

(No. 56.)



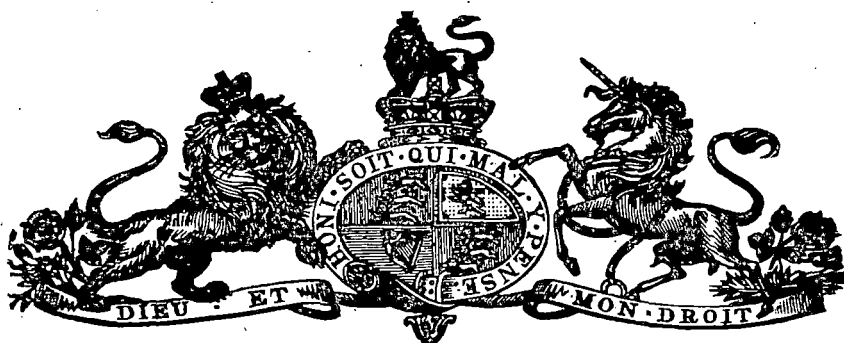
1890.

PARLIAMENT OF TASMANIA.

TASMANIAN GOVERNMENT RAILWAYS :

REPORT BY GENERAL MANAGER.

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



TASMANIAN GOVERNMENT RAILWAYS.

General Manager's Office, Launceston, 31st January, 1890.

SIR,

I HAVE the honor to submit my Report on the working of the Tasmanian Government Railways for the year 1889.

Capital Account.

The expenditure during the year 1889 under this head was £200,294 18s. 4d.; the aggregate now being £1,744,221 10s. 10d. Particulars of expenditure will be found in Tables Nos. 1 and 2.

Synopsis of Working.

The following is a summary showing briefly the position of the Railway system at the end of the year 1889 :—

Total capital expended on lines open for traffic	£1,549,848
Average cost per mile open	£7578
Total mileage open for traffic	204·50
Average mileage open during the year	176·04
Gross revenue earned	£75,925
Working expenditure	£57,831
Profit on working	£18,094
Profit on working per £100 capital expenditure	1·16
Per-centage of working expenses to revenue	76·16
Earnings per average miles open	£431·29
Expenditure per average mile open	£328·5
Earnings per train mile	3s. 9·85d.
Expenses per train mile	2s. 10·93d.
Number of passengers carried	316,498
Goods tonnage carried	110,949
Train mileage	397,354

In comparing these figures with those of the preceding year, it is found that whilst in 1888 the gross revenue amounted to £59,890, and the working expenses to £57,299, during the year 1889 the receipts reached £75,925, being an increase of £16,035. The expenditure was £57,831, an increase of £532 for the same period.

Revenue Account.

The revenue for the year 1889 amounts to £75,925 13s. 7d., being an increase of £16,035 5s. compared with the total earnings for the year 1888.

The following gives comparative details :—

	1888.		1889.		INCREASE.	
	Amount.	Per Average Mile open (152·79)	Amount.	Per Average Mile open (176·04.)	Amount.	Per cent.
	£ s. d.	£	£ s. d.	£	£ s. d.	
Passengers	29,387 18 11		34,057 10 3		4669 11 4	
Parcels, &c.....	2129 16 6		2626 6 2		496 9 8	
Goods and Live Stock.....	19,674 10 4		27,703 1 5		8028 11 1	
Rents, Mails, &c.....	4198 2 10		6738 15 9		2540 12 11	
T. M. L. Railway Toll, &c.....	4500 0 0		4800 0 0		300 0 0	
	59,890 8 7	891·97	75,925 13 7	431·29	16,035 5 0	26·77

Comparative Statement of Passenger Traffic.

		1888.	1889.	INCREASE.	DECREASE.
Total miles travelled	No.	5,789,084	7,065,719	1,276,635	
Average distance travelled per passenger	Miles.	20·49	22·32	1·83	
First-class journeys	No.	75,721	85,487	9766	
Second-class ditto	No.	171,863	202,118	30,255	
Excursion ditto	No.	29,590	24,155	...	5435
Season tickets, &c., ditto	No.	5262	4738	...	524
Total number, ditto	No.	282,436	316,498	34,062	
Average rate per passenger per mile	Pence.	1·21	1·15	...	0·6
Average rate per passenger	s. d.	2 0·97	2 1·82	0 0·85	

NOTE.—The decrease in Excursion Traffic is due to the abolition of Sunday trains.

Relative distances travelled by Passengers during the year :—

No. of Passengers.	Per Cent. of Total.	Travelled.	No. of Passengers.	Per Cent. of Total.	Travelled.
63,965	20·21	1 to 5 miles.	9392	2·97	46 to 50 miles.
52,212	16·50	11 to 15 "	7305	2·31	36 to 40 "
49,608	15·67	6 to 10 "	5803	1·83	71 to 75 "
30,515	9·64	16 to 20 "	3606	1·14	60 to 70 "
28,754	9·08	21 to 25 "	3047	·96	51 to 55 "
18,380	5·81	31 to 35 "	1537	·49	61 to 65 "
15,913	5·03	81 to 85 "	947	·30	56 to 60 "
13,988	4·42	41 to 45 "	528	·17	76 to 80 "
10,998	3·47	26 to 30 "			

Passengers booked at each Station during 1889 compared with 1888 :—

STATION.	NO. OF PASSENGERS.		INCREASE.	DECREASE.
	1888.	1889.		
<i>Western Line—</i>				
Launceston.....	56,731	57,270	539	—
St. Leonard's.....	15,194	15,329	135	—
Evandale Junction	14,214	14,268	54	—
Perth.....	10,947	11,902	955	—
Longford	21,848	22,032	184	—
Bishopscourne.....	4607	4956	349	—
Hagley.....	4392	4726	334	—
Westbury	11,296	11,640	344	—
Exton	4153	4538	385	—
Deloraine	14,336	16,702	2366	—
Chudleigh Road	2998	5091	2093	—
Dunorlan	4627	4835	208	—
Railton.....	11,503	10,904	—	599
Latrobe	15,874	18,811	2937	—
Formby.....	17,689	19,838	2149	—
	210,409	222,842	13,032 599	599
			12,433	
<i>Parattah and Outlands Line</i>	12,007	12,817	810	—

STATION.	No. OF PASSENGERS.		INCREASE.	DECREASE.
	1888.	1889.		
<i>Fingal Line—</i>				
Conara.....	5117	4639	—	478
Stony Creek.....	363	335	—	28
Hanleth.....	345	339	—	6
Eastbourne.....	231	244	13	—
Avoca.....	2929	2611	—	318
Ormley.....	573	660	87	—
Tullochgorum.....	598	525	—	73
Fingal.....	3408	3803	395	—
Break o' Day.....	86	206	120	—
Mount Nicholas.....	1032	1140	108	—
Cullenswood.....	1934	1928	—	56
St. Mary's.....	3415	3351	—	64
	20,081	19,781	723	1023
				723
				300
<i>Derwent Valley Line—</i>				
Bridgewater Junction.....	16,629	18,756	2127	—
Dromedary.....	1699	1441	—	258
Rocks.....	—	227	227	—
*New Norfolk.....	13,696	10,772	—	2924
Falls.....	—	86	86	—
Hamilton Road.....	947	1768	821	—
Plenty.....	2910	3794	884	—
Macquarie Plains.....	1985	5321	3336	—
Glenora.....	2063	5530	3467	—
	39,939	47,695	10,938	3182
			3182	
			7756	
<i>Scottsdale Line†—</i>				
Launceston.....	—	4694	4694	—
Mowbray.....	—	87	87	—
Rocher's Lane.....	—	417	417	—
Turner's Marsh.....	—	823	823	—
Karoola.....	—	935	935	—
Lilydale.....	—	1528	1528	—
Tunnel.....	—	364	364	—
Lebrina.....	—	652	652	—
Wyena.....	—	48	48	—
Golconda.....	—	443	443	—
Lisle Road.....	—	247	247	—
Lietinna.....	—	159	159	—
Scottsdale.....	—	2966	2966	—
	—	13,363	13,363	—
GRAND TOTAL.....	282,436	316,498	38,866	4804
			4804	
			34,062	

The total number of passengers carried on the Government lines since opening to the end of 1889 was 2,566,898, who travelled an aggregate distance of 43,557,873 miles.

GOODS TRAFFIC.

Comparative Statements of Tonnage.

Western Line.

	1888.	1889.	INCREASE.
Grain, produce, &c.....	15,339	37,227	21,888
Merchandise, minerals, &c.....	22,151	23,028	877
	37,490	60,255	22,765

* Decrease at this Station due to extension of Line.

† Opened for five months only.

Fingal Line.

	1888.	1889.	DECREASE.
General	3973	3712	261
Minerals	35,514	33,503	2011
	39,487	37,215	2272

Parattah and Oatlands Line.

The total tonnage carried was 2255, being an increase of 753 tons as compared with 1888.

Derwent Valley Line.

6978 tons of goods were carried on this line, as compared with 5601 carried during the previous year.

Scottsdale Line.

4246 tons of goods were carried during the five months that this line was open for traffic.

Comparative Statement of Goods Traffic on all Lines for the Years 1888 and 1889.

		1888.	1889.	Increase.	Decrease.
Tonnage	Tons	84,080	110,949	26,869	
Average distance each ton was carried...	Miles	32.29	32.01	...	0.28
Average receipts per ton	s. d.	4 5.29	4 8.80	0 3.51	
Average receipts per ton for each mile carried	Pence.	1.60	1.77	0.17	
Total goods receipts	£	18,668	26,259	7591	

For purposes of comparison, the following statistical information, collated from the latest Reports, is appended:—

Colony.	Area in square Miles.	Population.	Miles constructed.	Gauge.	Total Cost.	Cost per Mile open.	Cost per Head of Population.	Population per 1000 square Miles.	Latest information received.
Queensland	668,497	387,463	1931	ft. in.	£	£	£ s. d.		
New South Wales	310,700	1,085,356	2171	4 8½	12,169,238	6302	31 8 2	580	1888
Victoria	87,844	1,090,870	2199½	5 3	29,839,167	13,744	27 9 10	3493	1889
South Australia	903,690	318,308	1543	{ 3 6 }	29,048,670	13,206	26 12 7	12,418	1888-9
New Zealand	104,403	607,380	1777	{ 5 3 }	9,902,369	6418	31 2 2	352	1888-9
Tasmania	26,215	151,480	204½*	3 6	13,472,837	7582	22 3 8	5818	1888-9
					1,549,848	7578	10 4 8	5778	1889

* Government Railways.

Receipts.

The total Receipts during 1889 amounted to £75,925, as against £59,890 during 1888. The earnings per mile worked, £431.29, as against £391.97 of previous year.

Passenger Traffic.

The total number of passengers carried during the year was 316,498, as compared with 282,436 in 1889. Excursion and Saturday trains continue to be largely patronised.

Goods Traffic.

The total tonnage carried was 110,949 tons, as compared with 84,080 tons in the previous year. This increase is to some extent due to a more prosperous season.

Working Expenses.

The cost per mile worked again shows a reduction, being £328.5, as against £375 in 1888. This may be considered very satisfactory when consideration is given to the unusual strain placed upon maintenance charges owing to incomplete construction, and the renewals on Western Line rendered necessary by the wear and tear of twenty years' traffic.

Sectional accounts give the following results :—

Line—	Western.	Fingal.	Scottsdale.*	Parattah-Oatlands.	Derwent Valley.	All Lines.
	£	£	£	£	£	£
Gross earnings	54,479	11,033	4003	760	5705	75,925
Working expenses	36,575	9490	2769	1416	7579	57,831
Profit on working	17,903	1543	1234	...	...	18,094
Loss on working	...	..	...	716	1875	...
Profit on working per £100 capital expenditure	2.46	0.76	0.31	...	...	1.16

* Five months' working.

From this it will be seen that all lines earned more than working expenses, except the Parattah-Oatlands Branch, which from its short mileage can never be expected to pay, and the Derwent Valley Line, which shows a loss owing to the large share of the freight which is absorbed in mileage division of receipts by the T.M.L. Railway Co.

Extensions during the Year.

The Scottsdale Line, 47 miles from the Launceston terminus to the Town of Scottsdale, was opened for traffic on the 9th August.

General.

The increase in receipts and decrease in working expenses are marked.

That an increase of receipts amounting to £16,035 should have been obtained at an increased cost of only £532 is, I think, a proof that our system of working is a satisfactory one. The increase in receipts is largely due to an increase of production, particularly in the North West District.

I desire again to urge that a better class of construction be provided. The weak rail on the Mersey Line should be replaced by a good section of 50-pound rail. This could be done by removing the Mersey rail to a new branch line where the traffic will be light, and ordering in its place a 50-pound rail. I am sure this will be the most economical method of dealing with the matter.

Whilst on this subject, I would observe that I have felt great hesitancy in criticising the construction of our lines; but the disregard of their financial success, the endeavour to force upon my Department lines inefficiently constructed, regardless of all consequences, has compelled me to refer to the matter in this report. Unnecessarily steep grades, weak section of rails in the case of the Mersey Line, wooden box culverts in bank 15 to 16 feet deep, insufficient waterways, inferior timber work, shortness of ballast, and a bad class of sleepers, keep our cost of working abnormally high.

You have seen this on the Fingal Line, when you were so good as to accompany me on an inspection, and you are aware of the justice of my remarks.

In the matter of sleepers, I am quite alive to the fact that there is great difficulty in obtaining really good ones, and were the sleepers supplied during construction of a fair average throughout, I should not make any complaint. As matters stand, renewals have to commence immediately traffic begins, sleepers which have commenced to decay, and sleepers of such green young timber that they shrink before the line is opened to a bearing of seven inches instead of nine inches, are placed in the road to the extent of over ten per cent. A better construction would give us lines at less cost, and require less expenditure in maintenance.

Native Coal.

Our locomotives have mainly used native coal, with satisfactory results. The output of coal remains nearly stationary, and compares with previous year as follows :—

MINE.	Tons.	
	1888.	1889.
Cornwall Coal Company	18,608	23,333
Mount Nicholas Coal Company	15,156	9994
Dulverton Coal Company	864	1386
Longford Coal Company	651	454
Tarleton Coal Company	66	—
	35,345	35,167

I have again the pleasure of expressing my thanks to the General Manager of the Tasmanian Main Line Railway Company for his kindness and courtesy on all occasions.

I am again able to record an immunity from accidents, and to report that the conduct of the staff throughout has been uniformly excellent.

Tabulated statements as usual, together with the Report of the Locomotive Superintendent and the Engineer, are appended hereto.

I have the honor to be,

Sir,

Your obedient Servant,

FRED. BACK, *General Manager.*

The Hon. the Minister of Lands and Works.

*Tasmanian Government Railways,
Engineer's Office, Launceston, 1 January, 1890.*

SIR,

I HAVE the honor to submit my Annual Report upon the maintenance and condition of the open lines of the Tasmanian Government Railways for the year 1889.

SECTION LAUNCESTON TO DELORAINÉ—45 miles.

The superior character of the construction of this section has relieved the Department of any anxiety or extraordinary expenditure, and still, after 20 years' working, merely claims a careful maintenance and the renewals incidental to its age. All requirements for renewals of rails and fastenings are met at present by the spare stock obtained by the abolition of the broad gauge, and which will continue to relieve the stores of any expenditure in this direction for another year or two. Ten thousand (10,000) sleepers, or nine (9) per cent. of the total number in this section, have been put in during the year. Fifteen thousand (15,000) will be required for next year (1890), as a large number of the original sleepers put in during construction are still in, but require early removal. The result is very favourable compared with those used on the new lines.

Bridges.

Are in good condition, although from their advanced age they naturally claim extensive renewals. Those over the North Esk at Killafaddy, and the Creek at Westbury, must be entirely renewed shortly. The iron girder bridge and foot over-bridge at Longford have been thoroughly overhauled and painted during the year.

Fences.

Of the ninety (90) miles enclosing this section, about sixty (60) have been repaired by renewing posts and top-rails, making it thoroughly stock-proof. Railway boundary fences generally are subject to an exceptional strain by the half-starved stock of small settlers endeavouring to gain access to the protected growth of grass inside, necessitating unusual strength.

Buildings.

Are in good condition. Considerable additions and alterations, required to meet increased traffic, have been made during the year. These at Launceston terminus have been extensive, to facilitate the working of the extra traffic consequent upon the opening of the Scottsdale Line.

SECTION, NORTH WESTERN, DELORAINÉ TO WEST DEVONPORT—37½ miles.

This section taxes the resources of the Department to the utmost to maintain a fair, or even safe condition, and my previous reports of the disproportion of its strength to the strain of traffic, it is called upon to carry has been confirmed by the results of the past year. The light and inferior character of the permanent way demands a full and expensive maintenance, and an extraordinary amount of at least £1000 must be expended next year (1890) in ballasting and strengthening the earthworks.

Sleepers.—Four thousand seven hundred (4700) sleepers with 2000 more (now going in) have been used during the year, a total of 6½ per cent. of total quantity in section, which barely met requirements, with a positive demand for at least three times that number for the year 1890. The extra number to the mile put in by the Construction Department, with the inferior class of timber, demand a commensurate cost of labour for maintenance.

Bridges are all in good order, and, with the additional culverts made since opening, are of sufficient capacity to carry off all floods.

Fences have been strengthened from time to time since the opening of the line, and are now fairly stock-proof, with the exception of the portion constructed with logs and chocks,—an expensive and objectionable design, unfit for a railway fence for a timbered country, on account of its liability to take fire.

Buildings.—Having been built of very green timber, and in some instances, unpainted, they have required considerable attention. Several additions and improvements have been made to them, especially to Railton, which was left in a very incomplete state by the Construction Department. The present two (2)-room cottages provided as quarters for the staff are really unfit for respectable employees to live in, and additional rooms are a necessity.

FINGAL LINE.—46½ miles.

Permanent Way is in good condition, but has yet barely recovered from the disastrous results of the floods which occurred in November last throughout the district. An expenditure of over £500 was charged to our working expenses for repair of damage caused by these floods, of which at least £400 was directly attributable to omissions of construction. In one instance, the insecure bedding of an earthenware pipe caused an embankment containing 600 cubic yards of earthwork to be washed away, and the train service between Fingal and Cullenswood to be interrupted for a week. Several relief culverts had to be put in, including a large one of stone at Eastbourne, and the building of retaining walls at Mr. Grueber's cattle-creeps, necessitated by failure of construction work, will cost at least another £100. The sleepers on this Line are failing very rapidly, and although only two (2) per cent. were renewed last year, at least 10 per cent. must be replaced during 1890.

Buildings are in good order, but the usual hurried construction of unseasoned material caused a charge upon our working expenses of over £100 in rendering habitable the cottages erected at Conara and St. Mary's. New buildings as authorised have been erected as follows:—

	£
Six four-roomed cottages.....	900
Goods sheds, shelter sheds and platform, Stony Creek	250
Sheds and platforms at Hanleth, Eastbourne, Tullochgorum, Mount Nicholas, and Cullenswood.....	300

Bridges are standing well, merely requiring at present the ordinary packing and screwing up incidental to heavy timber structures.

Fences.—The adoption of M'Bain's wire fence, badly put up, necessitated the addition of extra posts and droppers, with posts and rails in returns. This additional strength has now made it fairly stock-proof.

PARATTAH AND OATLANDS LINE.—4½ miles.

This line has been maintained throughout the year in fairly good order under all the disadvantages mentioned in my previous reports. These are the light inferior class of permanent way, a sharp curvature, and only partial fencing, necessitating daily repairs to embankments damaged by the trespass of cattle.

As a large percentage of the sleepers must be at once renewed, I would suggest the required number, which will be about 4000, should be sufficiently strong to carry a heavier rail, to be laid in the curves.

The floods experienced in June last, and again in November, considerably damaged the line. An embankment insufficiently provided with waterway was swept away, stopping the train service for two (2) days. An expenditure of £50, exclusive of assistance rendered by the Permanent Staff, was incurred repairing damages done.

DERWENT VALLEY LINE.—24½ miles

Is in fair running condition, but maintained with difficulty on the section between North Bridgewater and New Norfolk. Its low location prevents efficient drainage (without which it is impracticable to keep a good road) and the numerous sharp curves laid in full from the tangents have a damaging effect both upon the way and the stock. Heavy floods in June last completely wrecked the line above New Norfolk, and stopped the train service for a fortnight. An embankment at the Plenty containing about 5000 cubic yards of earthwork, together with the ballast, fences, and telegraph, was swept away, costing over £500 to repair, exclusive of assistance rendered by the Staff. A want of water-way and insufficient protection to the embankment, which was constructed of very light material, was the primary cause of stoppage. The renewals of sleepers have not been so heavy as on the northern lines, only about 2 per cent. or one thousand (1000) being put in during the year, but that will not remove the necessity for a large supply next year to enable us to maintain a good condition. The estimate for this is about 8 per cent., or 5000.

A large quantity of ballast has been run out during this year, and more will be required shortly to keep the road in good order over the wet location that exists between North Bridgewater and New Norfolk.

Bridges are all in good condition, and are periodically packed and tightened up. The authorised amount of two hundred pounds (£200) has been expended in removing the timber coffer-dams and protecting the piers of Arundel Bridge spanning the River Derwent at No. 3 crossing, with heavy stone aprons. Over eight hundred (800) cubic yards of stone were put in to effect this.

Fences are in good order.

Buildings are in fair condition, the provision made to overhaul and paint those that were left unfinished when the line was opened will be expended as soon as possible. It has been found necessary to add a carpenter to the staff on this line to keep these buildings in repair.

Small passenger platforms have been constructed at the Falls and at Derbyshire Rocks, to which shelter sheds will be added.

SCOTTSDALE LINE.

Was opened for traffic on the 9th of August, 1889, and has been satisfactorily maintained since.

Permanent Way is of a superior character, and laid down with a 50-lb. to the lineal yard steel rail. Considerable care is apparent as having been observed in the construction and finish of all the works, which generally are very complete in detail. I regret to have to make an exception in this, as in all new lines, of the sleepers. A premature failing is already noticeable, and early requisitions must be made. About five hundred (500) have been removed, and there is little doubt but that these were defective when put in. Judging from all appearances, I estimate the percentage of renewals will be quite as heavy as on the other lines.

The question of the quality of sleepers is one requiring more consideration than it has received to secure a more durable class of timber. A large number of sleepers used on the Scottsdale Line were brought up from the Mersey Line; and particular attention was directed to their condition, by myself, as being struck by dry rot, and unfit for a main road. A large percentage was rejected by the Superintending Engineer; but, nevertheless, many got in that should never have done.

Bridges and Culverts have been, in the majority of cases, substantially constructed in cement-concrete, timber and iron girders. On the Scottsdale end an exception has been made to these by the construction of heavy log culverts, which, when built under shallow earthworks, may be considered an economical design; but where, as in some cases, they have been constructed under deep embankments, the ultimate heavy cost of renewal that will ensue during traffic does not justify the construction of such a design.

Fences, which only exist where the line passes through private property, are substantially erected. Where the line passes through Crown Land (about 16 miles) it is not fenced at all. This having been arranged for to secure perfect safety, will be carried into effect as early as possible.

Buildings are apparently substantially constructed. Some of the cottages and shelter-sheds are as yet unpainted; but, having been allowed for by the Construction Department, will be attended to at once. A great want exists on this line, as well as on some of the others, for available quarters for the staff; and I must again earnestly recommend the erection of cottages, which would secure so many advantages, and be reproductive by the rent that would be charged. A thousand pounds or so spent in this direction would be amply repaid.

GENERAL.

In response to your frequent and urgent requests for a reduction to be made in working expenses of maintenance, especially on those Lines where the traffic is light and unprofitable, I must direct your attention to the large amount of extra work performed by the staff, and extraordinary calls made upon our resources on all these new lines. The Scottsdale Line only is an exception. The Fingal Line, which under different circumstances might be considered over-manned, has been almost reconstructed since opening—both in earthworks, ballast, drainage works, and fencing, which occupied at least one-third of the men's time.

Flood damages, and construction of preventive works since, have further added to their duties, and it is apparent if any reduction had been attempted that a much larger amount would have been required by the employment of casual labour to carry out the same works performed by the staff, and found positively necessary. This explanation will equally apply to all the new Lines.

The light character of the Mersey section of the North-Western Line is out of proportion to the strain of traffic it is called upon to carry.

The unexpected and heavy demands for renewals of sleepers have also militated against making any reduction, and I therefore regret to say that as long as such a light line and inferior class of construction is adopted, and the new Lines are handed over in such an unfinished state as the majority have been, no sensible reduction to the present cost can be made.

I feel sure that your sense of justice will admit that every effort is made to ensure a safe and efficient maintenance of the valuable works I have the honor to supervise at as low a cost as possible.

I have, &c.

LEONARD DOWLING.

The General Manager Tasmanian Government Railways.

*Tasmanian Government Railways,
Locomotive Superintendent's Office, Launceston, 1st January, 1890.*

SIR,

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

The engine mileage for the past twelve months on all lines, including shunting, was 477,250 miles, being an increase of 68,044 miles on the previous year.

Locomotives.

Two new locomotives were erected for the Scottsdale Line during the year, and one, re-purchased from Messrs. Boland & Scott, is receiving a general overhaul.

Carriages.

Two new first-class carriages were constructed in the workshops, and also put into traffic.

A five-ton travelling crane was landed at the Queen's Wharf, brought round and erected.

The Scottsdale Railway was opened on the 9th August, and has been working satisfactorily since.

During the year the following works of construction have been done by this Department :—

SCOTTSDALE LINE.

Construction of new points and crossings; construction and erection of new semaphores; erecting new turn-table, pump, and pump-house, and water supply; ballasting for contractors, and construction of equipment.

CHUDLEIGH LINE.

Construction of new points and crossings, and repairs to contractor's engine.

ULVERSTONE LINE.

Construction of new points and crossings, and loading and weighing girders.

BRIGHTON LINE.

Construction of new points and crossings, and semaphores, and ballasting for contractors.

During the year the points and signals have been interlocked at Evandale Junction, and are working satisfactorily.

The engines and stone-crushers for the Public Works, and the diamond-bits for the Mines Department, have been repaired by this Department as usual.

I have, &c.

W. E. BATCHELOR, *Locomotive Superintendent.*

F. BACK, *Esq., General Manager, Launceston.*

TASMANIAN GOVERNMENT RAILWAYS.
 RETURN of Rolling Stock on 31st December, 1889.

Class Letter															ENGINES.											
															Passenger.					Goods.		Small Tank.		TOTAL.		
															A.	B.	C.	D.								
TOTAL															12		11		2		25					

PASSENGER VEHICLES.															WAGONS.										SUNDRIES.													
Class Letter	Carriages.										Cars and Vans combined.					Brake Vans.	Timber.										Horse Boxes.	Carriage Trucks.	Break-down Vans.	Travelling Cranes.	TOTAL.							
	Saloon.			1st Class.			Composite.		2nd Class.		Excursion.		1st Class.				2nd Class.		Low-sided, with long doors.	Low-sided, with short doors.	Medium.	High-sided.	Covered.	4 wheels.	4 wheels.	Double Bogie.						Ballast.	Cattle.	Sheep.	Meat.			
	6 wheels.	Double Bogie, 4 wheels.	Double Bogie, 6 wheels.	4 wheels.	6 wheels.	Double Bogie.	4 wheels.	6 wheels.	Double Bogie.	4 wheels.	6 wheels.	Double Bogie.	4 wheels.	6 wheels.	Double Bogie.		4 wheels.	6 wheels.																		Double Bogie.		
	1	..	..	6	2	..	2	7	22	..	3	..	2	..	..		..	..																		14		
TOTAL.....	1			8			31			3			2			..			14			59	5	480										25				569

Locomotive Superintendent's Office, 1st January, 1890.

W. E. BATCHELOR, Locomotive Superintendent.

No. 1.

TASMANIAN GOVERNMENT RAILWAYS.

Dr.

GENERAL BALANCE SHEET to 31st December, 1889.

Cr.

[illegible]

Compiled from information received through the Public Works and Audit Departments.

W. H. LOVETT, *Accountant.*

FRED. BACK, *General Manager.*

TASMANIAN GOVERNMENT RAILWAYS.

STATEMENT of Expenditure on Works of Construction during the Year 1889.

	Amount.	TOTAL.
	£ s. d.	£ s. d.
WESTERN LINE—		
Mersey and Deloraine Railway	84 7 5	
Extension to Ulverstone	48,348 5 11	
Extension of Railway Line to Coal Wharf, Launceston	0 1 0	
Formby Wharf Extension	1185 13 6	
Alterations at Stations	Cr. 6 1 1	
Stock-yards, &c., Newstead	3 9 3	
Urinals and W.C.'s, Launceston	54 12 6	
Goods-shed, &c., Oaks	16 10 9	
Gatekeepers' Cottages, Hogg's Lane, &c.	7 19 0	
Rolling Stock, &c., in connection with conversion of broad to narrow gauge	2457 17 3	
Stationmaster's Residence, Launceston	349 5 10	
Improved Station accommodation at Sidings	147 0 0	
Interlocking Evandale Junction	325 0 0	
Completion Railton Station-yard	188 19 9	
Conversion of broad gauge engine to narrow gauge	30 16 9	
Improved Water Supply, Launceston	131 13 11	
Waterway, Stubbs' property	18 1 4	
Siding to Locomotive Shops	24 19 6	
		53,368 12 7
FINGAL LINE—		
Fingal Railway	Cr. 244 7 8	
Five Platelayers' Cottages	769 10 4	
Goods Shed, Stony Creek	60 8 10	
Shelter-sheds and Platform at Sidings	115 19 10	
Fencing	167 0 4	
Cornwall Coal Co.'s Siding	405 6 5	
Alterations to Carriages	29 4 5	
		1303 2 6
DERWENT VALLEY LINE—		
Derwent Valley Railway	Cr. 1532 5 7	
Riverton Siding	45 0 7	
Overbridge, Bridgewater	98 0 0	
Workmen's Cottages	750 0 0	
Ballasting	369 9 5	
Stone Aprons to Pier, Arundel Bridge	67 14 3	
Overhauling and Painting Buildings	11 18 0	
Re-constructing Pipe Culverts, &c.	31 7 0	
		Cr. 158 16 4
SCOTTSDALE LINE.....	—	39,151 10 3
GREEN PONDS LINE	—	49,266 0 8
SORELL LINE.....	—	9652 16 5
CHUDLEIGH LINE	—	40,267 7 4
ZEEHAN LINE	—	4040 3 6
RAILWAYS GENERALLY—		
Rolling Stock for Coal	0 1 0	
Machinery	826 10 8	
Travelling Crane	339 19 11	
Supplementary Rolling Stock, including Excursion Carriages	1106 1 10	
Ticket Printing Machine, &c.	149 7 3	
Saw for cutting cold iron	139 6 8	
Increased office accommodation	292 14 1	
Stone-crushing Plant	550 0 0	
		3404 1 5
		200,294 18 4

No. 3.

TASMANIAN GOVERNMENT RAILWAYS.

STATEMENT of RECEIPTS and EXPENDITURE for the Year 1889.

Train Mileage: *Western Line*—Goods and Passengers, 202,665; Ballasting, 99; Total, 202,764. *Tasmanian Main Line Railway*—Train Mileage between Launceston and Evandale Junctions, 28,845. Contractors, Train Mileage between Launceston and St. Leonard's, 8464. *Parattah and Oatlands Line*—Goods and Passengers, 9620; Ballasting, 1573; Total, 11,193. *Fingal Line*—Goods and Passengers, 63,988; Ballasting, 2322; Total, 66,310. *Derwent Valley Line*—Goods and Passengers, 47,092; Ballasting, 5994; Total, 53,086. *Tasmanian Main Line Railway Trains over Derwent Valley Railway*, 1337. *Scottsdale Line*.—Goods and Passengers, 24,590; Ballasting, Nil; Total, 24,590. Ballasting for Contractors, *Scottsdale Line*, 23,315. Ballasting for Contractors, *Apsley Line*, 10,690. Grand Total, 437,043. Mean Train Mileage, 397,354. Engine Miles, 477,250.

EXPENDITURE.					RECEIPTS.				
WORKING EXPENSES.	Amount.			Train Mileage.	Cost per Train Mile.	Cost per Mile open.			
	£	s.	d.		s.	d.	£		
Maintenance of Permanent Way and Works.....	24,408	11	6	396,589	1	2·77	138·6		
Locomotive and Carriage and Wagon charges.....	18,071	13	8	398,397	0	10·88	102·7		
Traffic charges.....	11,626	13	2						
Gatekeepers, &c.....	295	19	5	396,589	0	7·21	67·8		
General charges.....	2931	17	5						
Mails, &c.....	496	16	4	396,589	0	2·07	19·4		
Total Working Expenses.....	£57,831	11	6	397,354 ^a	2	10·93	328·5 ^b		
Balance to Credit of Railway Income.....	18,094	2	1						
	£75,925	13	7						
							Amount.	TOTAL.	Per Train Mile.
							£ s. d.	£ s. d.	s. d.
							£		£
							Passengers—316,498, at 2s. 1·82d. average rate per passenger.....	34,057 10 3	
							Parcels, Horses, Carriages, and Dogs.....	2626 6 2	
							Goods, &c., 110,949 tons, at 4s. 8·80d. average rate per ton.....	26,250 8 10	
							Live Stock.....	1443 12 7	
								64,386 17 10	
							Rents, Mails, &c.....	6738 15 9	
							Tasmanian Main Line Railway Toll.....	4800 0 0	
								11,538 15 9	
								£ 75,925 13 7	3·9·85
									431·29 ^b

^a Mean Train Mileage.

^b Average number of miles open, 176·04.

W. H. LOVETT, Accountant.

FRED. BACK, General Manager.

TASMANIAN GOVERNMENT RAILWAYS.

RETURN showing approximately the proportion of Receipts, Working Expenses, &c. upon the Western, Fingal, Parattah and Oatlands, Derwent Valley, and Scottsdale Lines, during the Year 1889.

	Western Line.	Fingal Line.	Parattah and Oatlands Line.	Derwent Valley Line.	Scottsdale Line.	TOTAL.
<i>Receipts—</i>	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Passengers	25,159 17 1	3143 4 11	384 5 2	3169 15 2	2200 7 11	34,057 10 3
Parcels	1931 0 8	263 2 1	54 13 3	228 8 11	149 1 3	2626 6 2
Goods, &c.	17,945 18 5	6053 8 8	261 13 9	1954 17 6	1487 3 1	27,703 1 5
Mails, Rents, &c.	4641 14 10	1578 15 10	...	351 11 9	166 13 4	6738 15 9
T.M.L. Railway Toll	4800 0 0	...	...	...	...	4800 0 0
TOTAL RECEIPTS.....	54,478 11 0	11,038 11 6	700 12 2	5704 13 4	4003 5 7	75,925 13 7
<i>Working Expenses—</i>						
Maintenance	14,483 6 7	5463 5 1	505 2 7	3208 9 0	748 8 3	24,408 11 6
Locomotive, Carriage, and Wagon Charges	11,777 14 8	2333 14 0	601 15 5	2346 0 1	1012 9 6	18,071 13 8
Traffic	7809 0 10	1158 1 10	221 14 8	1608 7 5	829 8 5	11,626 13 2
Gates	286 4 6	...	...	6 13 0	3 1 11	295 19 5
Mails	460 0 0	36 16 4	...	...	...	496 16 4
General Charges	1759 2 5	498 7 5	87 19 1	410 9 4	175 19 2	2931 17 5
TOTAL WORKING EXPENSES.	36,575 9 0	9490 4 8	1416 11 9	7579 18 10	2769 7 3	57,831 11 6
<i>Miscellaneous Particulars—</i>						
Miles open on 31st December, 1889	82	46·75	4·50	24·25	47	204·5
Average Miles worked per year...	82	46·75	4·50	24·25	18·54	176·04
Train Miles run.....	240,073	66,310	11,193	54,423	24,590	396,589
Passenger Journeys No.	222,842	19,781	12,817	47,695	13,363	316,498
Goods and Minerals Tons	60,255	37,215	2255	6978	4246	110,949
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Profit on Working	17,903 2 0	1548 6 10	...	...	1233 18 4	18,094 2 1
Loss on Working.....	...	...	715 19 7	1875 5 6	...	...
Cost of Construction and Equipment to 31 December, 1889.....	£ 726,430	£ 202,911	£ 12,759	£ 218,251	£ 389,497	£ 1,549,848
Ditto, per Mile open.....	8859	4940	2835	9000	8287	7578
Profit on Working per £100 capital expenditure, per cent.....	2·46	0·76	...	...	0·31	1·16

FRED. BACK, *General Manager.*

W. H. LOVETT, *Accountant.*

No. 5.

TASMANIAN GOVERNMENT RAILWAYS.
WESTERN, AND PARATTAH AND OATLANDS LINES.
ANALYSIS of Traffic and Traffic Receipts, 1889.

STATIONS:	PASSENGERS.		GOODS TONNAGE.		RECEIPTS.					RECEIPTS DURING EACH MONTH.			
	Outwards.	Inwards.	Outwards.	Inwards.	Passengers.	Parcels, &c.	Goods and Live Stock.	Mails, Rents, Tolls, &c.	TOTAL.	Month.	Working Days.	Relative value of each Month.	Amount.
					£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.				£ s. d.
<i>Western Line.</i>													
Launceston.....	57,270	71,150	7913	25,888	7690 13 5	542 11 0	7328 17 1	2725 4 6	18,287 6 0				
St. Leonard's	15,329	13,672	30	174	448 12 9	15 0 4	103 4 7	...	566 17 8				
Breadalbane	...	*2535	62	78	...	...	...	...	...				
Evandale Junction.....	14,268	8017	1242	1171	1370 4 4	Cr. 4 17 3	Cr. 102 13 11	17 9 6	1189 2 8				
Perth	11,902	6423	316	738	750 5 7	46 19 6	289 17 5	34 2 2	1121 4 8				
Longford	22,032	17,303	5414	3867	1788 6 6	157 0 7	1500 10 6	12 2 5	3453 0 0				
Wilmore's Lane.....	...	*1329	...	...	...	...	...	...	...				
Little Hampton.....	...	*1691	...	...	...	...	...	...	...				
Bishopsbourne	4956	2703	1704	787	445 8 2	86 4 2	141 12 8	...	673 5 0	January ...	27	7·8	4204 14 7
Oaks	...	*3707	1535	295	...	0 1 2	0 17 0	...	0 18 2	February ...	24	7·1	3880 10 4
Glenore	...	*3093	1325	246	...	...	...	...	...	March	26	10·5	5711 7 7
Hagley	4726	2373	2504	779	429 16 6	31 7 4	260 10 1	...	721 13 11	April.....	26	12·1	6612 7 8
Westbury	11,640	9380	3625	1091	1241 10 6	87 14 7	469 1 8	8 2 7	1806 9 4	May	27	9·5	5124 5 5
Exton	4538	1713	1266	165	312 4 1	20 8 5	118 11 3	...	451 3 9	June	25	7·1	3871 5 10
Deloraine	16,702	14,218	6992	1665	2500 8 9	206 10 10	1101 3 6	69 19 3	3878 2 4	July	27	7·3	4016 15 9
Chudleigh Road	5091	2513	3054	1813	515 18 7	39 19 6	1567 16 2	2 7 9	2126 2 0	August	27	6·8	3735 3 8
Dunorlan	4835	1957	2537	633	402 15 5	37 5 11	336 10 7	2 15 0	779 6 11	September...	25	6·8	3739 12 2
Whiteford Hills	...	*2763	...	...	...	...	...	...	...	October	27	9·3	5070 17 2
Kimberley	...	*1186	69	26	...	0 2 3	...	...	0 2 3	November ..	26	7·4	4010 10 0
Railton	10,904	5796	10,449	1153	1039 1 8	93 11 4	777 12 11	21 19 6	1932 5 5	December...	26	8·3	4501 0 10
Latrobe	18,811	16,668	7277	1717	2225 16 8	239 7 1	1093 6 6	8 8 7	3566 18 10				
Tarleton	...	*704	471	42	...	0 0 6	0 1 6	...	0 2 0				
Spreyton.....	...	*3098	949	132	...	...	0 7 6	...	0 7 6				
Formby	19,838	21,740	1520	17,794	3866 2 7	331 13 5	2958 11 5	129 12 3	7285 19 8				
Mails, Rents, and sundry Receipts	...	7110	...	...	228 11 7	...	...	1609 11 4	1838 2 11				
Tolls, &c. (M.L.R. Co.)	...	...	...	...	...	...	...	4800 0 0	4800 0 0				
Total Western Line.....	222,842	222,842	60,254	60,254	25,159 17 1	1931 0 8	17,945 18 5	9441 14 10	54,478 11 0				
<i>Parattah and Oatlands Line ...</i>	12,817	12,817	2255	2255	384 5 2	54 13 3	261 13 9	...	700 12 2				
TOTAL.....	235,659	235,659	62,509	62,509	25,544 2 3	1985 13 11	18,207 12 2	9441 14 10	55,179 3 2		313	100	54,478 11 0

* Includes Outwards and Inwards.

W. H. LOVETT, Accountant.

FRED. BACK, General Manager.

No. 6.

TASMANIAN GOVERNMENT RAILWAYS.

FINGAL LINE.

ANALYSIS of Traffic and Traffic Receipts for Year ending 31st December, 1889.

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, &c.	TOTAL.				
					£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.				£ s. d.
Conara Junction	4639	7843	1589	34,325	919 14 3	Cr. 28 0 10	249 16 10	...	1141 10 3	January.....	27	9.5	1048 15 9
Stony Creek	335	276	255	284	...	...	...	...	...	February ...	24	6.1	670 3 9
Hanleth	339	220	2	17	...	...	...	...	...	March.....	26	8.3	919 14 5
Eastbourne.....	244	174	14	8	...	...	...	...	...	April.....	26	8.7	955 11 9
Avoca	2611	1847	329	499	455 11 6	46 11 11	385 0 5	2 0 0	889 3 10	May.....	27	7.7	847 5 9
Ormley	660	392	200	82	...	...	...	...	...	June.....	25	8.4	931 4 10
Tullochgorum	525	438	198	49	...	...	...	...	...	July	27	8.9	980 16 4
Fingal	3803	4039	584	1183	728 19 0	129 6 5	1114 1 2	0 10 0	1972 16 7	August	27	8.7	962 10 2
Break o' Day	206	93	...	...	...	...	...	...	...	September...	25	8.1	890 5 9
Mt. Nicholas	1140	525	10,144	135	...	...	...	...	...	October	27	9.6	1065 0 3
Cullenswood	1928	651	23,364	39	...	...	...	...	...	November ..	26	7.0	775 14 11
St. Mary's	3351	3123	536	594	1269 19 9	115 4 7	716 13 2	35 6 10	2187 4 4	December ...	26	9.0	991 7 10
T.M.L. Railway Company ...	...	...	...	...	Cr.230 19 7	...	3587 17 1	...	9356 17 6				
Rents, Mails, &c., Sundry Receipts	...	160	...	...	...	...	...	1540 19 0	1540 19 0				
TOTAL.....	19,781	19,781	37,215	37,215	3148 4 11	263 2 1	6053 8 8	1578 15 10	11,038 11 6		313	100.0	11,038 11 6

W. H. LOVETT, Accountant.

FRED. BACK, General Manager.

No. 7.

TASMANIAN GOVERNMENT RAILWAYS

DERWENT VAILEY LINE.

ANALYSIS of Traffic and Traffic Receipts for Year ending 31st December, 1889.

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, &c.	TOTAL.				
					£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.				£ s. d.
Bridgewater Junction.....	18,756	16,595	346	6043	367 19 7	4 10 8	65 16 2	13 13 2	451 19 7	January....	27	8.7	495 19 7
Dromedary	1441	714	110	81	..	..	..	..	..	February...	24	8.4	480 0 9
Rocks	227	58	..	..	..	..	..	..	..	March	26	10.4	592 6 11
New Norfolk	10,772	18,433	1066	344	1067 1 7	90 18 8	249 9 11	8 18 9	1416 8 11	April	26	13.6	775 9 4
Falls	86	3	..	..	..	..	..	..	..	May	27	8.6	491 7 0
Hamilton Road	1768	635	243	7	..	..	..	..	..	June	25	5.2	297 2 0
Plenty	3794	2499	525	53	278 15 2	28 3 9	114 7 2	14 17 11	436 4 0	July	27	7.7	441 2 1
Macquarie Plains	5321	3774	2725	217	794 5 9	107 12 3	645 16 6	4 9 10	1552 4 4	August	27	7.3	414 13 6
Glenora ..	5530	4984	1963	233	630 8 6	68 16 8	437 15 9	3 6 1	1140 7 0	September..	25	5.9	386 3 7
T. M. L. Railway Company.	..	..	..	..	31 4 7	Cr. 71 13 1	441 12 0	..	401 3 6	October	27	6.5	373 9 6
Mails, Rents, &c.	..	..	..	..	..	..	..	306 6 0	306 6 0	November ..	26	6.9	392 2 10
										December ..	26	10.8	614 16 3
	47,695	47,695	6978	6978	3169 15 2	228 8 11	1954 17 6	351 11 9	5704 13 4		313	100.0	5704 13 4

W. H. LOVETT, Accountant.

FRED. BACK, General Manager.

No. 8.
TASMANIAN GOVERNMENT RAILWAYS.
SCOTTSDALE LINE.
ANALYSIS of Traffic and Traffic Receipts, Five Months ending 31st December, 1889.

STATIONS.	TRAFFIC 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, &c.	TOTAL.				
					£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.				£ s. d.
Launceston.....	4694	6811	941	3136	892 3 0	57 17 10	540 6 1	1 8 10	1491 15 9				
Mowbray	87	340	...	6									
Rocher's Lane	417	201											
Turner's Marsh.....	823	304	296	31	57 19 2	1 0 3	25 12 10	0 12 6	85 4 9				
Karoola	935	340	307	32	80 15 7	2 3 5	14 19 7	0 18 7	98 17 2				
Lilydale	1528	729	445	80	147 3 4	6 14 7	91 5 11	2 17 10	248 1 8				
Tunnel.....	364	400	251	24	32 19 1	2 7 2	3 10 3	0 10 5	39 6 11				
Lebrina	652	397	759	31	73 7 1	4 17 8	51 6 2	1 4 11	130 15 10	August.....	27	16·0	639 11 11
Denison Gorge	...	670	...	...	...	...	...	...	...	September...	25	17·6	704 6 2
Wyena.....	48	...	293	127	...	...	...	...	...	October	27	21·9	876 3 9
Golconda	443	325	139	39	61 11 2	1 19 0	21 5 3	1 0 0	85 15 5	November ...	26	20·3	814 1 3
Lisle Road	247	134	...	7	...	...	...	...	...	December ...	26	24·2	969 2 6
Lietinna	159	141	9	8									
Scottsdale.....	2966	2501	806	725	863 0 6	72 1 4	738 17 0	1 6 11	1675 5 9				
T. M. L. Railway Co. Rents, Mails, &c., Sundry Receipts	...	70	...	..	Cr. 8 11 0	...	...	156 13 4	148 2 4				
	13,363	13,363	4246	4246	2200 7 11	149 1 3	1487 3 1	166 13 4	4003 5 7		131	100	4003 5 7

W. H. LOVETT, *Accountant.*

FRED BACK, *General Manager.*

No. 9.

TASMANIAN GOVERNMENT RAILWAYS.

ANALYSIS of Working Expenses, 1889.

	Salaries and Wages.			Stores and Renewals.			Sundries.			TOTAL.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Maintenance of Permanent Way.....	18,274	8	2	6008	4	0	125	19	4	24,408	11	6
Locomotive, Carriage, and Wagon Charges.....	10,098	1	6	7806	5	3	167	6	11	18,071	13	8
Traffic Charges.....	8774	13	3	1895	1	5	956	18	6	11,626	13	2
Gates, &c.....	260	1	0	35	18	5	...	...	...	295	19	5
General Charges.....	2328	18	11	257	6	9	345	11	9	2931	17	5
Mails, &c.....	...	...	...	...	...	...	496	16	4	496	16	4
	39,736	2	10	16,002	15	10	2092	12	10	57,831	11	6

No. 10.

TASMANIAN GOVERNMENT RAILWAYS.

FURTHER Analysis of Stores consumed during the Year 1889.

	£	s.	d.
Fuel—Coal, 4699 tons; firewood, 1252 tons; charcoal, 30 loads.....	3327	13	7
Oils—Castor, 5447 galls.; colza, 890 galls.; kerosene, 2390 galls.; turps, 94 galls.; sundry oils, 683 galls.; cylinder, 916 galls.....	1241	5	1
Paints, £160 6s.....	}	343	18 6
Varnish, £183 12s. 6d.....			
Tallows, &c.—Tallow, 1169 lbs.; grease, 147 lbs.....		19	2 0
Packings, &c.—Tucks, 348 lbs.; flax, 29 lbs.; waste, 8787 lbs.....		220	19 6
Stationery, £426 17s. 8d.....	}	616	7 7
Advertisements, £189 9s. 11d.....			
Timber.....		546	13 9
Iron		1112	9 1
Tools.....		396	8 2
Ordinary sundries.....		2166	9 0
Side-throws.....		11	9 7
Renewals.....		6000	0 0
	£16,002 15 10		

No. 11.

TASMANIAN GOVERNMENT RAILWAYS.

COMPARATIVE Statement of Working Expenses of various Colonial Railways.

COLONY.	Year.	Per Mile open.	Per Train Mile.	Percentage of Expenses to Gross Earnings.
		£	s. d.	
Cape of Good Hope.....	1889	585	3 10·9	53·3
Victoria.....	1888-9	907	3 7·7	62·56
New South Wales.....	1888-9	768·1	4 3·34	64·39
Queensland.....	1888	274·74	3 1·82	60·25
South Australia.....	1888-9	329	3 2·78	55·61
New Zealand.....	1888-9	364·8	4 7·54	63·46
Tasmanian Main Line Railway.....	1889	613·4	4 2·87	99·91
Tasmanian Government Railways.....	1889	328·5	2 10·93	76·16

No. 12.

TASMANIAN GOVERNMENT RAILWAYS.
WESTERN LINE.

DIRECTION and EXTENT of Passenger Traffic for the Year 1889.

OUTWARDS FROM	INWARDS AT																									TOTAL OUTWARDS.			
	Season Ticket holders, &c.	Lanncoston.	St. Leonard's.	Breadalbane.	Evandale Junction.	Perth.	Longford.	Wilmore's Lane.	Little Hampton.	Bishopscourne.	Oaks.	Glenore.	Hagley.	Westbury.	Exton.	Deloraine.	Chudleigh Road.	Dunorlan.	Whiteford Hills.	Kimberley.	Railton.	Latrobe.	Tarlton.	Spreyton.	Formby.	Passengers.	Average Distance.	Miles travelled.	
Lanncoston	2360		12,705	1876	3683	3326	8753	700	707	701	1856	1471	1001	3282	225	3785	529	459	215	29	658	1484	25	71	7369	57,270	..	1,714,169	
St. Leonard's	449	13,371		185	219	195	394	5	7	30	22	5	53	92	28	84	26	20		3	17	33			96	15,329	..	89,486	
Evandale Junction	385	7858	303	175		708	64	83	188	220	106	154	323	43	431	161	26	12		8	118	196		1	803	14,268	..	233,746	
Perth	322	6788	130	31	904		2766	17	85	86	57	59	40	105	14	91	58	4	16		17	66		8	241	11,902	..	151,034	
Longford	642	12,921	202	97	1606	1695		388	475	584	556	345	272	593	110	657	25	31	8		1	73	141	9	3	593	22,032	..	363,360
Bishopscourne	128	2147		7	259	86	792	20	140		129	92	43	374	80	262	15	27	5		51	112	2		168	4956	..	97,055	
Hagley	193	1952	31	15	160	32	438	7	74	102	124	191		624	42	382	37	46	2		59	60		1	154	4726	..	100,132	
Westbury	320	5315	62	54	227	65	572	52	40	303	348	505	337		364	1803	155	106	71	9	132	269	2	11	499	11,640	..	290,669	
Exton	128	895	18	29	20	27	125	6	9	156	19	70	62	922		1740	51	20	23		24	69			125	4538	..	70,310	
Deloraine	514	7063	72	31	358	101	694	61	43	228	260	155	194	1791	593		635	440	737	153	326	857	108	23	1265	16,702	..	507,763	
Chudleigh Road	128	1270	7	4	39	41	53	2	1	44	12	11	16	311	79	1434		202	58	19	184	554	11	35	576	5091	..	120,799	
Dunorlan	123	787	6		23	9	44	1		16	7	9	47	180	17	1606	170		928	37	122	356	22	4	316	4835	..	88,769	
Railton	257	1398	25	7	57	6	121			88	13	14	44	149	42	458	152	146	113	505		5686	34	89	1470	10,904	..	210,809	
Latrobe	578	3094	26	13	110	55	230	5	10	69	38	33	28	265	46	871	243	250	299	347	2967		275	894	8065	18,811	..	425,364	
Formby	578	6291	68	11	352	77	419	1	8	103	46	27	82	369	32	579	256	180	276	78	1043	6778	226	1958		19,838	..	746,747	
No. Passengers	7110	71,150	13,672	2535	8017	6423	17,303	1329	1691	2703	3707	3093	2373	9380	1713	14,218	2513	1957	2763	1186	5796	16,658	714	3098	21,740	222,342	..	..	
Average Distance	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	23.37	..	
Miles travelled	154,056	2,071,432	71,850	22,629	118,933	75,723	273,971	20,167	23,900	51,095	72,835	60,018	53,434	207,708	25,423	319,444	59,394	49,023	39,409	14,615	117,277	300,660	8959	18,780	979,417	..	..	5,210,152	

* Decimals omitted.

	1888.	1889.		1888.	1889.
Passenger train miles	240,172	172,000	Total passenger receipts	£ s. d.	£ s. d.
Miles travelled	4,828,785	5,210,152	Average receipts per passenger per mile	0 0 1.17	0 0 1.16
Average miles travelled per passenger	22.94	23.37	Ditto per train mile	0 1 11.54	0 2 11.10
Average passengers carried per train mile	1.14	1.29	Ditto per passenger	0 2 2.87	0 2 3.09
Total passengers carried	210,409	222,842	Ditto per week	483 2 2.94	483 16 10.4

W. H. BOVETT, Accountant.

FRED. BACK, General Manager.

TASMANIAN GOVERNMENT RAILWAYS.

FINGAL LINE.

DIRECTION and EXTENT of Passenger Traffic for the Year 1889.

OUTWARDS FROM	INWARDS AT													TOTAL OUTWARDS.		
	Conara Jn.	Stony Creek.	Hanleth.	Eastbourne.	Avoca.	Ormley.	Tullochgorum.	Fingal.	Break-o'-Day.	Mount Nicholas.	Cullenswood.	St. Mary's.	Excess Tickets.	Passengers.	Average Distance.	Miles travelled.*
Conara Jn.	...	100	117	100	963	107	40	1564	11	199	173	1229	36	4639	...	151,122
Stony Creek	215	...	10	5	65	...	...	30	...	...	4	3	3	335	...	4195
Hanleth	244	31	...	5	17	3	...	21	...	...	2	13	3	339	...	5100
Eastbourne	150	20	33	...	30	4	...	6	...	...	...	...	1	244	...	2816
Avoca	1628	95	41	41	...	101	37	489	23	18	22	95	21	2611	...	81,451
Ormley	236	4	4	14	152	...	1	206	9	11	...	18	5	660	...	11,966
Tullochgorum	125	4	...	2	99	1	...	278	...	1	1	9	5	525	...	7107
Fingal	1945	6	6	2	389	108	349	...	26	134	122	685	31	3803	...	129,181
Break o' Day	38	1	...	2	24	20	2	87	...	2	4	24	2	206	...	3285
Mount Nicholas	440	15	...	...	19	26	1	292	4	...	46	287	10	1140	...	28,109
Cullenswood	673	...	...	2	24	5	2	417	1	28	...	760	16	1928	...	42,757
St. Mary's	2149	...	9	1	65	17	6	649	19	132	277	...	27	3351	...	169,165
No. Passengers...	7843	276	220	174	1847	392	438	4039	93	525	651	3123	160	19,781	...	...
Average Distance	...	...	...	...	...	...	...	...	...	...	...	...	...	...	32.16	...
Miles travelled *.	407,973	2660	2104	1834	29,586	5727	3238	81,439	1423	10,873	10,569	73,708	5120	...	...	636,254

	1888.	1889.		1888.	1889.
				£ s. d.	£ s. d.
Passenger train miles.....	60,502	59,593	Total passenger receipts.....	3214 15 3	3143 4 11
Miles travelled	498,086	636,254	Average receipts per passenger per mile ...	0 0 1.55	0 0 1.18
Average miles travelled per passenger.....	24.80	32.16	Ditto per train mile	0 1 0.75	0 1 0.65
Ditto passengers carried per train mile	0.33	0.33	Ditto per passenger	0 3 2.42	0 3 2.13
Total passengers carried	20,081	19,781	Ditto per week	61 16 5.36	60 8 11.28

* Decimals omitted.

No. 14.
TASMANIAN GOVERNMENT RAILWAYS.
DERWENT VALLEY LINE.
DIRECTION and EXTENT of Passenger Traffic for the Year 1889.

OUTWARDS FROM	INWARDS AT										TOTAL OUTWARDS.		
	Bridgewater Junction.	Dromedary.	Rocks.	New Norfolk.	Falls.	Hamilton Road.	Plenty.	Macquarie Plains.	Glenora.	Season Ticket Holders, &c.	Passengers.	Average Distance.	Miles travelled.*
Bridgewater Junction	...	594	...	11,868	...	203	1258	1682	3061	90	18,756	...	277,382
Dromedary	1103	...	21	237	...	3	34	16	20	7	1441	...	7367
Rocks	120	2	...	62	...	7	6	26	4	...	227	...	3112
New Norfolk	8157	81	27	...	...	306	653	660	835	53	10,772	...	208,592
Falls	11	1	...	35	...	4	24	5	6	...	86	...	474
Hamilton Road	573	2	10	1018	...	...	52	56	48	9	1768	...	18,766
Plenty	1283	16	...	1914	...	52	...	395	115	19	3794	...	53,064
Macquarie Plains	2506	6	...	1583	...	36	269	...	895	26	5321	...	104,062
Glenora	2610	12	...	1719	...	24	203	934	...	28	5530	...	120,508
No. of Passengers	16,363	714	58	18,486	...	635	2499	3774	4984	232	47,695	...	...
Average distance	...	...	...	...	...	...	...	...	...	...	...	16.63	...
Miles travelled*	420,160	3484	220	193,151	...	4728	30,116	49,146	88,373	3944	...	...	793,322

	1888.	1889.		1888.	1889.
Passenger train miles	52,328	47,092	Total passenger receipts	£ 2247	£ 3169
Miles travelled	410,613	793,322	Average receipts per passenger per mile	s. 9	s. 15
Average miles travelled per passenger	10.28	16.63	Ditto per train mile	d. 0	d. 2
Ditto passengers carried per train mile...	0.76	1.01	Ditto per passenger	1 1.31	0 0.95
Total passengers carried	39,939	47,695	Ditto per week	0 10.30	0 1.45
				0 1 1.50	0 1 3.95
				43 4 4.84	60 19 1.65

* Decimals omitted.

W. H. LOVETT, *Accountant.*

FRED. BACK, *General Manager.*

TASMANIAN GOVERNMENT RAILWAYS
SCOTTSDALE LINE.

DIRECTION and EXTENT of Passenger Traffic for 5 Months ending 31 December, 1889.

OUTWARDS FROM	INWARDS AT															TOTAL OUTWARDS.		
	Launceston.	Mowbray.	Rocher's Lane.	Turner's Marsh.	Karoola.	Lilydale.	Tunnel.	Lebrina.	Denison Gorge.	Golconda.	Lisle Road.	Lietinna.	Scottsdale.	Season Ticket-holders, &c.	Passengers.	Average distance.	Miles travelled.	
Launceston	...	382	177	263	249	420	220	189	670	171	9	19	1950	25	4694	...	148,038	
Mowbray	72	...	...	1	2	4	4	...	...	...	...	...	4	...	87	...	535	
Rocher's Lane	363	...	...	8	2	15	6	2	...	1	...	...	17	3	417	...	2998	
Turner's Marsh	768	...	6	...	20	18	...	4	...	...	...	...	2	5	823	...	10,615	
Karoola	832	...	...	20	...	20	9	4	...	12	4	1	28	5	935	...	15,265	
Lilydale	1235	1	4	3	30	...	85	97	...	17	2	1	45	8	1528	...	28,859	
Tunnel	186	4	...	5	7	81	...	42	...	11	12	4	10	2	364	...	6051	
Lebrina	404	1	...	...	6	118	50	...	...	28	4	2	35	4	652	...	13,307	
Wyena	13	...	...	...	...	1	16	12	...	4	...	...	2	...	48	...	586	
Golconda	255	...	8	...	13	...	3	24	...	...	23	5	109	3	443	...	10,915	
Lisle Road	15	...	...	...	...	1	2	1	...	26	...	1	200	1	247	...	2550	
Lietinna	52	...	...	...	1	4	...	...	...	1	1	...	99	1	159	...	2750	
Scottsdale	2616	2	6	4	10	47	5	22	...	54	79	108	...	13	2966	...	127,888	
No. of Passengers	6811	340	201	304	340	729	400	397	670	325	134	141	2501	70	13,363			
Average distance	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	27.71		
Miles travelled*	202,682	894	1444	3850	5055	11,920	6729	6828	19,765	7360	1457	1390	99,088	1890	...	...	370,352	

* Decimals omitted.

Passenger train miles	24,591	Total passenger receipts	£ 2200	s. 7	d. 11
Miles travelled	370,352	Average receipts per passenger per mile	0	0	1.42
Average miles travelled per passenger	27.71	Ditto per train mile	0	1	9.47
Ditto passengers carried per train mile	54	Ditto per passenger	0	3	3.52
Total passengers carried	13,363	Ditto per week	42	6	3.67

W. H. LOVETT, Accountant.

FRED. BACK, General Manager.

TASMANIAN GOVERNMENT RAILWAYS.

WESTERN LINE.

DIRECTION and EXTENT of Goods Traffic for the Year 1889.

OUTWARDS FROM	INWARDS AT																					TOTAL OUTWARDS		
	Launceston.	St. Leonard's.	Breadalbane.	Evandale Junction.	Perth.	Longford.	Bishopsbourne.	Oaks.	Glenore.	Hagley.	Westbury.	Exton.	Deloraine.	Chudleigh Road.	Dunorlan.	Kimberley.	Railton.	Latrobe.	Tarleton.	Spreyton.	Formby.	Tons.	Average Distance.	Miles travelled.
Launceston.....	...	31'25	42'35	215'15	376'15	1079'85	412'40	139'65	136'15	318'10	569'85	89'55	961'40	1473'20	83'15	12'65	331'70	358'20	8'20	6'15	1268'40	7913'50	..	352,438'95
St. Leonard's.....	18'20	..	0'05	7'00	..	1'45	..	..	..	1'05	..	0'10	0'55	0'45	0'05	..	..	0'60	..	..	0'05	29'55	..	267'57
Breadalbane.....	54'40	..	..	1'00	..	1'75	..	0'10	..	..	..	0'50	3'80	..	0'05	..	..	0'05	..	..	..	61'65	..	585'64
Evandale Junction.....	427'45	6'70	8'35	..	23'90	479'70	12'00	2'10	1'70	16'90	28'50	3'65	43'60	24'90	1'80	0'25	15'90	20'30	..	0'15	124'05	1241'90	..	22,879'46
Perth.....	251'15	..10	..	1'40	..	2'05	2'40	3'55	2'70	7'90	6'10	0'80	3'35	29'95	..	..	0'55	0'80	0'25	1'00	1'70	315'75	..	5456'49
Longford.....	4338'70	4'55	0'05	459'70	1'25	..	10'55	56'95	25'20	21'45	153'15	4'65	106'40	1'30	9'00	..	56'35	11'90	..	..	153'40	5414'55	..	129,700'66
Bishopsbourne.....	1532'25	19'60	..	15'75	42'00	37'60	..	0'05	..	4'15	4'75	4'75	19'25	2'45	2'85	..	7'25	2'70	..	..	8'45	1703'80	..	40,930'36
Oaks.....	1455'40	..	..	6'65	41'15	26'75	..	..	..	0'95	0'45	0'05	1'05	0'05	0'20	..	0'55	1'15	..	..	0'50	1634'90	..	39,518'01
Glenore.....	1096'15	..	..	0'80	31'40	124'30	..	..	..	1'80	1'45	0'50	1'15	0'65	..	..	0'70	0'10	..	..	66'05	1324'95	..	36,662'13
Hagley.....	1961'60	0'60	..	13'00	12'20	235'55	0'55	0'10	2'30	3'70	1'20	1'20	8'95	1'60	1'10	..	2'20	0'25	..	1'00	258'75	2504'65	..	20,122'64
Westbury.....	2556'55	0'80	4'10	14'45	0'30	602'00	66'65	4'45	3'15	1'15	..	4'40	30'85	77'05	12'15	..	6'15	8'20	..	..	233'50	3625'90	..	24,548'60
Exton.....	891'80	5'20	6'30	27'20	22'90	147'45	73'85	2'45	0'70	0'65	27'45	..	1'05	0'10	0'25	..	3'30	0'05	..	..	54'65	1265'35	..	46,132'11
Deloraine.....	4908'55	85'25	16'65	202'50	38'70	798'80	151'95	80'15	63'45	230'45	141'10	14'50	..	36'25	93'35	4'75	43'25	35'50	0'65	0'05	46'90	6992'85	..	269,663'47
Chudleigh Road.....	2245'25	8'10	..	48'70	32'25	8'00	5'05	1'45	6'95	34'50	33'30	3'15	26'60	..	106'10	0'05	3'70	53'75	0'55	0'10	436'25	3053'80	..	129,549'82
Dunorlan.....	1294'70	2'60	..	5'90	0'05	25'20	14'30	0'20	2'45	21'50	28'95	15'65	185'05	37'35	..	2'45	44'35	28'90	..	..	827'35	2536'95	..	103,312'06
Kimberley.....	4'75	..	..	6'00	..	..	..	..	..	..	..	..	14'50	0'05	1'55	..	0'05	6'60	..	..	34'60	68'10	..	1624'01
Railton.....	1060'50	0'05	..	54'50	78'25	36'35	6'05	1'05	1'20	27'55	19'50	5'30	224'25	34'70	92'20	0'75	..	937'10	18'15	92'40	7759'10	10,448'95	..	262,700'00
Latrobe.....	1584'15	6'35	..	47'40	25'10	98'55	0'20	1'85	..	21'50	31'55	..	17'60	26'30	19'35	4'60	257'05	..	0'55	1'70	5133'10	7276'90	..	171,453'44
Tarleton.....	2'55	..	..	6'00	..	..	..	..	..	..	..	..	0'15	..	..	..	..	..	..	..	462'45	471'15	..	2888'90
Spreyton.....	0'55	..	..	..	..	0'05	..	..	..	0'05	0'40	..	0'55	1'05	..	..	18'00	2'25	0'15	..	926'30	949'35	..	4991'77
Formby.....	203'15	3'05	..	49'45	0'40	161'40	31'60	0'90	0'25	71'30	40'20	15'60	14'95	65'15	209'55	0'30	361'90	248'75	13'05	29'15	..	1520'10	..	54,833'73
Total Inwards	25,887'70	174'20	77'85	1170'55	738'00	3866'90	787'55	295'00	246'30	779'15	1090'75	165'25	1664'40	1813'05	633'25	25'80	1152'95	1717'15	41'55	131'70	17,795'65	60,254'60	..	..
Average Distance	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	28'54	..	..
Miles travelled	876,964'96	5550'80	1301'26	25,623'63	16,410'47	72,654'76	18,067'27	6051'74	5555'52	20,205'74	29,806'38	5136'88	56,626'77	77,686'80	14,229'42	973'83	36,407'99	47,079'63	1031'78	2378'82	400,513'37	..	..	1,720,267'82

	1888.	1889.		1888.	1889.
Goods train miles	240,172	189,809	Goods receipts	£ s. d.	£ s. d.
Ditto ton ditto	1,082,504	1,720,257	Average ditto per ton per mile	6481 12 8	16,875 2 11
Ditto tonnage	37,480	60,265	Ditto, ditto, per train mile	0 0 0'95	0 0 2'35
Average tons per train mile	0'15	0'31	Ditto, ditto, per ton	0 1 11'09	0 1 9'33
Ditto miles carried per ton	28'87	28'54	Ditto, ditto, per week	0 3 3'39	0 5 7'21
				124 12 11'23	324 10 5'29

W. H. LOVETT, Accountant.

FRED. BACK, General Manager.

No. 17.

TASMANIAN GOVERNMENT RAILWAYS.

FINGAL LINE.

DIRECTION and EXTENT of Goods Traffic for the Year 1889.

27

OUTWARDS FROM	INWARDS AT											TOTAL OUTWARDS.		
	Conara Jn.	Stony Creek.	Hanleth.	East-bourne.	Avoca.	Ormley.	Tulloch-gorum.	Fingal.	Mount Nicholas.	Cullens-wood.	St. Mary's.	Tons.	Average distance.	Miles travelled.
Conara Jn.	..	51.15	12.80	6.80	366.45	48.65	37.95	692.40	43.95	36.65	292.00	1588.80	..	50,880.29
Stony Creek	74.60	..	.70	.80	40.10	4.95	6.75	66.20	..	.35	60.10	254.55	..	5225.37
Hanleth	1.10	..	..	..	.75	..	..	..	..	..	..	1.85	..	16.40
Eastbourne	10.60	..	..	..	..	..	..	1.00	..	..	2.50	14.10	..	237.60
Avoca	282.05	25.65	.05	..	..	1.05	.80	7.25	10.75	..	1.00	328.60	..	5394.42
Ormley	153.45	32.90	.50	..	1.15	..	.25	.70	8.10	..	3.00	200.05	..	4448.35
Tullochigorum	129.80	59.85	..	..	2.15	..	..	6.00	..	..	..	197.80	..	7215.23
Fingal	266.10	82.40	1.10	..	6.20	2.00	1.65	..	61.85	1.50	161.15	583.95	..	13,895.61
Mount Nicholas	9899.25	..	..	..	65.45	2.35	..	147.55	..	.40	29.75	10,144.75	..	421,343.95
Cullenswood	23,253.15	..	..	..	.20	19.55	.10	37.35	9.60	..	44.30	23,364.25	..	1,029,876.79
St. Mary's	254.95	32.50	2.05	..	16.80	3.00	1.10	224.80	.80	.40	..	536.40	..	16,769.50
Total Inwards	34,325.05	284.45	17.20	7.60	499.25	81.55	48.60	1183.25	135.05	39.30	593.80	37,215.10	..	..
Average distance	..	..	..	..	..	..	..	..	..	..	..	..	41.79	..
Miles travelled	1,483,102.30	5842.93	1567.98	86.70	8813.35	1780.92	1315.81	29,817.46	2827.34	1644.78	18,503.94	..	..	1,555,303.51

	1888.	1889.		1888.	1889.
				£ s. d.	£ s. d.
Goods train miles	67,356	61,189	Goods receipts	6481 12 8	5937 7 2
Ditto ton miles	1,619,545	1,555,303	Average receipts per ton per mile	0 0 0·95	0 0 0·91
Goods tonnage	39,487	37,215	Ditto per train mile	0 1 11·09	0 1 11·28
Average tons per train mile	0·58	0·60	Ditto per ton	0 3 3·39	0 3 2·29
Average miles carried per ton	41·15	41·79	Ditto per week	124 12 11·23	114 3 7·19

W. H. LOVETT, Accountant.

FRED. BACK, General Manager.

No. 18.
TASMANIAN GOVERNMENT RAILWAYS.
DERWENT VALLEY LINE.
DIRECTION and EXTENT of Goods Traffic for the Year 1889.

OUTWARDS FROM	INWARDS AT							TOTAL OUTWARDS.		
	Bridgewater Jn.	Dromedary.	New Norfolk.	Hamilton Road.	Plenty.	Macquarie Plains.	Glenora.	Tons.	Average Distance.	Miles travelled.
Bridgewater Junction.....	...	62·95	144·30	1·65	24·95	66·95	45·30	346·10	...	4957·02
Dromedary.....	109·75	...	...	...	...	...	·05	109·80	...	412·57
New Norfolk.....	881·10	18·00	...	4·50	6·65	64·65	90·85	1065·75	...	12,183·29
Hamilton Road.....	230·10	...	...	...	·15	8·65	4·65	243·55	...	3503·48
Plenty.....	435·20	...	51·35	·15	...	34·20	4·10	525·00	...	8338·82
Macquarie Plains.....	2606·35	...	15·65	·35	14·80	...	87·85	2725·00	...	58,400·73
Glenora.....	1780·10	...	133·00	·20	6·50	43·00	...	1962·80	...	44,991·69
Tons Inwards.....	6042·60	80·95	344·30	6·85	53·05	217·45	232·80	6978·00	...	...
Average Distance.....	...	...	...	...	...	...	...	...	19·02	...
Miles travelled.....	122,930·45	375·55	3857·14	43·95	596·32	2480·83	2503·36	...	...	132,787·60

	1888.	1889.		1888.	1889.
Goods train miles.....	52,328	45,787	Goods Receipts.....	£ s. d. 1095 0 5	£ s. d. 1803 2 8
Goods ton miles.....	90,808	132,787	Average ditto per ton per mile	0 0 2·89	0 0 3·25
Goods tonnage.....	5601	6978	Ditto per train mile.....	0 0 5·02	0 0 9·45
Average tons per train mile.....	0·10	0·15	Ditto per ton.....	0 3 10·92	0 5 2·01
Average miles carried per ton.....	16·21	19·02	Ditto per week.....	21 1 1·94	34 13 6·15

W. H. LOVETT, *Accountant.*

FRED. BACK, *General Manager.*

No. 19.

TASMANIAN GOVERNMENT RAILWAYS.

SCOTTSDALE LINE.

DIRECTION and EXTENT of Goods Traffic for 5 Months ending 31st December, 1889.

OUTWARDS FROM	INWARDS AT													TOTAL OUTWARDS.		
	Launceston.	Mowbray.	Rocher's Lane.	Turner's Marsh.	Karooola.	Lilydale.	Tunnel.	Lebrina.	Wyena.	Golconda.	Lisle Road.	Lietinna.	Scottsdale.	Tons.	Average Distance.	Miles travelled.
Launceston.....	...	20	05	28 50	30 25	74 45	5 95	27 70	9 15	35 60	4 40	2 60	722 25	941 10	...	39,094 94
Mowbray.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rocher's Lane.....	...	...	...	...	...	...	...	...	...	...	...	...	40	40	...	16 90
Turner's Marsh.....	293 20	...	...	...	1 35	1 00	15	...	...	...	...	...	...	295 70	...	3898 89
Karooola.....	306 35	...	...	20	...	05	10	20	...	...	...	...	...	306 90	...	5062 30
Lilydale.....	430 90	...	...	...	25	...	9 05	1 80	70	05	05	...	2 55	445 35	...	9228 60
Tunnel.....	250 15	05	...	...	05	30	...	30	...	...	...	05	...	250 90	...	6447 54
Lebrina.....	629 65	6 00	...	2 50	...	3 25	25	...	116 85	10	...	...	05	758 65	...	18,256 71
Wyena.....	292 75	...	...	...	...	...	...	...	...	...	...	...	...	292 75	...	9221 62
Golconda.....	138 70	...	...	...	...	...	...	...	...	...	...	10	10	138 90	...	4718 07
Lisle Road.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lietinna.....	1 35	...	...	...	...	...	8 10	...	...	...	...	...	...	9 45	...	204 80
Scottsdale.....	793 60	...	...	15	...	90	50	75	...	2 95	2 20	4 85	...	805 90	...	37,426 43
Total inwards.....	3136 65	6 25	05	31 35	31 90	79 95	24 10	30 75	126 70	38 70	6 65	7 60	725 35	4246 00	...	...
Average distance.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	31 45	...
Miles travelled.....	93,355 63	157 58	23	422 49	505 08	1619 15	397 01	815 15	703 71	1250 00	187 85	131 61	34,031 31	...	...	133,576 80

Goods train miles.....	23,124	Goods receipts.....	£ 1391 5 7
Goods ton miles.....	133,576	Average ditto per ton per mile.....	0 0 2 49
Goods tonnage.....	4246	Ditto per train mile.....	0 1 2 43
Average tons per train miles.....	0 18	Ditto per ton.....	0 6 6 64
Ditto miles carried per ton.....	31 45	Ditto per week.....	26 15 1 22

W. H. LOVETT, Accountant.

FRED. BACK, General Manager.

TASMANIAN GOVERNMENT RAILWAYS.

SUMMARY of Railway Statistics for Five Years ending 31st December, 1889.

		1885.	1886.	1887.	1888.	1889.
Miles open on 31st December	No.	86½	133	148	157	204½
Total cost of construction and equipment	£	668,263	872,332	976,957	1,165,269	1,549,848
Ditto ditto per mile	£	7726	6558	6601	7398	7578
Gross earnings	£	36,419	45,924	53,954	59,890	75,925
Working expenses	£	31,064	37,917	49,608	57,279	57,831
Profit on working	£	5355	8007	4346	2591	18,094
Proportion of working expenses to gross earnings	Per cent.	85.29	82.56	91.94	95.67	76.16
Profit on working per £100 capital expenditure	"	0.80	0.90	0.44	0.22	1.16
Passenger journeys	No.	158,723	193,829	246,265	282,436	316,498
Average distance travelled per passenger	Miles.	18.62	20.47	20.52	20.49	22.32
Average rate per passenger	s. d.	2 1.91	2 3.80	2 1.74	2 0.97	2 1.82
Ditto per passenger per mile	Pence.	1.39	1.36	1.25	1.21	1.15
Goods tonnage	No.	29,329	42,661	68,113	84,080	110,949
Average distance travelled per ton	Miles.	29.38	28.77	30.64	33.21	32.01
Average rate per ton	s. d.	6 7.71	6 5.45	4 11.09	4 5.29	4 8.80
Ditto per ton per mile	Pence.	2.71	2.69	1.93	1.60	1.77
Train mileage	No.	164,575	224,143	295,432	353,515	397,354
Average ditto per mile open ^a	No.	2365	2114	2141	2313	2257
Engine mileage	No.	196,155	246,269	334,958	409,306	477,250
Gross earnings per train mile	s. d.	4 5.1	4 1.1	3 7.8	3 4.65	3 9.85
Ditto per mile worked ^a	£	523.3	433.2	390.9	391.97	431.29
Working expenses per train mile	s. d.	3 9.3	3 4.6	3 4.3	3 2.9	2 10.9
Ditto per mile worked ^a	£	407.5	357.6	359.4	375.0	328.5
Locomotives	No.	10	17	23	21	25
Other vehicles	No.	224	392	542	555	587

^a On average miles open per year.W. H. LOVETT, *Accountant.*FRED. BACK, *General Manager.*

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.	Passen- gers.	Passengers.	Parcels, &c.	Goods and Live Stock.	Miscel- laneous.	TOTAL.													
		£	£		No.			£	s.	d.	£	£	s.	d.	s.	d.									
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
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
1886	133	872,332	6558	224,143	17	42,661	193,829	22,456	4	6	1720	15	1	15,051	17	5	6695	9	10	45,924	6	10	4	1.1	313
1887	148	976,957	6601	295,432	23	68,113	246,265	26,410	19	10	1831	3	4	18,026	4	6	7685	10	6	53,953	18	2	3	7.8	313
1888	157½	1,165,269	7398	353,515	21	84,080	282,436	29,387	18	11	2129	16	6	19,674	10	4	8698	2	10	59,890	8	7	3	4.6	313
1889	204½	1,549,848	7578	401,143	25	110,949	316,498	34,057	10	3	2626	6	2	27,703	1	5	11,538	15	9	75,925	13	7	3	9.8	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.	
1880	45	£ 5553 17 8	s. 99.2*	d. 0 11.9	£ 5248 7 5	s. 116.6	d. 1 1.9	£ 4976 0 8	s. 88.9*	d. 0 10.7	£ 1677 8 7	s. 30.0*	d. 0 3.6	£ 17,455 14 4	s. 334.7*	d. 3 4.1	314
1881	45	5727 3 8	8 102.3*	1 0.6	5205 15 8	8 115.7	1 2.2	4822 10 10	86.1*	0 10.6	1955 10 1	8 34.9*	0 4.3	17,711 0 3	339.0*	3 5.7	313
1882	45	5687 19 2	10 101.6*	1 0.6	5376 9 1	11 119.5	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	12 164.1*	1 7.4	5931 17 5	15 131.8	1 3.3	5681 8 2	101.4*	1 0.0	1767 2 6	31.6*	0 3.7	22,567 19 3	428.9*	4 2.4	313
1884	45	7546 12 10	13 134.7*	1 3.7	5731 8 10	12 127.3	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	12 132.7†	1 2.8	11,298 10 3	16 162.3†	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
1886	133	15,308 10 6	14 144.4†	1 3.9	11,862 16 2	22 111.9†	1 1.6	8505 12 10	80.2†	0 8.8	2240 13 3	21.1†	0 2.3	37,917 12 9	357.6†	3 4.6	313
1887	148	21,944 4 3	16 159.0†	1 5.3	15,136 2 4	10 109.7†	1 1.2	9662 19 4	70.0†	0 7.6	2864 14 6	20.7†	0 2.2	49,608 0 5	359.4†	3 4.3	313
1888	157½	24,293 2 0	16 159.0†	1 4.3	19,033 7 11	12 124.6†	1 1.6	11,007 19 3	72.0†	0 7.1	2964 10 3	19.4†	0 1.9	57,298 19 5	375.0†	3 2.9	313
1889	204½	24,408 11 6	16 138.6†	1 2.8	18,071 13 8	10 102.7†	0 10.9	11,922 12 7	67.8†	0 7.2	3428 13 9	19.4†	0 2.0	57,831 11 6	328.5†	2 10.9	313

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

† On average miles open per year.

FRED. BACK, General Manager.

W. H. LOVETT, Accountant.