

(No. 56.)



1884.

PARLIAMENT OF TASMANIA.

LAUNCESTON AND WESTERN RAILWAY:

REPORT FOR 1883.

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



LAUNCESTON AND WESTERN RAILWAY.

Manager's Office, Launceston, May 13th, 1884.

SIR,

I HAVE the honor to report upon the result of the working of the Launceston and Western Railway for the year ending December 31st, 1883.

Capital Account.

The amount expended under this head of Account during the year 1883 has been £5939 2s. 8d., the details of which will be found in Table 5.

Up to this date the total capital expenditure amounts to £445,322 4s. 1d.

Revenue Account.

The Revenue from all sources for the year 1883 amounts to £29,522 8s. 1d., which is an increase compared with the preceding year of £1836 15s. 8d.

This is the largest Revenue obtained since the opening of the Line in 1871, showing an increase over the first year's traffic of £16,893 13s. 6d.

The increase for the year 1883 over 1882 is at the rate of 6·6 per cent., as shown in the following Table. Under each head of Revenue there has been an increase.

	RECEIPTS.		INCREASE.	
	1882.	1883.	Amount.	Per cent.
	£ s. d.	£ s. d.	£ s. d.	
Passengers	11,972 16 2	13,103 8 8	1130 12 6	
Parcels, &c.	921 5 0	1034 10 2	113 5 2	
Goods and Live Stock	9266 10 11	9683 8 9	416 17 10	
Rents, Mails, &c.	1367 10 4	1443 10 6	76 0 2	
Main Line Toll, &c.	4157 10 0	4257 10 0	100 0 0	
	£27,685 12 5	£29,522 8 1	£1836 15 8	6·6

Passenger Traffic.

The increase in the total number of passengers travelling in 1883 was 12,170; there was, however, a slight falling off in the number of season ticket holders during the year, amounting to about 85 journeys. In the average distance travelled there was also a slight falling off, the average distance travelled per passenger being represented by a journey of 18·77 miles, as compared with 18·83 miles in the year 1882. There has, consequently, been a corresponding falling off in the average fare per passenger of ·35d.; but the larger number of passengers travelling—viz., 12,170—resulted in an increase in the receipts of £1130 12s. 6d.

		1882.	1883.	Increase.	Decrease.
Total miles travelled	No.	2,095,408	2,318,015	222,607	
Average distance travelled per passenger	Miles.	18·83	18·77	—	·06
First class journeys	No.	32,575	37,245	4670	
Second class ditto	No.	73,553	81,138	7585	
Season tickets, &c., ditto	No.	5143	5058	—	85
Total number of ditto	No.	111,271	123,441	12,170	
Average rate per passenger per mile	Pence.	1·37	1·39	·02	
Average rate per passenger	s. d.	2 1·82	2 1·47	—	·35

The number of passengers travelling the different distances, as shown in the following Table, indicates a very large increase in each distance, with the exception of the two last,—namely, 26 to 30 miles and 36 to 40 miles. In the case of these there has been a falling off of 646 and 522 passengers respectively. To this cause is ascribable the reduction in the average distance travelled by each passenger, and likewise the smaller amount received from each passenger.

This falling-off in the larger distance journeys, such as from Evandale Junction to Deloraine, is attributable to the failure of the mining interests between Mount Bischoff and the West Coast, which during the year 1882 attracted considerable interest both to speculators in Launceston and Hobart.

29,285 passengers, or 24 per cent. of total, travelled 1 to 5 miles.				
23,539	"	19	"	16 to 20 "
18,093	"	15	"	41 to 45 "
17,219	"	14	"	11 to 15 "
15,268	"	12	"	6 to 10 "
10,974	"	9	"	31 to 35 "
5141	"	4	"	26 to 30 "
3896	"	3	"	21 to 25 "
76	"	—	"	36 to 40 "

The passenger traffic to and from Evandale Junction shows a decrease of 7865 passengers, or 30.9 per cent., on the year 1876, when the Main Line Railway opened; and Perth shows a falling-off of 684 passengers, or about 5 per cent. on the figures for 1876, notwithstanding the large increase during 1883 over the year 1882. Thus it is proved, as anticipated in previous reports, that the Main Line Railway still diverts traffic from Evandale and Perth stations.

STATION WHERE BOOKED.	NO. OF PASSENGERS.		INCREASE.
	1882.	1883.	
Launceston	86,803	98,841	2038
St. Leonard's	9342	10,698	1356
Evandale	10,474	11,203	729
Perth	6896	7340	444
Longford	17,689	19,156	1467
Bishopsbourne	*	2769	2769
Hagley	3724	3794	70
Westbury	9011	9901	890
Exton	2627	2813	186
Deloraine	14,705	16,926	2221
	111,271	123,441	12,170

* Included in other Stations.

The total number of passengers conveyed to the end of 1883 was 1,236,665, who travelled an aggregate distance of 22,100,478 miles.

Goods Traffic.

The goods tonnage carried in the year gives an increase of 562 over the year 1882, and is the largest tonnage,—viz., 25,528,—ever carried, with the exception of the year 1875, when there was an exceptionally good harvest, and the total tonnage reached 25,837. The increase in goods receipts over 1882 is £416 17s. 1d., and over the first year the line was opened, 7417 tons, and £4037 13s. 4d. Taking into consideration that the acreage under cultivation has not very largely increased, this may be deemed a very satisfactory development of traffic in twelve years.

	1882.	1883.	INCREASE.	DECREASE.
Grain	11,072	10,365	—	707
Fencing, Bark, Wool, Firewood, Bricks, &c.	12,915	14,285	1370	—
Artificial Manure	979	878	—	101
	24,966	25,528	1370 808	808
			562	

It will be observed there has been a slight increase in the average distance each ton was carried over 1882, that is, from 27.77 miles in 1882 to 31.4 in 1883; but, on the other hand, there

has been a small decrease in the average receipt per ton per mile, which in 1882 was 3·02*d.*, and in 1883, 2·72*d.* This is caused by the increase in the lower classes of traffic, which are carried at reduced rates. The falling off in goods traffic at Evandale and Perth stations still continues, due to the completion of the Main Line Railway. As previously pointed out, there is no compensating traffic to place against this loss; that is, there is little, if any, traffic interchanged with the Main Line from points south of Evandale Junction to points upon the Launceston and Western Railway west of that station.

		1875.	1882.	1883.
Tonnage	Tons.	25,837	24,966	25,528
Average distance each ton was carried	Miles.	29·69	27·77	31·4
" receipts per ton	s. d.	6 5·75	6 11·77	7 1·54
" for each mile carried ...	d.	2·69	3·02	2·72
Total receipts	£ s. d.	8370 5 9	8714 2 2	9099 1 0

The usual tabulated statement of the acreage under cultivation and in crop is given below :—

		1882.	1883.	INCREASE.	DECREASE.
Land in cultivation	Acres.	159,487	149,794	...	9693
Land in crop	"	58,927	57,561	...	1366
Per cent. of land in crop to land in cultivation ..	Per cent.	36·9	38·4	1·5	
Tonnage carried by L. and W. Railway	Tons.	24,966	25,528	562	
Tons carried per acre under crop	"	0·42	0·44	0·02	
Per cent. of tons carried to land in crop	Per cent.	42·4	44·3	1·9	

Working Expenses.

The working expenses amounted to £22,567 19*s.* 3*d.*, as compared with £17,808 0*s.* 8*d.* in 1882. The cost per train mile was 4*s.* 2·4*d.*, and per mile open, £428·9, as compared with the previous years, 3*s.* 5·6*d.*, and per mile open, £341·5.

This large increase in the working expenses is caused, first, by the revenue of the year being debited with the purchase of 200 tons of steel rails and fastenings amounting to £2250, and secondly by the advance in all classes of wages which it was found necessary to make. Extensive renewals to the timber bridges and flood openings have also been carried out, which has been quite an exceptional expenditure.

The works of all description have been maintained in a satisfactory condition, as will be observed by reference to the Annual Report of the Inspecting Surveyor, which I have the honor to attach.

The working expenses of the Launceston and Western Railway Department compare very favourably with other Colonial railways. This is shown by the tabulated statement below :—

	Year.	Per Mile open.	Per Train Mile.	Per-centage of Working Expenses to Gross Earnings.
		£	s. d.	
England and Wales	1881	2294·7	2 9·83	52·
Cape of Good Hope	1882	775·4	4 11·8	77·02
Victoria	1882	845·7	4 4·01	61·68
New South Wales	1881	772·	3 9·16	51·12
Queensland	1882	269·6	3 9·60	52·17
South Australia	1882-3	350	4 8·12	68·73
New Zealand	1882-3	436·5	4 3·07	62·18
Tasmanian Main Line Railway	1883	514·1	4 5·2	99·
Launceston and Western Railway	1883	428·9	4 2·4	76·4

Train Service.

Train mileage	107,466
Ditto, per mile open	2388
Engine mileage, Launceston and Western Railway.	109,495

Net Earnings.

The net earnings amount to £6954 8s. 10d., returning a per-centage of 1·7 upon the original Debenture Capital of £400,000, and of 1·5 upon the amount expended to date in works of construction, £445,322 4s. 1d.

The net earnings now aggregate to £52,207 16s. 1d., a return to the Government of £20,590 0s. 11d. over the sum advanced to complete equipment, namely, £31,617 15s. 9d.

General.

A large amount of new works have been carried out during the year.

The passenger station at Launceston has been removed to another site so as to admit of its original position being utilised for a large goods-shed to accommodate the grain traffic. All this work has been carried out under Mr. Batchelor's supervision.

The system of abolishing carting to the stores in town and simply delivering goods to the consignees at the goods-sheds, is found to be working most satisfactorily. Having the advantage of goods-shed accommodation, trucks are now immediately unloaded upon arrival and returned without delay to country stations. This has enabled the Department to supply all trucks applied for, for all descriptions of traffic such as timber, bark, &c., which hitherto could not be done. No inconvenience has therefore arisen to any industry during the height of the grain season, which has been a great boon to traders generally.

The third rail, which was sanctioned during the last Session of Parliament, will be laid during the year 1884, and thus the break of gauge from the Mersey extension will be avoided.

I have once more to remark upon the entire immunity from accident of any kind since the opening of this Railway in February, 1871.

I have the honor to be,
Sir,

Your obedient Servant,

R. W. LORD, *Manager.*

The Hon. N. J. BROWN, Minister of Lands and Works.

*Launceston and Western Railway,
Locomotive Department, Launceston, January, 1884.*

DEAR SIR,

I HAVE the honor to report that the locomotives, rolling stock, machinery, pumps, water supply, signals, and buildings in connection with this Department have been well maintained during the past year, and are now in good order.

The engine mileage, including shunting, for the year 1883, was 109,495 miles, being an increase of 6320 miles over 1882.

Owing to the increase of traffic, and also having to reduce the boiler pressure of the engines, I have great difficulty in providing sufficient locomotive power.

As the gauge adopted for Tasmanian railways is 3 feet 6 inches, it will be necessary to procure a quantity of narrow-gauge wheels, springs, &c., to enable me to convert worn out broad-gauge stock to the narrow gauge.

The following works of construction have been performed by this Department during the year:—Erection of weigh-bridge, Deloraine, removal of passenger station, Launceston, and the construction of new platform, Station Master's office in the vestibule, erection of goods-shed, engine steam shed, crane, &c., and the building of two timber trucks.

The diamond drills for the mines, and stone-crushers and engines for the Public Works Department, have been kept in repair during the year by this Department.

I am Sir,

Your obedient Servant,

W. E. BATCHELOR.

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

*Launceston and Western Railway,
Permanent Way Department, Launceston, January, 1884.*

DEAR SIR,

HEREWITH I have the honor to forward Report for 1883.

I regret that the demand for heavy renewals, and necessary attendant expenditure for extra labour, has considerably increased the cost of maintenance this year.

The wooden bridges have demanded very extensive renewals, and must for some time receive constant attention.

I will again take the opportunity of suggesting the substitution of stone or concrete piers and light iron girders for these comparatively short level timber structures, which demand a daily and anxious inspection, besides costly repairs.

It has been necessary during the year to relay many of the curves, more especially on the Evandale and Launceston section, which bears the strain of both Launceston and Western and Tasmanian Main Line Railway services. This must be liberally extended during the next 12 months, and the lowest estimate I can give for the requirements of 1884 is 100 tons of steel rails in addition to the 200 tons lately received from England. The order for 20 sets of steel points and crossings to arrive early will not permit of any encroachment for the extensive alterations and additions proposed and now being carried out in the terminal yards in connection with the authorised extensions. A supplementary order will therefore be required early for a further supply, and a few tons of fastenings.

The necessary additions that will be required to the workshops and machinery should enable us to manufacture these, as required, for the future.

The annual supply of sleepers will be slightly on the increase for a year or two, as the original ones are very much decayed. This remark will also apply to all descriptions of timber work,—fences, platforms, telegraph poles, &c. I would again draw your attention to the now more apparent (by the increase of traffic) necessity of lengthening station platforms, and, I would suggest, with stone and earthwork. The outlay would be well repaid by avoiding the necessity, as at present, of backing and drawing up the train to the miserable little stages in existence.

During the latter part of the year a heavy demand upon the time of the repairing gangs was made to procure material for the alterations and additions authorised in Launceston and other yards. Labour was very scarce and high priced, and to retain the services of good men able to compete with the increased duties a slight increase upon the daily estimate for 1883 was granted. The weight and strength of the broad-gauge roads require more able-bodied men than lighter roads. The station buildings, sheds, &c. have been maintained in fair condition, but require painting, for the preservation of the timber as well as general appearance.

A substantial goods-shed has been erected at Bishopsbourne, and another is proposed at Little Hampton. It was decided to build these of iron with stone foundations, which will be appreciated at a future period by their cost of maintenance.

On some outlying sections, at some miles distant from the townships, quarters for the platelayers is a very much felt want. The presence of the men at all times on the road would be secured, more of their time would be available, and the rent they would willingly pay would return a high rate of interest on the cost. I therefore trust to receive at an early date authority to erect a few cottages for this purpose.

The proposed third rail to Deloraine, when laid, will slightly increase cost of present maintenance, as it will be necessary to supplement some of the gangs, that are even now under-manned.

During the year the iron overbridge ordered for Longford has been received and erected. It is a substantial and handsome structure, and prevents any risk of accident by passengers crossing the lines of traffic when trains are present.

Notwithstanding the increased age of the way and works, a fair condition has been preserved at a very reasonable cost.

I have the honor to be,

Sir,

Your obedient Servant,

LEONARD DOWLING.

R. W. LORD, Esq., Launceston.

No. 1.

Dr.

SUMMARY of Receipts and Expenditure on Capital Account to 31st December, 1883.

Cr.

	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.	£	s.	d.
To Debenture Capital .....	..			400,000	0	0										
Share ditto .....	..			50,000	0	0										
							450,000	0	0							
Accrued Interest, Premiums, &c.....				..			12,015	4	1							
Advance by Treasury for Construction purposes, 1883.	5939	2	8													
Ditto, prior to 1883	23,605	2	1													
							29,544	4	9							
Ditto towards payment of Interest on original Debentures .....	..			321,000	0	0										
							350,544	4	9							
Revenue Expenditure, 1883 .....	..			22,567	19	3										
Ditto prior to 1883 .....	..			195,316	4	10										
							217,884	4	1							
Stores transferred to Government by the Launceston and Western Railway Company.....	..			..			1762	15	3							
							£1,032,206	8	2							

By Expenditure on the Construction of 45 miles of Railway and Telegraph prior to transfer to Govern- ment				413,704	8	4										
Ditto since transfer (1883)	5939	2	8													
Ditto (prior to 1883)	25,678	13	1													
							31,617	15	9							
											445,822	4	1			
Railway Income, 1883.....	..			29,522	8	1										
Ditto, prior to 1883 .....	..			240,569	12	1										
											270,092	0	2			
Interest on Debentures to 31st December, 1883' ...	..			369,000	0	0										
Less Net Revenue from working the Line.....	..			52,207	16	1										
											316,792	9	11			

No. 3.—C.
ANALYSIS of Traffic and Traffic Receipts, 1883.

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, Tolls, &c.	TOTAL.				
Launceston.....	38,841	45,934	3996	17,516	£ s. d. 4138 11 9	£ s. d. 271 8 4	£ s. d. 6297 15 11	£ s. d. 13 14 9	£ s. d. 10,721 10 9	January	27	8·9	£ s. d. 2636 18 2
St. Leonard's	10,698	9542	45	117	352 7 9	9 2 0	33 11 5	...	395 1 2	February	24	7·9	2338 10 1
Breadalbane .....	...	2370*	124	59	...	...	...	...	...	March	27	11·2	3302 1 0
Evandale Junction .	11,203	6363	475	968	902 1 10	65 8 11	269 18 2	24 18 1	1262 7 0	April.....	25	9·8	2888 18 2
Perth	7340	4414	147	743	460 11 3	43 17 6	249 7 11	29 7 4	783 4 0	May	27	9·5	2811 10 4
Longford	19,156	14,497	2774	2682	1629 7 1	154 2 10	925 16 3	15 1 9	2724 7 11	June	26	7·9	2338 19 6
Wilmore's Lane.....	...	762*	} 2450	600	230 16 10	22 16 2	19 16 0	...	273 9 0	July	26	7·3	2144 10 1
Little Hampton.....	...	1442*								August	27	7·	2062 16 0
Bishopshbourne	2769	3654								September ...	25	7·	2067 16 4
Oaks .....	...	3553*	318	161	...	0 1 3	0 11 6	...	0 12 9	October	27	8·2	2420 13 7
Glenore .....	...	2343*	394	129	...	...	...	...	...	November ...	26	7·1	2083 15 7
Hagley	3794	1890	1241	479	327 19 1	31 8 6	206 11 6	...	565 19 1	December.....	26	8·2	2425 19 3
Westbury	9901	6990	2934	703	1009 5 5	66 13 7	393 8 10	43 6 1	1512 13 11				
Exton	2813	1170	863	101	272 10 8	11 7 0	86 14 9	...	370 12 5				
Deloraine	16,926	13,459	9767	1270	3258 13 1	304 4 1	1199 16 6	172 16 6	4935 10 2				
Mails, Rents	}	5058*	...	...	521 3 11	54 0 0	...	1144 6 0	1719 9 11				
Sundry Receipts ...													
Toll, &c. (T.M.L.R.)	...	...	...	...	...	...	...	4257 10 0	4257 10 0				
	123,441	123,441	25,528	25,528	13,103 8 8	1034 10 2	9683 8 9	5701 0 6	29,522 8 1		313	100·0	29,522 8 1

* Includes Outwards and Inwards.

W. H. LOVETT, Accountant.

R. W. LORD, Secretary and Manager.

No. 4.—A.

ANALYSIS of Working Expenses, 1883.

	Salaries and Wages.			Stores and Renewals.			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.	5271	8	0	1705	17	1						
Rails and fastenings	—			—			2250	0	0			
										9227	5	1
<i>Locomotive and Carriage and Wagon Department.</i>												
Loco-Superintendent, carpenters, blacksmiths, striker, turners, fitters, drivers, firemen, cleaners, labourers, &c.	3116	6	9	2774	18	9	0	18	0	5892	3	6
<i>Traffic Charges.</i>												
Station-masters, booking clerks, goods clerks, telegraph operators, guards, porters, signalmen, watchmen, &c.—												
Launceston	1716	5	3	98	7	10						
St. Leonard's	—			—								
Breadalbane	—			—								
Evandale Junction	364	17	5	29	13	1						
Perth	100	0	0	12	19	3						
Longford	472	1	0	38	5	6						
Wilmore's Lane	—			—								
Bishopsbourne	1	0	0	—								
Oaks	—			—								
Glenore	—			—								
Hagley	103	1	0	13	8	4						
Westbury	120	10	0	23	11	9						
Exton	80	0	0	9	19	9						
Deloraine	509	12	9	56	4	6						
Cartage	—			—			576	2	11			
General traffic charges	53	6	3	585	6	4	160	11	0			
	3520	13	8	867	16	4	736	13	11	5125	3	11
<i>Police, Gates, &c.</i>												
Gatekeepers at level crossings	542	1	0	14	3	3	—			556	4	3
<i>General Charges.</i>												
Office of Manager, Accountant, Cashier, Storekeeper, &c.	1190	0	0	92	19	6	75	19	0	1358	18	6
<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	—			—			408	4	0	408	4	0
	13,640	9	5	5455	14	11	3471	14	11	22,567	19	3

R. W. LORD, *Secretary and Manager.*W. H. LOVETT, *Accountant.*

No. 5.—B.

ITEMS charged to Construction during the Year 1883.

	£	s.	d.
Goods Shed, &c., Launceston	4485	14	7
Ditto, Bishopsbourne.....	418	0	0
Engine Shed, Launceston	600	0	0
New Rolling Stock.....	250	0	0
Longford Overbridge.....	124	13	7
Blackwood	60	14	6
	<hr/>	<hr/>	<hr/>
	£5930	2	8

W. H. LOVETT, *Accountant.*R. W. LORD, *Secretary and Manager.* 2

No. 6.—D.

Further Analysis of Stores consumed during the Year 1883.

	£	s.	d.
Fuel—Coal, 1278 tons; firewood, 333 tons; coke, 2 loads	1536	12	8
Oils—Castor, 996 gallons; colza, 158 gallons; mutton-bird, 173 gallons; kerosene, 317 gallons; cylinder, 107 gallons; turps, 12 gallons; sundry oils, 42 gallons	266	14	10
Tallows, &c.—Tallow, 181 lbs.; grease, 258 lbs.....	7	6	10
Packings, &c.—Tucks, packing, &c., 122 lbs.; flax, 38 lbs.; waste, 1674 lbs.	54	14	10
Paints and Varnish	16	10	1
Stationery and Advertisements	402	6	6
Timber	507	0	8
Iron	363	8	4
Tools	289	12	0
Ordinary sundries	367	3	4
Extra sundries	261	2	0
Duplicates	85	17	4
Renewals—Rails, crossings, sleepers, machinery, &c.....	1297	5	6
	<hr/>	<hr/>	<hr/>
	£5455	14	11

W. H. LOVETT, *Accountant.*R. W. LORD, *Secretary and Manager.*

No. 7.

LAUNCESTON AND WESTERN RAILWAY.
DIRECTION and Extent of Goods Traffic for the Year 1883.

OUTWARDS FROM	INWARDS AT													TOTAL OUTWARDS.		
	Launceston.	St. Leonard's.	Breadalbane.	Evandale Junction.	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	—	20	34	107	359	1138	304	88	84	253	454	66	1089	3996	—	114,849
St. Leonard's	39	—	—	4	—	—	1	—	—	—	—	—	1	45	—	242
Breadalbane	123	—	—	—	—	—	—	—	—	—	—	—	1	124	—	918
Evandale Junction	408	1	—	—	4	22	3	1	—	—	4	1	31	475	—	5998
Perth	131	1	—	3	—	2	2	1	—	—	—	—	7	147	—	2204
Longford	2538	21	1	66	9	—	23	6	1	4	40	—	60	2771	—	48,482
Wilmore's Lane }	2130	2	—	186	33	84	—	1	—	4	1	1	8	2450	—	56,401
Little Hampton }																
Bishopsbourne }																
Oaks	261	—	—	6	—	43	1	—	—	—	1	—	6	318	—	7507
Glenore	358	—	—	15	—	13	—	—	—	7	—	1	—	394	—	10,439
Hagley	1039	4	—	115	14	61	1	—	1	—	1	2	3	1241	—	36,307
Westbury	2510	—	1	5	39	246	22	12	4	22	—	8	65	2934	—	94,140
Exton	622	1	—	50	7	73	24	4	3	40	30	—	—	863	—	30,446
Deloraine	7357	67	23	411	278	1000	219	48	36	149	157	22	—	9767	—	393,768
Tons Inwards	17,516	117	59	968	743	2682	600	161	129	479	703	101	1270	25,528	—	—
Average Distance	—	—	—	—	—	—	—	—	—	—	—	—	—	—	31.4	—
Miles travelled*	599,735	3299	1151	22,318	15,286	55,511	12,836	3465	3037	10,564	18,627	2944	52,928	—	—	801,701

	1882.	1883.		1882.	1883.
Goods train miles	87,553	92,685	Goods receipts	£ 8714 2 2	£ 9099 1 0
Ton miles	693,309	801,701	Average ditto per ton per mile	0 0 3.02	0 0 2.72
Goods tonnage	24,966	25,528	Ditto per goods train mile	0 1 11.89	0 1 11.56
Average tons per train mile	0.29	0.27	Ditto per ton	0 6 11.77	0 7 1.54
Ditto miles travelled per ton	27.77	31.4	Ditto per week	167 11 6.96	174 19 7.61

* Decimals omitted.

W. H. LOVETT, Accountant.

R. W. LORD, Secretary and Manager.

No. 8.
LAUNCESTON AND WESTERN RAILWAY.
DIRECTION and Extent of Passenger Traffic for the Year 1883.

OUTWARDS FROM	INWARDS AT																TOTAL OUTWARDS.		
	Season Ticket-holders, &c.	Launceston.	St. Leonard's.	Breadalbane.*	Evandale Junction.	Perth.	Longford.	Wilmore's Lane.*	Little Hampton.*	Bishopsbourne.	Oaks.*	Glenore.*	Hagley.	Westbury.	Exton.	Deloraine.	Passengers.	Average Distance.	Miles travelled.†
Launceston	1568	—	9017	1625	2334	1788	8096	296	522	1362	1259	722	777	2189	245	7041	38,841	..	806,038
St. Leonard's	455	8994	—	181	171	137	827	6	40	16	52	22	25	88	1	183	10,698	..	65,819
Breadalbane																			
Evandale Junction	455	5932	122	132	—	719	1700	20	97	272	282	78	185	224	33	952	11,203	..	142,774
Perth	304	3395	82	65	1028	—	1854	9	18	95	92	4	25	74	4	291	7340	..	79,186
Longford	809	10,493	170	194	1488	1417	—	288	525	872	656	286	237	525	35	1202	19,156	..	283,438
Wilmore's Lane																			
Little Hampton																			
Bishopsbourne	101	926	9	51	196	32	529	25	78	—	136	117	69	253	54	193	2769	..	41,274
Oaks																			
Glenore																			
Hagley	152	1335	12	37	127	57	309	12	29	136	208	328	—	671	37	344	3794	..	64,464
Westbury	405	4485	57	6	164	54	451	32	45	289	417	463	313	—	326	2394	9901	..	216,615
Exton	101	823	6	10	31	6	93	—	21	107	40	31	41	644	—	859	2813	..	50,641
Deloraine	708	9551	58	69	874	204	1138	74	67	505	411	292	218	2322	435	—	10,926	..	567,766
No. Passengers	5058	45,934	9542	2370	6363	4414	14,497	762	1442	3654	3553	2343	1890	6990	1170	13,459	123,441	..	..
Average Distance .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	18.77	..
Miles travelled	91,044	1,024,934	45,182	20,358	79,990	43,313	213,763	10,187	19,356	60,666	58,681	34,883	37,501	127,565	17,058	433,534	..	..	2,318,015

	1882.	1883.		1882.	1883.
Passenger train miles	87,553	92,685	Total passenger receipts	£ 11,972	£ 13,103
Miles travelled	2,095,408	2,318,015	Average ditto per passenger per mile	s. 16	s. 8
Average miles travelled per passenger	18.83	18.77	Ditto per train mile	d. 2	d. 8
Ditto per train mile	1.27	1.33	Ditto per passenger	0 0 1.27	0 0 1.39
Total passengers carried	111,271	123,441	Ditto per week	0 2 8.82	0 2 9.93
				0 2 1.82	0 2 1.47
				230 4 11.12	251 19 9.38

* Includes Inwards and Outwards.

† Decimals omitted.

W. H. LOVETT, *Accountant.*

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

COST of Railway and Equipment, and List of Rolling Stock, 1883.

CONSTRUCTION AND EQUIPMENT.			ROLLING STOCK.																	
Miles open.	Cost.		Locomotives.	Carriages.					Wagons.							Horse Boxes.	Brake Vans.		Total No. Vehicles.	
	Amount.	Per Mile open.		Saloon.	1st Class.	2nd Class.	Composite.	Excursion.	Ballast.	Low-sided.	High-sided.	Medium.	Timber.	Covered.	Cattle.		Sheep.	Passenger.		Composite.
45	£ 445,322	£ 9896	5	1	4	3	7	2	5	13	16	42	10	15	9	6	4	5	2	149
				17					116								7			

W. H. LOVETT, *Accountant.*R. W. LORD, *Secretary and Manager.**SUMMARY of Railway Statistics for Five Years ending 31st December, 1883.*

Gauge 5' 3".

	—	1879.	1880.	1881.	1882.	1883.
Miles open	No.	45	45	45	45	45
Miles worked (reduced to the equivalent of a single line)	No.	51·6	52·1	52·2	52·8	52·2
Total cost of construction and equipment	£	435,595	435,595	436,815	439,383	445,322
Ditto ditto per mile	£	9679	9679	9707	9764	9896
Gross earnings	£	21,583	23,560	24,074	27,686	29,522
Working expenses	£	18,699	17,456	17,711	17,808	22,568
Profits on working	£	2884	6104	6363	9878	6954
Proportion of working expenses to gross earnings	Per cent.	86·82	74·09	73·57	64·32	76·44
Profits on working per £100 capital expenditure .....	..	0·66	1·40	1·45	2·24	1·56
Passenger journeys	No.	103,256	102,918	102,495	111,271	123,441
Average distance travelled per passenger	Miles.	17·63	17·33	17·78	18·83	18·77
Average rate per passenger	s. d.	1 11·43	1 11·59	2 0·34	2 1·82	2 1·47
Ditto per passenger per mile	Pence.	1·33	1·36	1·37	1·37	1·39
Goods tonnage	No.	16,363	20,762	21,043	24,966	25,528
Average distance travelled per ton	Miles.	27·36	28·35	29·29	27·77	31·4
Average rate per ton	s. d.	6 3·55	6 7·85	6 9·03	6 11·77	7 1·54
Ditto per ton per mile	Pence.	2·76	2·82	2·77	3·02	2·72
Train mileage	No.	100,624	104,473	101,934	102,739	107,466
Average ditto per mile open	No.	2236	2322	2265	2283	2388
Engine mileage	No.	100,590	105,280	102,727	103,167	109,495
Gross earnings per train mile	s. d.	4 3·4	4 6·1	4 8·7	5 4·7	5 5·9
Ditto per mile open	£	479·6	523·6	535·0	615·2	656·0
Working expenses per train mile	s. d.	3 8·6	3 4·1	3 5·7	3 5·6	4 2·4
Ditto per mile worked	£	360·4	334·7	339·0	341·5	428·9
Locomotives	No.	5	5	5	5	5
Other vehicles	No.	139	139	141	142	144

W. H. LOVETT, *Accountant.*R. W. LORD, *Secretary and 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.	Passen- gers.	Passengers.	Parcels, &c.	Goods and Live Stock.	Miscel- laneous.	TOTAL.							
		£	£		No.			£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	s. d.					
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	1040 11 1	19,435 13 2	4 4·3	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					
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	9896	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					

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.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.						
1874	45	4790	17 4	106·4	1	0·2	5284	9 9	117·6	1	1·5	4231	2 2	94·0	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	0	4	16,213	1 0	360·3	3	8·0	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	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	18,609	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
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	341·5*	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

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

R. W. LORD, Secretary and Manager.

W. H. LOVETT, Accountant.

RECONCILIATION of Treasury and Railway Accounts for Year 1883.

	£	s.	d.	£	s.	d.
Traffic Receipts for year 1883, as per Launceston and Western Railway Accounts .....	..	..	..	29,522	8	1
Cash banked on account of Launceston and Western Railway, as per Treasury statement.....	29,559	0	1			
Add Outstandings, 31st December, 1883	1538	6	7			
Less amount due to Telegraph Department	16	2	8			
				1522	3	11
				31,081	4	0
Less Outstandings, 31st December, 1882 .....	..	..	..	1558	15	11
				29,522	8	1

R. W. LORD, Secretary and Manager.

W. H. LOVETT, Accountant.

Reconciliation Statement, No. 12, correct.

W. LOVETT, Colonial Auditor.