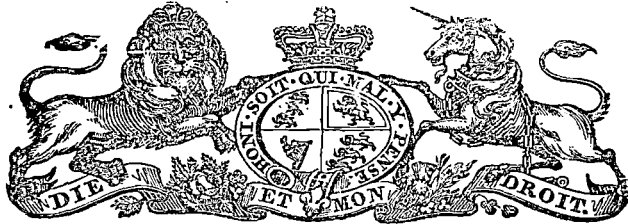


(No. 48.)



1880.

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 1879.

Laid upon the Table by the Colonial Treasurer, and ordered by the House to be printed, August 10, 1880.



Hobart Town, 30th June, 1880.

SIR,

I HAVE the honor to submit the Annual Report upon the working of the Launceston and Western Railway for the year 1879.

Capital.

The capital expenditure during the year has been £150, as under:—

	£	s.	d.
New Gatekeeper's Cottage, Perth.....	45	0	0
Ditto, Hagley	55	0	0
New fencing, Launceston Station yard	50	0	0
	£150	0	0

The total expenditure under this head is now £435,595 8s. 4d.

Rolling Stock and Machinery.

The whole of the vehicles are in good working order, and a number of necessary repairs have been carried out during the year 1879. The machinery in the workshops also has been kept in good working condition.

The report of the Locomotive and Carriage and Wagon Superintendent is appended.

Permanent Way and Works.

The Inspecting Surveyor reports the state of the Way and Works to be satisfactory.

Advantage was taken of the low rates obtaining for steel rails to place an order during the year 1879 for 200 tons, which have now all been supplied, and which quantity it is expected will suffice for all purposes of maintenance during the next five years.

A large quantity of sleepers are now required each year to replace those worn out,—upon an average about 5000 per annum.

Revenue Account.

The revenue for the year 1879, from all sources, amounts to £21,583 19s. 6d., and shows a decrease of £606 0s. 4d. as compared with the previous year. This decrease is due to a combination of causes, which will be referred to more particularly hereafter under the several traffic headings.

The following table gives the usual comparative detail:—

	RECEIPTS.		INCREASE.		DECREASE.	
	1878.	1879.	Amount.	Per cent.	Amount.	Per cent.
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	
Passengers.....	10,250 19 8	10,082 8 7	..	..	168 11 1	
Parcels	674 9 7	769 9 1	94 19 6	..		
Goods and Live Stock.....	6448 3 11	5685 17 7	..	..	762 6 4	
Rents, Mails, &c.....	1134 13 4	1029 10 11	..	..	105 2 5	
Tasmanian Main Line Railway Toll.	3681 13 4	4016 13 4	335 0 0	..		
	22,189 19 10	21,583 19 6	..	..	606 0 4	2·8

It will be observed, with reference to the above table, that in passengers, goods, rents, mails, &c. for the year 1879, there has been a very serious decrease as compared with the previous year, amounting to £1035 19s. 10*d.* This decrease, however, is lessened upon the whole by an increase of £429 19s. 6*d.* from parcels and tolls. It is worthy of observation that the revenue from parcels continues to improve steadily year by year, notwithstanding the fluctuations caused by failure in other sources of revenue.

The increase in tolls is in accordance with the award made by arbitrators.

Passenger Traffic.

In passenger traffic there is a decrease, as compared with previous year, in the total number of journeys made by passengers. The decrease, however, is wholly confined to the second-class passengers, and may be attributed to the lesser demand for labourers during the harvest season of 1879. In former seasons there was a much greater number of harvest labourers who travelled by rail from district to district; but the use of a larger number of improved machines has, during the past year, greatly affected the demand for labour, and consequently second-class journey receipts have appreciably diminished. As may be observed in the following comparative table, the decreases are confined to second-class journeys, total journeys, and total miles travelled.

There has been an increase in first class and season ticket journeys, in the average distance travelled by each passenger, in average rate per passenger per mile, and in the average rate per passenger.

		1878.	1879.	Increase.	Decrease.
Total miles travelled.....	No.	1,851,843	1,819,802	...	32,041
Average distance travelled per passenger	Miles.	17.39	17.63	.06	
First class journeys	No.	29,224	29,999	775	
Second class ditto	No.	73,971	69,763	...	4208
Season ticket ditto	No.	3277	3494	217	
Total number of ditto	No.	106,472	103,256	...	3216
Average rate per passenger per mile.....	Pence.	1.32	1.33	.01	
Average rate per passenger.....	<i>s. d.</i>	1.11.10	1.11.43	0.0.33	

For further details see tables appended, Nos. 2, 3, 8, 10, and 11.

Goods Traffic.

The following table shows a decrease of 1058 tons as compared with the previous year:—

	1878.	1879.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
Grain	7713	7235	...	478
Fencing, bark, wood, wool, firewood, &c.	8663	8039	...	624
Manure (agricultural)	1045	1089	44	
	17,421	16,363	...	1058

That a decrease of 478 tons in respect of grain traffic has to be recorded for the year 1879 as compared with the previous year is somewhat surprising. The facilities for transport are continually improving, and, according to statistics for 1879, a larger relative yield per acre was obtained, and a greater area was laid under crop within the district. The cause of decline must therefore be different to that of former years.

The latter cause, notwithstanding certain minor fluctuations, was directly connected with the diminishing area under crop, and the conversion of agricultural lands to pastoral purposes. But although the total acreage under cultivation in the Launceston and Western Railway District is somewhat less than upon the previous year, the greater yield per acre, and the increased acreage under crop, should have resulted in an increased tonnage carried by railway under ordinary circumstances. On making careful enquiry into this matter it was found that at the close of the year 1877 there was still a considerable amount of grain stocked in the districts which was not carried by rail to market until the year 1878, when it considerably augmented the tonnage of that particular year. At the close of the year 1878, however, hardly any stock was retained in the

districts; but at the close of the year 1879 a much larger stock than usual, the produce of the year, was held in the districts, the greater portion of which did not find its way into market until February and March of the current year (1880). The years 1878 and 1880 are therefore benefited at the expense of the year 1879; and hence it is that, notwithstanding the increased yield and the greater acreage under crop for 1879, the grain tonnage upon the Launceston and Western Railway for that year shows a decrease as compared with the previous year.

The following is a comparative statement of the acreage in crop, and in cultivation, &c. in the Launceston and Western Railway District for the year 1879:—

LAUNCESTON and Western Railway District.

		1878.	1879.	Increase.	Decrease.
Land in cultivation	Acres	156,012	151,731	...	4281
Land in crop	Acres	53,533	58,582	5049	
Per-centage of Land in crop to Land in cultivation	Per cent.	34.3	38.6	4.3	
Tonnage carried by Launceston and Western Railway...	Tons	17,421	16,363	...	1058
Ton carried per acre under crop.....	Tons	0.32	0.28	...	0.04

With respect to the 624 tons decrease in connection with traffic in firewood, fencing, bark, wool, &c., the decline is principally due to the fact that the sources for the supply of natural products are gradually being exhausted within the Railway District. As a rule the tonnage of natural products, such as bark, attains its maximum during the first three years of a railway's existence in a virgin district; but as the process of supply is necessarily associated with the complete destruction of the particular source, it follows that the yearly tonnage of such products must gradually decline within any one section of a railway district. It is true that the lands thus cleared of timber may become the source of other products more beneficial to the country, but, if devoted to pastoral purposes, it does not as a rule improve the heavier traffic carried by railway.

Table No. 7 shows in detail the fullest particulars relating to the direction and extent of the total tonnage for the year. From it we learn the average distance travelled per ton is 27.36 miles, being less than upon previous year by 1.75 miles; the rate per ton per mile is 2.76, *i.e.* a shade under the corresponding figure for 1878; the rate per ton (6s. 3.55*d.*) is 5.47*d.* under the same for 1878.

Generally there has been a falling off under every item as compared with the previous year.

Working Expenses.

The working expenses (see Tables 2, 4, and 6) for the year 1879 (£18,699 7s. 5*d.*) shows an increase of £1018 6s. 7*d.*, equal to 2.9*d.* per train mile as compared with the previous year. This increase, however, is fully accounted for by an extraordinary outlay in rails, &c. in connection with the Permanent Way Department, amounting to £1414 16s. 7*d.*, equal to 3.1*d.* per train mile. This large immediate outlay, as explained elsewhere, was necessary to secure a stock of rails, &c. at a time when the market was particularly favourable for purchase. Had a more limited supply been secured the necessary charges under this particular head would have been much more costly during the next three years, owing to the subsequent rise in the price of iron. Notwithstanding the extra item referred to, the total working cost for 1879 is only £360.4 per mile, or 3s. 8.6*d.* per train mile. This result is still most favourable when compared with the ordinary expenses of other Australian Railways:—

	Per mile open.	Per train mile.
	£	s. d.
Victorian Railways (1878).....	647.	4 0.52
New South Wales, ditto (1878)	848.32	4 0.54
Queensland Railways (Northern)	208.	4 1
Ditto (South and Western)	447.	4 9.25
South Australian (1878).....	—	5 1.84
Tasmanian Main Line Railway (1878)	400.99	4 0.16
Launceston and Western Railway, Tasmania	360.4	3 8.6

The train mileage for the year is 100,624: average train mileage per mile per year, 2236; total engine mileage, Launceston and Western Railway only, 100,590.

Net Earnings.

The net earnings for the year amount to £2884 12s. 1*d.* Had it not been for the extraordinary outlay there would be a much larger sum available towards payment of interest. The sum as it is only represents .7 per cent. on the original debenture capital.

It is now gratifying to state that the net earnings in the aggregate (£22,908 9s.) exceed the moneys advanced by the Government at time of transfer and subsequently, to complete the original equipment of the line, by the sum of £1017 9s.

General.

Writing the report at the close of the first half of the current year, 1880, I am pleased to be able to report a great improvement in the receipts from all sources of traffic, and the revenue shews an increase of more than £1000 over the corresponding period of 1879. There is little doubt, therefore, that the estimate of probable revenue for the current year submitted by the Honorable the Colonial Treasurer will be realised if not exceeded.

There has been no casualty or accident during the past year. This completes the ninth year for each of which a similar statement has already been made. The detail reports of the various heads of sub-departments are appended as usual to this Report.

I have the honor to be,

Sir,

Your obedient Servant,

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

To His Excellency Sir F. SMITH, *Administrator of the Government.*

Launceston and Western Railway Permanent Way Department, 2nd February, 1880.

DEAR SIR,

I BEG to forward report for year ending 1879. I am happy to state that as good a condition of the Way and Works has been retained as could be consistently expected, where the necessity for rigid economy is acknowledged and exercised. The increasing demand for renewals has been met as economically as possible, and with the exception of one instance (a carpenter) no increase in the staff has been made to meet the demand for extra labour.

As I have previously brought before your notice, it will be necessary at intervals to provide for a small expenditure for engine assistance to strengthen and re-ballast certain localities originally demanding a heavy expenditure, but at the present moment reduced to a trifling expense. Such a gratifying result appeared very remote a few years ago.

The receipt of 200 tons of steel rails will in all probability meet the demands of the road for some years. A saving of at least 80 per cent. was effected by placing this order, as requested, when the English metal market was greatly depressed, as prices immediately after began to rise.

The supply of 2000 peppermint sleepers will be nearly exhausted in a few weeks; and the tender accepted to supply 5000 blue gum sleepers during the winter months will, I trust, relieve the department of any anxiety during the present year, but must not be considered (at any rate for a few years) above the annual requirement,—in fact would be much below it if a first-class maintenance for high rates of speed be required.

The heavy third rail supplied by the Tasmanian Main Line Railway Company for the narrow gauge service is standing remarkably well, and, as expected, secures a safe condition at a reduced cost. I regret to have to report that in my opinion there is more wear and tear upon the Launceston and Western rail than should be expected, especially in the curves. This is particularly observable where steel rails have been recently laid down. I am not prepared to state a positive reason for this excessive wear and tear, but it necessitates the relaying of sections much earlier than I anticipated.

The increasing age of all timber works requires constant and careful inspection and renewals, and to avoid any risk must be liberally provided for. It is worthy of consideration whether the substitution of more durable material, such as iron and stone, for bridges and platforms at present being erected would not ultimately be the truest economy.

Increased accommodation at some of the stations, in the shape of sidings and extension of platforms, has been effected by the permanent staff at an extra cost for material only. Increased facilities for handling the traffic, and accommodation to the public, can in the same manner be still further obtained if this small expenditure for material is acceded to. The great necessity still exists at Longford Station for an over-bridge between the up and down platforms: when the trains are passing, the absence of a bridge is a constant source of danger and inconvenience to the travelling public. I trust that authority to erect this bridge may meet with early approval, the necessity having been acknowledged for some years.

I have pleasure in certifying to the general good condition of the whole of the works I have the honor to supervise.

I am, Sir,

Your obedient Servant,

LEONARD DOWLING, *Inspecting Surveyor.*

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

Launceston and Western Railway Locomotive and Carriage and Wagon Department,
2nd February, 1880.

SIR,

I HAVE the honor to report the Rolling Stock, Steam Pumps, Water Supply, Buildings, &c. belonging to the Locomotive and Carriage and Wagon Department have been well maintained during the past year, and are now in first class order.

The locomotive engine mileage, 100,590 miles, though slightly under that of the previous year, indicates a high rate of wear and tear per engine per year, while the cost of working is comparatively low, viz., 1s. 3⁷d. per train mile.

The following is a comparative statement of the train mileage per engine per year on various railways:—

	<i>Miles.</i>	<i>Cost per train mile.</i>
		<i>s. d.</i>
Railways of the United Kingdom, 1878.....	16,903	
Victorian Railways, 1878.....	20,916	1 7 ⁴²
New South Wales, 1878.....	16,805	1 7 ⁸²
Tasmanian Main Line Railway, 1878.....	18,982	
Launceston and Western Railway, 1879.....	17,384	1 3 ⁷

In addition to ordinary repairs effected for sub-departments the following new works have been constructed for the Permanent Way Department,—viz., 4 new Semaphore Signals, 4000 new Fish-bolts and Nuts, 3 new sets of Points and Crossings, with 13 extra Switch Boxes and Rods, Iron Work for new Gates, Cattle Yards; Bridges, &c.

I have also to report that during the past year the Engines and Stone-crushing Machinery belonging to Public Works Department have been kept in repair by this Department. The tear and wear and breakage connected with these machines have been unusually great during 1879.

I am, Sir,

Your obedient Servant,

W. E. BATCHELOR.

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

No. 1.

Dr.

SUMMARY of Receipts and Expenditure on Capital Account to 31st December, 1879.

Cr.

To Debenture Capital	£	s.	d.	£	s.	d.	£	s.	d.	By expenditure on the construction of 45 miles Line of Railway and Telegraph prior to transfer to Government	£	s.	d.	£	s.	d.
Share ditto .....	...	...	...	400,000	0	0	450,000	0	0	Ditto since transfer (1879).....	150	0	0	21,891	0	0
Accrued Interest, Premiums, &c. ....	...	...	...				12,015	4	1	Ditto ditto (prior to 1879)	21,741	0	0	435,595	8	4
Advance by Treasury for Construction purposes, 1879.	150	0	0							Railway Income, 1879	21,583	19	6	165,249	18	7
Ditto prior to 1879	19,667	9	0							Ditto, prior to 1879.....	143,665	19	1	250,091	11	0
Ditto ditto towards payment of Interest on original Debentures .....	...	...	...	19,817	9	0				Interest on Debentures to 31st December, 1879.....	273,000	0	0			
Revenue Expenditure, 1879 .....	...	...	...	225,000	0	0				Less Net Revenue from working the Line	22,908	9	0			
Ditto prior to 1879.....	...	...	...	244,817	9	0										
Stores transferred to Government by the L. & W. Railway Company .....	...	...	...	18,699	7	5	142,341	9	7							
	...	...	...	123,642	2	2										
	...	...	...	1762	15	3										
	...	...	...	£850,936	17	11								£850,936	17	11

ROBT. M. JOHNSTON, *Accountant.*

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

No. 2.

STATEMENT of Receipts and Expenditure for the Year 1879.

Train Mileage—Goods and Passengers, 86,822; Ballasting, &c., 100; Total (L. & W. R.), 86,922; T. M. L. R. Train Mileage, Evandale to Launceston, 20,922; Grand Total, 107,844; Mean Train Miles, 100,624. Engine Miles (L. & W. R.), 100,590.

EXPENDITURE.	Train Mileage.	Cost per Mile open.	Cost per Train Mile.	RECEIPTS.—C.				Receipts per			
				£	s.	d.	£	s.	d.	Train mile.	Open mile.
<i>A.—Working Expenses.</i>				£	s.	d.	£	s.	d.		
Maintenance of Permanent Way and Works—ordinary	107,844	93·5*	0 11·4	5135	15	10	10,082	8	7		
Ditto—Extraordinary supply of Rails debited to current year.....	107,844	25·2*	0 3·1	1414	16	7	769	9	1		
Locomotive and carriage and wagon charges..	86,922	126·2	1 3·7	5681	4	0	5151	11	4		
Traffic charges	107,844	84·3*	0 10·5	4274	11	0	534	6	3		
Police, gatekeepers, &c.	107,844	31·2*	0 3·9	445	7	0	1029	10	11		
General charges.....				1306	11	2	4016	13	4		
Mails, &c.				441	1	10	5046	4	3		
Total Working Expenses	100,624^a	360·4*	3 8·6	18,699	7	5	21,583	19	6	43·4	479·6
<i>B.—Construction.</i>											
Expenditure upon new works of construction not chargeable to Working Expenses.....				150	0	0	150	0	0		
Total Expenditure.....				18,849	7	5					
Balance to credit of Railway Income.....				2884	12	1					
				£21,733	19	6	£21,733	19	6		

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

ROBT. M. JOHNSTON, *Accountant.*

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

No. 3.

ANALYSIS of Traffic and Traffic Receipts, 1879.

STATIONS.	TRAFFIC AND RECEIPTS AT EACH STATION.									RECEIPTS DURING EACH MONTH.									
	PASSENGERS.		GOODS TONNAGE.		RECEIPTS.					Month.	Working Days.	Relative Value of each Month.	Amount.						
	Outwards.	Inwards.	Outwards.	Inwards.	Passengers.	Parcels, &c.	Goods and Live Stock.	Mails, Rent, Tolls, &c.	TOTAL.										
				£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.			£ s. d.							
Launceston.....	30,503	35,188	9093	3392	3103 13 10	225 15 7	2585 9 9	9 10 9	5924 9 11	January....	27	8.9	1933 10 6						
St. Leonard's....	8393	4829	206	282	312 15 4	..	..	..	312 15 4	February..	24	8.7	1881 5 7			
Breadalbane*....	..	1497*	92	150	..	..	..	..	..	March....	26	10.0	2160 17 9	
Evandale.....	10,464	4806	972	395	694 2 6	31 5 8	238 0 5	20 7 2	983 15 9	April.....	26	11.6	2494 0 1						
Perth.....	7017	5053	863	555	426 5 10	28 1 2	324 2 11	14 8 10	792 18 9	May.....	27	8.6	1860 6 1						
Longford.....	17,574	9478	2021	1947	1423 1 2	144 5 2	743 15 1	11 17 6	2322 18 11	June.....	25	7.2	1566 5 4						
Wilmore's Lane*..	..	983*	} 713	1145	..	0 15 3	1 10 5	..	2 5 8	July.....	27	7.2	1546 1 8						
Little Hampton*..	..	934*								0 1 3	0 11 0	..	0 12 3	August....	26	6.2	1328 5 3
Bishopsbourne*..	..	4750*								September..	26	6.8	1479 13 6
Oaks*.....	..	2898*								215	216	October....	27	8.6	1851 8 10
Glenore*.....	..	1870*	115	370	..	..	..	..	..	November..	25	7.4	1591 11 9	
Hagley.....	3857	1746	484	703	324 11 5	23 12 10	217 10 8	..	565 14 11	December..	27	8.8	1890 13 2						
Westbury.....	10,163	5428	582	1587	1024 8 0	55 16 11	448 9 10	40 0 4	1568 15 1										
Exton.....	2907	1186	87	1056	261 10 10	6 12 10	122 15 11	..	390 19 7										
Deloraine.....	12,378	7117	920	4565	2115 3 2	185 12 5	1003 11 7	61 11 10	3365 19 0										
Mails, Rents.....	}	15,493*	..	..	396 16 6	67 10 0	..	871 14 6	1336 1 0								
Sundry Receipts..			4016 13 4	4016 13 4									
Toll (T.M.L.R.)....										
	103,256	103,256	16,363	16,363	10,082 8 7	769 9 1	5685 17 7	5046 4 3	21,583 19 6		313	100.0	21,583 19 6						

* Includes Outwards and Inwards.

ROBT. M. JOHNSTON, Accountant.

R. W. LORD, Secretary and Manager.

ANALYSIS of Working Expenses.

	SALARIES AND WAGES.	STORES (D) & RENEWALS.	SUNDRY CHARGES.	TOTAL.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Maintenance of Permanent Way—</i>				
Inspecting Surveyor, Sub-Inspector, platelayers, carpenters, labourers, &c.....	4383 18 7	2166 13 10	...	6550 12 5
<i>Locomotive and Carriage and Wagon Department—</i>				
Loco-Superintendent, carpenters, blacksmiths, strikers, painters, turners, fitters, drivers, firemen, cleaners, labourers, &c.....	2878 18 4	2782 5 8	20 0 0	5681 4 0
<i>Traffic Charges—</i>				
Station-masters, booking clerks, goods clerks, telegraph operators, guards, porters, signal men, watchmen, &c.				
Launceston	1403 11 2	72 0 5		
St. Leonard's	—	—		
Breadalbane	—	—		
Evandale Junction.....	324 17 2	20 19 7		
Perth	101 5 4	14 0 6		
Longford	471 7 4	28 17 0		
Wilmore's Lane.....	—	—		
Little Hampton.....	0 10 0	—		
Bishopsbourne	—	—		
Glenore	1 17 6	—		
Hagley	147 17 6	9 19 6		
Westbury	156 11 0	22 4 11		
Exton	80 0 0	10 15 8		
Deloraine	395 9 8	37 7 7		
Cartage	—	—	491 16 10	
General traffic charges.....	71 12 7	289 8 4	122 1 9	
	3154 18 11	505 13 6	613 18 7	4274 11
<i>Police, Gates, &c.—</i>				
Gatekeepers at level crossings	435 11 10	9 15 2	...	445 7
<i>General Charges—</i>				
Office of Manager, Accountant, Cashier, Storekeeper, &c.	1230 0 0	35 11 10	40 19 4	1306 11 2
<i>Mails—</i>				
Contracts for the conveyance of mails between the L. & W. Railway Stations and the several Post Offices situated within the L. & W. Railway District	—	—	441 1 10	441 1 10
	£12,083 7 8	5500 0 0	1115 19 9	18,699 7 5

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

No. 5.—B.

ITEMS charged to Construction during the Year 1879.

	£	s.	d.
New gatekeeper's cottage, Perth.....	45	0	0
Ditto, Hagley	55	0	0
New fencing, Launceston Station Yard.....	50	0	0
	<u>£150</u>	<u>0</u>	<u>0</u>

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

No. 6.—D.

FURTHER Analysis of Stores consumed during the Year 1879.

	£	s.	d.
Fuel—Coal, 1265 tons; firewood, 141 tons	1596	1	0
Oils—Castor, 875 gallons; colza, 127 gallons; mutton bird, 162 gallons; kerosene, 221 gallons; turps, 24 gallons; sundry oils, 40 gallons	252	17	9
Tallows, &c.—Tallow, 851 lbs.; grease, 202 lbs.....	23	3	3
Packings, waste, &c.—Tucks, packing, &c., 96 lbs.; flax, 19 lbs.; waste, 1434 lbs.; wicks, £3 2s. 3d.....	46	18	7
Stationery and advertisements.....	274	11	7
Timber	203	9	11
Iron.....	324	1	0
Tools.....	126	16	1
Ordinary sundries.....	313	10	11
Extra sundries	139	15	7
Duplicates	48	14	4
Renewals—Rails, crossings, sleepers, machinery.....	2150	0	0
	<u>£5500</u>	<u>0</u>	<u>0</u>

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

No. 7.

DIRECTION and Extent of Goods Traffic for the Year 1879.

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.*
	Tons.	Tons.	Tons.	Tons.	ons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Miles.	No.
Launceston	—	128	46	104	395	845	284	128	72	248	403	64	675	3392	—	90,261
St. Leonard's	277	—	—	2	—	—	—	—	—	—	—	—	3	282	—	1236
Breadalbane	149	—	—	—	—	—	—	1	—	—	—	—	—	150	—	1100
Evandale	287	1	—	—	12	66	1	2	4	4	6	—	12	395	—	4476
Perth	452	8	—	2	—	2	65	5	—	1	—	—	20	555	—	8088
Longford	1787	4	6	13	1	—	14	4	3	19	9	1	86	1947	—	34,877
Wilmore's Lane } Little Hampton } Bishopsbourne }	1004	3	—	3	57	50	—	—	—	3	10	—	15	1145	—	26,294
Oaks	199	—	—	1	3	5	—	—	—	2	4	—	2	216	—	5459
Glenore	355	—	—	3	5	7	—	—	—	—	—	—	—	370	—	10,121
Hagley	554	—	6	52	—	25	15	26	3	—	1	1	20	703	—	19,535
Westbury	1163	7	—	84	14	120	61	25	12	2	—	13	86	1587	—	47,133
Exton	711	5	—	73	12	145	—	—	—	76	33	—	1	1056	—	36,643
Deloraine	2155	50	34	635	364	756	273	24	21	129	116	8	—	4565	—	162,621
Tons inwards	9093	206	92	972	863	2021	713	215	115	484	582	87	920	16,363	—	—
Average Distance	—	—	—	—	—	—	—	—	—	—	—	—	—	—	27·36	—
Miles travelled*	268,506	3184	1834	28,046	18,163	42,377	14,048	4321	2555	10,700	15,920	2829	35,350	—	—	447,840

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	1878.	1879.		1878.	1879.
Goods train miles	88,340	86,922	Goods receipts	£ s. d. 5881 10 11	£ s. d. 5151 11 4
Ton miles	507,214	447,840	Average ditto per ton per mile	0 0 2·78	0 0 2·76
Goods tonnage	17,421	16,363	Ditto per goods train mile	0 1 3·97	0 1 2·22
Average tons per train mile	0·19	0·18	Ditto per ton	0 6 9·02	0 6 3·55
Ditto miles travelled per ton	29·11	27·36	Ditto per week	113 2 1·59	99 1 4·46

* Decimals omitted.

ROBT. M. JOHNSTON, Accountant.

R. W. LORD, Secretary and Manager.

DISTRIBUTION and Extent of Passenger Traffic for the Year 1879.

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	5646	—	4360	1078	1994	2351	5096	350	413	1785	1226	663	691	1587	157	3111	30,503	..	597,972
St. Leonard's	943	6690	—	51	139	93	240	—	14	16	9	4	39	69	10	76	8393	..	55,862
Breadalbane																			
Evandale	1530	5163	154	207	—	949	1172	53	33	283	177	55	141	149	35	373	10,464	..	125,297
Perth	955	2877	49	24	1104	—	1291	37	42	241	79	20	44	57	12	185	7017	..	79,129
Longford	2507	8797	146	69	877	1253	—	344	279	1094	567	261	269	504	53	554	17,574	..	257,810
Wilmore's Lane																			
Little Hampton																			
Bishopsbourne																			
Oaks																			
Glenore																			
Hagley	494	1199	17	26	136	49	239	53	32	277	200	146	—	680	32	277	3857	..	64,674
Westbury	1365	4095	44	20	140	145	600	70	32	493	279	459	237	—	362	1822	10,163	..	218,213
Exton	407	680	14	5	27	8	82	6	14	80	57	88	58	662	—	719	2907	..	49,932
Deloraine	1656	5687	45	22	389	205	758	70	75	481	304	174	267	1720	525	—	12,378	..	370,911
No. Passengers	15,493	35,188	4829	1497	4806	5053	9478	983	934	4750	2898	1870	1746	5428	1186	7117	103,256	..	..
Average Distance .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	17.63	..
Miles travelled.....	262,381	748,654	25,292	11,916	53,029	52,929	141,484	6075	14,372	76,402	51,130	30,128	35,144	94,954	14,039	200,868	..	..	1,819,302

	1878.	1879.		1878.	1879.
Passenger train miles	88,349	86,922	Total passenger receipts.....	£ 10,250	£ 10,082
Miles travelled	1,851,843	1,819,802	Average ditto per passenger per	s. 19	s. 8
Average miles travelled per passenger	17.39	17.63	mile	d. 8	d. 7
Ditto per train mile	1.20	1.18	Ditto per train mile	0 0 1.22	0 0 1.33
Total passengers carried	106,472	103,256	Ditto per passenger	0 2 3.84	0 2 3.83
			Ditto per week	0 1 11.10	0 1 11.43
				197 2 8.23	193 17 10.28

* 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, 1879.

CONSTRUCTION AND EQUIPMENT.			ROLLING STOCK.															
Miles open.	Cost.		Locomotives.	Carriages.				Wagons.						Horse Boxes.	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	£ 435,595	£ 9679	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, 1879.

	—	1875.	1876.	1877.	1878.	1879.
Miles open	No.	45	45	45	45	45
Miles worked (reduced to the equivalent of a single line)	No.	45	45	52	51·3	51·6
Total cost of construction and equipment	£	429,604	431,613	433,409	435,445	435,595
Ditto ditto per mile	£	9547	9591	9631	9676	9679
Gross earnings	£	19,435	18,913	21,442	22,189	21,583
Working expenses	£	16,213	15,782	18,103	17,681	18,699
Profits on working	£	3222	3131	3339	4508	2884
Proportion of working expenses to gross earnings	Per cent.	83·42	83·44	84·42	79·68	86·82
Passenger journeys	No.	92,122	103,017	102,959	106,472	103,256
Average distance travelled per passenger	Miles.	17·53	16·95	17·33	17·39	17·63
Average rate per passenger	s. d.	1 11·79	1 10·92	1 11·07	1 11·10	1 11·43
Ditto per passenger per mile	Pence.	1·36	1·35	1·33	1·32	1·33
Goods tonnage	No.	25,837	20,630	18,516	17,421	16,363
Average distance travelled per ton	Miles.	29·69	25·86	30·01	29·11	27·36
Average rate per ton	s. d.	6 5·75	6 3·37	6 9·46	6 9·02	6 3·55
Ditto per ton per mile	Pence.	2·69	2·91	2·71	2·78	2·76
Train mileage	No.	89,650	89,101	102,471	101,712	100,624
Average ditto per mile open	No.	1992	1980	2277	2260	2236
Engine mileage	No.	100,454	99,222	102,745	101,271	100,590
Gross earnings per train mile	s. d.	4 4·8	4 2·9	4 2·2	4 4·3	4 3·4
Ditto per mile open	£	431·8	420·2	476·4	493·0	479·6
Working expenses per train mile	s. d.	3 8·0	3 6·4	3 6·4	3 5·7	3 8·6
Ditto per mile worked	£	360·3	350·7	348·0	342·2	360·4
Locomotives	No.	5	5	5	5	5
Other vehicles	No.	123	126	126	144	144

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

RECEIPTS, Traffic, and Working Expenses, &c.—Return for Nine Years.

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 Day									
		Amount.	Per mile.			Tons.	Passengers.	Passengers.	Parcels, &c.	Goods and Live Stock.	Miscellaneous.	TOTAL.											
															£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1871	45	—	—	78,816	No.	13,710	59,880	6856	10	3270	15	35309	3	1462	6	0	12,628	14	7	3	2	45	279
1872	45	—	—	72,300	4	18,111	63,647	6199	15	7316	14	15813	14	61306	2	1	13,636	6	3	3	9	24	278
1873	45	426,279	9472	83,682	4	25,283	82,923	7659	9	7432	18	97968	15	21032	3	8	17,093	7	2	4	1	02	313
1874	45	427,946	9509	94,110	5	24,804	91,264	8918	13	6515	9	17496	2	41394	19	11	18,325	4	10	3	10	7	313
1875	45	429,604	9547	89,650	5	25,837	92,122	9132	3	5571	10	58391	8	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	7698	4	67787	19	41589	8	3	18,913	16	2	4	2	9	313
1877	45	433,409	9631	102,471	5	18,516	102,959	9899	2	5571	15	96804	9	24167	9	9	21,442	17	1	4	2	2	313
1878	45	435,445	9676	101,712	5	17,421	106,472	10,250	19	8674	9	76448	3	114816	6	8	22,189	19	10	4	4	3	312
1879	45	435,595	9679	100,624	5	16,363	103,256	10,082	8	7769	9	15685	17	75046	4	3	21,583	19	6	4	3	4	313

WORKING EXPENSES.

Year.	Miles worked.	Maintenance.			Locomotive & Carriage and Wagon Charges.			Traffic Charges.			General Charges, Mails, &c.			Total Working Charges.			Working Days.									
		Amount.	Per Mile open.	Per Train Mile.	Amount.	Per Mile open.	Per Train Mile.	Amount.	Per Mile open.	Per Train Mile.	Amount.	Per Mile open.	Per Train Mile.	Amount.	Per Mile open.	Per Train Mile.										
																		£	s.	d.	£	s.	d.	£	s.	d.
1871	45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12,037	18	3	267	6	3	0	6	279	
1872	45	4008	5	4	89	0	7	1	1	3	4299	10	2	95	5	4	3907	13	10	86	8	4	1	1	19	278
1873	45	3400	1	0	75	5	0	9	7	4559	0	0	10	1	0	1	4237	15	1	94	1	0	1	6	14	313
1874	45	4790	17	4	106	4	1	0	2	5284	9	9	117	6	1	1	4231	2	2	94	0	10	7	13	21	313
1875	45	4863	12	8	101	8	1	1	2	5084	17	6	113	0	1	1	4780	16	5	106	2	1	1	14	5	313
1876	45	4650	15	8	103	3	1	0	5	5031	16	7	111	8	1	1	4665	18	11	103	7	1	0	5	14	313
1877	45	5960	1	2	132	4	1	1	1	5657	9	2	125	7	1	3	4884	1	9	108	5	0	10	7	16	313
1878	45	5341	10	0	97	2	0	11	7	5662	8	6	125	8	1	3	4805	18	4	85	8	0	10	5	18	312
1879	45	6550	12	5	118	7	1	2	5	5681	4	0	126	2	1	3	4719	18	0	84	3	0	10	5	17	313

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

R. W. LORD, Secretary and Manager.

ROBT. M. JOHNSTON, Accountant.

No. 12.

RECONCILIATION of Treasury and Railway Statement of Accounts for the Year 1879.

Traffic Receipts for year 1879, as per Launceston and Western Railway Accounts	£	s.	d.	£	s.	d.
Cash banked on account of Launceston and Western Railway, as per Treasury Statement	21,686	19	11	21,583	19	6
Add outstandings, 31st December, 1879	968	18	10			
	22,655	18	9			
Less outstandings, 31st December, 1878	1071	19	3	21,583	19	6

R. W. LORD, Secretary and Manager.

ROBT. M. JOHNSTON, Accountant.

Reconciliation Statement No. 12 correct.

W. LOVETT, Colonial Auditor.