

(No. 45.)



1879.

T A S M A N I A.

H O U S E O F A S S E M B L Y.

LAUNCESTON AND WESTERN RAILWAY:

REPORT FOR 1878.

Laid upon the Table by the Minister of Lands, and ordered by the House to be printed, September 9, 1879.



Hobart Town, 15th August, 1879.

SIR,

I HAVE the honor to submit the Annual Report upon the working of the Launceston and Western Railway for the year 1878.

Capital.

The capital expended upon construction and equipment to the 31st December, 1878, amounts to £435,445 8s. 4d., of which the sum of £413,704 5s. 4d. was expended prior to the transfer of the line to the Government, and £21,741 3s. since the transfer. Of the latter the sum of £2036 3s. was expended during 1878 in connection with new Rolling Stock, as follows:—

	£	s.	d.
5 new Cattle Wagons	600	0	0
2 new Sheep Vans	240	0	0
1 new High-sided Wagon	100	0	0
2 new Covered Goods Wagons	200	0	0
2 new Horse Boxes	340	0	0
1 new Excursion Carriage	170	0	0
New Shed for Rolling Stock	185	0	0
New road to ditto	79	7	4
New Lift for Rolling Stock	82	15	6
New Hydraulic Jacks for ditto	39	0	2
	<u>£2036</u>	<u>3</u>	<u>0</u>

Rolling Stock and Machinery.

As shown in the preceding table the Rolling Stock of the Department has been augmented during the year 1878 by—

5 new Cattle Wagons
2 new Sheep Vans.
2 new Horse Boxes.

These vehicles were found necessary to meet the increasing demands of the cattle and sheep traffic, and they are now being profitably employed.

One large excursion carriage was also added to the Passenger Stock, which was much required for holiday traffic, as pointed out in the Reports of my predecessors, thus enabling the Department to avoid having recourse to the very objectionable plan of carrying passengers in open trucks, with its attendant risks.

Two box or covered goods wagons have also been constructed, and are now in use upon the line. This description of truck is found the most desirable for working the traffic at the smaller roadside stations where the traffic is not sufficient as yet to justify the employment of a permanent porter or the erection of a goods shed, as they answer all the purposes of a shed and enable the Department to handle the traffic economically whilst affording all reasonable accommodation to the public.

The whole of those vehicles (with the exception of the wheels and axles) have been constructed in the workshops of the Department.

New Carriage Shed.

A shed for standing spare Rolling Stock in was another want that demanded immediate attention, and consequently a suitable shed has been erected: the work was economically carried out under the supervision of the Locomotive Superintendent at the very low cost of £185. The erection of this shed will enable the Department to keep all spare Rolling Stock under cover, and will therefore reduce the expenses of painting and varnishing the vehicles of all descriptions which before was rendered costly through their constant exposure to the weather.

New Lift for Rolling Stock.

The facility afforded by this lift for carrying out repairs to all kinds of the Running Stock is very considerable, and in the future will prove more so.

These works are all additional to the equipment of the Railway, and therefore are properly chargeable to Capital or Construction Account.

With regard to the amount of Rolling Stock now at the command of the Launceston and Western Railway Department, it should, I think, be able to meet any demands upon it for any description of traffic without further capital expenditure: but I must here observe that in the workshops several machines are still required, particularly a steam hammer to enable the Locomotive Superintendent to use the scrap iron and to execute different work which now has to be imported from England at considerable expense.

The Report of the Locomotive Superintendent is appended hereto.

It may not be out of place for me to here remark upon the advantage which has been taken by the Public Works Department of the facilities offered by the Government having at their disposal such workshops and machinery as those of the Launceston and Western Railway by utilising them in connection with the erection, alterations, and repairs of the traction engines and stone-crushers recently imported from England. By this means considerable saving has been effected, to the advantage of the Public Works Department, and better workmanship ensured.

Permanent Way and Works.

The earthworks are now, I am pleased to report, nearly all thoroughly stable and consolidated; and the system adopted some years ago of draining the large embankments has proved most efficacious.

There will be a large quantity of both rails and sleepers required each year now to replace those worn out; but ample provision is made for this expense in the estimates of expenditure submitted to Parliament. Great difficulty is, however, I regret to say, experienced in obtaining promptly the necessary supply of good seasoned sleepers. It will be a question for the consideration of Government whether a large stock should not be obtained in advance, and the Department thus placed beyond the possibility of suffering inconvenience through short supply.

Station Buildings.

The Station Buildings are all in good repair and at present afford ample accommodation for the traffic.

At Longford, where the trains cross each other, the necessity for the erection of a cross-over bridge between the "up" and "down" platform is more manifest than ever; and it will be my duty to recommend, in the interests of the travelling public as well as of the Launceston and Western Railway, that this very necessary work be immediately carried out.

It will also be necessary to build a Station Master's Residence at the Deloraine Station, where the quarters originally intended for this purpose had to be utilised for telegraph purposes through the extension of the telegraph to the Coast. The convenience of having the Station Master always upon the premises will be great, in addition to the security it will afford to the buildings and property generally.

Revenue Account.

The revenue from all sources for the year 1878 amounts to £22,189 19s. 10d., being an increase, as compared with the previous year, of £747 2s. 9d.

The following table gives the usual detail :—

	RECEIPTS.		INCREASE.		DECREASE.	
	1877.	1878.	Amount.	Per cent	Amount.	Per cent.
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	
Passengers	9899 2 5	10,250 19 8	351 17 3			
Parcels	571 15 9	674 9 7	102 13 10			
Goods and Live Stock	6804 9 2	6448 3 11	..	..	356 5 3	
Rents, Mails, &c.	1074 3 1	1134 13 4	60 10 3			
Tasmanian Main Line Railway Toll	3093 6 8	3681 13 4	588 6 8			
	21,442 17 1	22,189 19 10	747 2 9	1.03		

It will be observed that, with the exception of goods, there has been an increase under every branch of revenue.

Passenger Traffic.

In passenger traffic there is a decided increase, as compared with the previous year, in the number of journeys, and a slight increase in the average distance travelled by each passenger. The number of journeys and total distance travelled are higher than upon any former year.

The following is a detail comparison of the influences affecting passenger receipts during the years 1877-8:—

		1877.	1878.	Increase.	Decrease.
Total miles travelled.....	No.	1,784,949	1,851,843	66,894	
Average distance travelled per passenger	Miles.	17.33	17.39	0.06	
First class journeys.....	No.	27,788	29,224	1436	
Second class ditto.....	No.	72,873	73,971	1598	
Season ticket journeys.....	No.	2798	3277	479	
Total number of journeys.....	No.	102,959	106,472	3513	
Average rate per passenger per mile....	Pence.	1.33	1.32		0.01
Average rate per passenger.....	s. d.	1 11.07	1 11.10	0 0.03	

With the exception of average rate per passenger per mile, every influence tended to favour the year 1878.

Goods Traffic.

The goods traffic presents an anomaly as compared with the other divisions of traffic, for notwithstanding the increasing facilities provided for the transit of produce, it continues to dwindle year by year, slowly but surely. The gradual diminution in tonnage is an index of a decline in production of heavy transport goods throughout the island generally, and is a matter of serious concern as regards the future prospects of Tasmanian Railways in connection with this important branch of revenue. Differences in the yield of various seasons, due to natural influences, are sometimes great enough to conceal the true cause of decline, but a glance at the following series of tables specially prepared from the general Statistics of the Colony reveal the fact that the diminution in tonnage is chiefly due to gradual conversion of agricultural lands to pastoral purposes:—

I.

COMPARATIVE Table showing the changes that have taken place between the Years 1867-78 in the mode of cultivating the Lands of the Colony.

	Prior to 1869.*	1869.	1878.	Increase.	Decrease.
	Acres.	Acres.	Acres.	Per cent.	Per cent.
Total land under cultivation (1867)*..	279,022	..	348,841	25.0	
Ditto (1868)*.....	281,383	..	348,841	23.9	
Ditto (1869).....	..	287,319	348,841	21.4	
Ditto under crop.....	..	150,287	131,013	..	12.9
Ditto in permanent grasses.....	..	73,004	118,721	65.0	
Ditto under bare fallow.....	..	22,340	25,469	14.0	
All other cultivated land.....	..	41,688	73,638	76.6	

II.

COMPARATIVE Statement of the Live Stock in Tasmania for the Years 1866-78.

	1866.	1878.	Increase.	Decrease.
	No.	No.	Per cent.	
Cattle.....	88,370	126,882	43.5	
Horses.....	21,567	22,195	2.9	
Sheep.....	1,722,804	1,818,125	6.5	
Pigs.....	33,259	55,652	67.0	

III.

COMPARATIVE Table showing relatively mode of cultivation during Years 1869-78.

	1869.	1878.		
	Per cent. to total.	Per cent. to total.	Increase.	Decrease.
Land under crop	52.3	37.5	..	14.8
Ditto in permanent grasses	25.4	34.0	8.6	
Ditto under bare fallow	7.8	7.4	..	0.4
Ditto otherwise cultivated	14.5	21.1	6.6	
	100.	100.	—	

IV.

TABLE showing relation between the Tonnage carried yearly upon the Launceston and Western Railway and the Lands under cultivation and in crop in the District.

		1874.	1875.	1876.	1877.	1878.
Land under cultivation in Launceston and Western Railway District	Acres.	144,158	149,973	149,440	144,992	156,012
Land in crop in ditto	Acres.	63,586	68,481	62,098	51,522	53,533
Percentage of Land in crop to total Land under cultivation in ditto	Per cent.	43.9	45.6	41.5	35.5	34.3
Gross tonnage conveyed by Launceston and Western Railway	Tons.	24,804	25,837	20,630	18,516	17,421
Ditto reduced to the equivalent of the percentage of lands in crop .....	..	43.9	45.6	36.1	32.7	30.8

V.

COMPARATIVE Table showing the Analysis of Goods Traffic for Years 1874-5-6-7-8.

	1874.	1875.	1876.	1877.	1878.	1878 as compared with 1877.	
						Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Grain	10,616	13,787	8379	8966	7713	..	1253
Firewood, fencing, bark, wool, &c.	13,098	10,772	11,357	8508	8663	155	
Manure	1088	1273	894	1042	1045	3	
	24,802	25,837	20,630	18,516	17,421	..	1095

It will be observed from a reference to Table I., that while the total acreage under cultivation in the Colony during the last ten years has increased 25 per cent., the acreage under crop has decreased 12.9 per cent. ; and Table III. demonstrates still more clearly the relative changes that have taken place in the mode of cultivation. For while, in 1869, the land under crop embraced 52.3 per cent. of the total acreage under cultivation, and the land in permanent grasses 25.4 per cent., in 1878 the former was reduced to 37.5 per cent., and the latter increased to 34. per cent. ; i.e., while in 1869 the acreage in crop embraced fully half the land under cultivation, and that in permanent grasses only one-fourth of the same, in 1869 the former only represented about one-third and the latter rose from one-fourth to one-third of the total land under cultivation.

Of course this change is general, and refers to Tasmania as a whole ; but it fairly represents the gradual change from agricultural to pastoral pursuits within the Launceston and Western Railway District ; and the comparison would be much more striking if extended ten years further back.

Table IV. shows the rate at which acreage under crop has diminished year by year within the Railway District.

The land under crop has gradually declined during the last five years from 63,586 acres, representing 43.9 per cent. of land under cultivation in the district, to 53,533 acres, which only represents 34.3 per cent. of the same.

It is curious to note the very close relation between the percentage of lands in crop to land in cultivation, and the actual tonnage carried upon the Launceston and Western Railway for the same years when reduced to a common equivalent, thus :—

	1874.	1875.	1876.	1877.	1878.
Percentage of acreage in crop to land in cultivation in Launceston and Western Railway District.....	43.9	45.6	41.5	35.5	34.3
Launceston and Western Railway goods tonnage reduced to a common equivalent	43.9	45.6	36.1	32.7	30.8

It is very evident, from a glance at Table II., that the lands diverted from agriculture are now chiefly utilized in rearing cattle. In ten years cattle have increased 43.5 per cent., notwithstanding increased local consumption and a decrease in the import of foreign cattle. Pigs have increased 67 per cent. The increase in sheep and horses, however, is inconsiderable, and not more than might be the result of one year's seasonal influence. These figures tend to explain the trifling benefit accruing to Railway revenue from live stock traffic, and the very serious loss to the same from the consequent decline in the tonnage of agricultural products.

Table V. shows the usual analysis of goods traffic, and indicates a falling off in 1878 of 1095 tons as compared with the previous year. The detail shows further that the decrease in grain alone represents 1253 tons. In the remaining classes of traffic there has been an increase of 158 tons. The average distance travelled per ton is 29.11 miles, being less than upon the previous year by 0.9 mile; the rate per ton per mile is 2.78d. and is slightly over the corresponding figure for 1877; the rate per ton is 6s. 9.02d., and is a shade under the same for 1877. Further particulars are more concisely given in the usual tables embodied with this report.

Working Expenses.

The amount of working expenses for 1878 is less than that of the preceding year by £422 4s. 5d.; per train mile there is a decrease from 3s. 6.4d. to 3s. 5.7d.; and per mile worked a decrease from £348 to £342.2. The decrease is principally due to the greater stability of permanent way embankments as compared with the previous year.

Although working expenses are sometimes contrasted with revenue for the purposes of local comparison between different periods upon the same Line, or to ascertain the relative per centage of net earnings, yet the contrast is most fallacious when adopted as a measure of economy in comparison with different undertakings. The extent of the service rendered is the true measure of working expenses.

Any factor, therefore, which gives the most accurate index of service rendered is the best to adopt for general purposes of comparison in connection with working expenses.

The extent of the *train service per mile* is the best general guide to the actual work performed on various Railways, and although there are local circumstances, such as climate, rate of wages, and cost of materials, to be taken into consideration in final results, the cost per train mile is the best test of economy. During 1878 the service upon the Launceston and Western Railway was—

Train miles per mile.....	2260
Total train miles per year	101,712

The following shows comparatively the relative cost of the Launceston and Western Line with the three principal Australian Railways :—

	Working Expenses.	
	Per train mile.	Per mile worked.
	s. d.	£
Victorian Railways, 1877.....	4 3.03	753
New South Wales Railways, 1877.....	3 11.33	700.6
Queensland Railways, 1876 (Northern).....	4 1.	208
Ditto, 1876 (South and Western)	4 9.25	447
Launceston and Western Railways, 1878.....	3 5.7	342.2

It will be observed that in relation to work performed the Launceston and Western Railway still continues to compare favourably with all other Colonial Railways, and it is a guarantee that true economy in the working of the Line has not been neglected. No doubt the present economy is very much due to past forethought, for the actual cost of working can only be kept low by making adequate and substantial provision in the first instance. Time always shows, in increased expenditure, the effect of inefficient or unsubstantial works.

Net Earnings.

The net earnings for the year 1878 amount to £4508 19s., which is equal to 1.3 per cent. on

the cost of construction. Although it goes a very little way towards the payment of interest on Debenture Capital, yet it is encouraging to find that the margin of receipts over working expenses is on the increase.

The following is a summary of the net earnings since the opening of the Railway :—

	£	s.	d.
1871.....	440	13	7
1872.....			
1873.....	3441	13	1
1874.....	1939	0	9
1875.....	3222	12	2
1876.....	3131	6	6
1877.....	3339	11	10
1878.....	4508	19	0
Total	<u>£20,023 16 11</u>		

The total net earnings since the opening of the Line nearly covers the money advanced by Treasury, from time to time since transfer, to supplement the original construction and equipment, viz., £21,741 3s, the detail of which is given elsewhere. As the Line is now fairly equipped this drain upon the Treasury will cease, and the increasing item of net earnings will help considerably in the payment of interest.

General.

There has been no casualty or accident during the past year ; and it is gratifying to be able to add that during the eight years which the Line has been open for traffic, 702,284 passengers were conveyed, and 711,842 train miles run with entire immunity from serious accident or loss of human life.

I have the honor to be,
Sir,

Your obedient Servant,

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

To His Excellency the Governor in Council.

Launceston and Western Railway Permanent Way Department, January, 1879.

DEAR SIR,

I HAVE the honor to report that the maintenance of all works in connection with this Department have been as economically conducted as to ensure perfect safety.

The advanced age of all the works, especially those composed of timber, demand renewals, which will naturally increase cost of maintenance, but has not been heavier than can reasonably be expected.

The expenditure upon maintenance, governed to a great extent by the rate of speed determined upon, has been carefully regulated to ensure perfect safety with the present rate of running.

The per centage of renewals of rails demanded by the road has not been excessive, and has been met up to the present without risk, with the small stock on hand considering the increased wear and tear created by the Main Line traffic upon eleven miles was not provided for. The stock being almost exhausted I am pleased to hear from you that it has been decided to place an order at once for a liberal supply, and from the present depressed state of the iron and steel market in England, the delivery must be ensured at a very low rate.

The Main Line Company decided to adopt the proposed plan mentioned in my last year's report, to replace the 40lb. rail and packing timber used as a third rail upon the eleven miles between Launceston and Evandale Road by a heavier one of steel, of the same section as that forming the way of the Launceston and Western, and upon the same sleepers. I have just successfully completed the relaying without any interruption of traffic, and at a cost acknowledged by the General Manager perfectly satisfactory to the Company. The cost of maintenance will thereby be considerably relieved and greater safety ensured.

During the year the extra work performed by the Department has been as follows:—Painting with three coats of oxide of iron Iron Girder Bridge at Longford; necessary Earthworks and laying in of Roads in connection with new carriage sheds, Launceston Yard; a through Road at Hagley Station; forming of new Station Yard at Wilmore's Lane, including siding accommodation; a large Box Culvert at 25½ miles; Stock Yards at St. Leonard's and Exton Stations, including horse ramps; general repairs and maintenance have been also carefully preserved, and are in a satisfactory condition.

I am, Sir,

Your obedient Servant,

R. W. LORD, *Esq., Manager.*LEONARD DOWLING, *Inspecting Surveyor.**Launceston and Western Railway Locomotive and Carriage and Wagon Department,
Launceston, 1st January, 1879.*

DEAR SIR,

I BEG to certify that the Engines and Rolling Stock, Machinery, Signals, Steam Pumps, Water Supply, and Buildings attached to this Department have been well maintained during the year ending 31st December, 1878.

The engine miles run during the year have been 101,241 miles, including shunting.

In addition to the ordinary running and general repairs to Rolling Stock, &c., the following new work has been done; viz.—

- 1 new Carriage Shed.
- 1 new Excursion Carriage.
- 2 new Horse-boxes.
- 5 new Cattle Wagons.
- 2 new Sheep-cages.
- 2 new covered Goods Wagons.
- 1 new high-sided ditto.
- 1 new Carriage and Wagon Lift.

The Rolling Stock being now over nine years old demands greater attention, and, consequently, the expenses of repairs are materially increased.

Besides the usual repairs effected and charged to other sub-Departments of the Launceston and Western Railway, machinery and staff of this Department have been utilised in the erection and repairs to stone-crushing machinery of the Public Works Department.

I am,

Dear Sir,

Your obedient Servant,

W. E. BATCHELOR, *Locomotive Superintendent.*R. W. LORD, *Esq., Secretary and Manager.*

No. 1.

Dr.

SUMMARY of Receipts and Expenditure on Capital Account to 31st December, 1878.

Cr.

	£	s.	d.	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.
To Debenture Capital .....	...			400,000	0	0				By expenditure on the construction and equipment of 45 miles Line of Railway and Telegraph prior to transfer to Government	413,704	5	4			
Share ditto .....	...			50,000	0	0				Ditto since transfer (1878)	2036	3	0			
							450,000	0	0	Ditto ditto (prior to 1878)	19,705	0	0			
Accrued Interest, Premiums, &c. ....	...			...			12,015	4	1		21,741	3	0			
Advance by Treasury for Construction purposes, 1878.	2036	3	0											435,445	8	4
Ditto prior to 1878	17,631	6	0							Railway Income, 1878	22,189	19	10			
				19,667	9	0				Ditto, prior to 1878	121,475	19	3			
Ditto ditto towards payment of Interest on original Debentures .....	...			201,000	0	0								143,665	19	1
							220,667	9	0	Interest on Debentures to 31st December, 1878	249,000	0	0			
Revenue Expenditure, 1878 .....	...			17,681	0	10				Less Net Revenue from working the Line	20,023	16	11			
Ditto prior to 1878 .....	...			105,961	1	4								228,976	3	1
							123,642	2	2							
Stores transferred to Government by the L. & W. Railway Company .....	...			...			1762	15	3							
							£808,087	10	6					£808,087	10	6

ROBT. M. JOHNSTON, Accountant.

R. W. LORD, Secretary and Manager.

No. 2.

STATEMENT of Receipts and Expenditure for the Year 1878.

Train Mileage—Goods and Passengers, 87,252; Ballasting, &c., 1097: Total (L. & W. R.), 88,349: T. M. L. R. Train Mileage, Eyandale to Launceston, 21,109: Grand Total, 109,458 Mean Train Miles. Total Engine Miles (L. & W. R.), 101,271.

EXPENDITURE.			Train Mileage.	Cost per Mile open.*	Cost per Train Mile.	RECEIPTS.—C.						Receipts per Mile open.
TOTAL.												
A.—Working Expenses.			No.	£	s. d.				£	s. d.	£	s. d.
Maintenance of Permanent Way and Works ..	5341	10 0	109,458	97·2*	0 11·7	Passengers, 106,472, at average 1s. 11·10d. per passenger .....	..				10,250	19 8
Locomotive and carriage and wagon charges ..	5662	8 6	88,349	125·8	1 3·4	Parcels, horses, carriages, and dogs .....	..				674	9 7
Traffic charges	4359	12 11	109,458	85·8*	0 10·5	Goods, 17,421 tons, average 6s. 9·02d. per ton	5881	10 11			6448	3 11
Police, gatekeepers, &c.	446	5 5				Live Stock	566	13 0				
General charges	1387	3 10	109,458	33·4*	0 4·1	Rents, mails, &c.	1134	13 4			4816	6 8
Mails, &c.	484	0 2				Tasmanian Main Line Railway, Toll, 1878	3681	13 4				
Total Working Expenses	17,681	0 10	101,712 ^a	342·2*	3 5·7	Total Railway Income .....	..				22,189	19 10
C.—Construction.						Cash advanced by Treasury on account of new works of construction, and carried to debit of Construction Account .....	..				2036	3 0
Expenditure upon new works of construction not chargeable to Working Expenses	2036	3 0									£24,226	2 10
Balance to credit of Railway Income	4508	19 0										
	£24,226	2 10										

^a Mean Train Mileage. * Reduced to the equivalent of a single line throughout.

ROBT. M. JOHNSTON, Accountant.

R. W. LORD, Manager and Secretary.

No. 3.

C.—ANALYSIS of Traffic and Traffic Receipts, 1878.

STATIONS.	TRAFFIC AND RECEIPTS AT EACH STATION.									RECEIPTS DURING EACH MONTH.			
	PASSENGERS.		GOODS TONNAGE.		RECEIPTS.					Month.	Working Days.	Relative Value of each Month.	Amount.
	Outwards.	Inwards.	Outwards.	Inwards.	Passengers.	Parcels, &c.	Goods and Live Stock.	Mails, Rent, Tolls, &c.	TOTAL.				
Launceston.....	30,614	37,006	10,182.35	3401.30	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	January....	..	8.9	£ s. d. 1973 1 2
St. Leonard's	8403	5153	315.96	220.60	3045 15 4	197 9 2	3402 9 0	9 4 11	6654 18 5	February ..	..	8.8	1948 0 2
Breadalbane* .....	..	1845*	31.35	126.50	320 2 0	..	0 15 0	..	320 17 0	March .....	..	11.4	2534 8 5
Evandale	11,631	5522	1451.50	382.70	..	0 0 6	..	..	0 0 6	April .....	..	10.9	2421 17 10
Perth	7990	5412	731.00	485.15	783 16 4	35 13 6	225 11 4	24 1 6	1069 2 8	May .....	..	8.6	1905 9 4
Longford	17,671	9559	2061.40	1861.45	485 9 2	24 12 5	296 17 0	13 12 2	820 10 9	June .....	..	7.5	1665 9 6
Wilmore's Lane* ..	..	919*	} 441.65	1023.50	1449 13 2	120 16 4	677 12 8	11 9 8	2259 11 10	July .....	..	7.2	1592 4 2
Little Hampton* ..	..	915*			..	1 8 3	2 4 0	..	3 12 3	August ....	..	6.5	1452 15 9
Bishopsbourne*....	..	4989*			..	0 9 3	0 10 6	..	0 19 9	September..	..	6.5	1447 3 0
Oaks* .....	..	3218*	133.20	287.95	..	..	..	..	..	October ....	..	7.3	1626 16 6
Glenore* .....	..	1862*	120.95	503.00	..	..	..	..	..	November ..	..	7.3	1612 3 11
Hagley	4889	1815	391.95	702.50	396 7 5	28 1 3	241 10 3	..	665 18 11	December ...	..	9.1	1935 1 9
Westbury	10,268	5939	618.95	1733.40	1060 1 10	45 3 0	459 17 2	45 10 4	1610 12 4	(Special) ditto	..	..	75 8 4
Exton	3054	1124	96.85	1160.85	274 7 11	12 11 9	131 10 3	..	418 9 11				
Deloraine	11,952	6504	844.35	5442.50	2073 16 10	166 4 2	1009 6 9	69 6 9	3318 14 6				
Mails, Rents .....	..	14,690*	..	..	361 9 8	42 0 0	..	961 8 0	1364 17 8				
Sundry Receipts, Toll (T.M.L.R.)..	..	..	..	..	..	..	..	3681 13 4	3681 13 4				
	106,472	106,472	17,421.40	17,421.40	10,250 19 8	674 9 7	6448 3 11	4816 6 8	22,189 19 10			100.0	22,189 19 10

* Includes Inwards and Outwards.

ROBT. M. JOHNSTON, Accountant.

R. W. LORD, Secretary and Manager.

No. 4.—A.

ANALYSIS of Working Expenses.

	SALARIES AND WAGES.	STORES (D) & RENEWALS.	SUNDRY CHARGES.	TOTAL.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Maintenance of Way—</i>				
Inspecting Surveyor, Sub-Inspector, platelayers, labourers, carpenters, &c.	4474 16 2	866 13 10	..	5341 10 0
<i>Locomotive and Carriage and Wagon Department—</i>				
Loco-Superintendent, carpenters, blacksmiths, painter, turners, fitters, drivers, firemen, cleaners, labourers, &c.	2809 12 6	2852 16 0	..	5662 8
<i>Traffic Charges—</i>				
Station-masters, booking clerks, goods clerks, tele- graph operators, guards, porters, signalmen, &c.—				
Launceston	1410 4 8	73 3 11		
St. Leonard's	—	—		
Breadalbane	—	—		
Evandale Junction	325 19 2	23 13 9		
Perth	101 1 0	16 0 10		
Longford	469 12 11	31 6 9		
Wilmore's Lane	—	—		
Little Hampton	—	—		
Bishopshourne	—	—		
Glenore	—	—		
Hagley	138 8 0	9 9 1		
Westbury	156 7 6	22 11 0		
Exton	80 0 0	5 8 7		
Deloraine	376 0 2	35 8 6		
Cartage	—	—	536 0 9	
General traffic charges	54 3 5	358 6 4	136 6 7	
Total Traffic Charges	3111 16 10	575 8 9	672 7 4	4359 12 11
<i>Police, Gates, &c.—</i>				
Gatekeepers at level crossings	435 11 10	10 13 7	—	446 5 5
<i>General Charges—</i>				
Office of Manager, Accountant, Cashier, Storekeeper, &c.	1200 0 0	34 17 3	152 6 7	1387 3 10
<i>Mails—</i>				
Mail contracts for the conveyance of mails between the L. & W. Railway Stations and the various Post Offices throughout the L. & W. Railway District ...	—	—	484 0 2	484 0 2
£	12,031 17 4	4340 9 5	1308 14 1	17,681 0 10]

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

No. 5.—C.

Items charged to Construction during the Year 1878.

<i>Additional Equipment.</i>		
	£	s. d.
5 new cattle trucks.....	600	0 0
2 new sheep vans.....	240	0 0
2 new covered goods wagons.....	200	0 0
1 high-sided wagon.....	100	0 0
2 horse boxes.....	340	0 0
1 excursion carriage.....	170	0 0
New shed for rolling stock.....	185	0 0
New roads to shed for rolling stock.....	79	7 4
Rolling stock lift.....	82	15 6
New hydraulic jacks for rolling stock.....	39	0 2
	<u>£2036</u>	<u>3 0</u>

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

No. 6.—D.

FURTHER Analysis of Stores consumed during the Year 1878.

	£	s.	d.
Fuel—Coal, 1240 tons; firewood, 187 tons.....	1734	6	10
Oils—Castor, 973 gallons; colza, 151 gallons; mutton bird, 210 gallons; kerosene, 246 gallons; turps, 19 gallons; sundry oils, 116 gallons.....	322	13	1
Tallows—Tallow, 1068 lbs.; grease, 152 lbs.	29	18	8
Packings, waste, &c.—Tucks, packing, &c., 83¼ lbs.; flax, 6½ lbs.; waste, 1831½ lbs.; wicks, £3 12s. 8d.....	61	6	2
Stationery and advertisements.....	312	14	6
Timber.....	151	8	9
Iron.....	215	7	10
Tools.....	55	10	6
Ordinary sundries.....	263	13	7
Extraordinary sundries.....	357	11	11
Duplicates.....	59	9	2
Renewals—Rails, crossings, sleepers, machinery.....	776	8	5
	<u>£4340</u>	<u>9</u>	<u>5</u>

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

No. 7.

DIRECTION and Extent of Goods Traffic for the Year 1878.

OUTWARDS FROM	* INWARDS AT													TOTAL OUTWARDS.		
	Launceston.	St. Leonard's.	Breadalbane.	Evandale.	Perth.	Longford.	Wilmore's Lane, Little Hampton, and Bishopsbourne.	Oaks.	Glenore.	Hagley.	Westbury.	Exton.	Deloraine.	Tons.	Average Distance.	Miles travelled.
Launceston	Tons. —	Tons. 178	Tons. 20	Tons. 114	Tons. 339	Tons. 893	Tons. 250	Tons. 98	Tons. 71	Tons. 268	Tons. 448	Tons. 69	Tons. 739	Tons. 3491	Miles. —	No. 94,102
St. Leonard's	209	—	—	2	—	6	—	—	—	—	—	—	1	220	—	1019
Breadalbane	120	—	—	—	—	5	—	—	—	—	—	—	—	126	—	941
Evandale	273	1	—	—	10	53	—	2	3	10	4	1	22	382	—	4659
Perth	426	3	—	24	—	1	6	2	—	—	1	—	19	485	—	7120
Longford	1756	9	—	20	1	—	7	9	1	11	18	—	24	1861	—	32,744
Wilmore's Lane Little Hampton Bishopsbourne }	991	7	—	9	3	2	—	—	1	2	3	1	1	1023	—	24,972
Oaks	203	—	—	54	3	23	—	—	—	1	—	—	1	287	—	6503
Glenore	487	—	—	1	1	9	—	—	—	—	2	—	1	503	—	13,814
Hagley	648	—	—	10	—	34	1	—	—	—	2	—	3	702	—	21,201
Westbury	1369	29	—	147	16	53	48	9	12	5	—	7	32	1733	—	54,678
Exton	706	10	—	299	8	97	8	—	8	12	9	—	—	1160	—	41,731
Deloraine	2989	76	9	766	346	879	118	9	22	78	127	16	—	5442	—	203,723
Tons inwards	10,182	315	31	1451	731	2061	441	133	120	391	618	96	844	17,421	—	—
Average Distance	—	—	—	—	—	—	—	—	—	—	—	—	—	—	29.11	—
Miles travelled *	318,029	5496	528	41,155	16,186	44,380	9364	3027	2631	10,085	17,568	3051	35,709	—	—	507,214

	1877.	1878.		1877.	1878.
Goods train miles	85,294	88,349	Goods receipts	£ s. d. 6285 1 8	£ s. d. 5881 10 11
Ton miles	555,719	507,214	Average ditto per ton per mile	0 0 2.71	0 0 2.78
Goods tonnage	18,516	17,421	Ditto per goods train mile	0 1 5.68	0 1 3.97
Average tons per train	9.74	8.95	Ditto per ton	0 6 9.46	0 6 9.02
Ditto train mile	0.21	0.19	Ditto per train	3 6 1.48	3 0 5.37
Ditto miles travelled per ton....	30.01	29.11	Ditto per week	120 17 4.07	113 2 1.69

* Decimals omitted.

ROBT. M. JOHNSTON, *Accountant.*

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

No. 8.

DIRECTION and Extent of Passenger Traffic for the Year 1878.

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	4919	—	4683	1358	2396	2577	4800	313	450	1958	1360	685	668	1772	153	2522	30,614	..	585,915
St. Leonard's	952	6566	—	86	184	108	243	—	5	27	5	11	39	74	6	97	8403	..	57,168
Breadalbane†																			
Evandale	1619	5846	164	259	—	983	1238	56	54	332	194	79	186	193	25	403	11,631	..	139,773
Perth	990	3541	30	24	1052	—	1674	28	53	195	56	39	60	82	17	149	7990	..	89,651
Longford	2416	8872	187	42	1125	1317	—	309	244	929	533	196	253	548	33	667	17,671	..	260,369
Wilmore's Lane†																			
Little Hampton†																			
Bishopsbourne†																			
Oaks†																			
Glenore†																			
Hagley	556	1459	18	16	154	62	300	60	32	365	486	227	—	818	67	269	4889	..	78,194
Westbury	1246	4381	28	29	142	101	549	73	39	560	310	390	294	—	423	1703	10,268	..	224,269
Exton	386	716	8	3	38	17	91	10	12	118	42	56	73	790	—	694	3054	..	52,497
Deloraine	1606	5625	35	28	431	247	664	70	26	505	232	179	242	1662	400	—	11,952	..	364,013
No. Passengers	14,690	37,006	5153	1845	5522	5412	9559	919	915	4989	3218	1862	1815	5939	1124	6504	106,472	..	..
Average Distance .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	17.39	..
Miles travelled	249,730	783,871	25,912	14,199	61,470	57,573	135,460	12,081	14,157	82,362	54,419	30,353	35,390	104,629	13,388	176,841	..	..	1,851,843

	1877.	1878.		1877.	1878.
Passenger train miles	85,204	88,349	Total passenger receipts	£ 9899	£ 10,250
Miles travelled	1,784,949	1,851,843	Average receipts per passenger per mile	s. 2	s. 19
Average miles travelled per passenger	17.33	17.39		d. 5	d. 8
Average passengers carried per train	59.48	54.71	Ditto per train mile	0 0 1.33	0 0 1.32
Average passengers carried per train mile	1.20	1.20	Ditto per train	0 2 3.38	0 2 3.84
Total passengers carried	102,959	106,472	Ditto per passenger	5 4 3.07	5 5 4.25
			Ditto per week	0 1 11.07	0 1 11.10
				190 7 4.25	197 2 8.23

* Includes Outwards and Inwards.

† Decimals omitted.

ROBT. M. JOHNSTON, *Accountant.*

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

COST of Railway and Equipment and List of Rolling Stock, 1878.

CONSTRUCTION AND EQUIPMENT.			ROLLING STOCK.															
Miles open.	Cost.		Locomotives.	Carriages.				Wagons.							Horse Bozes.	Break Vans.	Total No. Vehicles.	
	Amount.	Per Mile open.		1st Class.	2nd Class.	Composite.	Excursion.	Ballast.	Low-sided.	High-sided.	Medium.	Swivel.	Covered.	Cattle.				Sheep.
45	£ 435,445	£ 9676	5	3	3	7	2	5	13	16	42	8	15	9	6	4	6	144
				15				114										

ROBT. M. JOHNSTON, *Accountant.*

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

SUMMARY of Railway Statistics for Five Years ending 31st December, 1878.

		1874.	1875.	1876.	1877.	1878.
Miles open	No.	45	45	45	45	45
Miles worked (reduced to the equivalent of a single line)	No.	45	45	45	52	51 3
Total cost of construction and equipment	£	427,946	429,604	431,613	433,409	435,445
Ditto per mile	£	9509	9547	9591	9631	9676
Gross earnings	£	18,325	19,435	18,913	21,442	22,189
Working expenses	£	15,627	16,213	15,782	18,103	17,681
Profits on working	£	2698	3222	3131	3339	4508
Passenger journeys	No.	91,264	92,122	103,017	102,959	106,472
Average distance travelled per passenger	Miles.	17.66	17.53	16.95	17.33	17.39
Average rate per passenger	s. d.	1 11.34	1 11.79	1 10.92	1 11.07	1 11.10
Ditto per passenger per mile	Pence.	1.32	1.36	1.35	1.33	1.32
Goods tonnage	No.	24,804	25,837	20,630	18,516	17,421
Average distance travelled per ton	Miles.	27.20	29.69	25.86	30.01	29.11
Average rate per ton	s. d.	5 9.99	6 5.75	6 3.37	6 9.46	6 9.0
Ditto per ton per mile	Pence.	2.73	2.69	2.91	2.71	2.78
Train mileage	No.	94,110	89,650	89,101	102,471	101,712
Average ditto per mile open	No.	2091	1992	1980	2277	2260
Engine mileage	No.	..	100,454	99,222	102,745	101,271
Gross earnings per train mile	s. d.	3 10.7	4 4.8	4 2.9	4 2.2	4 4.3
Ditto per mile open	£	407.2	431.8	420.2	476.4	493.0
Working expenses per train mile	s. d.	3 3.8	3 8.0	3 6.4	3 6.4	3 5.7
Ditto per mile worked	£	347.3	360.3	350.7	348.0	342.2
Locomotives	No.	5	5	5	5	5
Other vehicles	No.	123	123	126	126	144

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

ROBT. M. JOHNSTON, *Accountant.*

COMPARATIVE Statement of Receipts, Traffic, and Working Expenses, &c.

TRAFFIC RECEIPTS, &c.

Year.	Miles open.	Cost of Construction and Equipment.		Total Train Miles.	Locomotives.	Goods and Passenger Traffic.		Receipts.					Receipts per Train Mile.	Working Days.	
		Amount.	Per mile.			Tons.	Passen- gers.	Passengers.	Parcels, &c.	Goods and Live Stock.		Miscel- laneous.			TOTAL.
		£	£		No.			£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	s. d.		
1871	45	—	—	78,816	4	13,710	59,880	6856 10 3	270 15 3	5309 3 1	462 6 0	12,628 14 7	3 2 45	279	
1872	45	—	—	72,300	4	18,111	63,647	6199 15 7	316 14 1	5813 14 6	1306 2 1	13,636 6 3	3 9 24	278	
1873	45	426,279	9472	83,682	4	25,283	82,923	7659 9 7	432 18 9	7968 15 2	1032 3 8	17,093 7 2	4 1 02	313	
1874	45	427,946	9509	94,110	5	24,804	91,264	8918 13 6	515 9 1	17496 2 4	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 5	571 10 5	5891 8 3	31040 11 1	19,435 13 2	4 4 8	313	
1876	45	431,613	9591	89,101	5	20,630	103,017	9838 4 7	698 4 0	6787 19 4	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 5	571 15 9	6804 9 2	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 8	674 9 7	6448 3 11	4816 6 8	22,189 19 10	4 4 3	312	

WORKING EXPENSES.

Year.	Miles worked.	Maintenance.			Locomotive & Carriage and Wagon Charges.			Traffic Charges.			General Charges.			Total Working Charges.			Working Days.
		Amount	Per Mile open.	Per Train Mile.	Amount.	Per Mile open.	Per Train Mile.	Amount.	Per Mile open.	Per Train Mile.	Amount.	Per Mile open.	Per Train Mile.	Amount.	Per Mile open.	Per Train Mile.	
		£ s. d.	£	s. d.	£ s. d.	£	s. d.	£ s. d.	£	s. d.	£ s. d.	£	s. d.	£ s. d.	£	s. d.	
1871	45	—	—	—	—	—	—	—	—	—	—	—	—	12,037 18 3	267 6	3 0 6	279
1872	45	4008 5 4	97 07 1	1 3	4299 10 2	95 54 1	2 7	3907 13 10	86 84 1	1 19	1570 19 8	34 91 0	5 10	13,786 9 0	306 36	3 10 3	278
1873	45	3400 1 0	75 5 0	9 75	4559 0 0	101 3 1	1 08	4237 15 1	94 1 0	0 16	1454 18 0	32 4 0	4 16	13,651 14 1	303 3	3 3 15	313
1874	45	4790 17 4	106 4 1	0 2	5284 9 9	117 6 1	1 5	4231 2 2	94 0 10	7	1321 9 5	29 3 0	3 4	15,627 18 8	347 3	3 3 8	313
1875	45	4863 12 8	101 8 1	1 2	5084 17 6	113 0 1	1 8	4780 16 5	106 2 1	1	1483 14 5	33 0 4	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	1433 18 6	31 9 0	3 9	15,782 9 8	350 7	3 6 4	313
1877	45	5960 1 2	106 5 1	1 1	5657 9 2	125 7 1	3 1	4884 1 9	87 2 0	10 7	1601 13 2	28 6 0	3 5	18,103 5 3	348 0	3 6 4	313
1878	45	5341 10 0	97 2 0	11 7	5662 8 6	125 8 1	3 4	4905 18 4	85 5 0	10 5	1871 4 0	33 4 0	4 1	17,681 0 10	342 2	3 5 7	312

ROBT. M. JOHNSTON, Accountant

R. W. LORD, Secretary and Manager.

RECONCILIATION of Treasury and Railway Statement of Accounts for the Year 1878.

	£	s.	d.	£	s.	d.
Traffic Receipts for year 1878, as per Launceston and Western Railway Accounts .....	..	..	..	22,189	19	10
Cash banked on account of Launceston and Western Railway, as per Treasury Statement	25,129	8	1			
Add outstandings, 31st December, 1878	1071	19	3			
	26,201	7	4			
Less outstandings, 31st December, 1877 (including T. M. L. R. toll, outstanding)	4011	7	6			
				22,189	19	10

R. W. LORD, Secretary and Manager.

ROBT. M. JOHNSTON, Accountant.

Reconciliation Statement No. 12 correct.

W. LOVETT, Colonial Auditor.