	0 2	4.61
Ditto passengers carried per train mile	1.41		1.06		Ditto per passenger	0 2	0.7	0 2	2.83
Total passengers carried	132,482		150,888		Ditto per week	262	18 10.63	324	8 3.67

W. H. LOVETT; Accountant

FRED. BACK, Manager.

TASMANIAN GOVERNMENT RAILWAYS.

SUMMARY of Railway Statistics for Five Years ending 31st December, 1885.

		1881.	1882.	1883.	1884.	1885.
Miles open	No.	45	45	45	45	86½
Total cost of construction and equipment.....	£	436,815	439,383	445,322	465,494	668,263
Ditto ditto per mile	£	9707	9764	9896	10,344	7726
Gross earnings	£	24,074	27,686	29,522	29,075	36,419
Working expenses	£	17,711	17,808	22,568	20,553	31,064
Profits on working	£	6363	9878	6954	8522	5355
Proportion of working expenses to gross earnings	Per cent.	73·57	64·32	76·44	70·68	85·29
Profits on working per £100 capital expenditure	"	1·45	2·24	1·56	1·83	0·80
Passenger journeys	No.	102,495	111,271	123,441	132,482	158,723
Average distance travelled per passenger.....	Miles.	17·78	18·83	18·77	18·21	18·62
Average rate per passenger.....	s. d.	2 0·34	2 1·82	2 1·47	2 0·7	2 1·91
Ditto per passenger per mile	Pence.	1·37	1·37	1·39	1·35	1·39
Goods tonnage	No.	21,043	24,966	25,528	22,862	29,329
Average distance travelled per ton	Miles.	29·29	27·77	31·4	29·68	29·38
Average rate per ton	s. d.	6 9·03	6 11·77	7 1·54	6 11·30	6 7·71
Ditto per ton per mile	Pence.	2·77	3·02	2·72	2·80	2·71
Train mileage	No.	101,934	102,739	107,466	108,175	164,575
Average ditto per mile open	No.	2265	2283	2388	2404	2365
Engine mileage	No.	102,727	103,167	109,495	120,274	196,155
Gross earnings per train mile	s. d.	4 8·7	5 4·7	5 5·9	5 4·5	4 5·1
Ditto per mile open	£	535·0	615·2	656·0	646·1	523·30
Working expenses per train mile.....	s. d.	3 5·7	3 5·6	4 2·4	3 9·6	3 9·3
Ditto per mile worked.....	£	339·0	341·5	428·9	391·8	407·5
Locomotives.....	No.	5	5	5	5	10
Other vehicles	No.	141	142	144	144	224

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

TASMANIAN GOVERNMENT RAILWAYS.

RECEIPTS, Traffic, and Working Expenses, &c.—Decennial Return.

TRAFFIC RECEIPTS, &c.

Year.	Miles open.	Cost of Construction and Equipment.		Total Train Miles.	Locomotives.	Goods and Passenger Traffic.		Receipts.					Receipts per Train Mile.	Working Days.											
		Amount.	Per mile.			Tons.	Passengers.	Passengers.	Parcels, &c.	Goods and Live Stock.		Miscellaneous.			TOTAL.										
										£	s.	d.			£	s.	d.	£	s.	d.	s.	d.			
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
1882	45	439,383	9764	102,739	5	24,966	111,271	11,972	16	2	921	5	0	9266	10	11	5525	0	4	27,685	12	5	5	4-7	312
1883	45	445,322	9806	107,466	5	25,528	123,441	13,103	8	8	1034	10	2	9683	8	9	5701	0	6	29,522	8	1	5	5-9	313
1884	45	465,494	10,344	108,175	5	22,862	132,482	13,673	2	1	1097	11	9	8575	9	7	5729	2	7	29,075	6	0	5	4-5	314
1885	86½	668,263	7726	164,575	10	29,329	158,723	17,138	12	0	1409	6	5	10,896	6	2	6974	9	8	36,418	14	3	4	5-1	313

WORKING EXPENSES.

Year.	Miles worked.	Maintenance.			Locomotive and Carriage and Wagon Charges.			Traffic Charges.			General Charges, Mails, &c.			TOTAL WORKING CHARGES.			Working Days.															
		Amount.	Per Mile open.	Per Train Mile.	Amount.	Per Mile open.	Per Train Mile.	Amount.	Per Mile open.	Per Train Mile.	Amount.	Per Mile open.	Per Train Mile.	Amount.	Per Mile open.	Per Train Mile.																
																		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
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	1	2	132-4	1	1-1	5657	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	4-1	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	329-0*	3	5-7*	313
1882	45	5687	19	2	101-6*	1	0-6	5376	9	1	119-5	1	2-7	5040	10	8	90-0*	0	11-2	1703	1	9	30-4*	0	3-1	17,808	0	8	311-5*	3	5-6*	312
1883	45	9187	11	2	164-1*	1	7-4	5931	17	5	131-8	1	3-3	5681	8	2	101-4*	1	0	1767	2	6	31-6*	0	3-7	22,567	19	3	428-9*	4	2-4*	313
1884	45	7546	12	10	134-7*	1	3-7	5731	8	10	127-3	1	2-7	5450	15	6	97-3*	0	11-4	1824	9	11	32-5*	0	3-8	20,553	7	1	391-8*	3	9-6*	314
1885	86½	10,697	1	2	132-7*	1	2-8	11,298	10	3	162-3	1	6-0	7013	15	2	87-0*	0	9-7	2054	4	7	25-5*	0	2-8	31,063	11	2	407-5*	3	9-3*	313

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

W. H. LOVETT, Accountant.

FRED. BACK, Manager.

TASMANIAN GOVERNMENT RAILWAYS.

TRAIN Mileage.

Western Line—

Launceston and Deloraine Section.....	141,241*
Deloraine and Formby Section	22,292

163,533
9029

Parattah and Oatlands Line

TOTAL

172,562

Engine miles, 196,155.

* Includes 22,021 miles run by T.M.L.R. trains between Launceston and Evandale Junction.

FRED. BACK, Manager.

W. H. LOVETT, Accountant.

TASMANIAN GOVERNMENT RAILWAYS.

RECONCILIATION of Treasury and Railway Accounts for the Year 1885.

	£	s.	d.	£	s.	d.
Traffic Receipts for the year 1885, as per Railway Accounts—						
Western Line	36,007	4	11			
Parattah and Oatlands Line.....	411	9	4			
				36,418	14	3
* Cash banked on account of L. & W. Railway	£35,114	10	0			
Ditto P. & O. Railway.....	396	5	3			
				35,510	15	3
Add outstandings, 31st December, 1885, L. & W. Railway	£2544	9	11			
P. & O. Railway	15	4	1			
				2559	14	0
Less amount due to Superintendent of Telegraphs.....	15	2	1			
Ditto W. Howard Smith & Son.....	13	10	0			
				28	12	1
				2531	1	11
				38,041	17	2
Deduct outstandings, 31st December, 1884	1644	12	6			
Less amount due to Superintendent Telegraphs and Mr. Huett, 31st December, 1884.....	21	9	7			
				1623	2	11
				36,418	14	3

* As per Treasury Statement.

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

Reconciliation Statement, No. 13, correct.

W. LOVETT, *Colonial Auditor.*