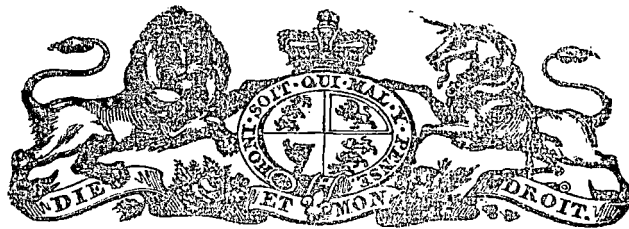


(No. 62.)



1883.

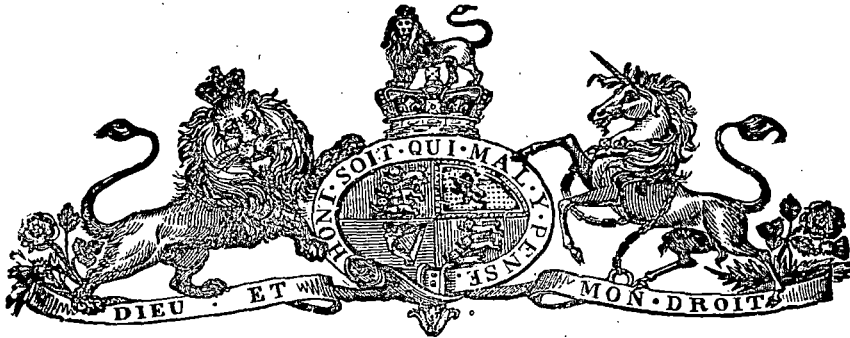
TASMANIA.

LEGISLATIVE COUNCIL.

LAUNCESTON AND WESTERN RAILWAY:

REPORT FOR 1882.

Laid upon the Table by Mr. Moore, and ordered by the Council to be printed,
July 24, 1883.



LAUNCESTON AND WESTERN RAILWAY.

Manager's Office, Launceston, 11th May, 1883.

SIR,

I HAVE the honor to submit my Report for the year 1882.

Capital Account.

Expenditure under this head during the year has amounted to £2567 13s. 1d.; a detailed list of items being shown in Table No. 5.

Revenue Account.

The Revenue for the year 1882 amounts to £27,685 12s. 5d., and is therefore much beyond all the estimates, the last of which was considered as over sanguine.

The large excess over the estimate was caused by an increase in every description of traffic. There was an unusual demand for trucks to convey firewood, bark, timber, &c. during the season, which in former years used to be dull. It is worthy of note that the Revenue of this the tenth complete year of the Government ownership of the Line has exceeded the first year by £10,592 5s. 3d., or an increase equal to 62 per cent., notwithstanding the fact that no new sources of traffic have since been developed by extension or otherwise.

The following is the detail :—

	RECEIPTS.		INCREASE.	
	1881.	1882.	Amount.	Per cent.
	£ s. d.	£ s. d.	£ s. d.	
Passengers	10,396 9 10	11,972 16 2	1576 6 4	
Parcels, &c.	790 16 1	921 5 0	130 8 11	
Goods and Live Stock.....	7540 14 3	9266 10 11	1725 16 8	
Rents, Mails, &c.....	1288 9 11	1367 10 4	79 0 5	
Tasmanian M. L. Railway Toll, &c.	4057 10 0	4157 10 0	100 0 0	
	24,074 0 1	27,685 12 5	3611 12 4	15.

Under every head of traffic there has been a very large increase, and, with the exception of the two last miscellaneous items, there has never before been such large advances in the course of one year.

The total increase on last year was 15 per cent., as compared with the previous year's 2.2 per cent. of increase.

Passenger Traffic.

		1881.	1882.	Increase.
Total miles travelled	No.	1,822,356	2,095,408	273,052
Average distance travelled per passenger....	Miles.	17.78	18.83	1.05
First class journeys	No.	30,777	32,575	1798
Second class ditto.....	No.	67,965	73,553	5588
Season tickets, &c., ditto.....	No.	3753	5143	1390
Total number of ditto	No.	102,495	111,271	8776
Average rate per passenger per mile	Pence.	1.37	1.37	—
Average rate per passenger	s. d.	2 0.34	2 1.82	0.148

There is an increase on every item of the above factors with exception of average rate per passenger per mile, which is the same as last year. Attention last year was drawn to the large averages of miles travelled per passenger, the average rate received, and average rate per mile; but this year's figures have, in the two first-mentioned particulars, far distanced even those satisfactory results. The average distance travelled has increased to 18.83 miles, being more than a mile over the 1881 distance for each passenger. Notwithstanding the large proportion of passengers who travel the short journeys, as shown by a Table further on, those travelling the longer journeys are sufficient to bring up an average travelling distance for each passenger to 41 per cent., or more than two-fifths of the whole length of the Line.

The average rate per passenger has consequently increased by nearly $1\frac{1}{2}$ d., or double last year's increase over 1880, and the average rate for each mile travelled has remained the same, consequent upon the increase in first-class passengers, but balanced by the number of passengers travelling between Launceston and Westbury increasing by 151, and the number between Evandale and Deloraine decreasing by 448. Former reports have explained that the latter portion is far more remunerative than the former. The through passengers (between the two terminal stations) increased by 3323. These facts may be observed by reference to Table No. 8.

STATIONS WHERE BOOKED.	MILES TRAVELLED.	AVERAGE NO. MILES TRAVELLED BY EACH PASSENGER.		
		No.	Compared with 1881.	
			Increase.	Decrease.
Launceston	769,945	20.92	1.05	
St. Leonard's	59,539	6.37	.40	
Evandale	132,914	12.69	.83	
Perth	74,548	10.81	..	.01
Longford	264,455	14.95	.46	
Hagley	62,109	16.68	1.05	
Westbury	196,634	21.82	.35	
Exton	42,670	16.24	..	.58
Deloraine	492,594	33.45	1.27	
Total miles travelled.....	2,095,408	18.83	Net Average Increase, 1.05	

The figures for Launceston would probably be about 20 average miles if the small stations inwards' bookings be omitted. It is noticeable that the average increases for Launceston and Hagley are the same as the net increase. The Perth average is about equal to that of last year. The Exton distances show a falling off of over a mile for each passenger. This was the same result last year, the decrease from Exton in the two years amounting to an average of 1.15 miles per passenger. The Deloraine passengers travelled 1.27 more average miles each over last year. This was the largest increase. All other stations show substantial increases in the distance travelled.

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

25,147 passengers, or $23\frac{1}{2}$ per cent. of total, travelled	1 to 5 miles
20,008 " 18 " " "	16 to 20 "
15,957 " 14 " " "	11 to 15 "
15,834 " 14 " " "	41 to 45 "
13,641 " 12 " " "	6 to 10 "
10,458 " 9 " " "	31 to 35 "
5086 " 5 " " "	21 to 25 "
4542 " 4 " " "	26 to 30 "
598 " $\frac{1}{2}$ " " "	36 to 40 "

The most noticeable features in the above Table are the increases in the number travelling the long distances,—2 per cent. more travelled 41 to 45 miles, and nearly $\frac{1}{2}$ per cent. more 35 to 40 miles, than in 1881.

The passenger traffic had been decreasing in numbers since the year 1878 until the end of 1881, when that year showed a falling off of 3977 passengers as compared with the first-mentioned year. There was not only a recovery during the past year, but an increase of 4799 on 1878, which previously had been the largest passenger year as far as numbers were concerned. The decrease repeatedly pointed out as consequent upon the action of the Tasmanian Main Line Railway has scarcely been arrested, as the two stations principally affected together show an increase of 70 only on the year.

The passenger traffic to and from Evandale shows a decrease of 9423 passengers, or 37 per cent. on 1876 when the Main Line Railway opened, and Perth shows a falling off of 2476, or about 9 per cent. on the figures for 1876,—and this notwithstanding the very large increase during 1882 on the year 1881. The following Table will show the increases on passengers booked at each station as compared with the previous year:—

STATIONS WHERE BOOKED.	No. PASSENGERS.		INCREASE.
	1881.	1882.	
Launceston	33,116	36,803	3687
St. Leonard's	8942	9342	400
Evandale	10,145	10,474	329
Perth	6349	6896	547
Longford	17,079	17,689	610
Hagley	3676	3724	48
Westbury	8638	9011	373
Exton	2378	2627	249
Deloraine	12,172	14,705	2533
	102,495	111,271	8776

The increase has been general; and even at Exton, which station showed a falling off in the distance travelled per passenger, there is an increase of 249 passengers. The most conspicuous increases appear in the bookings at the terminal stations, and this is no doubt due in a great measure to the wonderfully increasing traffic to and from the North-West Coast; and this fact speaks volumes for the prospects of the Mersey extension.

The direction of this traffic also appears more between Deloraine and Launceston than between Deloraine and the Main Line Railway, the passengers from Evandale to Deloraine having decreased in the year by 228, and from Deloraine to Evandale by 220, or an aggregate of 448; the aggregate increase in numbers between the terminals being 3323, there having been 101 more passengers from Launceston to Deloraine, and 3222 more from Deloraine to Launceston.

The total number of passengers conveyed to the end of 1882 was 1,113,224, who travelled an aggregate distance of 19,782,463 miles without the slightest accident of any kind.

Goods Traffic.

	1881.	1882.	INCREASE.
	Tons.	Tons.	Tons.
Grain	8277	11,072	2795
Fencing, bark, wool, firewood, bricks, &c.	11,835	12,915	1080
Artificial manures	931	979	48
	21,043	24,966	3923

In like manner to the passenger traffic, the goods tonnage for 1882 shows the largest increase on the previous year of any year since the Line was opened, the tonnage being nearly 4000 over the year 1881. Although the tonnage of the year 1875 (25,837) has not yet been recovered, the amount received in 1882 was nearly £600 more than that realised in the former year.

The reason of this is that a great quantity of goods were carried at a higher rate, although the distance each ton was carried was greater in 1875. The following table shows the particulars for the years 1875, 1881, and 1882:—

		1875.	1881.	1882.
Tonnage	Tons.	25,837	21,043	24,966
Average miles each ton was carried	Miles.	29.69	29.29	27.77
" receipts per ton	s. d.	6 5.75	6 9.03	6 11.77
" receipts per ton for each mile carried ..	d.	2.69	2.77	3.02
Total receipts	£ s. d.	8370 5 9	7104 19 3	8714 2 2

Thus it will be seen that one farthing per ton more was received in 1882 than in 1881, and about one-third of a penny per ton more than in 1875. Notwithstanding the recovery in the goods traffic, the two stations before referred to, Evandale and Perth, do not participate, but have lost ground. There was a decrease of 115 tons at the latter, and of 100 tons at the former station on the year 1881, making a decrease on the year for Evandale and Perth respectively of 4115 tons and 755 tons, or 81 per cent. and 38 per cent., as compared with the average at those stations prior to the opening of the Main Line Railway. There is no compensating traffic to place against this loss, as the figures given involve the net result of traffic lost and traffic received. There was an increase of 2795 tons of grain, 1080 tons of fencing, bark, wool, firewood, bricks, &c., and 48 tons of manure. The average distance each ton was carried was 27·77 miles, as compared with the previous year's 29·29; and the receipts per ton were 6s. 11·77d., as compared with 6s. 9·03d.

The following table gives the acreage under cultivation and in crop, &c. in the Launceston and Western Railway district for the years 1881 and 1882:—

		1881.	1882.	INCREASE.	DECREASE.
Land in cultivation.....	Acres.	162,410	159,487	...	2923
Land in crop	Acres.	57,273	58,927	1654	
Per cent. of land in crop to land in cultivation..	Per cent.	35·3	36·9	1·6	
Tonnage carried by L. and W. Railway.....	Tons.	21,043	24,966	3923	
Tons carried per acre under crop.....	Tons.	0·36	0·42	0·06	
Per cent. of tons carried to land in crop.....	Per cent.	36·7	42·4	5·7	

In 1881 the land in cultivation was much greater than in 1880, the land in crop, and consequently percentage, being much less. This position in 1882 was exactly reversed, there being nearly 3000 acres in cultivation less than 1881, the land in crop being 1654 acres more, and the percentage of the latter 1·6 more than the 1881 proportion.

Working Expenses.

The working expenses amounted to £17,808 Os. 8d., as against £17,711 Os. 3d. for the year 1881, or an increase of about £97. The cost per train mile was 3s. 5·6d., and per mile open £341·5, as compared with the previous year's 3s. 5·7d. and £339. The Locomotive department shows an increase of 0·5d. per train mile, and of £3·8 per open mile. Traffic charges show an increase of 0·8d. per train mile, and £3·9 per open mile. General charges show a decrease of 1·2d. per train mile, and £4·5 per open mile, and the Maintenance department expenses per train mile equal those of last year, there being a decrease of £0·7 per open mile.

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

	PER MILE OPEN.	PER TRAIN MILE.
	£	s. d.
Cape of Good Hope (1881).....	699	5 4·7
Victoria (1881)	758	3 11·32
New South Wales (1881)	772	3 9·16
Queensland (1881)	244	4 3·75
South Australia (1881-2)	369	4 9·11
New Zealand (1881-2)	397	4 2·16
Tasmanian Main Line Railway (1882).....	437·38	3 10·19
Launceston and Western Railway (1882).....	341·5	3 5·6

The following was the year's train service:—

Train mileage	102,739
Ditto per mile	2283
Engine mileage (Launceston and Western Railway)..	103,167

Net Earnings.

The net earnings amount to the satisfactory sum of £9877 11s. 9d. for the year, exceeding those for 1881 by £3544 11s. 11d., and returning a percentage of 2·5 upon the original debenture capital of £400,000, and of 2·2 upon the amount expended to date in works of construction

(£439,383 1s. 5d.) The net earnings now aggregate to £45,253 7s. 3d., representing a return to the Government of £19,574 14s. 2d. over the sum advanced to complete equipment, namely £25,678 13s. 1d.

General.

The increase for the year 1883 up to the date of this Report amounts to £984, and there is every prospect of this being more than maintained.

I therefore estimate the receipts for the current year at £30,000.

There has been no casualty or accident during the year. This completes the twelfth year for which a similar statement has already been made.

The usual Reports of the Locomotive Superintendent and the Inspecting Surveyor are attached.

I have the honor to be,
Sir,

Your obedient Servant,

R. W. LORD, *Manager.*

The Honorable N. J. BROWN, M.H.A., Minister of Lands and Works.

*Launceston and Western Railway, Locomotive and Carriage and Wagon
Department, Launceston, 1st January, 1883.*

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 locomotive engine mileage for the year ending 31st December, 1882, including shunting, was 103,167 miles.

The arrival of the wheels and underframes from England has enabled me to complete the new passenger brake vans, and first class carriage, and place them on the road, thereby affording a little extra accommodation for excursion traffic. Although the number of carriages and trucks have been nearly doubled since the opening of the line, we are still very much hampered through not having sufficient accommodation for the requirements of the traffic. (I enclose a statement of rolling stock herewith.)

We are also very deficient in locomotive power.

I therefore beg to suggest that another locomotive engine be ordered to be delivered not later than August, 1884, and that two carriages, one long passenger brake-van, twenty trucks, four horse-boxes, and two carriage trucks be built to meet the requirements of the traffic.

I must also call your attention to the fact that since the opening of the line the traffic has nearly doubled, and in consequence of the age of the stock, now over thirteen years, and extra work performed for other sub-departments, I find that it will be necessary to make provision for an increase in the staff for the year 1884, as I cannot keep the stock, &c. in a satisfactory condition with the present staff.

It is also necessary to draw your attention to the state of the steam shed at Deloraine, which is not fit for men to work in at night, and as it must come down, being in the way of the Mersey extension, would suggest that a new one be built at once.

The engines and stone-crushing machinery of the Public Works have been kept in repair by this Department, and I have also repaired the diamond drills and set the diamonds for the Mines Department.

I am, dear Sir,

Your obedient Servant,

W. E. BATCHELOR.

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

LAUNCESTON AND WESTERN RAILWAY.

Statement of Rolling Stock.

No.	Description.	Maker.	Approximate carrying capacity.	Estimated value.	Remarks.
				£	
3	First class carriages	Metropolitan Co., Birmingham	72 passengers	1574	All in good condition.
1	Ditto	L. & W. Railway Workshops	24 ditto	525	Ditto.
1	Saloon ditto	Ditto	—	687	Ditto.
4	Composite ditto	Metropolitan Co., Birmingham	144 ditto	2092	Ditto.
3	Ditto	L. & W. Railway Workshops	108 ditto	1159	Ditto.
3	Second class ditto	Metropolitan Co., Birmingham	120 ditto	1375	Ditto.
2	Excursion ditto	L. & W. Railway Workshops	100 ditto	340	Ditto.
4	Brake vans	Metropolitan Co., Birmingham	—	903	One ditto; three in shop for
1	Ditto	Ashbury Co., Manchester	—	338	All in good condition.
2	Composite	L. & W. Railway Workshops	40 ditto	1035	Ditto.
2	Horse boxes	Waugh & Lockie, Launceston	6 horses	405	Ditto. Ironwork im-
					ported from Metrop ⁿ Co.
2	Ditto	L. & W. Railway Workshops	6 ditto	340	All in good condition.
2	Cattle wagons	Waugh & Lockie, Launceston	20 cattle	262	Ditto.
7	Ditto	L. & W. Railway Workshops	84 ditto	917	Ditto.
4	Sheep wagons	Waugh & Lockie, Launceston	240 sheep	540	Ditto. Ironwork im-
					ported from Metrop ⁿ Co.
2	Ditto	L. & W. Railway Workshops	120 sheep	270	All in good condition.
15	Covered goods wagons	Ditto	90 tons	2021	Ditto.
15	High-sided wagons	Metropolitan Co., Birmingham	90 ditto	1849	Ditto.
1	Ditto	L. & W. Railway Workshops	6 ditto	123	Ditto.
13	Low-sided wagons	Metropolitan Co., Birmingham	78 ditto	1461	Ditto.
6	Timber wagons	ditto	36 ditto	839	Ditto.
2	Ditto	L. & W. Railway Workshops	12 ditto	279	Ditto.
42	Medium wagons	Waugh & Lockie, Launceston	252 ditto	4226	Ditto. Ironwork im-
					ported from Metrop ⁿ Co.
5	Ballast wagons	Metropolitan Co., Birmingham	30 ditto	542	All in good condition.

W. E. BATCHELOR, *Locomotive Superintendent.*

*Launceston and Western Railway, Permanent Way Department,
January, 1883.*

DEAR SIR,

I BEG to submit my Report upon the condition of the Permanent Way and Works in connection therewith for 1882.

The Permanent Way has been maintained in fair running condition at an increased cost, attributable to the heavy percentage of renewals at present demanded, but which, I trust, will, in another year or two, be on the decrease.

I must reiterate my opinion expressed in my last Annual Report, that the nature of the country on the Evandale section, and the increase of work forced upon the staff by the necessity of making heavy renewals, renders it imperative, periodically, to assist them with an extra quarry and ballast train. This is also necessary to carry out the required improvements, making through roads, lengthening sidings, &c., necessitated by an increase of traffic. I therefore trust arrangements may be made to enable me to have this during this summer.

The alteration of Exton station yard, and erection of goods sheds, &c., will also require the use of this gang and engine for a considerable period.

My estimate of annual consumption of rails has been rather exceeded this year, nearly 50 tons having been used, and, foreseeing the necessity there will be to relay a great many of the curves, especially on Evandale and Exton sections, our supply must be early supplemented. During 1883 also a large number of points and crossings will be required.

In 1880, 4000 sleepers were renewed; in 1881, 6000; as the demand is still increasing I would respectfully request tenders be called for a further supply of 6000 above the annual supply of 5000 already tendered for. The superiority of the Blue Gum timber I would still urge.

Bridges, flood-openings, and wooden culverts demand and have received extensive renewals. Although assisted by the gangs on every occasion, extra labour has been involved, and will necessarily increase for some time.

Perfect safety being the primary object, in the face of their advanced age, for wooden structures, an economical maintenance must be acknowledged. The iron over-bridge for passengers passing over trains at Longford has been received, and will be erected as soon as possible. This is generally acknowledged a necessity, and will be a great improvement, besides lessening the risk of accident to travellers crossing from one platform to the other.

Stations, goods sheds, and buildings, being all wooden structures, the cost of maintenance is considerably affected by their age. They are in fair preservation, but require painting early. A new station at Evandale Junction has been erected at a very moderate cost (*i.e.*, £917 4s. 9d.), including a large underground brick tank for the supply of the station with good water, and holding 5200 gallons. Further improvements could be advantageously made by renewing the old wooden platform with stone and asphalt, making approach roads, &c., the cost of which would not exceed £100.

In conclusion, in the face of the difficulty to obtain trustworthy men at a low rate, the very heavy demand for renewals of all descriptions, the increase in traffic causing delay on the road and necessarily faster running, a satisfactory running condition has been preserved without a single mishap attributable to the neglect of the staff I have the honor to supervise.

I am, Sir,
Your obedient Servant,

LEONARD DOWLING.

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

No. 3.—C.

ANALYSIS of Traffic, and Traffic Receipts, 1882.

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.							
				£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.				£ s. d.			
Launceston.....	36,803	39,847	3501	18,128	3916 19 8	265 0 5	5866 9 5	13 9 1	10,061 18 7	January	26	7·9	2198 5 3			
St. Leonard's.....	9342	7758	67	151	358 18 3	9 13 3	29 9 0	..	398 0 6	February ..	24	7·1	2006 17 3			
Breadalbane*.....	..	2742*	191	131	..	..	..	..	..	March	27	9·8	2697 9 11
Evandale	10,474	5534	459	505	831 0 6	51 8 9	234 14 6	21 10 1	1138 13 10	April	25	12·0	3312 16 2			
Perth	6896	3957	486	759	441 9 4	40 16 8	295 1 10	20 16 6	798 4 4	May	27	10·0	2760 9 10			
Longford	17,689	13,575	3251	2249	1548 16 5	133 7 2	870 16 5	13 3 8	2566 3 8	June	26	8·2	2265 4 11			
Wilmore's Lane* ..	..	946*	} 2352	455	..	0 7 9	1 13 11	..	2 1 8	July	26	6·7	1847 11 6		
Little Hampton* ..	..	1350*								August	27	6·8	1890 17 9		
Bishopsbourne*....	..	4955*								September..	26	7·0	1926 16 8			
Oaks* .....	..	3013*								October ...	26	8·1	2242 4 9		
Glenore* .....	..	2007*	178	..	..	..	..	..	..	November ..	26	7·5	2084 4 4
Hagley	3724	1597	1140	403	313 8 4	27 2 9	196 15 10	..	537 6 11	December ..	26	8·9	2452 14 1			
Westbury	9011	5740	2315	607	922 18 9	50 18 7	410 4 6	72 15 4	1456 17 2							
Exton	2627	1061	966	81	229 12 2	9 0 2	79 10 7	..	318 2 11							
Deloraine	14,705	12,046	9213	1134	2867 4 10	265 11 3	1281 8 7	130 6 3	4544 10 11							
Mails, Rents	}	5143*	..	..	542 7 11	67 10 0	..	1095 9 5	1705 7 4					
Sundry Receipts	4157 10 0	4157 10 0				
Toll, &c. (T.M.L.R.)							
	111,271	111,271	24,966	24,966	11,972 16 2	921 5 0	9266 10 11	5525 0 4	27,685 12 5		312	100·0	27,685 12 5			

* Includes Outwards and Inwards.

W. H. LOVETT, Accountant.

R. W. LORD, Secretary and Manager.

No. 4.—A.

ANALYSIS of Working Expenses, 1882.

	Salaries and Wages.			Stores and Renewals. (D.)			Sundry Charges.			TOTAL.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
<i>Maintenance of Permanent Way.</i>												
Inspecting Surveyor, Sub-Inspector, platelayers, carpenters, labourers, &c.....	4639	6	3	1048	12	11	—	—	—	5687	19	2
<i>Locomotive and Carriage and Wagon Department.</i>												
Loco-Superintendent, carpenters, blacksmiths, strikers, painters, turners, fitters, drivers, firemen, cleaners, labourers, &c.....	9001	15	9	2374	13	4	—	—	—	5376	9	1
<i>Traffic Charges.</i>												
Station-masters, booking clerks, goods clerks, telegraph operators, guards, porters, signalmen, watchmen, &c.—												
Launceston.....	1438	18	6	89	3	2						
St. Leonard's.....	—			—								
Breadalbane.....	—			—								
Evandale Junction.....	355	0	0	75	10	10						
Perth.....	102	9	2	13	10	9						
Longford.....	463	1	6	27	8	3						
Wilmore's Lane.....	—			—								
Little Hampton.....	—			—								
Bishopbourne.....	—			—								
Oaks.....	—			—								
Glenore.....	—			—								
Hagley.....	99	4	3	15	0	8						
Westbury.....	122	18	9	22	9	8						
Exton.....	80	0	0	12	15	8						
Deloraine.....	432	16	6	63	7	3						
Cartage.....	—			—			460	14	6			
General traffic charges.....	61	6	1	463	10	6	132	4	3			
	3155	14	9	782	16	9	592	18	9	4531	10	3
<i>Police, Gates, &c.</i>												
Gatekeepers at level crossings.....	496	14	0	12	6	5	—	—	—	509	0	5
<i>General Charges.</i>												
Office of Manager, Accountant, Cashier, Storekeeper, &c.....	1195	0	0	50	9	7	43	11	6	1289	1	1
<i>Mails.</i>												
Contracts for the conveyance of mails between the L. & W. Railway Stations and the several Post Offices situated within the L. & W. Railway District.....	—			—			414	0	8	414	0	8
	12,488	10	9	4268	19	0	1050	10	11	17,808	0	8

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

No. 5.—B.

ITEMS charged to Construction during the Year 1882.

	£	s.	d.
Evandale Road Station	917	4	9
Stock of Blackwood	365	15	2
Shed to cover ditto	150	0	0
Launceston Goods Shed, &c.	184	16	9
New Rolling Stock	450	0	0
Deloraine Weighbridge	120	0	0
Longford Over-bridge	379	16	5
	<u>£2567</u>	<u>13</u>	<u>1</u>

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

No. 6.—D.

Further Analysis of Stores consumed during the Year 1882.

	£	s.	d.
Fuel—Coal, 1201 tons; firewood, 321 tons; coke, 2 loads	1422	5	5
Oils—Castor, 886 gallons; colza, 146½ gallons; mutton-bird, 166 gallons; kerosene, 276 gallons; cylinder, 87¼ gallons; turps, 13 gallons; sundry oils, 20 gallons	231	10	8
Tallows, &c.—Tallow, 165 lbs.; grease, 110 lbs.	5	10	11
Packings, &c.—Tucks packing, &c., 92½ lbs.; flax, 21 lbs.; waste, 1600 lbs.	53	17	0
Paints and varnish	41	12	1
Stationery and advertisements	380	0	7
Timber	172	4	2
Iron	304	1	11
Tools	202	8	1
Ordinary sundries	372	6	2
Extra sundries	177	11	7
Duplicates	36	11	5
Renewals—Rails, crossings, sleepers, machinery	918	19	0
	<u>£4268</u>	<u>19</u>	<u>0</u>

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

No. 7.

DIRECTION and Extent of Goods Traffic for the Year 1882.

OUTWARDS FROM	INWARDS AT													TOTAL OUTWARDS.		
	Launceston.	St. Leonard's.	Breadalbane.	Evandale.	Perth.	Longford.	Wilmore's Lane, Little Hampton, and Bishopshourne.	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	—	28	49	71	337	890	287	92	103	261	424	45	914	3501	—	100,510
St. Leonard's	60	—	—	1	4	1	—	—	—	—	—	1	—	67	—	348
Breadalbane	191	—	—	—	—	—	—	—	—	—	—	—	—	191	—	1404
Evandale	389	5	1	—	7	30	4	2	—	2	4	—	15	459	—	5360
Perth	437	4	—	1	—	13	2	1	—	1	2	—	25	486	—	7362
Longford	2996	10	20	37	2	—	5	14	2	10	50	1	104	3251	—	57,824
Wilmore's Lane Little Hampton Bishopshourne }	2198	—	5	13	28	99	—	—	—	—	2	—	7	2352	—	55,801
Oaks	371	—	1	—	2	77	—	—	—	—	6	1	15	473	—	10,892
Glenore	518	—	—	2	4	24	—	—	—	—	3	—	1	552	—	655
Hagley	1077	—	—	7	10	36	—	1	6	—	1	—	2	1140	—	34,783
Westbury	2157	1	—	6	21	38	8	17	6	3	—	8	50	2315	—	8226
Exton	809	5	—	15	17	89	1	19	—	2	4	—	5	966	—	37,162
Deloraine	6925	98	55	352	327	952	148	39	61	124	111	21	—	9213	—	372,983
Tons inwards	18,128	151	131	505	759	2249	455	185	178	403	607	77	1138	24,966	—	—
Average Distance	—	—	—	—	—	—	—	—	—	—	—	—	—	—	27.77	—
Miles travelled*	515,689	4560	2732	13,884	15,909	46,890	10,312	3758	3966	10,118	17,066	2056	46,370	—	—	693,310

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	1881.	1882.		1881.	1882.
Goods train miles	87,998	87,553	Goods receipts	£ s. d.	£ s. d.
Ton miles	616,431	693,309	Average ditto per ton per mile	7104 19 3	8714 2 2
Goods tonnage	21,043	24,966	Ditto per goods train mile	0 0 2.77	0 0 3.02
Average tons per train mile	0.24	0.29	Ditto per ton	0 1 7.38	0 1 11.89
Ditto miles travelled per ton	29.29	27.77	Ditto per week	0 6 9.03	0 6 11.77
				136 12 8.13	167 11 6.96

* Decimals omitted.

W. H. LOVETT, Accountant.

R. W. LORD, Secretary and Manager.

No. 8.

DIRECTION and Extent of Passenger Traffic for the Year 1882.

OUTWARDS FROM	INWARDS AT																TOTAL OUTWARDS.		
	Season Ticket-holders, &c.*	Launceston.	St. Leonard's.	Breadalbane.*	Evandale.	Perth.	Longford.	Wilmore's Lane.*	Little Hampton.*	Bishopsbourne.*	Oaks.*	Glenore.*	Hagley.	Westbury.	Exton.	Deloraine.	Passengers.	Average Distance.	† Miles travelled.
Launceston	2000	—	7165	2066	2086	1706	7930	487	552	1873	1226	616	634	1835	176	6451	36,803	..	769,945
St. Leonard's	450	7584	—	253	190	149	296	13	33	41	31	3	26	111	10	152	9342	..	59,639
Breadalbane																			
Evandale	500	5199	181	151	—	744	1692	26	72	326	147	88	176	239	63	870	10,474	..	132,914
Perth	250	3151	120	96	927	—	1717	4	45	123	44	17	47	71	6	278	6896	..	74,548
Longford	750	9746	197	153	1216	1092	—	234	472	1115	549	300	225	418	59	1163	17,689	..	264,455
Wilmore's Lane																			
Little Hampton																			
Bishopsbourne																			
Oaks																			
Glenore																			
Hagley	187	1260	10	25	98	53	277	77	33	215	200	320	—	573	84	312	3724	..	62,109
Westbury	374	3997	49	29	170	58	439	29	54	568	420	408	210	—	281	1925	9011	..	196,634
Exton	93	620	10	1	26	7	129	2	15	132	36	35	26	600	—	895	2627	..	42,670
Deloraine	539	8190	56	38	821	148	1095	74	74	562	360	220	215	1931	382	—	14,705	..	492,594
No. Passengers	5143	39,747	7788	2812	5534	3057	13,575	946	1350	4955	3013	2007	1559	5778	1061	12,046	111,271	..	..
Average Distance .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	18.83	..
Miles travelled.....	92,574	882,159	38,486	21,639	70,511	39,378	205,260	14,791	19,603	81,501	52,519	29,995	32,031	107,276	15,150	392,585	..	..	2,095,408

	1881.	1882.		1881.	1882.
Passenger train miles	87,998	87,553	Total passenger receipts.....	£ 10,396	£ 11,972
Miles travelled	1,822,356	2,095,408	Average ditto per passenger per	9 10	16 2
Average miles travelled per passenger	17.78	18.83	mile	0 0 1.37	0 0 1.37
Ditto per train mile	1.16	1.27	Ditto per train mile	0 2 4.35	0 2 8.82
Total passengers carried	102,495	111,271	Ditto per passenger	0 2 0.34	0 2 1.82
			Ditto per week	199 18 7.81	230 4 11.12

* 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, 1882.

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.	Swivel.	Covered.		Cattle.	Sheep.		Passenger.	Composite.
£	£																			
45	439,883	9764	5	1	4	3	7	2	5	13	16	42	8	15	9	6	4	5	2	147
				17					114							7				

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

SUMMARY of Railway Statistics for Five Years ending 31st December, 1882.

	—	1878.	1879.	1880.	1881.	1882.
Miles open	No.	45	45	45	45	45
Miles worked (reduced to the equivalent of a single line)	No.	51·3	51·6	52·1	52·2	52·8
Total cost of construction and equipment	£	435,445	435,595	435,595	436,815	439,383
Ditto ditto per mile	£	9676	9679	9679	9707	9764
Gross earnings	£	22,189	21,583	23,560	24,074	27,686
Working expenses	£	17,681	18,699	17,456	17,711	17,808
Profits on working	£	4508	2884	6104	6363	9878
Proportion of working expenses to gross earnings	Per cent.	79·68	86·82	74·09	73·57	64·32
Passenger journeys	No.	106,472	103,256	102,918	102,495	111,271
Average distance travelled per passenger	Miles.	17·39	17·63	17·33	17·78	18·83
Average rate per passenger	s. d.	1 11·10	1 11·43	1 11·59	2 0·34	2 1·82
Ditto per passenger per mile	Pence.	1·32	1·33	1·36	1·37	1·37
Goods tonnage	No.	17,421	16,363	20,762	21,043	24,966
Average distance travelled per ton	Miles.	29·11	27·36	28·35	29·29	27·77
Average rate per ton	s. d.	6 9·02	6 3·55	6 7·85	6 9·03	6 11·77
Ditto per ton per mile	Pence.	2·78	2·76	2·82	2·77	3·02
Train mileage	No.	101,712	100,624	104,473	101,934	102,739
Average ditto per mile open	No.	2260	2236	2322	2265	2283
Engine mileage	No.	101,271	100,590	105,280	102,727	103,167
Gross earnings per train mile	s. d.	4 4·3	4 3·4	4 6·1	4 8·7	5 4·7
Ditto per mile open	£	493·0	479·6	523·6	535·	615·2
Working expenses per train mile	s. d.	3 5·7	3 8·6	3 4·1	3 5·7	3 5·6
Ditto per mile worked	£	342·2	360·4	334·7	339·0	341·5
Locomotives	No.	5	5	5	5	5
Other vehicles	No.	139	139	139	141	142

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.	Passengers.	Passengers.	Parcels, &c.	Goods and Live Stock.	Miscellaneous.	TOTAL.												
															£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1873	45	426,279	9472	83,682	4	25,283	82,923	7659	9	7432	18	97968	15	21032	3	8	17,093	7	2	4	1	0	2	313
1874	45	427,946	9509	94,110	5	24,804	91,264	8918	13	6515	9	17496	2	41394	19	11	18,325	4	10	3	10	7	313	
1875	45	429,604	9547	89,650	5	25,837	92,122	9132	3	5571	10	58691	8	31041	11	1	19,435	13	2	4	4	8	313	
1876	45	431,613	9591	89,101	5	20,630	103,017	9838	4	7698	4	06787	19	41589	8	3	18,913	16	2	4	2	9	313	
1877	45	433,409	9631	102,471	5	18,516	102,959	9899	2	5571	15	96804	9	24167	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	8674	9	76448	3	114816	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	7769	9	15685	17	75046	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	11759	10	17332	9	85350	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	10790	16	17540	14	35345	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	2921	5	09266	10	115525	0	4	27,685	12	5	5	4	7	312	

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.	£
1873	45	3400	10	75.5	0	9.75	4559	00	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	99	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	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	1493	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	18,699	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	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	

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

W. H. LOVETT, Accountant.

R. W. LORD, Secretary and Manager.

RECONCILIATION of Treasury and Railway Accounts for the Year 1882.

Traffic Receipts for year 1882, as per Launceston and Western Railway Accounts.....	£	s.	d.	£	s.	d.
Cash banked on account of Launceston and Western Railway, as per Treasury Statement . . .	27,512	13	5	27,685	12	5
Add Outstandings, 31st December, 1882	£1566	13	0			
Less Amount due to Telegraph Department	7	17	1			
				1558	15	11
				29,071	9	4
Less Outstandings, 31st December, 1881				1385	16	11
				27,685	12	5

W. H. LOVETT, Accountant.

R. W. LORD, Secretary and Manager.

Reconciliation Statement, No. 12, correct.

W. LOVETT, Colonial Auditor.