

1902

VICTORIA.

VICTORIAN RAILWAYS.

REPORT

OF THE

VICTORIAN RAILWAYS COMMISSIONER

FOR THE

YEAR ENDING 30TH JUNE, 1902.

PRESENTED TO BOTH HOUSES OF PARLIAMENT PURSUANT TO THE ACT 54 VICTORIA No. 1135
AND ACT No. 1439.

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REPORT.

VICTORIAN RAILWAYS,
Commissioner's Office, Spencer-street,
Melbourne, 24th September, 1902.

To the Honorable the Minister of Railways.

SIR,

In accordance with the provisions of the 59th section of the Railways Act, No. 1135, I have the honour to submit for the information of Parliament the Annual Report upon the working of the Railway Department for the year ending 30th June, 1902.

CAPITAL EXPENDITURE.

The total expenditure charged to capital account at 30th June, 1902, was £40,613,783 11s. 10d., including the net amount (£144,914 4s. 9d.) debited temporarily to loan funds (see Appendix No. 13).

The following were the charges for the year :—

Construction of new lines and surveys	...	...	£171,122	9	6
Capital works on existing lines, &c.	...	...	159,852	19	0
Rolling-stock	...	...	115,784	16	7
			<u>£446,760</u>	5	1
Expenditure on revenue account charged temporarily to loan funds	...	£43,119	10	5	
Less recoups from working expenses	...	21,500	0	0	
			<u>£21,619</u>	10	5
			<u>£468,379</u>	15	6

LOAN ACCOUNT.

The amount of borrowed capital was, on the 30th June last, £38,449,524 18s. 6d. details of which are shown in the Appendix, Return No. 12.

The increase in loan capital for the year amounted to £470,745 13s. 3d. made up as follows :—

Additional stock raised or transferred to debit of Railways by the Treasury as under :—

Act 1451	...	...	£3,908	13	0
" 1560	...	...	1,396,693	0	0
" 1564	...	...	3,227	4	7
" 1574	...	...	63,000	0	0
" 1623	...	...	12,525	14	1
" 1659 and 1713	...	...	233,752	11	9
" 1753	...	...	196,140	0	0
			<u>£1,909,247</u>	3	5
Less stock redeemed as under—					
Act 531 by Act 1560	...	...	£1,396,693	0	0
" 1451 from Revenue	...	...	7,500	0	0
" 1564	"	"	14,000	0	0
" 1468	"	"	4,935	1	8
" 1560	"	"	15,373	8	6
			<u>1,438,501</u>	10	2
			<u>£470,745</u>	13	3

The interest for the year amounted to £1,478,258, and in addition the sum paid by the Treasury, and debited to the Railway Department, for expenses in payment of interest, &c., was £17,388. Credit has been taken for £2,951, being 2 per cent. on the weekly unexpended balances of loan moneys raised for Railway purposes. The net amount debited to the Railway Account is, therefore, £1,492,695. On the total loan moneys expended the net revenue (exclusive of pensions and gratuities) paid 3·45 per cent. The average rate of interest payable on the borrowed capital allocated to railways is 3·86 per cent.

REVENUE.

Notwithstanding the fact that last year's revenue was augmented by very favorable conditions, including a good harvest and the extra traffic consequent upon the Royal visit, it is gratifying to record that the receipts for 1901-2 exceeded those of the previous year by £30,046. The total revenue amounted to £3,367,843 (inclusive of £75,000 credited under parliamentary sanction to income for carriage of grain at reduced rates, and £9,363 for carriage of Victorian coal.)

The increase in goods traffic amounted to £7,568, and the passenger and other receipts were £22,478 in excess of the previous year.

Reduction in rates for carriage of grain, etc.—The amount credited to the revenue for carriage of grain, &c., at reduced rates is paid to the Department by the Treasury. It represents the *loss of revenue* sustained by the railways in consequence of the reduction in rates ordered by the Government. This recoup is authorized under Act 1439, section 14, which provides, *inter alia*, that—"Where Parliament or the Governor in Council directs the Commissioner to carry out any system or matter of policy which occasions or results in any increase of expenditure by the Commissioner or any decrease of the railways revenue . . . the annual amount of the increase of expenditure or decrease of revenue . . . shall be provided by Parliament in the Annual Appropriation Act and paid to the Commissioner."

The following comparative table shows the revenue for the past twelve years:—

Year.	Gross Receipts.		Gross Receipts per Train Mile.	
			s.	d.
1890-91	...	3,298,567	...	5 4'63
1891-2	...	3,095,122	...	5 2'91
1892-3	...	2,925,948	...	5 5'17
1893-4	...	2,726,159	...	5 4'49
1894-5	...	2,581,591	...	5 4'76
1895-6	...	2,401,392	...	5 4'11
1896-7	...	2,615,935	...	5 8'03
1897-8	...	2,608,896	...	5 7'77
1898-9	...	2,873,729	...	5 11'00
1899-1900	...	3,025,162	...	5 11'83
1900-1	...	3,337,797	...	6 0'39
1901-2	...	3,367,843	...	5 11'62

WORKING EXPENDITURE.

The total working expenditure for the year was £2,072,374, being an increase of £87,578 over the preceding year.

It will be noted that the compensation claims debited to Working Expenditure for the year amounted to £31,145, being £23,200 in excess of the amount paid for the previous year.

The following is a summary of the payments:—

In settlement of claims for personal injury—

Jolimont collision	...	...	...	£15,929
Inglewood collision	...	...	...	2,262
Sundry amounts paid on account of various claims	...	...	...	4,143
Total personal claims	...	...	...	£22,334
Compensation paid for claims arising out of bush fires	...	...	...	7,275
Ordinary claims for goods, &c.	...	...	...	1,536
Total compensation	...	...	...	£31,145

The increase in the cost of coal, owing to the higher rates paid, amounted to £22,000 for the year.

Increments have been granted to the employés amounting to £38,000 for the year, of which £28,400 was paid to the wages staff.

The extra train mileage run for the year totalled 218,928 miles.

The working cost has also been debited with £21,500 (being the same as was charged last year) for recoups of expenditure temporarily charged to Capital (see Appendix No. 13). The interest on the total amount advanced on this account is debited to the Railway Department.

The following comparative table shows the working expenditure (exclusive of pensions and gratuities) for the past twelve years:—

Year.		Average Mileage open for Traffic.		Total Working Expenditure.		Percentage of Gross Receipts.
1890-91	...	2,650½	...	£2,271,561	...	68·87
1891-2	...	2,829	...	2,088,091	...	67·46
1892-3	...	2,933	...	1,789,662	...	61·17
1893-4	...	2,982	...	1,557,566	...	57·13
1894-5	...	3,083	...	1,463,189	...	56·68
1895-6	...	3,121	...	1,456,738	...	60·66
1896-7	...	3,126	...	1,484,407	...	56·74
1897-8	...	3,123½	...	1,566,073	...	60·03
1898-9	...	3,122	...	1,716,441	...	59·73
1899-1900	...	3,186	...	1,807,301	...	59·74
1900-1901	...	3,228½	...	1,984,796	...	59·46
1901-2	...	3,265	...	2,072,374	...	61·53

GENERAL RESULTS.

The result of working for the year under review may be summarized thus:—

Total revenue	...	...	...	£3,367,843
Total working expenditure	...	...	...	2,072,374

NET PROFIT ON WORKING ... £1,295,469

This does not include £34,000, the estimated value of services rendered during the year to other Departments of the State, for which no payment is received.

The ratio of working expenses to revenue is 61·53 as compared with 59·46 per cent. last year.

The summary of working (Return No. 5) in the Appendix shows that the net loss for the year (exclusive of pensions and gratuities) is £163,226.

The expenditure on pensions and gratuities for the year amounted to £93,744 as against £90,443 for the corresponding period. The number of employés in the service who are entitled to pension or compensation has diminished at the rate of 153 per annum during the last five years, the number now on the staff register being 2,724.

At the close of the year under review there were 6,217 employés who had their lives insured in accordance with the provisions of Act No. 1135. The premiums, which are deducted in instalments from the salaries and wages of the staff and paid to the insurance companies now amount to £29,000 per annum. Since the passing of the Act, £265,000 has been paid by the staff in premiums. The total amount covered by the policies is £1,009,550.

The following statements show details of Revenue and Expenditure for the last two years:—

REVENUE.

	1901-1902. (Average Miles open, 3,266½.)	1900-1901. (Average Miles open, 3,223½.)	Increase.	Decrease.	Net Increase.
	£	£	£	£	£
Passengers	1,378,746	1,368,311	10,435		
Parcels, Horses, Carriages, &c. ...	136,475	128,798	7,677		
Mails	64,997	63,785	1,212		
Total Coaching ...	1,580,218	1,560,894	19,324		
Live stock	166,709	156,826	9,883		
Merchandise and Minerals... ..	1,552,753	1,555,068	...	2,315	
Total Goods	1,719,462	1,711,894	9,883	2,315	
Rents	50,514	49,393	1,121		
Miscellaneous	17,649	15,616	2,033		
Total Revenue	3,367,843	3,337,797	32,361	2,315	30,046
Number of passengers	57,465,077	54,704,062	2,761,015		
Tons of live stock	246,723	226,163	20,560		
Tons of goods	3,186,904	3,155,697	31,207		
Train mileage	11,284,944	11,066,016	218,928		
Revenue per average mile open ...	£1,031	£1,034			
„ „ train mile	5s. 11.62d.	6s. 0.39d.			

WORKING EXPENDITURE.

	1901-1902.			1900-1901.			Increase.	Decrease.	Net Increase.
	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	Amount.	Cost per Train Mile.	Per Cent. to Revenue.			
	£	d.	%	£	d.	%	£	£	£
Maintenance ...	501,938	10.68	14.90	518,488	11.25	15.53	...	16,550	
Loco. power ...	710,105	15.10	21.08	646,192	14.02	19.36	63,913		
Carriages and Waggon (repairs and renewals) ...	145,359	3.09	4.32	147,153	3.19	4.41	...	1,794	
Traffic expenses	640,442	13.62	19.02	609,000	13.21	18.24	31,442		
Compensation	31,145	0.66	0.92	7,945	.17	.24	23,200		
General charges	43,385	0.92	1.29	56,018	1.21	1.68	...	12,633	
Total Working Expenditure	2,072,374	s. d. 3 8.07	61.53	1,984,796	s. d. 3 7.05	59.46	118,555	30,977	87,578
Pensions and Gratuities ...	93,744	...	...	90,443	...	...	...	...	3,301

GENERAL SUMMARY.

YEAR ENDED 30TH JUNE, 1902, COMPARED WITH PREVIOUS FINANCIAL YEAR.

DETAILS.	1902.	1901.
Total spent in construction (including rolling-stock, work-shops, piers, railway offices, and all surveys of projected lines, &c.)	£40,613,784	£40,145,404
Average cost per mile open	£12,298	£12,402
Total railway debt (loans current)	£38,449,525	£37,978,779
Amount spent on capital account during the year	£468,380	£486,585
Balances of loan moneys (including advances)	£250,861	£215,843
Net interest on railway loans, including expenses on interest payments, redemption expenses, &c.	£1,492,695	£1,464,809
Total miles open for traffic	3,302½	3,237¾
Average miles open for the year	3,265½	3,228½
Gross revenue	£3,367,843	£3,337,797
Working expenditure	£2,072,374	£1,984,796
PROFIT ON WORKING (after paying working expenses)	£1,295,469	£1,353,001
PERCENTAGE OF WORKING EXPENSES TO REVENUE	61·53	59·46
Deficit as per Summary of Working	£163,226	£80,808
Revenue per average mile open	£1,031	£1,034
Expenditure per average mile open	£635	£615
Net return per average mile open	£396	£419
Gross receipts per train mile	5s. 11·62d.	6s. 0·39d.
Working expenses per train mile	3s. 8·07d.	3s. 7·05d.
Net profit per train mile (after paying working expenses)...	2s. 3·55d.	2s. 5·34d.
The net revenue paid on the total capital cost	3·19 per cent.	3·37 per cent.
THE NET REVENUE PAID ON THE TOTAL LOAN MONEYS EXPENDED	3·45 „	3·64 „
Number of passenger journeys	57,465,077	54,704,062
Goods tonnage	3,186,904 tons	3,155,697 tons
Live stock tonnage	246,723 „	226,163 „
Train mileage	11,284,944	11,066,016
Pensions and gratuities—amount paid during the year (not included in working expenses)	£93,744	£90,443

CONDITION OF LINES AND STOCK.

The way, works, and rolling-stock have been maintained in good working order. To meet the exigencies of the State finances, for many years past, the Estimates of the Department have, at the request of successive Governments, been reduced to the lowest point compatible with safe working and traffic requirements. The time has now arrived when it is absolutely necessary to provide for deferred renewals and replacements of way and rolling-stock. In this connexion, and in view of the attention which has been directed to these imperative requirements and to the depreciation and valuation of the railway property, I have considered it desirable to publish certain reports and returns dealing with these very important matters (Appendices Nos. 26, 27, 28).

NEW LINES.

The total mileage has increased during the year from $3,237\frac{3}{4}$ to $3,302\frac{1}{2}$ by the opening of the following lines for traffic:—

Prince's-Bridge to Victoria Park (Collingwood) ...	2½ miles
Lilydale to Warburton	24¼ „
Colac to Beech Forest (narrow-gauge) ...	29¾ „
Heidelberg to Eltham	8¼ „
Total	64¾ miles

NON-PAYING LINES.

I have republished the return (Appendix No. 29) showing the revenue, expenditure, and approximate loss on 52 lines for three years ending 30th June, 1900. The average loss is £294,697 per annum.

The following lines remain closed:—

Line.	Miles.	Capital Cost.
Dunkeld to Peshurst (dismantled) ...	16¼	£50,000
Oakleigh to Ashburton ...	3¼	} 160,000
Fairfield Park to Deepdene ...	4½	
Darling to Waverley	1	7,000
	25	£217,000

The expenditure to date on general surveys of lines which have not been completed amounts to £312,986.

The interest paid on the whole of the foregoing unproductive capital is debited to the Railway Department and included in the accompanying accounts.

BOARD OF ADVICE.

The Board of Advice constituted by the Railways Act No. 1439 has met frequently, and minutes of the transactions have been submitted to the Minister in accordance with the statutory provision.

APPEAL BOARD.

The Appeal Board constituted under the Railways Act No. 1439, consisting of the Secretary, Chief Accountant, Chief Mechanical Engineer, Chief Engineer for Existing Lines, and Chief Traffic Manager, with Mr. J. B. Johnston, of the Newport Workshops (the representative chosen by the employes), has heard 39 charges and 11 appeals during the year.

The following are comparative tables of working for the two last sexennial periods :—

Year.	Miles Open.	Total Revenue Earned.	Additional Amounts credited for services rendered for which no payment is received. (Amount not included in ratio of Working Expenses to Revenue.)	Total Working Expenses and Net Interest Charges.	Deficit.	Percentage of Working Expenses to Revenue.	Amounts included in Total Revenue for carriage of Victorian Coal, Grain, &c., at reduced rates.	Pensions and Gratuities not included in Working Expenses.	Percentage Deductions from Salaries and Wages.
		£	£	£	£	%	£	£	£
1890-1 ...	2,763	3,298,567	...	3,591,599	293,032	68.87	...	39,084	...
1891-2 ...	2,903	3,095,122	...	3,475,120	379,998	67.46	...	50,048	...
1892-3 ...	2,975	2,925,948	...	3,209,587	283,639	61.17	...	67,629	16,611
1893-4 ...	3,020	2,726,159	...	3,018,415	292,256	57.13	11,939	93,620	62,074
1894-5 ...	3,120	2,581,591	...	2,882,036	300,445	56.68	14,000	84,509	64,891
1895-6 ...	3,122½	2,401,392	...	2,895,341	493,949	60.66	...	94,695	55,790
Total ...	...	17,028,779	...	19,072,098	2,043,319	Average. 62.40	25,939	429,585	199,366
1896-7 ...	3,129	2,615,935	20,000	2,931,859	295,924	56.74	9,880	83,958	39,820
1897-8 ...	3,113	2,608,896	20,000	3,003,342	374,446	60.03	11,667	83,720	20,328
1898-9 ...	3,143	2,873,729	20,000	3,188,531	294,802	59.73	12,980	81,284	13,117
1899-1900	3,218	3,025,162	20,000	3,237,749	192,587	59.74	53,330	95,239	...
1900-1 ...	3,237½	3,337,797	31,000	3,449,605	80,808	59.46	79,428	90,443	...
1901-2 ...	3,302½	3,367,843	34,000	3,565,069	163,226	61.53	84,363	93,744	...
Total ...	...	17,829,362	145,000	19,376,155	1,401,793	Average. 59.63	251,648	528,388	73,285
Increase...	...	800,583	145,000	304,057	...	...	225,709	98,803	...
Decrease	...	...	...	...	641,526	2.77	...	...	126,081

NOTE.—The reduction in rates for carriage of grain, &c., came into operation on the 1st December, 1899. Amounts included—1899-1900, £39,002; 1900-1, £67,998; 1901-2, £75,000.

In the Appendix will be found the Reports of the Engineer-in-Chief and other Chief Officers, together with detailed statements of Capital and Revenue Accounts, and other statistical information.

I have the honour to be, Sir,

Your obedient servant,

W. FITZPATRICK,

Acting Commissioner.

APPENDIX.

VICTORIAN RAILWAYS.

APPENDIX TO THE REPORT OF THE VICTORIAN RAILWAYS COMMISSIONER.

YEAR ENDING 30th JUNE, 1901.

- No. 1. Report of the Engineer-in-Chief.
2. „ Chief Engineer for Existing Lines.
3. „ Chief Mechanical Engineer.
4. General balance-sheet.
5. Summary of working.
6. Expenditure and revenue statement.
7. Details of working expenditure.
8. Comparative Statements of Traffic.
9. Railway Accident Fund.
10. Railways Stores Suspense Account.
11. Cost of each line, and average per mile, &c.
12. Statement of railway debt.
13. Statement of special funds to be recouped from Working Expenses.
14. General comparative statement.
15. Comparative statement of capital expenditure.
16. Statement showing dates of opening, &c.
17. Return of rolling-stock.
18. Return of accidents.
19. Return of Staff.
20. Number of employes at 30th June.
21. Number of employes entitled to compensation, &c., on retirement, &c.
22. Appointments and reinstatements.
23. Removals of employes.
24. Return of applications for employment, examinations, &c.
25. Statement showing traffic at each station.
26. Reports on special maintenance requirements.
27. Reports on depreciation of rolling-stock and estimated requirements.
28. Reports on proposed valuation of Victorian Railways, &c.
29. Return showing approximate loss on certain lines.

VICTORIAN RAILWAYS.

No. 1.

TO THE BOARD OF LAND AND WORKS (RAILWAYS CONSTRUCTION BRANCH).

Melbourne, 10th September, 1902.

GENTLEMEN,

I have the honour to submit report for financial year ending 30th June, 1902. The railways under construction during the year were as follow :—

Railway.	Length in Miles.	Gauge.	No. of Authorizing Act.	Work commenced.
From Melbourne to Collingwood	2 $\frac{1}{2}$...	5ft. 3in. ...	1590 ...	8th November, 1899.
From Lilydale to Warburton ...	24 $\frac{1}{4}$...	5ft. 3in. ...	1589 ...	28th November, 1899.
From Colac to Beech Forest ...	29 $\frac{3}{4}$...	2ft. 6in. ...	1594 ...	14th June, 1900.
From Heidelberg to Eltham ...	8 $\frac{1}{4}$...	5ft. 3in. ...	1299 ...	24th September, 1900.
From Woomelang through Mildura to Yelta ...	127 $\frac{1}{2}$...	5ft. 3in. ...	1679 ...	10th September, 1901.

On the 23rd December, 1901, the *Colac and Beech Forest Railway Amendment Act* 1901 was passed, raising the limit of construction expenditure, excluding rolling-stock, from £60,000 to £67,000 for that line, to provide for an increase in the standard wage for labourers from 6s. to 7s. per day. The *Railway Loan Application Act* 1901 also authorized an additional £5,000 expenditure on the construction of the Ferntree Gully to Gembrook Railway, to provide for residences for employes, water supply, and increased cost of rolling-stock; and a further £3,000 on the construction of the Wangaratta to Whitfield Railway, to provide for increased cost of line and rolling-stock.

The railways opened for traffic during the year were :—

Railway.	Length in Miles.	Gauge.	Date of Opening for Traffic.
From Melbourne to Collingwood	... 2 $\frac{1}{2}$...	5ft. 3in. ...	21st October, 1901.
From Lilydale to Warburton ...	... 24 $\frac{1}{4}$...	5ft. 3in. ...	13th November, 1901.
From Colac to Beech Forest ...	... 29 $\frac{3}{4}$...	2ft. 6in. ...	1st March, 1902.
From Heidelberg to Eltham ...	... 8 $\frac{1}{4}$...	5ft. 3in. ...	5th June, 1902.

The lines which, at the close of the financial year, were authorized but not commenced were as follow :—

Railway.	Length. in Miles.	Gauge.	No.	Authorizing Act.	Date.
Frankston Cemetery ...	3 $\frac{1}{4}$...	5ft. 3in. ...	821 ...	12th December, 1884.	
From Newtown to Pitfield ...	11 $\frac{3}{4}$...	5ft. 3in. ...	1664 ...	26th September, 1900.	
From Moe to Walhalla ...	26 $\frac{1}{4}$...	2ft. 6in. ...	1691 ...	17th October, 1900.	
Spring Vale Cemetery ...	1 $\frac{3}{4}$...	5ft. 3in. ...	1763 ...	23rd December, 1901.	

The following lines were under survey during the year :—

PERMANENT SURVEYS.

Woomelang to Mildura and Yelta (part of)	... ..	15 miles
Spring Vale Cemetery Branch Line (including extension)	... ..	3 $\frac{1}{4}$ "

TRIAL SURVEYS.

Warburton East to Reefton	... ..	13 $\frac{1}{2}$ miles
Bethanga Road to Towong (part of)	... ..	24 "
Yelta to Wentworth (including deviations)	... ..	6 "

FLYING SURVEYS.

Reefton to Matlock	... ..	40 miles
Orbost to New South Wales Border, <i>via</i> Bonang, including deviations (part of)	... ..	35 "
Orbost to New South Wales Border, near Bondi, <i>via</i> Cann River, including deviations (part of)	... ..	35 "
Bethanga Road to Towong (part of)	... ..	23 "
Bairnsdale to Omeo (including deviations)	... ..	90 "

I have the honour to be, Gentlemen,

Your obedient servant,

F. RENNICK,

Engineer-in-Chief.

VICTORIAN RAILWAYS.

No. 2.

Office of Chief Engineer for Existing Lines,
Melbourne, 4th September, 1902.

SIR,

I have the honour to report that during the year ending 30th June, 1902, the Way and Works of the Victorian Railways on the lines open for traffic were efficiently maintained.

The lines closed for traffic throughout the year were:—

Ashburton to Oakleigh	...	...	3½ miles.	Closed on 9.12.95.
Darling to Waverley	...	...	1 mile.	Closed on 9.12.95.
Fairfield Park to Deepdene	...	...	4½ miles.	Closed on 12.4.93.
Total	...	...	8½ miles.	

The new lines opened for traffic during the year were:—

Prince's Bridge to Victoria Park	...	...	2½ miles, on 21.10.01.
Lilydale to Warburton	...	...	24¼ " " 13.11.01.
Colac to Beech Forest, narrow gauge (2ft. 6in.)	...	...	29¾ " " 1.3.02.
Heidelberg to Eltham	...	...	8¼ " " 5.6.02.
Total	...	...	64¾ miles.

The duplication of the line from Victoria Park to Clifton Hill, ¾ mile, was completed and opened for traffic on 21.10.01.

The following table gives the cost of maintenance and renewals of Way and Works for the past year, as compared with the year 1900-1901:—

Year.	Average Miles of Main Line.				Approximate Mileage of Sidings.	Total Cost of Maintenance and Renewals for Year.	Cost per Mile of Main Line (Sidings included).	Cost per Train Mile.
	Quadruple Line or over.	Double Line.	Single Line.	Total.				
1900-1901	5½	288½	2,934½	3,228½	440	£ 518,488 0 0	£ 161 0 0	d. 11·25
1901-1902	5½	290½	2,969	3,265½	445	501,938 0 0	154 0 0	10·68

The year's working, as compared with the previous year, shows a reduction in expenditure of £16,550 and a decreased cost of £7 per mile of line and 57d. per train mile.

PARTICULARS OF MAINTENANCE AND RENEWALS FOR 21½ YEARS.

Year ending—				Mileage maintained.		Cost of Maintenance.		Renewals.	
				Total Average Main Line.	Of Sidings (Approximate only).	Per Mile.	Per Train Mile.	Rails in Miles of Way.	Number of Sleepers.
31st December, 1881	...	...	...	1,215	200	£ 181	d. 11·38	50½	30,105
" " 1882	...	...	...	1,300	220	188	11·58	46½	65,327
" " 1883	...	...	...	1,432	240	263	15·84	141½	71,548
Half-year ending 30th June, 1884	...	...	...	1,598	270	105	11·10	34½	48,171
Year " " 1885	...	...	...	1,655	285	170	9·86	42½	19,763
" " " 1886	...	...	...	1,691	290	163	9·12	20½	29,847
" " " 1887	...	...	...	1,791	305	170	9·13	26	41,782
" " " 1888	...	...	...	1,947	335	179	9·23	28	44,594
" " " 1889	...	...	...	2,142	375	190	9·16	25½	65,550
" " " 1890	...	...	...	2,329	410	186	8·83	33	70,593
" " " 1891	...	...	...	2,650	470	162	8·39	12	73,668
" " " 1892	...	...	...	2,829	500	146	8·38	5	68,899
" " " 1893	...	...	...	2,933	500	112	7·30	6½	75,774
" " " 1894	...	...	...	2,982	500	108	7·59	35½	82,278
" " " 1895	...	...	...	3,083	500	107	8·31	56½	131,695
" " " 1896	...	...	...	3,121	500	117	9·77	75	191,454
" " " 1897	...	...	...	3,126	436	122	9·92	(a) 71	199,094
" " " 1898	...	...	...	3,123½	436	131	10·62	(b) 63½	239,332
" " " 1899	...	...	...	3,122	436	154	11·88	(c) 93½	330,900
" " " 1900	...	...	...	3,186	440	156	11·84	(d) 132½	370,932
" " " 1901	...	...	...	3,228½	440	161	11·25	67	250,115
" " " 1902	...	...	...	3,265½	445	154	10·68	(e) 39½	198,887

- (a) In addition to 48½ miles } of partly worn 60-lb. steel rails replaced by 75-lb. and 80-lb. steel rails on Dimboola to
 (b) " " " 9 " } Serviceton Line.
 (c) " " " 4½ " }
 (d) In addition to 173 miles of partly worn 66-lb. steel rails replaced by 80-lb. steel rails on the main country lines.
 (e) In addition to 8½ miles of partly worn 60 and 66 lb. steel rails replaced by 80-lb. steel rails on the main country lines.

Renewals of rails and sleepers were considerably less than in the previous year, owing to the special orders of the Government that all expenditure must be curtailed as much as possible. For several years past I have pointed out in my reports that the cost of renewals must be heavy, because in many of the older lines the sleepers and the iron rails originally laid were nearing the limit of their life; the above table shows that large renewals have been effected each year since June, 1893, the total for the nine years amounting to 878 miles of rails and 1,994,687 sleepers, but the exigencies of the financial position, as frequently and strongly impressed on the department by successive Governments, have required that I should reduce my estimates, and keep down the expenditure each year to the lowest point compatible with the safe working of the lines. The consequence is that, although taken as a whole the lines are in excellent condition, there are now accumulated what may be termed arrears of renewals, which must be overtaken at a cost of about £136,000, and which, together with certain improvements in the permanent way which are necessary on account of the increased number, size, and weight of the trains on some of the important lines, demand an increase of about £260,000 in the maintenance expenditure of the next two years.

All renewals of main lines are being carried out with steel rails—for heavy-traffic suburban lines, 100 lb. to the yard, standard length 31 ft. 9 in., and for outlying suburban lines, and country lines with fast and heavy traffic, 80 lb. to the yard, standard length 31 ft. 9 in. The sleepers are of the best description of timber available, viz., redgum, red ironbark, and grey box, and the spacing of sleepers, when relaying with heavier rails, is now 2 ft. 9 in., instead of 3 feet as originally laid. This, together with the heavier rails in longer lengths, causes smoother running, and consequently increased comfort in travelling.

The 60-lb. and 66-lb. steel rails released are not nearly worn out, and are being used to replace worn out iron rails on light lines, as well as for the construction of new light lines in outlying districts.

With regard to ballast, the policy of increasing the quantity and improving the quality is being continued as fast as is practicable with the funds provided.

Considerable renewal of timber bridges, &c., have been effected in a substantial manner during the year; and, owing to the increasing age of the lines, such necessary renewals are becoming larger each year. It is possible that additional expenditure may soon be necessary in strengthening iron girder bridges; a special examination of such bridges is now being made.

The construction of cattle-pits at public road level crossings and removal of gatehouses from cattle-pit crossings where they interfered with the view of trains have been continued, the houses being re-erected at stations and other suitable places as residences for employés.

The erection of picket fencing on the suburban lines has been extended, thereby improving the appearance of the lines and largely preventing trespass.

Interlocking has been extended as follows:—

New signal-boxes, with interlocking apparatus totalling 166 levers, have been brought into use at ten places. "Staff" or "Annett's" lock gear (53 sets) has been provided at 31 intermediate non-staff stations. There are now 6,382 interlocking levers in use at 471 places, and since 1st July, 1901, the proportion of interlocked places has increased from 56 per cent. to 59 per cent. Sykes' lock and block system, in use on Flinders-street viaduct and on the section Prahran-Windsor-Balaclava, continues to work satisfactorily. During the past year the system was extended, and is now in use between Prince's Bridge and West Richmond. A further extension will shortly be brought into use between West Richmond and Clifton Hill.

The works of the new station at Flinders-street, Melbourne, have been carried on steadily throughout the year, but progress has been somewhat retarded by the Government having limited the rate of expenditure.

The following list shows the works costing over £100 each which were completed or in progress during the past year.

I have the honour to be, Sir,

Your obedient servant,

C. E. NORMAN,
Chief Engineer for Existing Lines.

The Acting Commissioner.

LIST OF WORKS COSTING OVER £100 EACH WHICH WERE COMPLETED OR IN PROGRESS DURING THE
YEAR ENDING 30TH JUNE, 1902.

Locality.	Work.	Completed or in Progress.
Ararat	Overhead-road bridge at Lowe-street	Completed
"	Picket fencing	"
Arcadia	Employé's residence	"
Aspendale Park	Extension of passenger platform and additional siding	"
Ballarat	Alteration of bridge at Armstrong-street	"
Bealiba (near)	Siding for Mr. Maffescioni	"
Benalla	Additional siding	"
Beveridge	Combined signal-box and booking-office	"
Boort	Widening crossing, removal and re-erection of gate-house, &c.	"
Buckrabanyule	Employé's residence	"
Carrum	Goods shed, platform, and additional siding	"
Castlemaine	Alteration to station buildings	"
Caulfield	Renewal of platform facing and lines of way	"
Charlton	Enlarging reservoir	"
Chewton	Goods shed	"
Clifton Hill	Signal-boxes at Heidelberg-road and Ramsden-street	"
Colac	Station improvements	In progress
Collingwood	Signal-box	Completed
Collingwood Town Hall	Station buildings	"
Collingwood line	Signalling and interlocking	"
Cowwarr	Removal and re-erection of employé's residence	"
Croydon	Removal and re-erection of employé's residence	"
Dandenong	Water supply improvements	"
Digger's Rest	Combined signal-box and booking-office	In progress
Dooen	Employé's residence	Completed
Drysdale	Hay platform and alteration of lines of way	"
East Richmond	Retaining wall at Mary-street	"
Essendon	Water supply improvements	"
Fairfield Park	Interlocking	"
Flemington Bridge	Extension of passenger platform	"
Footscray	Interlocking junction	"
"	Picket fencing	"
Geelong	Widening pier and additional line of way	"
Glenrowan	Employé's residence	"
Hallam's Road	Bridge in lieu of culvert	"
Hawthorn	Platform verandah	"
Horsham	Siding for Mr. Noske	"
Jolimont	Station buildings	"
Kaneira	Improving reservoir	"
Kerrisdale	Replacing bridge by a culvert	"
Kiata	Employé's residence	"
Lara	Hay-loading platform, siding, &c.	"
Learmonth	Siding for Reid Bros.	"
Lilydale	Interlocking Warburton line junction	"
Longwood	Employé's residence	"
Macaulay-road	Extension of passenger platform	"
Macorna	Employé's residence	"
Melbourne (Flinders-street)	New station—re-arrangement of lines, platforms, &c.	In progress
Melbourne (Spencer-street)	Addition to approach roads	Completed
"	Duplication of line to Victoria Dock	"
"	Gravitation goods yard	In progress
"	Water supply to No. 3 goods shed	Completed
Merino	Employé's residence	"
Metropolitan area	Sewerage works to stations and other buildings	In progress
Millbrook	Re-grading line	Completed
Moreland	Footbridge	"
Neerim South	Turntable	In progress
Newport	Siding for Messrs. DeBeer & Co.	Completed
"	Siding to Freezing Works	"
Newport Workshops	Boiler shop extension	"
"	Roof over weighbridge	"
North Melbourne	Drainage Laurens-street	"
North Richmond	Station buildings	"
Outtrim	Bridge over line	"
"	Station improvements	"
Portland	New station buildings, bridge, and additional lines of way	In progress
"	Sheet piling at new pier	Completed
Port Melbourne	Improving loco. yard	"

LIST OF WORKS—*continued.*

Locality.	Work.	Completed or in Progress.
Port Melbourne line ...	Picket fencing	Completed
Preston (Bell-street) ...	Extension of passenger platform	"
Rainbow ...	Employé's residence	"
Serviceton ...	Drainage improvements	In progress
Seymour ...	Drainage improvements	Completed
" ...	Extension of engine shed	"
South Geelong ...	Regrading line	"
Stratford ...	Extension of permanent bridge over Avon River ...	"
Sunbury ...	Water supply improvements	"
Sydenham ...	Interlocking	In progress
Tarwin ...	Water supply improvements	Completed
Thornbury ...	Extension of passenger platform	"
Traralgon ...	Additions to station buildings	"
" ...	Engine shed	"
Trawalla ...	Filling in bridges	"
Victoria Park ...	Station buildings and signal-box	"
Victoria Park to Clifton Hill	Duplication of line	"
Wandong ...	Combined signal-box and booking-office	"
Warburton line ...	Staff locks	"
Warcocourt ...	Station improvements	"
Warrnambool ...	Additional goods siding	"
Werribee ...	Additions to water supply	"
" ...	Improving siding accommodation and approach road	"
West Richmond ...	Station buildings	"
Williamstown ...	Alterations and additions to lines of way	"
" ...	Erection of sheds for grain	"
" ...	Traversers and alterations of lines of way on Rail- way Pier	"
" ...	Water supply improvements	In progress
" ...	Weighbridges at piers	Completed
Wunghnu ...	Alterations to lines of way	"
Yarra Glen ...	Employé's residence	"
Yarrawille ...	New girders, &c., Stony Creek bridge	In progress
Yarrowonga ...	Additional siding	Completed
Yea ...	Water tank and crane	"

VICTORIAN RAILWAYS.

No. 3.

Locomotive Waggon and Carriage Branch,
Chief Mechanical Engineer's Office,
Melbourne, 2nd September, 1902.

SIR,

I beg to submit the following report on the working of the Locomotive Carriage and Waggon Branch for the twelve (12) months ended 30th June, 1902. The rolling-stock in running and plant have been kept in good working order, but, for reasons given below, at an increased cost per train mile as compared with the previous year. The following is a comparative table showing some of the principal items for the past nine (9) years :—

	Year 1893-4.	Year 1894-5.	Year 1895-6.	Year 1896-7.	Year 1897-8.	Year 1898-9.	Year 1899-1900.	Year 1900-1.	Year 1901-2
Average miles open ...	2,981½	3,082½	3,121	3,126	3,123½	3,122	3,186	3,228½	3,265½
Train miles run ...	10,145,307	9,567,453	8,980,391	9,228,687	9,239,657	9,714,298	10,107,549	11,066,016*	11,284,944*
Engine miles run ...	12,825,090	12,292,733	11,557,218	11,880,997	11,920,974	12,657,886	13,316,137	13,383,130*	13,774,370*
Gross revenue ...	£2,726,159	£2,581,591	£2,401,392	£2,615,935	£2,608,896	£2,873,729	£3,025,162	£3,337,797	£3,367,843
Total locomotive working expenses ...	£632,359§	£567,569§	£547,841§	£553,493||	£571,106†||	£633,422†||	£679,978†||	£793,345†¶	£850,025†¶
Stores Branch expenses, not charged before £5,439†¶									
Working expenses per train mile ...	14·96d.	14·24d.	14·63d.	14·39d.	14·83d.	15·65d.	16·15d.	17·21d.	18·19d.
Working expenses per engine mile ...	11·83d.	11·08d.	11·38d.	11·18d.	11·50d.	12·01d.	12·26d.	14·23d.	14·91d.
Number of men and boys employed at 30th June—									
Permanent ...	2,929	2,707	2,644	2,654	2,718	2,674	2,847	2,806	3,067
Casual ...	88	80	77	172	334	398	500	692	335
Cost of coal per train mile ...	3·45d.	3·22d.	3·05d.	2·94d.	2·90d.	3·23d.	3·56d.	4·74d.	5·42d.
Cost of coal and wood per train mile ...	3·58d.	3·36d.	3·15d.	2·99d.	2·96d.	3·29d.	3·61d.	4·80d.	5·49d.
Average rate per ton for coal ...	13/-	11/9	10/11	10/7	10/4	10/11	11/9	15/4	16/7
Consumption per train mile in lbs. ...	49·5	51·6	52·2	51·8	52·1	55·2	56·6	57·7	61·1
Total cost of fuel for locomotive running... †	£151,439	£133,511	£117,969	£115,093	£113,730	£133,179	£152,121	£221,248	£258,010
Total cost of fuel for all purposes ...	£154,200	£137,471	£120,463	£117,990	£117,572	£137,904	£158,920	£231,188	£269,525
Cost of oil, tallow, and waste for all purposes per train mile ...	·52d.	·36d.	·29d.	·24d.	·25d.	·25d.	·24d.	·25d.	·29d.
Total cost ...	£22,002	£14,524	£11,000	£9,175	£9,595	£9,946	£10,231	£11,738	£13,543
Cost of oil, tallow, and waste for running engines, per train mile ...	·40d.	·28d.	·21d.	·17d.	·17d.	·17d.	·16d.	·18d.	·21d.
Total cost ...	£17,040	£11,315	£7,941	£6,443	£6,537	£6,807	£6,605	£8,033	£9,904

* If computed on same basis as prior to year 1901 the train mileage would be 11,323,511 miles, and the engine mileage 14,711,712.

† The cost of making truck covers, hitherto charged to locomotive working expenses, is not included here, being now charged to Traffic Branch.

‡ £8,000 is included in this amount to pay off instalments of Treasury Bonds advanced for replacement of waggon stock.

§ During these three years the staff were on short time, and percentage deductions were in full force.

|| Percentage deductions also apply to these years.

¶ £10,000 is included in this amount to pay off instalments of Treasury Bonds advanced for replacement of car and waggon stock.

The year's working shows an increased total expenditure over last year of £62,119, and an increase of ·98d. per train mile. The principal items which contributed to this are—an increase in the train mileage of 218,928 miles; increased cost of coal due to higher rates paid, £22,000; coal generally inferior; imposition of Federal duties on oils and other materials; heavier repairs; £5,439, proportion of Stores Branch expenses, not hitherto charged, has also been debited to my working expenses for the first time. As with last year, the season has been a very dry one, over thirteen million gallons of water being conveyed to the mallee districts.

The consumption of coal per train mile as shown in table above is still on the increase, and is due to the increasingly heavier trains, inferior class of coal used, the fuller use of the Westinghouse brake, and other causes.

Repairs.—The following are the principal repairs that have been executed during the year :—229 engines, 189 carriages and vans, and 683 waggons have received heavy repairs, and 33 cars and vans and 47 waggons have had light repairs effected at the Newport shops; a total of 616 carriages and vans were painted, varnished, and renovated. 128 engines have also received general overhauls and a large number light repairs at the various country and other depôts, and a large amount of work has been executed in connexion with the frequent periodical examinations of boilers, axles, tyres &c.

All light repairs to car and waggon stock are attended to at the North Melbourne and Jolimont shops, 1,714 cars and vans and 14,627 waggons being so dealt with during the year.

7,281 covers have received heavy repairs, and 3,096 new covers have been supplied.

As in previous years, a quantity of work has been executed for the other branches of the service and the Defence Department.

Boilers.—The renewals for the year have been exceptionally heavy, 31 new locomotive boilers being made at Newport and fitted to engines, many of the later classes of engines, viz., “A,” “D,” “E,” new “R,” and “Y” classes, which commenced running in 1889, being included in these. As there are 177 of these engines in running, the boilers of which will require early renewal, apart altogether from other older engines, it will be recognised that expenditure under this heading will continue to be heavy for some time to come.

In addition to new boilers made and fitted to engines, 3 pumping boilers were made, 46 boilers were fitted with new bottoms or otherwise heavily repaired, 60 received light repairs, and 130 were retubed and otherwise overhauled, whilst 71 locomotive boilers and 33 pumping boilers were tested.

Most of new boilers are being made with largely increased capacity, and carrying higher pressure wherever practicable.

Cylinders.—Renewals to cylinders have again been heavy, 20 pairs of cylinders having been manufactured at Newport, and 32 pairs fitted to engines.

Tyres and Axles.—During the year 319 tyres were fitted to engines, 191 to tenders, and 34 to cars and waggons. The forging of axles from steel blooms has been vigorously pushed on with, the number manufactured being 106 engine, 35 tender, and 697 car and waggon; of this number 96 have been fitted to engines, and 368 to cars and waggons.

New Car Stock.—Fourteen “ABC” composite corridor lavatory cars and eighteen “ABAB” composite cars, and one 45-ft. van and horsebox combined have been added to the stock, the cars all being built under the co-operative labour system at Newport, one-third of the cost of the cars and the whole cost of the van being charged to working expenses under the recoup system. Six “AA” bogie and ten “ABC” bogie corridor cars are also in course of construction.

Pintsch Gas.—The fitting of cars has been continued, 204 being fitted during the year, making a total of 658 to 30th June, 1902.

New Waggon Stock.—Two hundred and eighty-six steel medium 10-ton waggons, 11 steel sheep waggons, 5 casualty trucks (“H” class), and 13 steel water waggons, to hold 2,000 gallons, were constructed at Newport during the year, one-sixth of the cost being charged to working expenses under the recoup system.

A sample steel waggon, to carry 15 tons of wheat in bags or loose, or coal, and a pattern ballast hopper waggon, designed to carry either ballast, rails, sleepers, or other material, have also been completed.

The undermentioned vehicles are in course of construction at Newport:—6 hearse trucks, 85 15-ton steel medium waggons, 89 steel sheep waggons, 5 steel coal waggons to carry 45 tons each, 1 steel waggon for carrying boilers or heavy and bulky articles, and 4 oil tank waggons for the “Shell” Transport and Trading Company.

Westinghouse Brake.—During the year 346 waggons in running were fitted with the Westinghouse brake, and 8 waggons with brake pipes. The total stock now fitted with brake being 7,209, and with pipe only, 2,170 vehicles.

Engine Stock.—As referred to in my report of last year, ten (10) express “AA” engines, which had then been delivered, are continuing to do good work, and tenders have since been called for ten (10) more of this class. Seventeen of the old and new “A” class engines have been fitted with high pressure boilers, thus enabling them to haul much heavier trains. The coupled mileage, which had risen in 1900 to 146,727 miles, was in 1901 reduced to 114,298 and last year to 46,329 miles.

The pattern six-wheeled coupled engine for mixed and passenger work referred to in my last report has not yet been turned out, owing to our inability to procure the steel wheel centres only recently to hand.

Nine of the “M” class have been provided with increased bunker and water space, radial wheels, new boilers, and new cylinders (being practically rebuilt), and placed in running, and are doing good work in suburban traffic. They have been charged to working expenses.

Narrow-gauge Stock.—During the year 1 locomotive, 2 ft. 6 in. gauge, was built at Newport for use on the Beech Forest line.

Compound Consolidation Engines.—Eight (8) of these have been delivered by the Phoenix Foundry, and the remainder (seven) are expected by December next. These engines have realized my full expectations, being economical in fuel, and pulling the full loads expected of them; when the men are thoroughly accustomed to them, and they are kept at depôts where full loads can be obtained, I have no doubt very considerable reductions in goods mileage will result. Already very substantial reductions have been made wherever they are in use.

New Engine Stock.—The past year has again shown the pressing necessity for further increasing the stock of the more suitable and powerful engines; this has been brought under notice over and over again, and I can only emphasize the extreme difficulty there has been in meeting the demands of the traffic during the busy seasons, which I have only been able to accomplish by running engines throughout the whole 24 hours, without proper cleaning, or allowing sufficient time to properly cool before washing the boilers out. These conditions, coupled with the necessity of so many drivers operating one engine, all tend to largely increase the cost of repairs, and consumption of stores. The replacement of the engines which have been stored for many years, and others practically out of running, which have been the subject of many reports, should be proceeded with without further delay.

New Shop Machinery.—The following machines and other equipment have been added to the Newport shop during the year:—

1 Additional furnace in forge shop.	1 Wall drilling machine.
1 New annealing furnace.	1 Wheel lathe.
1 Spring-testing machine.	1 Duplex cylinder boring and facing machine.
1 large Punching and shearing machine.	1 Horizontal milling machine.
1 Horizontal punching press.	1 Axle cutting-off and centering lathe.

I have the honour to be, Sir,

Your obedient servant,

T. H. WOODROFFE,

Chief Mechanical Engineer.

The Acting Commissioner.

No
VICTORIAN

Dr.

GENERAL BALANCE-SHEET

	£	s.	d.	£	s.	d.	£	s.	d.
To Net proceeds of current Loans allocated to Railways (for details see Return No. 12)	...			37,809,317	11	11			
„ Railway Loan Liquidation and Construction Account, Act No. 360 ...	2,200,000	0	0						
„ Railway Loan Liquidation and Construction Account, Act No. 1182 ...	25,000	0	0						
„ Land Fund, Acts Nos. 812 and 1106 ...	578,740	6	1	2,803,740	6	1	40,613,057	18	0
„ Interest Construction Account (charged to capital cost of certain lines under the provisions of clause 2, Act No. 1288)				...			21,619	0	0
							40,634,676	18	0
„ Net Railway Revenue (after paying Working Expenses and Pensions and Gratuities) to 30th June, 1902 ...				29,110,525	0	7			
„ Amount received from Consolidated Revenue towards Interest Charges, Loan Redemptions, and Sundry Works of Construction				10,836,140	4	0	39,946,665	4	7
„ Railway Stores Suspense Account (Special Advance)				...			180,000	0	0
„ Sundry Creditors (including Unadjusted Departmental Salaries and Wages for June)				...			168,594	2	8
							80,929,936	5	3

Audited and found correct—

HAROLD KENT,
Railways Auditor.

Accountant's Branch,
5th September, 1902

4.

RAILWAYS.

AT 30TH JUNE, 1902.

Cr.

	£	s.	d.	£	s.	d.	£	s.	d.
By Expenditure on Construction of Railways—									
„ Cost of Lines (for details see Return No. 11)				31,765,338	15	9			
„ Works Melbourne to Essendon Junction	1,563,017	19	8						
„ Railway Offices, Spencer-street	160,288	3	11						
„ Sheds and Workshops, Williamstown	154,054	10	9						
„ „ „ Newport	358,203	0	8						
„ General Construction Account (Capital Charges common to all lines)	353,897	1	10						
„ General Surveys (Expenditure on projected Railways, &c.)	312,985	11	9	2,902,446	8	7			
„ Rolling-stock	5,772,482	3	8						
„ „ „ Narrow-gauge	28,601	19	1	5,801,084	2	9			
„ Special Loan Funds Account (to be recouped), see Return No. 13	...			...			40,468,869	7	1
							144,914	4	9
							40,613,783	11	10
„ Interest paid on Loan Moneys to 30th June, 1901	36,998,629	6	3						
„ Expenses on Interest Payments to 30th June, 1901	490,502	9	2	37,489,131	15	5			
„ Interest and Expenses on Interest Payments for Year ending 30th June, 1902 (Approximate)				1,495,646	0	0	38,984,777	15	5
„ Treasury Advances for Payment of Salaries and Wages (Unadjusted)							170,000	0	0
„ Stores Depreciation Account (Act 1439, section 20, clause 3) Less Permanent-way Material Suspense Account				109,615	13	8			
				61,328	16	9	48,286	16	11
„ Stores and Material on hand				683,185	2	0			
„ Materials in Transit				1,121	9	10	684,306	11	10
„ Railway Stores Suspense Account (for details see Return No. 10)				75,292	14	2			
„ Amount in hands of Agent-General, London				11,998	10	1	87,291	4	3
„ Agent-General, London (Unexpended Balance under Act 1234, Item 5)							200	17	11
„ Railway Accident Fund (for details see Return No. 9)							83,112	16	0
„ Sundry Debtors							7,315	10	8
„ Balances of Loan Moneys (Including Advances, £180,000)							250,861	0	5
							80,929,936	5	3

J. HAMILTON REID,
Chief Accountant.

VICTORIAN RAILWAYS.

No. 5.

Dr.

SUMMARY OF WORKING FOR THE YEAR ENDING 30TH JUNE, 1902.

Cr.

	£	s.	d.	£	s.	d.	By Railway Earnings ...	£	s.	d.	£	s.	d.
To Total Working Expenditure * ...	...			2,072,374	12	0	...	3,283,480	0	9			
„ Interest on Railway Loans : Treasury debit (Approximate) £1,478,258							„ Amounts received from Treasury under Act 1439, section 14, for the carriage of grain, &c., at reduced rates ...						
„ Expenses on Interest Payments: Treasury debit (Approximate) 17,388							... £75,000 0 0						
				1,495,646	0	0	And for the carriage of Victorian coal at reduced rates ...						
							... 9,363 8 5						
Less Interest at 2 per cent., calculated on the Weekly Unexpended Balances of Loan Moneys ...				2,951	0	0	Total Revenue ...	84,363	8	5	3,367,843	9	2
Net Interest and Charges ...							By Estimated value of services rendered to departments of the State and Commonwealth, for which no payment is received ...					34,000	0 0
				1,492,695	0	0	„ Balance (deficit) ...					163,226	2 10
				£3,565,069	12	0						£3,565,069	12 0

* Amount paid for Pensions and Gratuities, £93,744 1s. 4d., not included.

NOTE.—Re Special Loan Funds (Return No. 13)—

Expenditure during the year ...	£43,119	10	5
Recoups ...	21,500	0	0
Balance not included in Working Expenditure ...	£21,619	10	5

Audited and found correct—

HAROLD KENT, Railways Auditor.

5th September, 1902.

J. HAMILTON REID, Chief Accountant.

VICTORIAN RAILWAYS.

No. 6.

STATEMENT OF WORKING EXPENDITURE AND REVENUE FOR THE YEAR ENDED 30TH JUNE, 1902, COMPARED WITH THE PREVIOUS FINANCIAL YEAR.

EXPENDITURE.	See Abstract.	Year ended 30th June—		REVENUE.		Year ended 30th June—	
		1902.	1901.			1902.	1901.
		£ s. d.	£			£ s. d.	£
To Maintenance of Way, Works, and Buildings	A	501,937 12 3	518,488	By Passengers—		423,898 5 4	422,794
Locomotive Power	B	710,104 16 9	646,192	First Class		730,215 7 3	739,313
Carriages and Waggons—Repairs and Renewals	C	145,359 2 9	147,153	Second Class		162,405 7 11	148,311
Traffic Expenses	D	640,442 11 3	609,000	First Class Season		58,291 8 10	57,893
Compensation (Personal, Goods, and other Property)	E	31,145 4 10	7,945	Second Class Season		3,935 13 6	
General Charges	F	43,385 4 2	56,018	“ Weekly Workmen			
		2,072,374 12 0	1,984,796	Parcels, Horses, Carriages, &c.		£ 1,378,746 2 10	1,368,311
				Mails		136,474 10 7	128,798
						64,997 10 6	63,785
				Total Coaching	£	1,580,218 3 11	1,560,894
				Live Stock		166,708 11 11	156,826
				Merchandise and Minerals		1,552,753 4 10	1,555,068
				Total Goods	£	1,719,461 16 9	1,711,894
Balance, Net Revenue (after paying Working Expenses) ...		1,295,468 17 2	1,353,001	Rents	£	50,513 14 7	49,393
Grand Total ...		£ 3,367,843 9 2	3,337,797	Miscellaneous	£	17,649 13 11	15,616
				Grand Total ...	£	3,367,843 9 2	3,337,797

This Statement does not include any sum for services rendered to State Departments for which no payment is received.

Audited and found correct—

HAROLD KENT,
Railways Auditor.
5th September, 1902.

J. HAMILTON REID,
Chief Accountant.

No. 7.

VICTORIAN RAILWAYS.

ABSTRACT OF WORKING EXPENDITURE FOR THE YEAR ENDED 30TH JUNE, 1902.

[illegible]

Audited and found correct—

HAROLD KENT,
Railways Auditor.

5th September, 1902.

NOTE.—Pensions
Gratuities

Not charged to Working Expenditure

Year 1901-1902.

£	s.	d.
76,086	13	5
17,657	7	11

Year 1900-1901.

£	s.	d.
74,458	14	8
15,984	0	10

J. HAMILTON REID,
Chief Accountant

VICTORIAN RAILWAYS.

No. 8.

COMPARATIVE STATEMENT showing the ANALYSIS OF REVENUE for Years ending 30th June, 1902, and 30th June, 1901.

	Year ending 30th June, 1902.			Year ending 30th June, 1901.		
	Number.	Revenue.	Revenue per Mile.	Number.	Revenue.	Revenue per Mile.
		£	£		£	£
Passengers, 1st Class ...	12,843,995	423,898	129·8	12,567,291	422,794	130·9
do. 2nd do. ...	22,372,805	730,215	223·6	21,577,809	739,313	228·9
Season Tickets, 1st Class	167,223	162,406	49·7	151,490	148,311	45·9
do. 2nd do. ...	152,136	58,291	17·9	146,700	57,893	17·9
Weekly Workmen's, 2nd do.	43,475	3,936	1·2	...	...	...
Horses, Carriages, & Dogs	...	13,324	4·1	...	12,964	4·0
Parcels, Excess Luggage and Cloak-room ...	...	123,150	37·7	...	115,834	35·8
Mails ...	...	64,998	19·9	...	63,785	19·7
Total Coaching ...	...	1,580,218	483·9	...	1,560,894	483·1
Goods and Minerals, Tons	3,186,904	1,552,753	475·6	3,155,697	1,555,068	481·6
Live Stock ...	246,723	166,709	51·0	226,163	156,826	48·5
Total Goods ...	...	1,719,462	526·6	...	1,711,894	530·1
Rents ...	...	50,514	15·5	...	49,392	15·2
Miscellaneous ...	...	17,649	5·4	...	15,616	4·8
Total Revenue ...	...	3,367,843	1031·4	...	3,337,796	1033·2

COMPARATIVE STATEMENT showing the ANALYSIS OF PASSENGER TRAFFIC for Years ending 30th June, 1902 and 1901.

	Year ending 30th June, 1902.		Year ending 30th June, 1901.	
	Number.	Revenue.	Number.	Revenue.
		£		£
Country Passengers, 1st Class ...	703,350	235,387	689,304	232,317
do. do. 2nd do. ...	3,425,117	533,516	3,344,568	544,319
do. Season Tickets, 1st Class	1,926	59,786	1,496	51,815
do. do. 2nd do. ...	2,678	9,386	2,249	8,355
Suburban Passengers, 1st do. ...	11,861,211	176,744	11,586,168	177,308
do. do. 2nd do. ...	18,544,649	185,837	17,820,643	183,420
do. Season Tickets, 1st do. ...	165,297	102,620	149,994	96,496
do. do. 2nd do. ...	149,458	48,905	144,451	49,538
do. Weekly Workmen's, 2nd class	43,475	3,936	...	...
Race and Special Picnic Traffic, within 20 miles of Melbourne } Passengers, 1st Class	279,434	11,768	291,819	13,169
do. do. do. } do. 2nd do.	403,039	10,861	412,598	11,574
Total ...	...	1,378,746	...	1,368,311

SUMMARY of Passengers on All Lines of Railway during Years ending 30th June, 1902 and 1901.

	1902.	1901.
Number of Ordinary Passengers ...	35,216,800	34,145,100
Weekly Workmen's and Season Ticket-holders' Journeys ...	22,248,277	20,558,962
Total ...	57,465,077	54,704,062

SUMMARY of Suburban Passengers (exclusive of Race and Special Picnic Traffic) within 20 miles of Melbourne for Years ending 30th June, 1902 and 1901.

	1902.	1901.
Number of Ordinary Passengers ...	30,405,860	29,406,811
Weekly Workmen's and Season Ticket-holders' Journeys ...	21,304,416	20,009,183
Total ...	51,710,276	49,415,994

VICTORIAN RAILWAYS.

No. 9.

DR.	RAILWAY ACCIDENT FUND (Act 55 Vict. No. 1250).						CR.		
		£	s.	d.			£	s.	d.
To Balance from 1900-1901	...	88,683	5	8	By compensation claims paid out of above Fund, as provided				
„ Amount paid into the Railway Accident Fund, in accordance with Sec. 46, clause 2, of Act No. 1250, being 10s. per £100 received for fares for the conveyance of passengers, and charges for live-stock, goods, and parcels, from 1st July, 1901, to 30th June, 1902	...	16,498	8	1	by Sec. 46, clause 4 (included in the working expenditure for the year)	...	22,068	17	9
					„ Balance...	...	83,112	16	0
		£105,181	13	9			£105,181	13	9

No. 10.

DR.	RAILWAY STORES SUSPENSE ACCOUNT (Act 1439, Section 20).										CR.
	£	s.	d.	£	s.	d.		£	s.	d.	
To Balance from 1900-1901	144,184	9	2				By Local Purchases	580,950	2	5	
„ „ in hands of Agent-General in London	39,760	13	0				„ Purchases through Agent-General in London ...	167,520	10	5	
				183,945	2	2					
„ Additional Advance from Treasury				30,000	0	0	„ Returns into Stock (Revenue)	140,268	4	1	
„ Issues (Revenue)	581,813	3	7				„ „ „ (Capital)	13,730	12	4	
„ „ (Capital)	170,569	10	6								
„ „ (Sales)	23,432	17	3				„ Balance in hands of Agent-General in London ...	11,998	10	1	
				775,815	11	4	„ „ in Treasury	75,292	14	2	
				£989,760	13	6					
</											

NOTE.—The amount advanced to date by Treasury for the purposes of this Account is £180,000.

VICTORIAN RAILWAYS.

No. 11.

STATEMENT showing the Cost of EACH LINE, TOTAL LENGTH, ETC., with Average Cost per Mile, at 30th June, 1902.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.			
	Double.	Single.	Total.	Highest.	Lowest.		Total.		Average per Mile.	
	Miles.	Miles.	Miles.	Feet.	Feet.		£	s. d.	£	
Melbourne to Bendigo (exclusive of works, Melbourne to Essendon Junction)	100 $\frac{1}{2}$	...	100 $\frac{1}{2}$	1,902	18	1 in 50	4,815,694	3 11	47,798	
Bendigo to Echuca (including Bridge over River Murray at Echuca and Bendigo Cattle-yards Branch)	...	56	56	758	314	1 " 52	692,582	5 6	12,368	
Lancefield Junction to Lancefield	...	14 $\frac{1}{2}$	14 $\frac{1}{2}$	1,675	1,072	1 " 40	64,996	8 1	4,482	
Lancefield to Kilmore	...	18 $\frac{1}{2}$	18 $\frac{1}{2}$	1,734	1,160	1 " 40	117,421	3 11	6,347	
Kilmore Junction to Bendigo (Cattle Siding)	...	68	68	1,450	526	1 " 50	393,675	15 11	5,789	
Carlsruhe to Daylesford	...	22 $\frac{1}{2}$	22 $\frac{1}{2}$	2,469	1,791	1 " 50	175,991	11 1	7,736	
Daylesford Junction to North Creswick	...	23 $\frac{1}{2}$	23 $\frac{1}{2}$	2,292	1,429	1 " 40	181,380	7 9	7,718	
Kyneton (Redesdale Junction) to Redesdale	...	16	16	1,636	973	1 " 50	89,623	16 8	5,601	
Castlemaine to Dunolly	...	47 $\frac{1}{2}$	47 $\frac{1}{2}$	948	579	1 " 40	391,315	17 0	8,238	
Dunolly to St. Arnaud (including cost, but not the mileage, of Carapooee Ballast Pits Tramway)	...	33	33	943	611	1 " 50	168,067	17 8	5,093	
St. Arnaud to Donald	...	23 $\frac{1}{2}$	23 $\frac{1}{2}$	868	374	1 " 50	100,026	3 7	4,212	
Donald to Birchip	...	32 $\frac{1}{2}$	32 $\frac{1}{2}$	394	330	1 " 100	75,557	7 6	2,343	
Birchip to Cronomby (Woomelang)	...	26 $\frac{1}{2}$	26 $\frac{1}{2}$	351	260	1 " 75	37,559	15 8	1,417	
Woomelang to Mildura, &c.	...	...	...	...	...	...	43,248	19 7	In progress.	
Dunolly to Inglewood	...	24 $\frac{1}{2}$	24 $\frac{1}{2}$	794	457	1 " 50	95,677	12 9	3,866	
Castlemaine (Maldon Junction) to Maldon	...	10 $\frac{1}{2}$	10 $\frac{1}{2}$	1,177	890	1 " 40	61,812	10 10	6,031	
Maldon (Laanecoorie Junction) to Shelbourne	...	9 $\frac{1}{2}$	9 $\frac{1}{2}$	1,126	649	1 " 50	68,346	4 7	7,010	
Maryborough to Ballarat	...	42 $\frac{1}{2}$	42 $\frac{1}{2}$	1,525	732	1 " 40	280,599	3 7	6,602	
Waubra Junction to Ballarat Race-course	...	2	2	1,508	1,466	1 " 50	7,426	0 4	3,713	
Pisgah Junction to Waubra	...	13 $\frac{1}{2}$	13 $\frac{1}{2}$	1,533	1,341	1 " 60	71,875	6 1	5,227	
Maryborough to Avoca	...	15	15	885	721	1 " 40	62,360	11 8	4,157	
Avoca to Ararat	...	39 $\frac{1}{2}$	39 $\frac{1}{2}$	1,215	763	1 " 50	173,809	18 8	4,400	
Bendigo to Inglewood	...	30	30	779	443	1 " 70	185,060	3 9	6,169	
Inglewood to Charlton	...	42 $\frac{1}{2}$	42 $\frac{1}{2}$	639	422	1 " 50	181,083	10 11	4,236	
Charlton to Wycheproof	...	16 $\frac{1}{2}$	16 $\frac{1}{2}$	521	356	1 " 50	87,390	15 9	5,296	
Wycheproof to Sea Lake	...	47 $\frac{1}{2}$	47 $\frac{1}{2}$	357	172	1 " 94	71,054	12 2	1,488	
Wedderburn Junction to Wedderburn	...	4 $\frac{1}{2}$	4 $\frac{1}{2}$	660	554	1 " 50	18,594	0 0	3,914	
Korong Vale to Boort	...	18	18	459	296	1 " 50	75,757	7 6	4,209	
Boort to Quambatook	...	22	22	419	287	1 " 75	42,756	9 5	1,943	
Quambatook to Ultima	...	30 $\frac{1}{2}$	30 $\frac{1}{2}$	371	256	1 " 100	45,154	11 1	1,493	
Eaglehawk to Kerang	...	73 $\frac{1}{2}$	73 $\frac{1}{2}$	742	255	1 " 70	301,587	3 11	4,089	
Kerang to Swan Hill	...	35	35	286	225	1 " 100	161,979	6 2	4,628	
Footscray to Williamstown (and Piers)	...	6	6	66	8	1 " 100	515,632	14 4	8,939	
Newport to Braybrook Junction	...	4 $\frac{1}{2}$	4 $\frac{1}{2}$	110	48	1 " 92	27,046	2 9	5,694	
Newport to Geelong (including Williamstown Race- course and Geelong Pier Branches)	...	2 $\frac{1}{2}$	38	40 $\frac{1}{2}$	113	11	1 " 81	1,188,570	12 3	29,167
Geelong to Colac (including Geelong Race-course Branch)	...	52 $\frac{1}{2}$	52 $\frac{1}{2}$	469	10	1 " 50	365,714	19 10	6,966	
Colac to Camperdown	...	28	28	569	405	1 " 50	134,282	18 9	4,796	
Camperdown to Warrnambool	...	42 $\frac{1}{2}$	42 $\frac{1}{2}$	550	13	1 " 50	357,307	9 2	8,407	
Warrnambool to Koroit	...	9 $\frac{1}{2}$	9 $\frac{1}{2}$	245	19	1 " 50	82,817	5 5	8,718	
Koroit to Port Fairy Pier	...	11 $\frac{1}{2}$	11 $\frac{1}{2}$	208	11	1 " 60	93,984	5 7	8,354	
Geelong (Queenscliff Junction) to Queenscliff	...	20 $\frac{1}{2}$	20 $\frac{1}{2}$	264	10	1 " 50	112,556	2 10	5,424	
Mount Moriac to Wensleydale	...	11 $\frac{1}{2}$	11 $\frac{1}{2}$	752	361	1 " 50	39,360	6 6	3,498	
Birregurra to Forrest	...	19 $\frac{1}{2}$	19 $\frac{1}{2}$	579	363	1 " 40	147,253	10 11	7,456	
Irrewarra to Beeac	...	8 $\frac{1}{2}$	8 $\frac{1}{2}$	432	390	1 " 66	47,227	5 5	5,397	
Colac to Beech Forest	...	29 $\frac{1}{2}$	29 $\frac{1}{2}$	1,748	225	1 " 30	67,668	16 1	2,275	
Camperdown (Curdie's River Junction) to Timboon	...	22 $\frac{1}{2}$	22 $\frac{1}{2}$	673	52	1 " 40	112,281	7 3	5,046	
Terang to Mortlake	...	13	13	447	414	1 " 60	55,546	6 7	4,273	
North Geelong to Ballarat	...	50	34 $\frac{1}{2}$	53 $\frac{1}{2}$	1,725	1 " 52	1,898,782	9 2	35,491	
Ballarat to Ararat	...	3	54	57	1,517	960	413,071	0 10	7,247	
Ararat to Stawell	...	18 $\frac{1}{2}$	18 $\frac{1}{2}$	1,086	761	1 " 100	179,456	11 9	9,571	
Stawell to Horsham (including cost and mileage of line from Stawell Station to junction of Gramplains Quarries Tramway, viz., 1 mile 7 chains)	...	54	54	761	423	1 " 100	341,302	8 7	6,320	
Horsham to Dimboola	...	21 $\frac{1}{2}$	21 $\frac{1}{2}$	477	361	1 " 50	103,493	0 5	4,870	
Dimboola to Serviceton (including cost, but not the mileage, of 1 $\frac{1}{2}$ miles constructed beyond Serviceton; also portion of cost, but not the mileage, of the Warranook Ballast Pits Tramway)	...	62	62	631	315	1 " 50	397,175	6 2	6,406	
Braybrook Junction to Parwan	...	21 $\frac{1}{2}$	21 $\frac{1}{2}$	466	119	1 " 50	267,133	11 4	12,282	
Parwan to Gordons	...	27 $\frac{1}{2}$	27 $\frac{1}{2}$	1,877	341	1 " 48	349,424	2 10	12,706	
Gordons to Warrenheip	...	13	13	1,940	1,707	1 " 50	127,068	14 2	9,775	
Bungaree Junction to Racecourse Reserve	...	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1,884	1,848	1 " 50	3,313	7 11	2,209	
Lal Lal Race-course Branch	...	2	2	1,539	1,532	1 " 112	11,489	15 0	5,745	
Ballarat East to Buninyong	...	7 $\frac{1}{2}$	7 $\frac{1}{2}$	1,626	1,436	1 " 40	66,327	7 3	8,844	
Ballarat Cattle-yards Branch	...	3	3	1,523	1,446	1 " 60	12,862	7 2	4,287	
Ballarat (Scarsdale Junction) to Scarsdale	...	13 $\frac{1}{2}$	13 $\frac{1}{2}$	1,516	1,157	1 " 50	59,801	17 3	4,513	
Scarsdale to Linton	...	8	8	1,189	1,022	1 " 40	77,279	3 2	9,660	
Ararat to Hamilton	...	66 $\frac{1}{2}$	66 $\frac{1}{2}$	1,028	572	1 " 50	322,246	19 1	4,846	
Hamilton to Portland Pier	...	54	54	606	11	1 " 40	289,265	11 8	5,357	
Dunkeld to Koroit	...	49 $\frac{1}{2}$	49 $\frac{1}{2}$	834	207	1 " 60	169,742	19 6	3,447	
Hamilton to Penshurst	...	19	19	727	590	1 " 60	77,304	4 6	4,069	
Hamilton (Coleraine Junction) to Coleraine	...	23	23	668	301	1 " 40	110,187	16 2	4,791	
Braixholme to Casterton	...	32	32	572	149	1 " 40	177,279	6 0	5,540	
Lubeck to Rupanyup (including portion of cost, but not the mileage, of the Warranook Ballast Pits Tramway)	...	9 $\frac{1}{2}$	9 $\frac{1}{2}$	487	455	1 " 147	44,996	13 8	4,737	
Carried forward	163	1,736 $\frac{1}{2}$	1,899 $\frac{1}{2}$	...	...	...	18,185,722	0 3	...	

* Mount Moriac to Wensleydale Line (11 $\frac{1}{2}$ miles) closed for traffic from 1st May, 1899, to 12th May, 1900; line re-opened on latter date and special trains now run when required. —† Double line between Moorabool and Gheringhap converted into single —‡ Including 10 $\frac{1}{2}$ miles between Dunkeld and Penshurst dismantled.

No. 11.—STATEMENT showing the Cost of each Line, &c.—continued.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.		
	Double.	Single.	Total.	Highest.	Lowest.		Total.		Average per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.		£	s. d.	£
Brought forward ...	163	1,736½	1,899½	...	...	...	18,185,722	0 3	...
Murtoa to Warracknabeal (including portion of cost, but not the mileage, of the Warranook Ballast Pits Tramway) ...	...	31½	31½	464	360	1 in 66	144,466	14 11	4,623
Warracknabeal to Beulah ...	...	22	22	359	288	1 in 80	52,578	5 3	2,390
Beulah to Hopetoun ...	...	16	16	290	258	1 in 100	32,568	1 11	2,035
Horsham to Noradjuha ...	...	20½	20½	488	395	1 in 50	80,057	15 11	3,953
Natimuk (East Natimuk) to Goroce ...	...	28½	28½	624	394	1 in 50	63,254	13 6	2,239
Dimboola to Jeparit ...	...	23	23	387	268	1 in 75	39,327	0 8	1,710
Jeparit to Albacutya (Rainbow) ...	...	18½	18½	388	263	1 in 75	30,264	7 8	1,636
Essendon Junction to Essendon (including Race-course Line) ...	5	...	5	148	14	1 in 67	161,055	15 10	32,211
Essendon to Wodonga (including cost, but not the mileage, of Mangalore Ballast Pits Tramway) ...	61	121	182	1,147	105	1 in 50	2,215,482	10 10	12,173
Wodonga to River Murray ...	...	2½	2½	538	312	1 in 75	35,617	9 5	15,830
North Melbourne to Coburg ...	5	...	5	202	13	1 in 50	208,555	1 4	41,711
Coburg to Somerton ...	...	7½	7½	530	202	1 in 50	72,630	1 8	9,684
Royal Park (Junction) to Clifton Hill ...	½	2	2½	136	103	1 in 50	154,581	16 7	56,212
Fitzroy Branch ...	...	1	1	119	85	1 in 79	77,024	13 6	77,025
Fitzroy (Whittlesea Junction) to Whittlesea ...	1½	20½	22	639	119	1 in 50	248,814	4 0	11,310
Tallaroek to Yea ...	...	23½	23½	698	488	1 in 40	152,302	7 6	6,413
Yea to Mansfield and Alexandra-road ...	...	55½	55½	1,304	557	1 in 40	335,789	15 10	6,023
Mangalore to Shepparton ...	...	45	45	499	372	1 in 100	261,186	15 11	5,804
Shepparton to Numurkah ...	...	20½	20½	376	348	1 in 206	81,662	17 5	3,984
Numurkah to Cobram ...	...	21½	21½	376	355	1 in 165	82,784	3 4	3,850
Murchison East to Rushworth ...	...	13½	13½	476	391	1 in 80	69,529	3 9	5,247
Toolamba to Tatura ...	...	7	7	385	371	1 in 108	28,486	10 7	4,070
Tatura to Echuca ...	...	34½	34½	377	320	1 in 122	156,512	5 9	4,504
Shepparton to Dookie ...	...	15	15	500	372	1 in 100	54,075	16 1	3,605
Dookie to Katamatite ...	...	17	17	490	383	1 in 69	5,350	12 1	Improvements only
Numurkah to Nathalia ...	...	14	14	356	335	1 in 330	51,869	16 11	3,705
Nathalia to Picola ...	...	6½	6½	335	325	1 in 264	13,370	12 1	1,981
Benalla to St. James ...	...	20½	20½	583	450	1 in 75	78,516	19 2	3,830
St. James to Yarrawonga ...	...	19½	19½	514	414	1 in 50	96,216	11 2	4,872
Wangaratta to Whitfield ...	...	30½	30½	811	481	1 in 80	38,535	5 9	1,274
Wangaratta (Beechworth Junction) to Beechworth ...	...	23	23	1,831	502	1 in 30	164,262	5 6	7,142
Beechworth to Yackandandah ...	...	12½	12½	1,912	981	1 in 30	96,713	8 0	7,585
Everton to Myrtleford ...	...	16½	16½	989	581	1 in 40	76,954	19 9	4,664
Myrtleford to Bright ...	...	18½	18½	1,004	688	1 in 50	111,736	6 6	6,040
Springhurst to Wahgunyah ...	...	14	14	623	454	1 in 50	71,635	17 8	5,117
Wodonga to Tallangatta ...	...	25½	25½	726	530	1 in 40	187,765	17 9	7,363
Spencer and Flinders streets connexion by viaduct ...	...	...	...	33	17	1 in 40	140,502	12 3	187,337
Hobson's Bay Lines (Flinders-street to Port Melbourne, St. Kilda, Brighton, Hawthorn, and including works, Prince's-bridge to Chapel-street) ...	16½	...	16½	53	9	1 in 66	2,133,451	15 0	129,300
Prince's bridge to Collingwood ...	2½	...	2½	85	23	1 in 62	194,687	14 4	77,875
Collingwood to Heidelberg ...	...	4½	4½	196	68	1 in 50	203,876	2 10	38,834
Heidelberg to Eltham ...	...	8½	8½	303	110	1 in 40	54,525	19 0	6,609
Brighton Beach to Sandringham ...	2	...	2	58	20	1 in 97	71,937	6 4	35,968
South Yarra to Oakleigh ...	6½	...	6½	184	22	1 in 50	291,503	17 2	43,186
Oakleigh to Sale (including line to Sale wharf, 70 chains; also portion of cost of branch line to the Great Morwell Coy.'s mine, but not the mileage of same, viz., 3 miles 45 chains) ...	10	109	119	513	8	1 in 50	1,083,152	11 5	9,102
Sale to Stratford (Junction) ...	...	9½	9½	64	33	1 in 66	42,739	1 3	4,620
Oakleigh to Fairfield Park ...	...	12½*	12½*	249	72	1 in 50	298,842	5 3	24,395
Caulfield to Frankston ...	10½	9½	20	166	10	1 in 50	191,149	15 0	9,557
Frankston to Stony Point ...	...	18½	18½	327	10	1 in 50	103,245	5 11	5,581
Mornington Junction to Mornington ...	...	7½	7½	194	60	1 in 50	63,428	6 4	8,184
Frankston Cemetery Line ...	...	...	...	...	...	...	330	16 11	Surveys, &c.
Dandenong (Great Southern Junction) to Port Albert ...	...	117½	117½	746	10	1 in 40	924,688	12 11	7,886
Korumburra to Coal Creek ...	...	...	...	735	630	1 in 30	5,570	19 3	7428
Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line) ...	...	2½	2½	765	573	1 in 30	11,542	2 10	5,130
Korumburra (Jumbunna Junction) to Jumbunna ...	...	3½	3½	796	619	1 in 30	17,688	9 9	4,717
Jumbunna to Outtrim ...	...	2½	2½	649	539	1 in 40	26,549	1 10	11,800
Warragul to Neerim South ...	...	13½	13½	681	349	1 in 40	123,310	11 7	9,134
Moe (Junction) to Thorpdale ...	...	10½	10½	798	219	1 in 40	116,324	4 9	10,821
Morwell to North Mirboo ...	...	20	20	784	184	1 in 40	152,519	1 4	7,626
Traralgon to Heyfield ...	...	23½	23½	262	93	1 in 50	122,220	15 0	5,257
Heyfield to Bairnsdale (including extension to Bairnsdale wharf, 1 mile) ...	...	50½	50½	296	9	1 in 50	276,375	3 6	5,446
Maffra to Briagolong ...	...	12½	12½	238	109	1 in 50	60,696	3 0	4,955
Burnley to Waverley-road ...	...	5½†	5½†	111	33	1 in 60	171,437	6 2	29,815
Hawthorn to Lilydale ...	11½	8½	20½	484	41	1 in 40	371,110	3 11	18,326
Lilydale to Healesville ...	...	15½	15½	351	230	1 in 40	211,815	16 7	13,890
Hawthorn (Kew Junction) to Kew ...	...	1½	1½	119	41	1 in 40	74,892	4 11	59,914
Ringwood to Upper Ferntree Gully ...	...	7½	7½	436	314	1 in 40	59,122	19 10	7,883
Ferntree Gully to Gembrook ...	...	18	18	1,057	412	1 in 30	55,332	3 9	3,074
Lilydale to Warburton ...	...	24½	24½	738	289	1 in 37½	93,510	4 1	3,856
Total ...	297½	3,021½	3,318½	...	...	...	31,765,338	15 9	...

* Oakleigh to Ashburton closed for traffic, 3½ miles. Fairfield Park to Deep Dene closed for traffic, 4½ miles—† Including 1 mile between Darling and Waverley closed for traffic.

Gauge of lines—3,240½ miles 5ft. 3in.; 78 miles 2ft. 6in.

VICTORIAN RAILWAYS.

No. 12.

STATEMENT OF THE RAILWAY DEBT ON 30TH JUNE, 1902, AND
THE ANNUAL INTEREST PAYABLE THEREON, ETC.

Act.	Rate of Interest per cent.	Principal (Stock at par) allocated to Railways.	Interest.	Loans are redeemable as under.
		£ s. d.	£ s. d.	
42 Vict. No. 608 ...	4½	4,156,573 12 2	187,045 16 3	In London—1st January, 1904
45 Vict. No. 717 ...	4	2,769,006 2 4	110,760 4 10	In London—1st July, 1907
46 Vict. No. 739 ...	4	2,000,000 0 0	80,000 0 0	In London—1st April, 1908
47 Vict. No. 760 ...	4	3,758,788 0 3	150,351 10 5	In London—1st October, 1913
48 Vict. No. 805 ...	4	3,251,172 4 3	130,046 17 9	In London—1st October, 1919
49 Vict. No. 845 ...	4	4,500,000 0 0	180,000 0 0	In London—1st October, 1920
56 Vict. No. 1287...	4	2,107,000 0 0	84,280 0 0	In London—After 1st January, 1911, upon one year's notice, and upon Parliament by Act providing funds for repayment; if not sooner re- deemed, on 1st January, 1926 (altered to this date by Act No. 1305)
56 Vict. No. 1296...	4	464,672 1 0	18,586 17 8	In Melbourne—After 1st April, 1913, upon one year's notice, and upon Parliament by Act providing for repayment; if not sooner redeemed, on 1st April, 1923
62 Vict. No. 1574...	4	350,000 0 0	14,000 0 0	Under provisions of section 5, Act 1564, out of Consolidated Revenue
52 Vict. No. 989 ...	3½	2,673,913 0 11	93,586 19 2	In London—1st October, 1923
53 Vict. No. 1032...	3½	3,150,000 0 0	110,250 0 0	In London—1st October, 1923 (altered to this date by Act No. 1057)
54 Vict. No. 1196...	3½	2,226,086 19 1	77,913 0 10	In London—After 1st January, 1921, upon one year's notice, and upon Parliament providing for repayment; if not sooner redeemed, on 1st January, 1926
55 Vict. No. 1217...	3½	1,666,666 13 4	58,333 6 8	In London—After 1st January, 1921, upon one year's notice, and upon Parliament providing for repayment; if not sooner redeemed, on 1st January, 1926
62 Vict. Nos. 1562 and 1574	3½	350,000 0 0	12,250 0 0	Under provisions of Act No. 1561
60 Vict. No. 1451...	3½	45,000 0 0	1,462 10 0	Payable out of Consolidated Revenue in amounts of £25,000 each year, commencing 1st January, 1899
60 Vict. No. 1468...	3	1,125,437 16 4	33,763 2 8	In Melbourne—All or any of the Stock after expiration of 20 years from 30th September, 1897, upon Par- liament providing funds for the purpose, and upon 12 months' pre- vious notice of intention to redeem such Stock having been given under the hand of the Treasurer by adver- tisement in the <i>Government Gazette</i> and also in two daily newspapers published in Melbourne
Carried forward		34,594,316 9 8	1,342,630 6 3	

No. 12.—STATEMENT of the Railway Debt on 30th June, 1902, and the Annual Interest payable thereon, &c.—*continued.*

Act.	Rate of Interest per cent.	Principal (Stock at par) allocated to Railways	Interest.	Loans are redeemable as under.
		£ s. d.	£ s. d.	
Brought forward ...		34,594,316 9 8	1,342,630 6 3	
62 Vict. No. 1560...	3	2,911,952 8 5	87,358 11 5	Victorian Consolidated Inscribed Stock. Redeemable at a fixed date or interminable
62 Vict. No. 1564...	3	87,943 19 8	2,638 6 5	Payable out of Consolidated Revenue in amounts of £25,000 each year, commencing 1st July, 1900
63 Vict. No. 1623...	3	159,172 9 9	4,775 3 3	Payable out of Consolidated Revenue in amounts of £10,000 each year, commencing 1st July, 1901. See Act 1564, section 5
64 Vict. No. 1659...	3	500,000 0 0	15,000 0 0	Payable out of Consolidated Revenue in amounts of £10,000 each year, commencing 1st July, 1901. See Act 1564, section 5
1 Edw. VII. No. 1753	3	196,140 0 0	5,884 4 0	Payable in Melbourne at the expiration of 30 years from 1st January, 1902, but may be redeemed at any time after the expiration of 21 years from such date, upon Parliament providing funds, and upon 12 months' previous notice of intention to redeem being given
Less Discount and Expenses on Sale of Debentures £1,118,159 2 2		38,449,524 18 6	1,458,286 11 4	Average rate of annual interest payable, 3·79 per cent.
Deduct Net Premiums on Debentures 477,951 15 7		640,207 6 7		
		37,809,317 11 11	...	Average rate of annual interest payable on amount of loan moneys allocated to railways, 3·86 per cent.

VICTORIAN RAILWAYS.

No. 13.

STATEMENT SHOWING POSITION OF SPECIAL FUNDS PROVIDED FROM LOANS FOR RAILWAY WORKS AND ROLLING-STOCK, TO BE RECOUPED FROM WORKING EXPENSES.

Act No.	Works Authorized	Total Amount Authorized.	Repayable to Loans as under.	Expenditure to 30.6.02.		Unexpended Balances.	Amount Repaid to 30.6.02 out of Votes for Working Expenses.		Net Expenditure.
				Year.	Amount.		Year	Amount.	
1451, Sec. 3, 21st September, 1896	Converting 1st class bogie cars into 2nd class corridor cars	£ s. d. 15,000 0 0	In ten yearly instalments of £7,500.		£ s. d.			£	£ s. d.
	Converting 2nd class bogie cars into composites ...	800 0 0		1896-7	44,407 14 8				
	Replacing old waggons with modern standard stock of greater capacity suitable for carriage of perishable produce and coal traffic	43,500 0 0		1897-8	11,023 9 6				
	Relaying line between Dimboola and South Australian Border	14,000 0 0		1898-9	9,218 15 10		1898-9	7,500	
	Allowance for contingencies on above works ...	1,700 0 0		1899-00	6,441 7 0		1899-00	7,500	
				1900-1	Nil		1900-1	7,500	
1566, Sec. 2, 19th October, 1898	Towards relaying with 80-lb. rails, to replace 66-lb. rails on the following lines:—Newport to Geelong and Ballarat, Braybrook Junction to Warrenheip, Caulfield to Warragul, North-Eastern—say 185 miles	101,534 0 0	In nine yearly instalments of £14,000, and one of £12,200	1901-2	1,584 4 6	2,324 8 6	1901-2	7,500	
	Towards providing 100 2nd class or composite bogie cars for long-distance branch lines	36,666 0 0			72,675 11 6			30,000	42,675 11 6
				1899-00	58,273 5 5		1900-1	14,000	
				1900-1	30,430 1 11		1901-2	14,000	
1766, Sec. 2, 23rd December, 1901	Item 47, Carriage Stock, £21,000, one half to be recouped	10,500 0 0	In ten yearly instalments	1901-2	23,543 7 3	25,953 5 5		28,000	84,246 14 7
	Item 48, Waggon Stock, £70,000, one-sixth to be recouped	11,666 13 4			112,246 14 7				
				1901-2	17,991 18 8	4,174 14 8		Nil	17,991 18 8
	Totals	£235,366 13 4	...		£202,914 4 9	£32,452 8 7		£58,000	£144,914 4 9

NOTE.—The interest, &c., on the capital raised is included in the Treasury Debit to the Railways for Interest and Expenses, which appears in the Summary of Working each year.

VICTORIAN RAILWAYS.

No. 14.

GENERAL COMPARATIVE STATEMENT for Thirty Years, from 1st July, 1871, to 30th June, 1902.*

Year.	Miles open at end of Year.	Average Miles open during the Year.	CONSTRUCTION.		ROLLING-STOCK.					Number of Passengers conveyed.	Tonnage of Goods and Live Stock conveyed.	GROSS REVENUE.				Total Train Miles Run.	Gross Receipts per Train Mile.
			Capital Cost, including Rolling-stock.	Average Cost per Mile open.	Passenger Engines.	Goods Engines.	Passenger Vehicles.	Goods and other Vehicles.	Vans and Sundries.			From Passenger, &c., Traffic.	From Goods and Live Stock Traffic.	Total.	Per Average Mile open.		
			£	£								£	£	£	£		s. d.
1871-2	313	267	10,034,772	32,060	51	41	144	1,449	115	1,508,671	489,126	236,671	400,961	637,632	2,388	1,173,434	10/10'41
1872-3	360	335	10,815,868	30,128	51	43	145	1,519	125	1,720,815	569,871	260,756	442,972	703,728	2,101	1,354,131	10/4'72
1873-4	441	414	11,557,484	26,207	52	54	160	1,641	131	2,039,030	681,710	304,073	546,969	851,042	2,056	1,667,124	10/2'52
1874-5	586	541	12,411,672	21,143	58	63	183	1,853	149	2,664,743	677,592	350,417	569,591	920,008	1,701	2,051,710	8/11'50
1875-6	620	608	13,239,405	21,354	58	63	205	1,980	149	2,905,487	797,617	388,228	606,539	994,767	1,636	2,280,092	8/8'71
1877	931	787	14,562,984	15,642	76	63	221	2,212	161	3,337,029	913,294	460,459	675,340	1,135,799	1,443	2,786,581	8/1'82
1878	1,035	967	15,343,240	14,824	80	68	231	2,602	161	3,810,294	914,044	515,351	701,324	1,216,675	1,258	3,095,590	7/10'33
1879	1,108	1,091	16,251,420	14,667	87	76	243	2,864	204	4,148,319	918,388	521,383	700,724	1,222,107	1,120	3,462,622	7/0'71
† 1880	1,199	1,194	18,041,295	15,047	119	78	371	3,185	226	15,990,330	1,241,225	674,890	818,027	1,492,917	1,250	4,380,802	6/9'79
† 1881	1,247	1,215	18,603,830	14,919	122	88	398	3,398	211	18,964,214	1,366,603	770,617	894,592	1,665,209	1,371	4,633,267	7/2'26
† 1882	1,355	1,300	19,746,915	14,573	126	102	456	3,720	231	21,868,581	1,568,251	835,710	945,368	1,781,078	1,370	5,069,389	7/0'32
† 1883	1,562	1,432	21,488,065	13,757	132	127	590	4,258	235	25,064,937	1,698,770	917,453	980,858	1,898,311	1,326	5,701,513	6/7'91
† 1884-5	1,676	1,655	22,914,449	13,672	144	161	701	4,511	286	31,241,043	1,887,379	1,072,708	1,109,224	2,181,932	1,318	6,849,818	6/4'45
† 1885-6	1,743	1,691	24,357,814	13,975	153	179	753	4,883	289	37,153,655	2,202,206	1,187,548	1,141,578	2,329,126	1,377	7,256,703	6/5'03
† 1886-7	1,880	1,791	26,171,609	13,921	152	194	808	5,297	336	41,856,404	2,325,532	1,259,496	1,193,582	2,453,078	1,370	7,991,378	6/1'67
† 1887-8	2,018	1,947	28,212,064	13,981	169	195	819	6,242	349	47,244,643	2,660,550	1,397,050	1,358,999	2,756,049	1,415	9,082,312	6/0'83
† 1888-9	2,197½	2,142	31,189,517	14,195	171	211	900	6,099	350	57,481,697	3,060,721	1,668,540	1,441,600	3,110,140	1,452	10,680,743	5/9'88
† 1889-90	2,469½	2,329½	34,370,031	13,917	197	233	961	7,099	395	58,951,796	3,086,888	1,681,183	1,450,683	3,131,866	1,344	11,773,152	5/3'84
† 1890-91	2,763	2,650½	36,341,626	13,153	210	245	1,085	8,035	437	57,996,039	3,262,427	1,706,803	1,591,764	3,298,567	1,245	12,249,747	5/4'63
† 1891-2	2,903	2,829½	37,085,309	12,775	213	249	1,114	8,179	463	55,148,122	2,720,886	1,644,315	1,450,807	3,095,122	1,094	11,807,677	5/2'91
† 1892-3	2,975	2,933	37,462,372	§ 12,665	248	251	1,107	8,530	469	46,520,784	2,558,378	1,508,867	1,417,081	2,925,948	998	10,775,134	5/5'17
† 1893-4	3,020	2,981½	37,748,563	§ 12,570	262	254	1,096	8,597	474	40,880,378	2,455,811	1,359,675	1,366,484	2,726,159	914	10,145,307	5/4'49
† 1894-5	3,120	3,082½	37,922,207	§ 12,221	262	255	1,087	8,591	468	40,210,733	2,435,857	1,259,609	1,321,982	2,581,591	837	9,567,453	5/4'76
† 1895-6	3,122½	3,121	38,108,151	§ 12,272	262	255	1,075	8,546	473	40,993,798	2,163,722	1,264,219	1,137,173	2,401,392	769	8,989,391	5/4'11
† 1896-7	3,129	3,126	38,329,402	§ 12,317	262	255	1,068	8,578	475	42,263,638	2,383,445	1,328,687	1,287,248	2,615,935	837	9,228,687	5/8'03
† 1897-8	|| 3,113	|| 3,123½	38,602,304	§ 12,404	261	256	1,061	8,677	494	43,090,749	2,408,665	1,325,062	1,283,834	2,608,896	835	9,239,657	5/7'77
† 1898-9	3,143	3,122	39,056,451	§ 12,430	263	254	1,092	8,994	499	45,805,043	2,779,748	1,372,000	1,501,729	2,873,729	920	9,714,298	5/11'00
† 1899-00	3,218	3,186	39,658,819	§ 12,327	266	253	1,129	9,065	501	49,332,899	2,998,303	1,469,910	1,555,252	3,025,162	950	10,107,549	5/11'83
† 1900-01	3,237½	3,228½	40,145,404	§ 12,402	273	255	1,147	9,201	528	54,704,062	3,381,860	1,625,903	1,711,894	3,337,797	1,034	11,066,016	6/0'39
† 1901-02	3,302½	3,265½	40,613,784	§ 12,298	273	263	1,179	9,478	541	57,465,077	3,433,627	1,648,381	1,719,462	3,367,843	1,031	11,284,944	5/11'62

Half-years ending 31st December, 1876, and 30th June, 1884, not included.—† The Hobson's Bay Suburban Lines included since 1880.—§ Seventeen miles, Dookie to Katamatite Tramway, not included; 16½ miles, Dunkeld to Peshurst is included.—Miles open at 30th June, 1898, reduced 16½ miles in consequence of the dismantling of section of line between Dunkeld and Peshurst. Average miles reduced for portion of year. NOTE.—The figures for Rolling Stock do not include Narrow Gauge Stock.

GENERAL COMPARATIVE STATEMENT for Thirty Years, from 1st July, 1871, to 30th June, 1902.*

Year.	MAINTENANCE.				-LOCOMOTIVE.			CARRIAGE AND WAGGON REPAIRS, ETC.			TRAFFIC.			COMPENSATION.		
	Amount.	Cost per Average Mile. open.	Cost per Train Mile run.	Per Cent. of Gross Receipts.	Amount.	Cost per Train Mile run.	Per Cent. of Gross Receipts.	Amount.	Cost per Train Mile run.	Per Cent. of Gross Receipts.	Amount.	Cost per Train Mile run.	Per Cent. of Gross Receipts.	Amount.	Cost per Train Mile run.	Per Cent. of Gross Receipts.
1871-2	£ 69,180	£ 259	s. d. 1/2 15	10·85	£ 85,739	s. d. 1/5 54	13·45	£ 17,615	s. d. 0/3 60	2·76	£ 95,718	s. d. 1/7 58	15·00	£ 1,062	s. d. 0/0 22	0·17
1872-3	72,083	215	1/0 77	10·25	97,822	1/5 34	13·90	21,250	0/3 77	3·02	112,455	1/7 93	15·98	3,353	0/0 59	0·48
1873-4	74,999	181	0/10 79	8·81	121,878	1/5 55	14·32	29,602	0/4 26	3·48	136,243	1/7 61	16·01	769	0/0 11	0·09
1874-5	130,436	241	1/3 26	14·18	148,999	1/5 43	16·19	33,565	0/3 93	3·65	154,357	1/6 06	16·78	1,184	0/0 14	0·13
1875-6	128,679	212	1/1 54	12·94	153,617	1/4 17	15·44	39,551	0/4 16	3·97	162,202	1/5 07	16·31	1,384	0/0 15	0·14
1877	166,581	212	1/2 35	14·66	181,078	1/3 60	15·94	38,702	0/3 33	3·41	183,736	1/3 82	16·18	7,687	0/0 66	0·67
1878	155,410	161	1/0 05	12·77	204,806	1/3 88	16·83	45,720	0/3 54	3·76	192,318	1/2 91	15·81	10,481	0/0 81	0·86
1879	153,514	141	0/10 64	12·56	211,479	1/2 66	17·31	48,572	0/3 37	3·97	202,418	1/2 03	16·56	5,310	0/0 37	0·44
†1880	199,042	167	0/10 90	13·33	258,491	1/2 16	17·32	54,372	0/2 98	3·64	275,790	1/3 11	18·47	3,086	0/0 17	0·21
†1881	219,599	181	0/11 38	13·19	256,990	1/1 31	15·43	55,421	0/2 87	3·32	291,920	1/3 12	17·54	64,995	0/3 37	3·90
†1882	244,626	188	0/11 58	13·73	284,713	1/1 48	15·99	70,478	0/3 34	3·95	342,680	1/4 22	19·24	131,728	0/6 23	7·40
†1883	376,187	263	1/3 84	19·82	334,091	1/2 06	17·60	77,575	0/3 27	4·09	383,145	1/4 13	20·18	53,539	0/2 25	2·82
†1884-5	281,475	170	0/9 86	12·90	402,175	1/2 09	18·43	90,452	0/3 17	4·15	442,722	1/3 51	20·29	14,271	0/0 50	0·65
†1885-6	275,699	163	0/9 12	11·84	415,525	1/1 75	17·84	83,894	0/2 77	3·60	469,025	1/3 51	20·13	14,489	0/0 48	0·62
†1886-7	304,149	170	0/9 13	12·40	443,555	1/1 32	18·08	96,482	0/2 90	3·94	524,635	1/3 76	21·38	9,749	0/0 29	0·40
†1887-8	349,342	179	0/9 23	12·68	496,982	1/1 13	18·03	113,604	0/3 00	4·12	580,611	1/3 34	21·07	142,562	0/3 77	5·17
†1888-9	407,525	190	0/9 16	13·10	625,540	1/2 06	20·11	117,010	0/2 63	3·76	694,346	1/3 60	22·33	22,121	0/0 50	0·71
†1889-90	433,267	186	0/8 83	13·83	696,041	1/2 19	22·23	128,743	0/2 62	4·11	763,756	1/3 57	24·39	26,718	0/0 54	0·85
†1890-91	428,327	162	0/8 39	12·99	820,178	1/4 07	24·86	128,140	0/2 51	3·88	821,004	1/4 09	24·89	22,128	0/0 43	0·67
†1891-2	412,336	146	0/8 38	13·32	701,058	1/2 25	22·65	121,345	0/2 46	3·92	787,352	1/4 00	25·44	10,167	0/0 21	0·33
†1892-3	327,959	112	0/7 30	11·21	607,702	1/1 54	20·77	127,581	0/2 84	4·36	668,717	1/2 89	22·85	6,433	0/0 14	0·22
†1893-4	320,981	108	0/7 59	11·77	528,309	1/0 50	19·38	104,050	0/2 46	3·82	562,226	1/1 30	20·62	4,316	0/0 10	0·16
†1894-5	331,198	107	0/8 31	12·83	478,439	1/0 00	18·53	89,129	0/2 24	3·45	511,131	1/0 90	19·92	6,806	0/0 17	0·26
†1895-6	365,848	117	0/9 77	15·23	450,489	1/0 03	18·76	97,353	0/2 60	4·05	486,433	1/0 99	20·26	7,321	0/0 19	0·31
†1896-7	381,293	122	0/9 92	14·57	451,548	0/11 74	17·26	101,946	0/2 65	3·90	497,030	1/0 93	19·00	4,689	0/0 12	0·18
†1897-8	408,837	131	0/10 62	15·67	459,992	0/11 95	17·63	111,113	0/2 89	4·26	526,958	1/1 69	20·20	7,892	0/0 20	0·30
†1898-9	480,792	154	0/11 88	16·73	502,763	1/0 42	17·49	130,659	0/3 23	4·55	546,754	1/1 51	19·03	3,611	0/0 09	0·13
†1899-00	498,459	156	0/11 84	16·48	537,340	1/0 76	17·76	142,639	0/3 39	4·72	564,908	1/1 41	18·67	6,862	0/0 16	0·22
†1900-01	518,488	161	0/11 25	15·53	646,192	1/2 02	19·36	147,153	0/3 19	4·41	609,000	1/1 21	18·24	7,945	0/0 17	0·24
†1901-02	501,938	154	0/10 68	14·90	710,105	1/3 10	21·08	145,359	0/3 09	4·32	640,442	1/1 62	19·02	31,145	0/0 66	0·92

* Half-years ending 31st December, 1876, and 30th June, 1884, not included.—† The Hobson's Bay Suburban Lines included since 1880.

No. 14—continued.

GENERAL COMPARATIVE STATEMENT for Thirty years, from 1st July, 1871, to 30th June, 1902.*

Year.	GENERAL.			TOTAL WORKING COST.				NET EARNINGS.					NET ANNUAL INTEREST AND CHARGES.	BALANCE AFTER PAYING WORKING EXPENSES AND NET INTEREST, EXCLUSIVE OF PENSIONS AND GRATUITIES.		PERCENTAGE OF DEFICIT TO CAPITAL COST.	AMOUNT PAID FOR PENSIONS AND GRATUITIES NOT INCLUDED IN WORKING COST.
	Amount.	Cost per Train Mile run.	Per Cent. of Gross Receipts.	Amount.	Per Cent. of Gross Receipts.	Per Train Mile.	Per Average Mile open.	Amount.	Per Average Mile open.	Per Train Mile.	Per Cent. on Capital Cost.	Per Cent. on Debenture Capital expended.					
														Dr.	Cr.		
	£	s. d.		£		s. d.	£	£	£	s. d.	£	£	£	£	£		£
1871-2	9,991	0/2'04	1'57	279,304	43'80	4/9'13	1,046	358,328	1,342	6/1'29	3'57	3'64	621,740	263,412	...	2'62	500
1872-3	12,995	0/2'30	1'85	319,959	45'47	4/8'71	955	383,769	1,146	5/8'02	3'55	3'66	621,740	237,971	...	2'20	1,332
1873-4	10,130	0/1'46	1'19	373,621	43'90	4'5'79	902	477,421	1,153	5/8'73	4'13	4'43	618,350	140,929	...	1'22	1,094
1874-5	12,158	0/1'42	1'32	480,699	52'25	4/8'23	889	439,309	812	4/3'39	3'54	3'85	676,350	237,041	...	1'91	1,019
1875-6	12,952	0/1'36	1'30	498,388	50'10	4/4'46	820	496,379	816	4/4'25	3'75	4'10	676,350	179,971	...	1'36	1,019
1877	13,627	0/1'17	1'20	591,411	52'07	4/2'94	751	544,388	691	3/10'89	3'74	4'41	693,200	148,812	...	1'02	1,070
1878	14,862	0/1'15	1'22	623,597	51'25	4'0'35	645	593,078	613	3/9'98	3'87	4'62	732,218	139,140	...	0'91	2,102
1879	13,331	0/0'92	1'09	634,624	51'93	3/7'99	582	587,483	538	3/4'72	3'61	4'27	747,707	160,224	...	0'99	6,000
1880	16,081	0/0'88	1'08	806,862	54'05	3/8'20	676	686,055	575	3/1'59	3'80	4'50	797,029	110,974	...	0'62	7,213
1881	15,399	0/0'80	0'92	904,324	54'31	3/10'84	744	760,885	626	3/3'41	4'09	4'78	835,818	74,933	...	0'40	9,248
1882	16,717	0/0'79	0'94	1,090,942	61'25	4/3'65	839	690,136	531	2/8'67	3'49	4'05	882,640	192,504	...	0'97	7,657
1883	23,666	0/1'00	1'25	1,248,203	65'75	4/4'54	872	650,108	454	2/3'37	3'03	3'36	860,000	209,892	...	0'98	25,719
1884-5	22,485	0/0'79	1'03	1,253,580	57'45	3/7'52	757	928,352	561	2/8'53	4'05	4'47	944,086	15,734	...	0'07	23,845
1885-6	24,791	0/0'82	1'06	1,283,423	55'10	3/6'45	759	1,045,703	618	2/10'58	4'29	4'74	957,106	...	88,597	Cr.	27,114
1886-7	25,194	0/0'76	1'03	1,403,764	57'22	3/6'16	784	1,049,314	586	2/7'51	4'01	4'45	985,505	...	63,809	Cr.	23,352
1887-8	42,708	0/1'13	1'55	1,725,809	62'62	3/9'60	886	1,030,240	529	2/3'22	3'65	4'06	1,056,711	26,471	...	0'09	27,210
1888-9	45,523	0/1'02	1'46	1,912,065	61'48	3/6'96	893	1,198,075	559	2/2'92	3'84	4'21	1,130,243	...	67,832	Cr.	33,772
1889-90	52,234	0/1'06	1'67	2,109,759	67'08	3/6'82	902	1,031,107	443	1/9'02	3'00	3'29	1,221,190	190,083	...	0'55	31,399
1890-91	51,784	0/1'01	1'57	2,271,561	68'87	3/8'50	857	1,027,006	387	1/8'12	2'83	3'10	1,320,038	293,032	...	0'81	39,084
1891-2	55,833	0/1'13	1'80	2,088,091	67'46	3/6'44	738	1,007,031	356	1/8'47	2'72	2'96	1,387,029	379,998	...	1'02	50,048
1892-3	51,270	0/1'14	1'75	1,789,662	61'17	3/3'86	610	1,136,286	387	2/1'31	3'03	3'30	1,419,925	283,639	...	0'76	67,629
1893-4	37,684	0/0'89	1'38	1,557,566	57'13	3'0'85	522	1,168,593	392	2/3'64	3'10	3'36	1,460,849	292,256	...	0'77	93,620
1894-5	43,486	0/1'09	1'68	1,463,189	56'68	3/0'70	475	1,118,402	363	2/4'06	2'95	3'20	1,418,847	300,445	...	0'79	84,509
1895-6	49,294	0/1'32	2'05	1,456,738	60'66	3/2'89	467	944,654	303	2/1'22	2'48	2'69	1,438,603	493,949	...	1'30	94,695
1896-7	47,901	0/1'25	1'83	1,484,407	56'74	3/2'60	475	1,131,528	362	2/5'43	2'95	3'20	1,447,452	295,924	...	0'77	83,958
1897-8	51,280	0/1'33	1'97	1,566,073	60'03	3/4'68	501	1,042,823	334	2/3'09	2'70	2'93	1,437,269	374,446	...	0'97	83,720
1898-9	51,862	0/1'28	1'80	1,716,441	59'73	3/6'41	550	1,157,288	371	2/4'59	2'96	3'21	1,472,090	294,802	...	0'75	81,284
1899-00	57,093	0/1'35	1'89	1,807,301	59'74	3/6'91	567	1,217,861	383	2/4'92	3'07	3'32	1,430,448	192,587	...	0'49	95,239
1900-01	56,018	0/1'21	1'68	1,984,796	59'46	3/7'05	615	1,353,001	419	2/5'34	3'37	3'64	1,464,809	80,808	...	0'20	90,443
1901-02	43,385	0'0'92	1'29	2,072,374	61'53	3/8'07	635	1,295,469	396	2/3'55	3'19	3'45	1,492,695	163,226	...	0'40	93,744

* Half-years ending 31st December, 1876, and 30th June, 1884, not included. — † The Hobson's Bay Suburban Lines included since 1880.

§ NOTE.—In years 1896-7 to 1899-00 the balance is reduced by £20,000 for services rendered for which no payment was received, and by £31,000 in the year 1900-1, and by £34,000 in the year 1901-2.

¶ Stores Branch expenses (£12,214 18s. 6d.) this year apportioned to Working Branches.

VICTORIAN RAILWAYS.

No. 15.

COMPARATIVE STATEMENT showing approximately the Expenditure charged to Capital Account for
Seventeen Years ending 30th June, 1902.

Year ending 30th June.	New Lines and Surveys.	Capital Works on Existing Lines.	Rolling-stock.	Total.
	£	£	£	£
1886	878,811	361,375	203,178	1,443,364
1887	1,210,837	405,344	197,615	1,813,796
1888	1,381,522	418,587	240,346	2,040,455
1889	1,996,656	644,963	335,833	2,977,452
1890	1,776,972	762,700	640,843	3,180,515
1891	880,408	524,784	566,403	1,971,595
1892	308,127	192,397	243,159	743,683
1893	146,478	143,355	87,230	377,063
1894	210,202	44,365	31,624	286,191
1895	104,877	38,153	30,613	173,643
1896	25,892	153,219	6,834	185,945
1897	24,186	127,214	69,851	221,251
1898	12,551	177,512	82,839	272,902
1899	112,436	206,318	135,393	454,147*
1900	190,626	290,656	121,086	602,368*
1901	203,077	167,914	115,594	486,585*
1902	171,123	154,315	142,942	468,380*
Total ...	9,634,781	4,813,171	3,251,383	17,699,335

NOTES.—* Special Loan Funds (Return No. 13) Net expenditure included.

Capital Works on Existing Lines for year 1901 includes £25,324 for awards and costs *in re* the Falkingham Arbitration Case, and year 1888 includes £6,700 for awards and costs *in re* Higgins and Wright Arbitration Case.

VICTORIAN RAILWAYS.

No. 16.

STATEMENT showing Dates of Opening and Length in Miles of the Different Sections of Victorian Railways to 30th June, 1902.

Date of Opening.	From—	To—	Length in Miles.	Authorized by Act—
1854—Sept. 13	Flinders-street	Port Melbourne	16½	16 Vict.— 20.1.53
1857—May 13	Flinders-street	St. Kilda		19 Vict.— 19.3.56
1859—Feb. 8	Prince's-bridge	Richmond		21 Vict. No. 43
" Dec. 12	Richmond	Cremorne		21 Vict. No. 43
" " 19	St. Kilda	North Brighton*		21 Vict. No. 42
1860—Sept. 24	Richmond	Pic-nic Station		21 Vict. No. 43
" Dec. 22	Cremorne	Windsor		21 Vict. No. 43
1861—April 13	Pic-nic Station	Hawthorn		21 Vict. No. 43
" Dec. 21	North Brighton	Brighton Beach		25 Vict. No. 127
1857—June 17	Williamstown Junction	Geelong (including Pier)	39	21 Vict. No. 36
1859—Jan. 17	Footscray	Williamstown Pier	6	25 Vict. No. 150
" Feb. 10	Melbourne	Sunbury	23½	21 Vict. No. 36
1860—Oct. 21	Essendon Junction	Essendon	3½	32 Vict. No. 331
1861—July 8	Sunbury	Woodend	24½	21 Vict. No. 36
1862—April 11	North Geelong Junction	Ballarat	53½	21 Vict. No. 36
" " 25	Woodend	Kyneton	8½	21 Vict. No. 36
" Oct. 21	Kyneton	Bendigo	44	21 Vict. No. 36
1864—Sept. 19	Bendigo	Echuca	55½	21 Vict. No. 36
1867—Nov. 30	Newmarket Junction	Race-course	1½	32 Vict. No. 331
1872—April 18	Essendon	Schoolhouse lane	54	32 Vict. No. 331
" Aug. 26	Schoolhouse-lane	Seymour	2½	32 Vict. No. 331
" Nov. 20	Seymour	Longwood	23½	32 Vict. No. 331
1873—March 20	Longwood	Violet Town	20	32 Vict. No. 331
" Aug. 18	Violet Town	Benalla	16	32 Vict. No. 331
" Oct. 28	Benalla	Wangaratta	24	32 Vict. No. 331
" Nov. 21	Wangaratta	Wodonga	42½	32 Vict. No. 331
1874—July 7	Castlemaine	Maryborough	34	35 Vict. No. 415
" " 7	Ballarat	Creswick	11½	35 Vict. No. 415
" Aug. 11	Ballarat	Beaufort	28½	35 Vict. No. 415
" Oct. 6	Maryborough	Dunolly	13½	35 Vict. No. 415
" Nov. 16	Creswick	Clunes	11½	35 Vict. No. 415
1875—Feb. 2	Clunes	Maryborough	19½	35 Vict. No. 415
" April 7	Beaufort	Ararat	28½	35 Vict. No. 415
" July 7	Beechworth Junction	Everton	12½	37 Vict. No. 475
1876—Feb. 15	Ararat	Scallan's Hill	17½	37 Vict. No. 475
" April 14	Scallan's Hill	Stawell	1	37 Vict. No. 475
" Sept. 19	Bendigo	Bridgewater	25½	37 Vict. No. 475
" " 30	Everton	Beechworth	10½	37 Vict. No. 475
" Oct. 21	Maryborough	Avoca	15	37 Vict. No. 475
" Nov. 18	Bridgewater	Inglewood	4½	37 Vict. No. 475
" " 25	Geelong	Winchelsea	25½	37 Vict. No. 475
1877—March 13	Winchelsea	Birregurra	12½	37 Vict. No. 475
" April 24	Ararat	Dunkeld	47½	37 Vict. No. 475
" June 1	Sale	Morwell	38½	37 Vict. No. 475
" July 27	Birregurra	Colac	12	37 Vict. No. 475
" Oct. 8	Oakleigh	Bunyip	38½	37 Vict. No. 475
" " 29	Dunkeld	Hamilton	19	37 Vict. No. 475
" Dec. 1	Moe	Morwell	8½	37 Vict. No. 475
" " 19	Hamilton	Portland	53	37 Vict. No. 475
" " 19	Portland Station	Pier	1	37 Vict. No. 475
1878—Feb. 1	Race-course Junction	Geelong Race-course	12	41 Vict. No. 580
" March 1	Moe	Bunyip	32	37 Vict. No. 475
" Sept. 3	Dunolly	Bealiba	12	41 Vict. No. 580
" Dec. 17	Stawell	Murtoa	36½	41 Vict. No. 580
" " 23	Bealiba	St. Arnaud	21	41 Vict. No. 580
1879—Jan. 29	Springhurst	Wahgunyah	14	41 Vict. No. 580
" Feb. 5	Murtoa	Horsham	17½	41 Vict. No. 580
" April 2	South Yarra	Oakleigh	6½	42 Vict. No. 604
" May 7	Warrenheip	Gordons	13	41 Vict. No. 580
" " 21	Geelong	Queenscliff	20½	41 Vict. No. 580
" Dec. 20	Spencer-street	Flinders-street (connexion)	— †	43 Vict. No. 643
1880—Jan. 13	Mangalore	Shepparton	45	42 Vict. No. 603
" " 13	Toolamba	Tatura	7	43 Vict. No. 636
" Feb. 16	Carlsruhe	Trentham	10½	42 Vict. No. 606
" March 17	Trentham	Daylesford (including extension)	12	42 Vict. No. 606
1881—June 7	Lancefield Junction	Lancefield	14½	44 Vict. No. 671
" Aug. 11	Waubra Junction	Ballarat Race-course	2	44 Vict. No. 682
" Sept. 1	Shepparton	Numurkah	20½	44 Vict. No. 682
" Dec. 19	Caulfield	Mordialloc	10½	44 Vict. No. 682
1882—Jan. 26	St. Arnaud	Cope Cope	16½	44 Vict. No. 682
" April 3	Hawthorn	Camberwell	2	44 Vict. No. 682
" " 15	Inglewood	Korong Vale	20	44 Vict. No. 682
" " 22	Cope Cope	Donald	7½	44 Vict. No. 682
" July 1	Horsham	Dinboola	21½	44 Vict. No. 682
" Aug. 1	Mordialloc	Frankston	9½	44 Vict. No. 682
" Dec. 1	Camberwell	Lilydale	18½	44 Vict. No. 682
Carried forward			1,341½	

* Including portion since abandoned.

† Superseded by the Flinders-street Viaduct, opened on the 23rd November, 1891.

No. 16.—STATEMENT showing Dates of Opening and Length in Miles of the Different Sections of Victorian Railways to 30th June, 1902—continued.

Date of Opening.	From—	To—	Length in Miles.	Authorized by Act—
		Brought forward ...	1,341 $\frac{1}{2}$	
1882—Dec. 15	Kerang Junction ...	Raywood ...	13 $\frac{1}{2}$	44 Vict. No. 682
1883—Feb. 19	Eaglehawk ...	Kerang Junction ...	1	44 Vict. No. 682
" April 20	Korong Vale ...	Charlton ...	22 $\frac{1}{2}$	44 Vict. No. 682
" June 14	Wodonga ...	River Murray ...	2 $\frac{1}{2}$	44 Vict. No. 682
" " 21	Raywood ...	Mitiamo ...	22 $\frac{1}{2}$	44 Vict. No. 682
1883—July 2	Korong Vale ...	Boort ...	18	44 Vict. No. 682
" " 2	Colac ...	Camperdown ...	28	44 Vict. No. 682
" Aug. 1	Ballarat ...	Scarsdale ...	13 $\frac{1}{2}$	44 Vict. No. 682
" Sept. 3	Benalla ...	St. James ...	20 $\frac{1}{2}$	44 Vict. No. 682
" Oct. 1	Charlton ...	Wycheproof ...	16 $\frac{1}{2}$	44 Vict. No. 682
" Nov. 13	Traralgon ...	Heyfield ...	22 $\frac{1}{2}$	44 Vict. No. 682
" " 16	Tallaroak ...	Yea ...	23 $\frac{1}{2}$	44 Vict. No. 682
" Dec. 17	Everton ...	Myrtleford ...	16 $\frac{1}{2}$	44 Vict. No. 682
1884—Feb. 12	Mitiamo ...	Pyramid Hill ...	12 $\frac{1}{2}$	44 Vict. No. 682
" " 15	Braxholme ...	Henty ...	23 $\frac{1}{2}$	44 Vict. No. 682
" April 2	Braybrook Junction ...	Melton ...	15 $\frac{1}{2}$	44 Vict. No. 682
" June 16	Castlemaine ...	Maldon ...	10 $\frac{1}{2}$	44 Vict. No. 682
" Sept. 1	Henty ...	Casterton ...	8 $\frac{1}{2}$	44 Vict. No. 682
" " 9	North Melbourne ...	Coburg ...	5	44 Vict. No. 682
" Oct. 25	Pyramid Hill ...	Kerang ...	24 $\frac{1}{2}$	44 Vict. No. 682
" Sept. 22	Traralgon Station ...	Heyfield Junction ...	1	44 Vict. No. 682
1885—April 10	Morwell ...	Boolarra ...	12	44 Vict. No. 682
" " 6	Race-course Junction ...	Williamstown Race-course	$\frac{1}{2}$	Acts 860, 889, 962, and 1381
" Sept. 8	Boolarra ...	Darlimurla ...	4 $\frac{1}{2}$	44 Vict. No. 682
1886—Jan. 1	Lal Lal Station ...	Lal Lal Race-course...	2	48 Vict. No. 821 & 58 Vict. No. 1381
" " 7	Darlimurla ...	North Mirboo ...	3 $\frac{1}{2}$	44 Vict. No. 682
" April 1	Melton ...	Parwan ...	6 $\frac{1}{2}$	44 Vict. No. 682
" May 6	St. James ...	Yarrowonga ...	19 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 12	Murtoa ...	Warracknabeal ...	31 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 15	Ballarat Cattle-yards Junction ...	Ballarat Cattle-yards	3	48 Vict. No. 821 & 58 Vict. No. 1381
" Dec. 22	Gordons ...	Ballan ...	7 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
1887—Jan. 19	Dimboola ...	Serviceton ...	62 *	48 Vict. No. 821 & 58 Vict. No. 1381
" " 19	North Creswick ...	Rocky Lead ...	12 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Feb. 16	Parwan ...	Bacchus Marsh ...	2 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" March 18	Heyfield ...	Maffra ...	11	48 Vict. No. 821 & 58 Vict. No. 1381
" April 21	Wedderburn Junction ...	Wedderburn ...	4 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 23	Camperdown ...	Terang ...	13 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" June 1	Rocky Lead ...	Daylesford Junction ...	10 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 1	Lubeck ...	Rupanyup ...	9 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Aug. 19	Tatura ...	Echuca ...	34 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 25	Horsham ...	Noradjuha ...	20 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Sept. 2	Brighton Beach ...	Sandringham ...	2	48 Vict. No. 821 & 58 Vict. No. 1381
" Sept. 24	Braybrook Junction ...	Newport ...	4 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 8	Maffra ...	Stratford ...	6	48 Vict. No. 821 & 58 Vict. No. 1381
" Dec. 19	Hawthorn ...	Kew ...	1 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
1888—May 8	Royal Park Junction ...	Clifton Hill ...	2 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 8	Nicholson-street ...	Fitzroy ...	1	48 Vict. No. 821 & 58 Vict. No. 1381
" " 8	Clifton Hill ...	Collingwood ...	$\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 8	Clifton Hill ...	Alphington ...	2 $\frac{1}{2}$	44 Vict. No. 682
" " 8	Alphington ...	Heidelberg ...	2 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 8	Moe Junction ...	Thorpdale ...	10 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 8	Sale Junction ...	Stratford Junction ...	9 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 8	Stratford ...	Bairnsdale ...	32 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 15	Lilydale ...	Yarra Flats ...	7	48 Vict. No. 821 & 58 Vict. No. 1381
" July 1	Bairnsdale Station ...	Bairnsdale Wharf ...	1	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct. 1	Numurkah ...	Nathalia ...	14	48 Vict. No. 821 & 58 Vict. No. 1381
" " 1	Numurkah ...	Cobram ...	21 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 1	Shepparton ...	Dookie ...	15	48 Vict. No. 821 & 58 Vict. No. 1381
" " 1	Kilmore Junction ...	Kilmore ...	9 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 1	Bendigo ...	Heathcote ...	27 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 1	Pisgah Junction ...	Waubra ...	13 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 1	Frankston ...	Mornington Junction ...	4 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 1	Dandenong (Great Southern Junction)	Tooradin ...	16	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 20	Inglewood ...	Dunolly ...	24 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 20	Hamilton (Coleraine Junction) ...	Coleraine ...	23	48 Vict. No. 821 & 58 Vict. No. 1381
1889—March 1	Yarra Flats ...	Healesville ...	8 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Aug. 7	Maffra ...	Brigolong ...	12 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 7	Irrewarra ...	Beece ...	8 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Sept. 10	Mornington Junction ...	Mornington ...	7 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 10	Mornington Junction ...	Hastings ...	8	48 Vict. No. 821 & 58 Vict. No. 1381
" " 10	Wodonga ...	Huon-lane ...	14 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 12	Ballarat East ...	Buninyong ...	7 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct. 8	Whittlesea Junction ...	Preston Reservoir ...	4 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 8	Coburg ...	Somerton ...	7 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 12	Yea ...	Molesworth ...	10 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Dec. 3	Heathcote ...	Tooborac ...	10 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 4	Bacchus Marsh ...	Ballan ...	17 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 4	Ringwood ...	Upper Ferntree Gully ...	7 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 17	Hastings ...	Stony Point ...	6	48 Vict. No. 821 & 58 Vict. No. 1381
" " 23	Preston Reservoir ...	Whittlesea ...	17 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
1890—Feb. 4	Terang ...	Mortlake ...	13	48 Vict. No. 821 & 58 Vict. No. 1381
" " 4	Terang ...	Warrnambool ...	28 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 4	Koroit ...	Warrnambool ...	9 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
		Carried forward ...	2,388 $\frac{1}{2}$	

* Exclusive of 1 $\frac{1}{2}$ miles between Serviceton Station and the South Australian Border.

No. 16.—STATEMENT showing Dates of Opening and Length in Miles of the Different Sections of Victorian Railways to 30th June, 1902—*continued*.

Date of Opening.	From—	To—	Length in Miles.	Authorized by Act—
1890—Feb. 4	Koroit	Brought forward .. Port Fairy (including Pier)	2,388 $\frac{1}{4}$ 11 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 10	Williamstown Race-course ...	Extension of Line ...	1 $\frac{1}{4}$	Acts 860, 889, 962, and 1381
" March 17	Mount Moriac	Wensleydale	11 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 24	Burnley	Oakleigh	7 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
1890—May 12	Warragul	Rokeby	8 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 30	Kerang	Swan Hill	35	48 Vict. No. 821 & 58 Vict. No. 1381
" " 30	Camberwell	Waverley-road	5	48 Vict. No. 821 & 58 Vict. No. 1381
" June 17	Molesworth	Cathkin	2 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" July 18	Hion-lane	Bolga	6 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Aug. 22	Kilmore	Tooborac	20 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 22	Dunkeld	Koroit †	49 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 22	Hamilton	Penshurst	19	48 Vict. No. 821 & 58 Vict. No. 1381
" Sept. 1	Murchison East	Rushworth	13 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 16	Cathkin	Alexandra-road	4 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 28	Sale	Canal	$\frac{1}{4}$	37 Vict. No. 475 & 53 Vict. No. 1030
" Oct. 10	Scarsdale	Linton	8	48 Vict. No. 821 & 58 Vict. No. 1381
" " 17	Myrtleford	Bright	18 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 10	Cathkin	Merton	15 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 11	Tooradin	Loch	23 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 18	Ararat	Avoca	39 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
1891—Jan. 15	Kyneton (Redesdale Junction) ...	Redesdale	16	48 Vict. No. 821 & 58 Vict. No. 1381
" March 24	Fairfield Park	Riversdale (and junction with Lilydale line)	5 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 24	Maldon (Laanecoorie Junction) ...	Shelbourne	9 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" May 7	Merton	Maindample	13 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" June 2	Loch	Korumburra	10	48 Vict. No. 821 & 58 Vict. No. 1381
" " 5	Birregurra	Forrest	19 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" July 23	Beechworth	Yackandandah	12 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 24	Bolga	Tullangatta	4 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct. 6	Maindample	Mansfield	8 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 23	Spencer-street	Flinders-st. (Viaduct)* ...	$\frac{1}{4}$	48 Vict. No. 821 & 54 Vict. No. 1187
" Dec. 17	Korumburra	Leongatha	6 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
1892—Jan. 13	Leongatha	Port Albert	58 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" March 18	Rokeby	Neerim South	5 $\frac{1}{4}$	53 Vict. No. 1030 & 56 Vict. No. 1300
" April 5	Curdie's River Junction	Timboon	22 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 6	Lancefield	Kilmore	18 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct. 28	Korumburra	Coal Creek	$\frac{1}{4}$	56 Vict. Nos. 1240 and 1255
" Nov. 22	Dookie	Katamatite	17	(Tramway) taken over by Department
1893—Jan. 5	Warracknabeal	Benlah	22	56 Vict. No. 1273
" March 28	Donald	Birchip	32 $\frac{1}{4}$	56 Vict. No. 1273
1894—March 6	Benlah	Hopetoun	16	57 Vict. No. 1316
" May 7	Korumburra (Jumbunna Junction) ...	Jumbunna	3 $\frac{3}{4}$	55 Vict. Nos. 1240 and 1294
" " 14	Bendigo Cattle-yards Junction ...	Bendigo Cattle-yards ...	$\frac{1}{4}$	Acts 53 Vict. No. 1030 and 58 Vict. No. 1381
" June 1	Korumburra (Strezlecki Junction) ...	Strezlecki	2 $\frac{1}{4}$	55 Vict. Nos. 1240 and 1294
" " 19	Dinboola	Jeparit	23	57 Vict. No. 1312
" July 31	Natimuk (East Natimuk)	Goroke	28 $\frac{1}{4}$	56 Vict. No. 1292
" Aug 7	Boort	Quambatook	22	57 Vict. No. 1312
1895—March 8	Wycheproof	Sea Lake	47 $\frac{1}{4}$	58 Vict. No. 1383
1896—Feb. 5	Jumbunna	Outtrim	2 $\frac{1}{4}$	58 Vict. Nos. 1371 and 1420
" Dec. 15	Nathalia	Picola	6 $\frac{1}{4}$	56 Vict. No. 1293
1899—March 14	Wangaratta	Whitfield	30 $\frac{1}{4}$	61 Vict. No. 1492
" Sept. 18	Birchip	Woomelang	26 $\frac{1}{2}$	62 Vict. No. 1550
" Nov. 2	Jeparit	Rainbow	18 $\frac{1}{2}$	62 Vict. No. 1558
1900—March 1	Quambatook	Ultima	30 $\frac{1}{4}$	62 Vict. No. 1555
" Dec. 18	Fern Tree Gully	Gembrook	18	62 Vict. No. 1549
" " 26	Bungarée	Race-course	1 $\frac{1}{4}$	64 Vict. No. 1682
1901—Oct. 21	Melbourne	Collingwood	2 $\frac{1}{4}$	62 Vict. No. 1590
" Nov. 13	Lilydale	Warburton	24 $\frac{1}{4}$	62 Vict. No. 1589
1902—March 1	Colac	Beech Forest	29 $\frac{1}{4}$	62 Vict. No. 1594 & 1 Edw. VII. No. 1760
" June 5	Heidelberg	Eltham	8 $\frac{1}{4}$	56 Vict. No. 1299
		Total	3,318 $\frac{1}{4}$	

NOTE.—The Warranook, Carapooee, and Mangalore ballast sidings, Grampians quarries tramway, and branch line to the Great Morwell Coal Company's mine, are not included in the mileage opened for traffic.

* Opened for through passenger traffic, 17th December, 1894.

† The section of line between Dunkeld and Penshurst, 16 $\frac{1}{4}$ miles, was dismantled 19th February, 1898. The total mileage open for traffic at 30th June is, therefore, 3,302 $\frac{1}{4}$ miles.

VICTORIAN RAILWAYS.

No. 17.

RETURN OF ROLLING-STOCK IN EXISTENCE AND UNDER CONSTRUCTION AT 30TH JUNE, 1902.

ENGINES.

Passenger.																			Goods.														Grand Total.					
Class Letter	...	...	...	AA	A		B	C	D	DD	E	EE	F	G	H	J	K	L	M	N	Unclassified.	Total.	O	P	Q	R		S	T	U	V*	W		X	Y	Z	Unclassified.	Total.
				Old.	New.																							New.	Old.									
Total in existence at 30.6.1902	...	...	...	10	10	15	32	26	20	...	69	7	21	2	8	5	5	10	22	5	6	273	44	5	10	25	64	10	19	9	9	12	15	31	3	7	263	536
Number under construction	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	7	...	...	...	...	...	7	8
„ stored awaiting replacement	...	...	...	...	...	...	22	...	...	...	...	...	...	1	...	3	...	5	...	1	...	32	...	...	...	...	...	...	4	...	...	...	...	2	7	13	45	

PASSENGER VEHICLES.

Class Letter ...	Carriages.																Cars and Vans combined.										Total.	Bogie Mail Vans.	Mail Vans.	Bogie.	Luggage Vans.			Van and Horse Box combined.	Total.
	1st Class.						Composites.						2nd Class.				1st Class.		Composites.		2nd Class.		Bogie, 2nd Class and Mail Vans.												
	Bogie Vestib. Corridr.	Bogie.	Bogie Sleeping Cars.	6 wheels.	4 wheels.	Bogie Corridr.	Bogie Corridr.	Bogie.	6 wheels.	4 wheels.	Bogie.	Bogie Vestib. Corridr.	6 wheels.	4 wheels.	Bogie.	6 wheels.	4 wheels.	Bogie.																	
																			6 wheels.	4 wheels.	6 wheels.	4 wheels.		6 wheels.	4 wheels.	6 wheels.					4 wheels.				
...	Av	Aa	—	A	Ac	ABc	ABAB	AB	Bb	Bv	B	ADAD	AD	ABDABD	ABD	BD	BDDB	BE	BE	...	Ee	E	Dd	D	Dv	DfDf	...								
Total in existence at 30.6.1902	31	(1) 194	...	44	2	12	(2) 48	76	39	5	(3) 60	23	(4) 247	(5) 206	74	3	4	14	54	11	12	2	1,161	...	16	44	224	4	2	1	291				
Joint Stock ...	4	3	6	...	...	...	...	...	...	...	3	2	...	...	...	...	...	...	...	...	...	...	...	3	...	9	...	...	...	...	12				
Under construction ...	...	6	...	...	...	...	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16	...	...	...	...	...	...	...					
No. stored awaiting replacement	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Nil	...	...	...	...	...	...	...	...				

WAGGONS.

Class Letter ...	High-sided Covered.	Medium.	Low-sided.	Sheep.	Cattle.	Ballast.	Bogie Ballast Rail and Hopper.	Hopper Coal (Iron).	Bogie Hopper Coal.	Powder.	Low-sided Bogie.	Bogie Boiler and Timber.	Medium Bogie, Movable sides.	Medium Bogie.	High-sided Covered Bogie.	Refrigerators.	Bogie Refrigerators.	Meat Trucks.	Total.	Horse Boxes.	Bogie Horse Boxes.	Carriage Trucks.	Horse.	Water Trucks.	Workmen's Sleeping Cars.	Passenger Cars not replaced.	Weighting-machine Car.	Casualty Vans.	Dynamograph Van.	Travelling Booking-office.	State Cars.	Total.
	H	I	K	L	M	N	N _N	O	Co	P	Q	QB	QR	R	S	T	T _H	T _T			U	F	F _F	G	C	—	—	—	—	—	—	
Total in existence at 30.6.02 ...	355	6,743	275	169	402	330	1	187	1	24	20	...	201	12	18	130	19	31	460	9,478	(6) 47	6	31	3	47	87	3	5	1	1	(7) 7	238
Under construction ...	...	85	...	89	...	...	...	...	5	...	...	1	...	...	...	...	...	...	...	180	...	...	6	12	...	...	...	...	...	...	...	...
No. stored awaiting replacement	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	45	...	3	...	...	...	...	...	...	...	...	...	...

Consolidation. (1) Pioneer included. (2) One Corridor. (3) Pioneer included. (4) Includes 35 Holiday Cars. (5) Includes 116 Holiday Cars. (6) One 6-stalled Fr. (7) State car, "Edinburgh," "Victoria," "York," "Edward," "Alexandra," "Inspection."

NARROW-GAUGE STOCK.

Class Letter	Engines.			Carriages and Vans.			Waggons.				
	Simple.	Compound.	Total.	—	—	Total.	—	—	—	—	Total.
	—	—	—	Bb	BDDB	—	Mm	QR	Tt	Uu	—
Totals at 30th June, 1902 ...	4	2	6	5	5	10	4	70	1	7	82

T. H. WOODROFFE, Chief Mechanical Engineer.

No. 18.

RETURN of Accidents and Injuries to Life and Limb, from the Opening of the Lines for Traffic to 30th June, 1902.

Year.	Passengers Killed or Injured.				Servants of the Department or of Contractors Killed or Injured.				Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.	
	From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.								
1859	...	...	...	...	1	...	2	...	...	...	3	...	...	...	6	...
1860	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	2
1861	...	...	...	...	...	...	3	2	...	...	...	...	...	...	3	2
1862	...	19	...	...	...	1	4	8	1	1	1	1	...	1	6	31
1863	...	2	...	1	1	...	5	5	...	...	3	2	...	...	9	10
1864	...	...	...	...	...	...	1	7	...	...	...	1	...	1	1	9
1865	...	...	...	...	...	...	1	18	...	...	4	1	...	...	5	19
1866	...	...	...	...	1	1	2	...	...	...	1	1	...	...	4	2
1867	...	...	...	...	...	3	1	5	...	...	...	1	...	...	1	9
1868	...	...	...	...	...	...	...	...	...	...	2	...	...	...	2	...
1869	...	...	...	...	...	...	2	...	...	...	1	...	1	...	4	...
1870	...	...	...	...	...	4	1	...	...	...	1	...	...	...	2	4
1871	...	...	...	...	...	...	2	1	...	...	2	1	2	1	6	3
1872	...	28	...	2	...	1	...	1	...	...	3	...	...	...	3	32
1873	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	1
1874	...	...	...	...	4	...	...	1	1	...	4	...	1	...	10	1
1875	...	...	...	...	...	6	6	1	...	...	4	1	1	...	11	8
1876	...	1	...	1	3	4	10	15	2	...	6	5	2	1	23	27
1877	...	36	1	...	3	3	10	5	...	1	8	2	...	2	22	49
1878	...	22	...	3	...	6	7	5	2	...	6	1	1	3	16	40
1879	...	7	...	2	1	11	8	20	2	3	9	1	1	1	21	45
1880	...	5	...	...	...	1	7	7	3	2	6	3	2	2	18	20
1881	4	46	4	4	...	1	14	10	3	...	8	2	1	1	34	64
1882	1	210	1	5	...	13	22	25	3	1	9	2	2	5	38	261
1883	...	67	5	8	...	7	10	12	5	2	10	1	2	4	32	101
*1884	1	44	...	9	4	10	2	21	...	2	3	1	...	3	10	90
1884-5	...	13	1	23	...	10	12	46	7	5	14	9	2	10	36	116
1885-6	...	3	1	33	1	17	15	101	5	6	14	4	2	27	38	191
1886-7	4	266	...	24	2	16	14	43	5	3	25	3	...	3	50	358
1887-8	...	18	2	34	...	15	22	84	8	2	13	10	...	6	45	169
1888-9	1	116	4	82	4	24	23	107	7	5	37	12	2	12	78	358
1889-90	1	20	8	115	9	49	21	186	7	5	22	13	6	13	74	401
1890-91	...	19	3	82	7	60	14	133	9	6	37	8	2	37	72	345
1891-2	1	37	5	86	1	63	14	115	3	7	21	13	7	21	52	342
1892-3	...	17	...	117	...	33	6	111	2	7	19	7	2	34	29	326
1893-4	...	27	5	85	3	26	9	121	3	4	8	10	8	28	36	301
1894-5	...	12	2	89	1	26	12	107	10	10	14	11	3	27	42	282
1895-6	...	25	3	78	1	29	8	123	4	6	17	13	3	51	36	325
1896-7	...	35	1	102	1	55	5	240	11	9	12	2	5	75	35	518
†1897-8	1	47	2	78	3	53	7	160	4	13	6	15	4	58	27	424
†1898-9	...	14	4	86	...	43	10	203	6	11	14	10	2	33	36	400
†1899-00	...	14	2	115	5	112	4	224	10	15	14	14	3	44	38	538
†1900-1	...	15	3	136	12	150	4	234	6	7	20	15	5	58	50	615
†1901-2	2	200	2	155	4	142	6	256	5	9	14	14	7	62	40	838
Total ...	16	1,386	59	1,556	72	995	326	2,764	134	142	415	210	79	624	1,101	7,677

* Six months.—† Includes minor injuries to employes and others not previously shown in this Return.

VICTORIAN RAILWAYS.

No. 19.

RETURN OF STAFF (including Board of Land and Works—Railways Construction Branch) employed on 30th June, 1902 (excluding Butty-gangs).

	Salaried Staff.						Permanent Wages Staff.						Temporary Wages Staff.						Grand Total.					
	No.			Amount per Annum at Annual Rates.			No.			Amount per Annum at Annual Rates.			No.			Amount per Annum at Annual Rates.			No.			Amount per Annum at Annual Rates.		
	Commis- sioner.	Board.	Total.	Commis- sioner.	Board.	Total.	Commis- sioner.	Board.	Total.	Commis- sioner.	Board.	Total.	Commis- sioner.	Board.	Total.	Commis- sioner.	Board.	Total.	Commis- sioner.	Board.	Total.	Commis- sioner.	Board.	Total.
				£	£	£				£	£	£				£	£	£				£	£	£
£100 per annum and under ...	307	1	308	19,675	70	19,745	1646	...	1646	113,975	...	113,975	246	8	254	13,857	626	14,483	2,199	9	2,208	147,507	696	148,203
Over £100 to £150	565	...	565	80,275	...	80,275	5073	...	5073	620,265	...	620,265	1171	73	1244	123,144	8,548	131,692	6,809	73	6,882	823,684	8,548	832,232
„ £150 to £200	278	7	285	49,707	1,310	51,017	1154	...	1154	192,998	...	192,998	50	19	69	8,138	3,193	11,331	1,482	26	1,508	250,843	4,503	255,346
„ £200 to £300	228	6	234	54,990	1,549	56,539	473	...	473	102,924	...	102,924	15	16	31	3,333	3,654	6,987	716	22	738	161,247	5,203	166,450
„ £300 to £400	92	9	101	31,884	3,105	34,989	...	...	...	...	...	...	...	1	1	...	344	344	92	10	102	31,884	3,449	35,333
„ £400 to £500	21	4	25	9,490	1,800	11,290	...	...	...	...	...	...	...	...	...	...	...	...	21	4	25	9,490	1,800	11,290
„ £500 to £600	8	1	9	4,500	540	5,040	...	...	...	...	...	...	...	...	...	...	...	...	8	1	9	4,500	540	5,040
„ £600 to £700	2	1	3	1,350	650	2,000	...	...	...	...	...	...	...	...	...	...	...	...	2	1	3	1,350	650	2,000
„ £700 to £800	2	...	2	1,550	...	1,550	...	...	...	...	...	...	...	...	...	...	...	...	2	...	2	1,550	...	1,550
„ £800 to £1,000	3	...	3	2,800	...	2,800	...	...	...	...	...	...	...	...	...	...	...	...	3	...	3	2,800	...	2,800
„ £1,000 ...	1	1	2	1,100	1,250	2,350	...	...	...	...	...	...	...	...	...	...	...	...	1	1	2	1,100	1,250	2,350
Total ...	1507	30	1537	£- 257,321	£ 10,274	£ 267,595	8346	...	8346	£ 1,030,162	£ ...	£ 1,030,162	1482	117	1599	£ 148,472	£ 16,365	£ 164,837	11,335	147	11,482	£ 1,435,955	£ 26,639	£ 1,462,594

VICTORIAN RAILWAYS.

No. 20.

COMPARATIVE STATEMENT showing the Number of Employés in each Branch, at 30th June, for ten years ending 1902 (excluding Butty-gangs and Men specially engaged for Relaying Works).

Branch.	1893.			1894.			1895.			1896.			1897.		
	Per- manent.	Tem- porary	Total.	Per- manent.	Tem- porary	Total.	Per- manent.	Tem- porary	Total.	Per- manent.	Tem- porary	Total.	Per- manent.	Tem- porary	Total.
Secretary's ...	20	2	22	18	2	20	18	3	21	17	3	20	16	3	19
Accountant's ...	137	28	165	133	17	150	126	15	141	126	13	139	126	40	166
Stores ...	56	...	56	53	...	53	49	...	49	46	3	49	45	11	56
Traffic Audit ...	3,684	72	3,756	3,479	69	3,548	3,344	141	3,485	3,197	153	3,350	3,109	196	3,305
Traffic ...	132	...	132	149	...	149	142	...	142	151	...	151	151	...	151
Ditto (Employés' Wives in Charge of Stations)* ...	99	37	136	101	42	143	92	39	131	91	42	133	86	55	141
Telegraph ...	3,077	257	3,334	2,929	88	3,017	2,707	80	2,787	2,644	77	2,721	2,654	172	2,826
Locomotive ...	2,926	350	3,276	2,746	253	2,999	2,627	420	3,047	2,513	690	3,203	2,398	659	3,057
Existing Lines ...	907	...	907	665	...	665	314	...	314	136	...	136	63	...	63
Ditto (Employés' Wives, &c., in Charge of Gates)* ...	11,038	746	11,784	10,273	471	10,744	9,419	658	10,077	8,921	981	9,902	8,648	1,136	9,784
Total Commissioner's Staff Board of Land and Works (Railways Construction Branch) ...	94	37	131	48	5	53	38	14	52	32	24	56	30	63	93
Total ...	11,132	783	11,915	10,321	476	10,797	9,457	712	10,169	8,953	1,005	9,958	8,678	1,199	9,877

Branch.	1898.			1899.			1900.			1901.			1902.		
	Per- manent.	Tem- porary	Total.	Per- manent.	Tem- porary	Total.	Per- manent.	Tem- porary	Total.	Per- manent.	Tem- porary	Total.	Per- manent.	Tem- porary	Total.
Secretary's ...	18	1	19	20	2	22	20	1	21	20	5	25	22	...	22
Accountant's ...	141	31	172	103	6	109	109	2	111	106	16	122	126	...	126
Stores ...	47	11	58	50	11	61	54	10	64	55	17	72	72	2	74
Traffic ...	3,179	284	3,463	3,136	389	3,525	3,163	562	3,725	3,129	790	3,919	3,452	392	3,844
Ditto (Employés' Wives in Charge of Stations)* ...	154	...	154	160	...	160	157	...	157	156	...	156	160	...	160
Telegraph ...	104	45	149	105	53	158	120	56	176	128	59	187	142	57	199
Locomotive ...	2,718	334	3,052	2,674	398	3,072	2,847	500	3,347	2,806	692	3,498	3,067	335	3,402
Existing Lines ...	2,385	889	3,274	2,313	1,272	3,585	2,385	1,466	3,851	2,377	1,323	3,700	2,687	674	3,361
Ditto (Employés' Wives, &c., in Charge of Gates)* ...	54	...	54	48	...	48	45	...	45	59	...	59	62	...	62
Total Commissioner's Staff Board of Land and Works (Railways Construction Branch) ...	8,800	1,595	10,395	8,657	2,167	10,824	8,951	2,622	11,573	8,890	2,950	11,840	9,853	1,482	11,335
Total ...	8,830	1,630	10,460	8,686	2,269	10,955	8,981	2,684	11,665	8,919	3,037	11,956	9,883	1,599	11,482

* Not entitled to permanent employment.

No. 21.

RETURN showing the Number of Employés in the different Branches of the Victorian Railways Service who are, and who are not, entitled to Compensation on Retirement, together with Supernumeraries at 30th June, 1902.

Branch.	Entitled to Compensation.	Not entitled to Compensation.	Supernumeraries.	Total.
Secretary's ...	10	12	...	22
Accountant's ...	31	95	...	126
Stores ...	22	41	22	85
Traffic Audit ...	17	55	2	74
Traffic ...	909	2,703	392	4,004
Telegraph ...	27	115	57	199
Locomotive ...	907	2,160	335	3,402
Existing Lines ...	786	1,963	674	3,423
Total Commissioner's Staff Board of Land and Works (Railways Construction Branch) ...	2,709	7,144	1,482	11,335
Total ...	15	15	117	147
Total ...	2,724	7,159	1,599	11,482

VICTORIAN RAILWAYS.—ACT 1135, SECTION 58.

No. 22.

STATEMENT OF APPOINTMENTS OF EMPLOYÉS.

QUARTER ENDING 30th SEPTEMBER, 1901.

Name in Full	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Benson, Robert Morrison	3.8.83	Traffic	Lad porter	...	3.7.1901	2s. per day	Sec. 31, Act 1250
Eddy, Edwin Thomas	12.11.76	Locomotive	Engine-cleaner	...	29.8.1901	5s. "	" "
Owers, Walter Rich*	22.3.78	Traffic	Porter	...	27.6.1901	5s. 6d. "	" "
Watkins, Frederick	18.6.75	Locomotive	Engine-cleaner	...	1.8.1901	5s. "	" "
Watkins, John	18.4.77	"	"	...	"	5s. "	" "

* Omitted from June Quarter, 1901.

QUARTER ENDING 31st DECEMBER, 1901.

Aminthe, Louis Joseph Fernand	24.10.74	Locomotive	Cleaner	...	16.10.01	6s. per day	Sec. 31, Act 1250
Allen, Robert	12.9.77	"	"	...	"	6s. "	" "
Anderson, William John	19.11.79	"	"	...	"	6s. "	" "
Austin, Albert William	20.2.68	Traffic	Labourer	...	16.11.01	6s. "	" "
Anglem, John Patrick	29.7.75	"	Porter	...	17.10.01	6s. "	" "
Armfield, Edward	17.5.79	"	"	...	"	6s. "	" "
Ahern, George Michael	22.5.72	Existing Lines	Repairer	...	1.11.01	6s. "	" "
Arnel, William Lichfield	20.1.77	"	"	...	"	6s. "	" "
Adwin, William Jos.	8.4.75	"	"	...	"	6s. "	" "
Aldersca, Charles	27.11.76	"	"	...	2.12.01	6s. "	" "
Allender, Thomas	11.3.71	"	"	...	"	6s. "	" "
Angus, Robert Westoby	23.6.68	"	Carpenter	...	26.11.01	9s. "	" "
Ambler, Raphael Percival	15.4.84	Traffic	Lad messenger	...	1.11.01	2s. "	" "
Anderson, Ernest John	5.6.83	"	" porter	...	31.10.01	2s. 6d. "	" "
Alexander, David Wm.	21.12.69	Locomotive	Fitter	...	13.11.01	10s. "	" "
Atkinson, Richard	4.11.75	"	"	...	"	10s. "	" "
Addison, Jas. Russell	1.1.84	"	Apprentice	...	7.11.01	2s. 6d. "	" "
Barnes, Eric Charles	18.2.83	Audit	Clerk	...	24.10.01	£40 per ann.	" "
Bidstrup, Lionel L. T. R.	15.11.84	"	"	...	"	£40 "	" "
Burton, Wm. James	4.5.86	"	"	...	"	£40 "	" "
Banks, Wm. Henry	11.11.85	Accountant's	"	...	"	£40 "	" "
Blake, Henry James	26.2.79	Telegraph	Lineman	...	18.11.01	7s. per day	" "
Brown, Edward	10.10.77	"	"	...	27.11.01	7s. "	" "
Breen, Richard	5.9.68	Existing Lines	Repairer	...	1.11.01	6s. "	" "
Baynes, Herbert	13.12.76	"	"	...	"	6s. "	" "
Bennetts, Phillip Geo.	4.5.79	"	"	...	"	6s. "	" "
Blake, William	1.1.77	"	"	...	"	6s. "	" "
Barry, Michael John	7.10.75	"	"	...	"	6s. "	" "
Butchelor, Alexander	23.10.76	"	"	...	"	6s. "	" "
Boles, Richard	17.5.68	"	"	...	"	6s. "	" "
Bourke, Edmund	23.2.72	"	"	...	"	6s. "	" "
Brown, Andrew Abercrombie	16.9.77	"	"	...	"	6s. "	" "
Bullock, William	23.5.66	"	"	...	"	6s. "	" "
Brennan, Anthony	25.7.79	"	"	...	13.11.01	6s. "	" "
Brewer, William	5.12.71	"	"	...	1.11.01	6s. "	" "
Brooks, Walter J. B.	18.11.72	"	"	...	"	6s. "	" "
Bruce, Geo. Marriett	24.5.70	"	"	...	"	6s. "	" "
Barker, Frederick	31.7.74	"	"	...	"	6s. 6d. "	" "
Burke, Myles	3.6.70	"	"	...	"	6s. "	" "
Bosse, William	3.9.76	"	"	...	"	6s. "	" "
Brett, George	22.3.68	"	"	...	"	6s. "	" "
Blythman, Albert Geo.	22.8.74	"	"	...	"	6s. "	" "
Blake, Daniel Thos.	11.1.79	"	"	...	"	6s. "	" "
Blackman, Albert Ed.	20.3.68	"	"	...	"	6s. 6d. "	" "
Barry, William	12.71	"	"	...	"	6s. 6d. "	" "
Boyd, Thomas	14.9.69	"	"	...	"	6s. "	" "
Bowd, Wm. Henry	23.10.67	"	"	...	2.12.01	6s. "	" "
Brew, Victor Ernest	1.1.72	"	"	...	3.12.01	6s. "	" "
Bye, Thos. Joseph	13.3.80	"	Engineer Student	...	1.11.01	£95 per ann.	" "
Bourne, Hy. Edward	14.11.73	"	Painter	...	18.11.01	8s. per day	" "
Bruce, Walter	6.11.70	"	Labourer	...	26.11.01	6s. "	" "
Bowman, John Wm.	18.4.78	"	"	...	"	6s. 6d. "	" "
Beves, Benjamin	11.5.75	"	"	...	"	6s. "	" "
Birch, Geo. Herbert	5.2.83	"	Apprentice	...	"	1s. 6d. "	" "
Barlow, Albert Ernest	30.10.85	"	"	...	18.11.01	1s. 6d. "	" "
Bartel, August Karl	8.6.83	"	Engineer student	...	1.11.01	£40 per ann.	" "
Burgess, Hugh	22.5.65	"	Draftsman	...	13.11.01	£220 "	" "
Bunning, Wm. Henry	5.10.85	"	Lad labourer	...	18.11.01	2s. per day	" "
Baker, John	20.7.84	"	"	...	"	2s. "	" "
Brough, Wm. John	26.1.85	Traffic	Clerk	...	25.10.01	£40 per ann.	" "
Brown, George	19.12.84	"	"	...	28.10.01	£40 "	" "
Berry, Jas. Alexr.	6.9.72	"	Shunter	...	25.10.01	7s. per day	" "
Britton, Alfred Hy. Chas.	31.8.76	"	"	...	2.11.01	6s. 6d. "	" "
Britton, Hy. John Thos.	27.4.73	"	"	...	18.11.01	6s. 6d. "	" "
Barrie, Samuel Walter	5.7.84	"	Lad car-cleaner	...	1.11.01	2s. "	" "
Bunning, Fredk. Wm.	23.6.84	"	"	...	31.10.01	2s. "	" "
Bowman, Herbert Wm.	15.11.84	"	"	...	1.11.01	2s. "	" "
Blackie, Norman Campbell	4.9.78	"	Porter	...	17.10.01	6s. "	" "

APPOINTMENTS of Employés—DECEMBER QUARTER—continued.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Bidmeade, Graham R. ...	2.2.77	Traffic	Porter	...	17.10.01	6s. per day	Sec. 31, Act 1250
Beck, Florence Wm. ...	25.7.72	"	"	...	"	6s.	"
Barter, Thomas ...	24.9.79	"	"	...	"	6s.	"
Booth, Joseph ...	13.5.77	"	"	...	"	6s.	"
Bannerman, Jas. Alexr. ...	18.3.77	"	"	...	18.10.01	6s.	"
Berg, Robt. Anderson ...	30.12.76	"	"	...	"	6s.	"
Bride, Thos. Francis ...	11.5.74	"	"	...	19.10.01	6s.	"
Barnes, Arthur Edwd. ...	5.6.73	"	"	...	"	6s.	"
Burge, Richard ...	8.11.79	"	"	...	21.10.01	6s.	"
Blyth, Daniel ...	7.7.75	"	"	...	22.10.01	6s.	"
Brown, John Leopold ...	13.11.76	"	"	...	"	6s.	"
Burden, Frank Henry ...	1.7.76	"	"	...	23.10.01	6s.	"
Brooks, Wm. Henry ...	3.8.75	"	"	...	28.10.01	6s.	"
Bradford, Walter Geo. ...	11.10.79	"	"	...	29.10.01	6s.	"
Bailey, Joseph ...	28.8.81	"	Lad porter	...	31.10.01	4s. 6d.	"
Beer, Ernest Croom ...	20.1.83	"	"	...	"	4s.	"
Bowell, Arthur Thos. ...	9.6.84	"	"	...	4.11.01	4s.	"
Bannon, Patk. John ...	6.8.84	"	"	...	12.11.01	4s.	"
Britton, Francis Hy. ...	15.4.79	"	Labourer	...	19.11.01	6s.	"
Burns, Jas. Robertson ...	31.5.75	Locomotive	Cleaner	...	16.10.01	6s.	"
Burgess, Wm. John ...	9.6.78	"	"	...	"	6s.	"
Burke, James ...	24.12.71	"	"	...	"	6s.	"
Biggins, Arthur ...	18.8.77	"	"	...	"	6s.	"
Brown, Jas. Alexr. ...	19.12.74	"	"	...	17.10.01	6s.	"
Burns, Matthew ...	21.10.78	"	"	...	21.10.01	6s.	"
Bremner, Andrew ...	21.9.81	"	"	...	17.10.01	5s.	"
Brand, Wm. Henry ...	31.12.72	"	"	...	"	6s.	"
Blaik, John Wm. ...	11.3.65	"	Blacksmith	...	25.11.01	10s.	"
Borlase, Samuel ...	11.6.63	"	"	...	"	10s.	"
Barton, Chas. Herbert ...	12.12.62	"	"	...	13.11.01	10s.	"
Boyd, Samuel ...	11.5.64	"	"	...	18.11.01	10s.	"
Beck, Hurtle Henry ...	26.1.62	"	"	...	"	10s.	"
Baker, Wm. Frederick ...	22.11.79	"	Sailmaker	...	9.12.01	9s.	"
Bond, Montague ...	9.7.83	"	Lad labourer	...	7.11.01	3s. 6d.	"
Busbridge, Wm. Ethelbert ...	31.1.85	"	"	...	12.11.01	2s.	"
Burns, Alfred Ernest ...	26.2.84	"	"	...	"	2s.	"
Bonnett, Jas. David ...	21.11.84	"	"	...	"	2s.	"
Bulmer, Wm. Ernest ...	27.8.84	"	"	...	"	2s.	"
Barton, Douglas Gourlay ...	19.7.67	"	Fitter	...	13.11.01	10s.	"
Bassed, Alfred Jas. ...	5.10.76	"	"	...	"	10s.	"
Blyth, Fredk. Wm. ...	11.5.68	"	Boilermaker's help	...	"	6s. 6d.	"
Brotheridge, Walter ...	9.4.74	"	"	...	"	6s. 6d.	"
Burton, Joseph Francis ...	27.1.79	"	Striker	...	"	6s. 6d.	"
Barnett, Charles ...	16.12.62	"	Brass furnaceman	...	"	8s. 6d.	"
Britt, Hy. Arthur ...	17.5.83	"	Apprentice	...	7.11.01	3s.	"
Burns, Walter Clement ...	5.1.85	"	"	...	"	2s.	"
Butterfield, John Stephen ...	2.6.81	"	"	...	"	2s. 6d.	"
Barry, Arthur ...	17.12.85	"	"	...	"	2s.	"
Barbour, Julius A. S. ...	17.3.84	"	"	...	28.11.01	2s.	"
Cox, John James ...	3.7.78	"	Cleaner	...	17.10.01	6s.	"
Considine, Daniel ...	20.2.73	"	"	...	"	6s.	"
Cock, Wm. Arnold ...	13.6.81	"	"	...	"	5s.	"
Culmsee, Chas. George ...	9.3.71	"	"	...	16.10.01	6s.	"
Clifford, William ...	16.8.73	"	"	...	17.10.01	6s.	"
Chapman, Chas. Fredk. ...	14.8.74	"	"	...	"	6s.	"
Cleary, John Joseph ...	16.4.75	"	"	...	23.10.01	6s.	"
Cartledge, Geo. Parks ...	6.5.74	"	"	...	16.10.01	6s.	"
Clarke, Fredk. George ...	5.9.74	"	"	...	"	6s.	"
Carlile, Frank ...	11.4.78	"	"	...	17.10.01	6s.	"
Campion, Thomas ...	25.1.75	"	"	...	18.10.01	6s.	"
Cannon, Wm. Newton ...	18.12.63	"	Fitter	...	19.11.01	10s.	"
Coe, Herbert John ...	10.5.83	"	Lad labourer	...	7.11.01	3s. 6d.	"
Clark, Herbert Harry ...	18.5.83	"	"	...	"	3s. 6d.	"
Coe, Stephen George ...	25.3.85	"	"	...	12.11.01	2s. 6d.	"
Clarke, Bertram T. ...	29.3.84	"	"	...	"	3s.	"
Crawley, Edmund Wallace ...	20.8.84	"	"	...	"	2s.	"
Cook, Albert John ...	14.10.75	"	Striker	...	13.11.01	6s. 6d.	"
Clark, Searwood Eustace ...	27.8.84	"	Apprentice	...	7.11.01	3s.	"
Cameron, Alex. ...	28.2.81	"	"	...	"	2s. 6d.	"
Cowan, Thos. Stuart ...	19.9.84	"	"	...	28.11.01	2s. 6d.	"
Clarke, Chas. Mulligan ...	29.12.84	Traffic	Clerk	...	1.11.01	£40 per ann.	"
Clark, Thos. Hayman ...	17.8.78	"	Shunter	...	27.10.01	7s. per day	"
Coleman, Walter ...	17.11.76	"	"	...	26.10.01	6s. 6d.	"
Crellin, Wm. Francis ...	11.2.75	"	"	...	"	7s.	"
Cartmel, Isaac Chas. ...	7.9.71	"	"	...	28.10.01	7s.	"
Clancy, John Lawrence ...	19.4.68	"	Labourer	...	16.11.01	6s.	"
Cunningham, Robt. Jas. ...	30.11.79	"	"	...	22.11.01	6s.	"
Currow, Herbert ...	28.9.78	"	Porter	...	17.10.01	6s.	"
Cape, Joseph Percival ...	16.5.77	"	"	...	"	6s.	"
Cliff, Fred ...	2.10.72	"	"	...	"	6s.	"
Chalmers, Wm. Robertson ...	14.6.79	"	"	...	"	6s.	"
Collins, Wm. John ...	4.6.76	"	"	...	"	6s.	"
Cawsey, Arthur Ernest ...	16.1.79	"	"	...	"	6s.	"
Cole, Geo. Wm. ...	13.6.79	"	"	...	19.10.01	6s.	"
Corrigan, George ...	9.4.78	"	"	...	"	6s.	"
Campi, Enrico ...	29.6.77	"	"	...	"	6s.	"
Chapman, Chas. Hy. ...	19.7.70	"	"	...	"	6s.	"
Clough, Walter Arthur ...	25.5.78	"	"	...	"	6s.	"
Chapman, Albion ...	13.10.79	"	"	...	"	6s.	"

APPOINTMENTS of Employés—DECEMBER QUARTER—continued.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Cadday, Jas. Philip ...	26.8.75	Traffic ...	Porter ...	...	21.10.01	6s. per day	Sec. 31, Act 1250
Colley, Hy. James ...	5.5.79	" "	" "	...	"	6s. "	" "
Charman, George Alexr. ...	11.6.77	" "	" "	...	"	6s. "	" "
Collie, David ...	16.1.77	" "	" "	...	"	6s. "	" "
Chudleigh, Walter Herbert ...	17.7.73	" "	" "	...	"	6s. "	" "
Chandler, Ethelbert Valentine	22.3.75	" "	" "	...	"	6s. "	" "
Cecil, Wm. Alexr. ...	24.3.76	" "	" "	...	22.10.01	6s. "	" "
Chapple, John Charles ...	18.7.79	" "	" "	...	"	6s. "	" "
Cantillon, Wm. Henry ...	17.9.76	" "	" "	...	"	6s. "	" "
Cluning, Michael ...	25.4.75	" "	" "	...	23.10.01	6s. "	" "
Cross, James Muir ...	30.8.84	" "	Lad car cleaner	...	1.11.01	2s. "	" "
Cass, Chas. Edmund ...	18.6.83	" "	" "	...	"	2s. "	" "
Collier, Fredk. Redmond	5.10.85	" "	Lad porter	...	4.11.01	2s. "	" "
Callanan, Francis Wm.	7.4.85	" "	" "	...	1.11.01	2s. "	" "
Cocking, Arthur ...	10.10.79	" "	Porter	...	18.10.01	6s. "	" "
Church, Robt. Henry ...	7.4.85	" "	Lad porter	...	12.11.01	2s. "	" "
Chamberlain, Fred Willis	7.6.83	" "	" "	...	4.11.01	4s. "	" "
Cottle, Robt. James ...	9.12.82	" "	" "	...	31.10.01	4s. "	" "
Clark, Wm. James ...	3.11.84	" "	Lad messenger	...	11.11.01	2s. "	" "
Clark, Jas. Bennett ...	17.8.83	" "	Lad porter	...	"	2s. "	" "
Cumming, William ...	14.8.83	Accountant's...	Clerk	...	24.10.01	£40 per ann.	" "
Cameron, Archibald Angus	10.7.86	" "	" "	...	"	£40 "	" "
Cook, Charles ...	11.6.74	Existing Lines	Repairer	...	1.11.01	6s. per day	" "
Crosskell, Vincent Kerr	7.4.77	" "	" "	...	"	6s. "	" "
Carrolan, John James ...	28.6.69	" "	" "	...	"	6s. "	" "
Costello, Thos. ...	15.5.74	" "	" "	...	"	6s. "	" "
Cashen, Walter Augustine	11.2.75	" "	" "	...	"	6s. "	" "
Curtis, George ...	7.9.74	" "	" "	...	"	6s. "	" "
Chivers, Arthur Joseph	25.6.79	" "	" "	...	"	6s. "	" "
Chivers, Thos. Albert ...	29.11.70	" "	" "	...	"	6s. "	" "
Colson, Henry ...	18.3.67	" "	" "	...	"	6s. "	" "
Charman, Thos. Wm. ...	29.1.70	" "	" "	...	"	6s. "	" "
Carter, George Charles ...	27.5.76	" "	" "	...	"	6s. "	" "
Creennaune, Patrick ...	8.11.63	" "	" "	...	"	6s. "	" "
Campbell, Thomas ...	24.10.71	" "	" "	...	"	6s. "	" "
Clancy, John Rogers ...	8.8.77	" "	" "	...	"	6s. "	" "
Carmody, John ...	17.12.78	" "	" "	...	"	6s. 6d. "	" "
Condon, Michael ...	23.9.78	" "	" "	...	"	6s. 6d. "	" "
Comans, Daniel ...	10.10.65	" "	" "	...	"	6s. 6d. "	" "
Castles, Donald ...	1.11.74	" "	" "	...	"	6s. 6d. "	" "
Casey, James Patk. ...	15.3.78	" "	" "	...	"	6s. "	" "
Chapman, Isaac Newman	21.8.75	" "	" "	...	"	6s. "	" "
Crump, Horace ...	22.2.70	" "	" "	...	"	6s. "	" "
Coleman, Albert ...	26.3.74	" "	" "	...	"	6s. "	" "
Callanan, James ...	7.2.67	" "	" "	...	"	6s. "	" "
Carey, Joseph ...	1.7.69	" "	" "	...	"	6s. "	" "
Coghlan, Patrick ...	11.2.79	" "	" "	...	"	6s. "	" "
Collins, Walter ...	23.4.67	" "	" "	...	"	6s. "	" "
Curran, George ...	4.9.74	" "	" "	...	"	6s. "	" "
Collins, John ...	1.8.67	" "	" "	...	"	6s. "	" "
Collins, John ...	16.8.72	" "	" "	...	"	6s. "	" "
Coombes, Joseph ...	18.12.68	" "	" "	...	"	6s. "	" "
Cooke, Arthur John ...	28.8.71	" "	" "	...	"	6s. "	" "
Collins, Wm. George ...	31.12.68	" "	" "	...	2.12.01	6s. 6d. "	" "
Costello, John ...	16.7.70	" "	" "	...	"	6s. 6d. "	" "
Coghill, John James ...	13.10.66	" "	" "	...	"	6s. "	" "
Collopy, Edward ...	14.10.72	" "	" "	...	"	6s. "	" "
Campbell, Alexander ...	17.5.72	" "	" "	...	"	6s. "	" "
Coleman, John Edwd. ...	11.11.70	" "	" "	...	"	6s. "	" "
Corbett, John ...	1.1.64	" "	Carpenter	...	26.11.01	9s. "	" "
Cubbin, Wm. James ...	10.6.62	" "	" "	...	"	9s. "	" "
Coyle, Kevin Patrick ...	9.10.83	" "	Clerk	...	1.11.01	£40 per ann.	" "
Callanan, Michael Wm. ...	29.11.69	" "	Labourer	...	26.11.01	6s. 6d. per day	" "
Cronin, Timothy Ernest	21.11.82	" "	Lad labourer...	...	19.11.01	2s. "	" "
Cumming, Geo. Gordon	6.6.85	" "	" "	...	18.11.01	2s. "	" "
Daniel, Giles Felix ...	16.12.70	Telegraph	Lineman	...	"	7s. "	" "
Dickins, Francis Terrick	15.9.84	Accountant's	Clerk	...	24.10.01	£40 per ann.	" "
Dawson, Benjamin ...	24.3.85	" "	" "	...	"	£40 "	" "
Drummond, Alexr. Peter	9.12.86	" "	" "	...	"	£40 "	" "
Deacon, John Francis ...	17.12.74	Traffic	Shunter	...	7.11.01	7s. per day	" "
Doherty, Wm. John ...	26.7.67	" "	Labourer	...	18.11.01	6s. "	" "
Duke, Frank* ...	14.9.73	" "	Shunter	...	1.4.01	7s. "	Sec. 81, Act 1135
Daly, Patrick ...	23.8.79	" "	Porter	...	17.10.01	6s. "	Sec. 31, Act 1250
Dewsnap, Henry ...	11.10.70	" "	" "	...	"	6s. "	" "
Darcy, James ...	28.5.80	" "	" "	...	"	6s. "	" "
Duncan, David ...	27.11.73	" "	" "	...	"	6s. "	" "
Dubber, Joseph Samuel	27.10.71	" "	" "	...	"	6s. "	" "
Disher, Alfred ...	18.8.70	" "	" "	...	"	6s. "	" "
Davies, Richard ...	25.12.78	" "	" "	...	19.10.01	6s. "	" "
Donnellan, Wm. Arthur	3.10.72	" "	" "	...	"	6s. "	" "
Davidson, Thos. Houghton	15.4.74	" "	" "	...	21.10.01	6s. "	" "
Ditterich, Joseph ...	2.5.79	" "	" "	...	"	6s. "	" "

* Omitted from June quarter, 1901.

APPOINTMENTS of Employés—DECEMBER QUARTER—continued.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
De'Lany, George ...	28.4.75	Traffic ...	Porter ...	...	21.10.01	6s. per day	Sec. 31, Act 1250
Dyson, Hy. Walter ...	16.2.79	" ...	" ...	...	"	6s.	
De'Arcy, Wm. John Y. ...	18.4.79	" ...	" ...	...	22.10.01	6s.	" "
Dempsey, Eugene ...	28.7.74	" ...	" ...	...	29.10.01	6s.	" "
Daly, Denis James ...	27.7.68	" ...	" ...	...	30.10.01	6s.	" "
Dunne, Patrick Joseph ...	14.4.83	" ...	Lad car cleaner	...	31.10.01	2s.	" "
Dalton, John Fredk. W. ...	23.2.84	" ...	" ...	...	"	2s. 6d.	" "
Denham, Wm. Thomas ...	14.12.83	" ...	" ...	...	4.11.01	2s.	" "
Dillon, John Francis ...	10.4.84	" ...	Lad porter	...	31.10.01	3s.	" "
Dunn, John ...	12.11.84	" ...	" ...	...	11.11.01	2s.	" "
Doherty, John ...	12.4.71	Locomotive ...	Cleaner ...	...	17.10.01	6s.	" "
Duncan, Hyett ...	31.12.79	" ...	" ...	...	"	6s.	" "
Duké, Edmund ...	20.1.81	" ...	" ...	...	16.10.01	5s.	" "
Dudley, Angus McKinnon ...	19.3.77	" ...	" ...	...	17.10.01	6s.	" "
Drakeford, Arthur Samuel ...	26.4.78	" ...	" ...	...	16.10.01	6s.	" "
Deveney, Bartholomew B. ...	7.12.75	" ...	" ...	...	17.10.01	6s.	" "
Dallimore, Clarence Jas. ...	17.10.78	" ...	" ...	...	"	6s.	" "
Doyle, Michael John ...	7.2.73	" ...	Moulder ...	...	18.11.01	10s.	" "
Derham, John Edwd. ...	1.4.60	" ...	Fitter ...	...	20.11.01	10s.	" "
Daniel, Richd. Geo. Geach ...	15.2.78	" ...	Labourer ...	...	2.12.01	6s.	" "
Dorey, Joseph ...	15.4.74	" ...	Boilermaker's help	...	13.11.01	6s. 6d.	" "
Dixon, Wm. Jas. ...	13.3.77	" ...	" ...	...	"	6s. 6d.	" "
Davie, Jas. John A. D. ...	6.7.66	" ...	Striker ...	...	"	6s. 6d.	" "
Doyle, Michael Joseph ...	11.3.73	" ...	Boilermaker ...	...	14.11.01	10s.	" "
Dick, Herbert Malcolm ...	30.4.74	" ...	Blacksmith ...	...	18.11.01	10s.	" "
Darmody, Mathew ...	23.4.78	Existing Lines	Repairer ...	...	"	6s.	" "
Deveney, William ...	16.1.72	" ...	" ...	...	1.11.01	6s.	" "
Donohue, Michael John ...	19.4.75	" ...	" ...	...	"	6s.	" "
Davies, Lewis John ...	7.3.71	" ...	" ...	...	"	6s.	" "
Dunsmore, Henry ...	5.4.76	" ...	" ...	...	"	6s.	" "
Dunne, James ...	5.1.80	" ...	" ...	...	"	6s.	" "
Dunn, Frank ...	20.8.78	" ...	" ...	...	4.11.01	6s.	" "
Donovan, Thomas ...	24.3.80	" ...	" ...	...	1.11.01	6s.	" "
Dwyer, Patrick ...	1.10.74	" ...	" ...	...	"	6s.	" "
Denyer, William ...	10.7.73	" ...	" ...	...	"	6s.	" "
Doyle, John ...	5.1.76	" ...	" ...	...	"	6s.	" "
Donovan, Percy ...	21.7.70	" ...	" ...	...	"	6s.	" "
Duncan, George ...	25.5.75	" ...	" ...	...	"	6s.	" "
Doran, Thomas ...	7.5.78	" ...	" ...	...	"	6s. 6d.	" "
Duggan, John ...	20.8.79	" ...	" ...	...	"	6s. 6d.	" "
Doherty, Edmond ...	27.12.75	" ...	" ...	...	"	6s. 6d.	" "
Douglas, Andrew ...	24.3.67	" ...	" ...	...	"	6s.	" "
Dewan, Herbert ...	4.10.79	" ...	" ...	...	"	6s.	" "
Drage, Wm. Jas. ...	28.9.74	" ...	" ...	...	"	6s.	" "
Dillon, Maurice ...	26.10.74	" ...	" ...	...	"	6s.	" "
Dillon, John Francis ...	11.2.75	" ...	" ...	...	"	6s.	" "
D'Arcy, William ...	12.5.69	" ...	" ...	...	"	6s.	" "
Dillon, Michael Joseph ...	4.7.68	" ...	" ...	...	"	6s.	" "
Donoghue, Patrick ...	11.11.68	" ...	" ...	...	"	6s.	" "
Davidson, Hy. Muier ...	15.8.79	" ...	" ...	...	"	6s. 6d.	" "
Donegan, John Jas. ...	9.12.72	" ...	" ...	...	2.12.01	6s.	" "
Deveney, John ...	12.5.70	" ...	" ...	...	"	6s.	" "
Dolan, Thomas ...	17.12.65	" ...	" ...	...	"	6s.	" "
Deakes, Thos. Wm. ...	24.5.84	" ...	Apprentice ...	...	26.11.01	1s. 6d.	" "
Doran, Wm. Patrick ...	19.4.83	" ...	Lad labourer ...	...	18.11.01	2s.	" "
Everett, Alfred Edwd. ...	16.10.74	" ...	Repairer ...	...	1.11.01	6s.	" "
Elligett, Patrick ...	22.12.68	" ...	" ...	...	2.11.01	6s.	" "
Egan, Michael Stephen ...	16.12.73	" ...	" ...	...	1.11.01	6s.	" "
Elliman, John Wm. ...	15.2.69	" ...	" ...	...	"	6s.	" "
Edgar, James ...	8.6.75	" ...	" ...	...	"	6s.	" "
Edmonds, Mark ...	26.9.70	" ...	" ...	...	"	6s.	" "
Elligett, Edward ...	5.2.76	" ...	" ...	...	"	6s.	" "
Enright, William ...	7.11.69	" ...	" ...	...	2.12.01	6s. 6d.	" "
Egan, John Joseph ...	1.6.67	" ...	" ...	...	"	6s. 6d.	" "
Envall, Charles ...	1.3.70	" ...	Labourer ...	...	27.11.01	6s.	" "
Ewins, Albert Edward ...	8.9.75	Traffic ...	Porter ...	...	29.10.01	6s.	" "
Evans, Evan Stanley ...	9.1.84	" ...	Clerk ...	...	28.10.01	£40 per ann.	" "
Edsall, Thomas ...	10.11.84	" ...	" ...	...	"	£40	" "
Evans, David Edwd. ...	19.5.74	" ...	Shunter ...	...	1.11.01	6s. 6d. per day	" "
Elliott, Wm. Edward ...	26.8.69	" ...	Porter ...	...	17.10.01	6s.	" "
Egan, Martin ...	27.4.70	" ...	" ...	...	"	6s.	" "
Egan, Michael Joseph ...	1.1.75	" ...	" ...	...	"	6s.	" "
Ellsworth, Chas. Mortimer ...	17.7.76	" ...	" ...	...	"	6s.	" "
Evans, Walter Hy. ...	3.6.79	" ...	" ...	...	19.10.01	6s.	" "
Evans, Wm. De'Lacy ...	12.11.78	" ...	" ...	...	"	6s.	" "
Ezard, Arthur ...	25.5.79	" ...	" ...	...	23.10.01	6s.	" "
Evans, Walter Thomas ...	10.4.83	" ...	Lad car cleaner	...	31.10.01	2s.	" "
Espie, Fredk. Ernest ...	23.5.85	" ...	Lad porter ...	...	1.11.01	2s.	" "
Ellison, Edward ...	24.10.77	Locomotive ...	Cleaner ...	...	18.10.01	6s.	" "
Elliott, Arthur George ...	19.10.78	" ...	" ...	...	16.10.01	6s.	" "
Ellison, Thomas ...	8.4.80	" ...	" ...	...	"	6s.	" "
Ellison, John ...	12.4.75	" ...	" ...	...	"	6s.	" "
Edward, Alexr. Young ...	7.2.79	" ...	" ...	...	17.10.01	6s.	" "
Elliott, William ...	11.2.77	" ...	" ...	...	7.12.01	6s.	" "
Egalton, Hy. Howard ...	1.3.85	" ...	Lad labourer ...	...	7.11.01	2s. 6d.	" "
Fletcher, Hy. Thos. ...	30.3.84	Telegraph ...	Operator ...	...	29.10.01	£40 per ann.	" "

APPOINTMENTS of Employés—DECEMBER QUARTER—continued.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Ferris, Daniel...	11.10.69	Stores	Labourer	...	18.11.01	6s. per day	Sec. 31, Act 1250
Ford, Albert Ward	22.9.85	Accountant's...	Clerk	...	24.10.01	£40 per ann.	" "
Fox, Joseph Edwin	8.9.77	Locomotive	Cleaner	...	17.10.01	6s. per day	" "
Foley, Timothy Lawrence	31.8.77	"	"	...	16.10.01	6s.	" "
Ford, Edward Wm.	4.9.78	"	"	...	"	6s.	" "
Fitzgibbon, Wm. Hy. Peter	5.10.81	"	"	...	17.10.01	5s.	" "
Fuller, John Wm.	29.12.77	"	"	...	"	6s.	" "
Fox, Neilous	8.10.62	"	Moulder	...	17.12.01	10s.	" "
Fisher, Alfred	14.4.67	"	Boilermaker's help	...	13.11.01	6s. 6d.	" "
Ford, Harold Gordon	12.7.84	"	Apprentice	...	7.11.01	2s. 6d.	" "
Fewster, Chas. Robert	27.9.85	"	Lad labourer	...	12.11.01	2s. 6d.	" "
Fell, Wm. Joseph	14.7.80	Traffic	Shunter	...	29.10.01	6s. 6d.	" "
Flowers, Albert	25.12.66	"	Labourer	...	2.12.01	6s.	" "
French, Walter	19.1.73	"	Porter	...	17.10.01	6s.	" "
Frost, James	25.9.78	"	"	...	"	6s.	" "
Flower, Mark	25.9.78	"	"	...	"	6s.	" "
Falloon, Southwell Ruthven	18.9.79	"	"	...	19.10.01	6s.	" "
Ford, Harry	7.5.72	"	"	...	"	6s.	" "
Fitzpatrick, Jas. Alfred	25.12.73	"	"	...	"	6s.	" "
Flannery, John	18.9.76	"	"	...	"	6s.	" "
Forster, Fredk. Chas.	10.8.76	"	"	...	22.10.01	6s.	" "
Foster, John Hy.	4.1.69	Existing Lines	Repairer	...	1.11.01	6s.	" "
Frawley, Denis	16.11.72	"	"	...	"	6s.	" "
Flewin, Thomas	11.10.79	"	"	...	"	6s.	" "
Foley, Timothy	6.9.73	"	"	...	"	6s.	" "
Forster, Thos. Ridley	5.10.73	"	"	...	"	6s. 6d.	" "
Foot, Hugh McMurtrie	11.6.67	"	"	...	"	6s.	" "
Fogarty, Daniel	1.1.74	"	"	...	"	6s.	" "
Fothergill, Francis Edwd.	21.7.66	"	"	...	"	6s.	" "
Fairy, Henry	28.8.62	"	"	...	"	6s.	" "
Fitzpatrick, Martin	3.5.68	"	"	...	"	6s.	" "
Farrelly, Matthew	3.4.65	"	"	...	"	6s.	" "
Frawley, William	9.9.76	"	"	...	"	6s.	" "
Fitzgerald, Michael	13.6.78	"	"	...	"	6s.	" "
Fraser, David	2.3.73	"	Sailorman	...	18.11.01	6s. 6d.	" "
Fleming, Wm. James	4.1.77	"	Carpenter	...	26.11.01	9s.	" "
Filce, Samuel P. B.	16.9.64	"	"	...	"	9s.	" "
Farmer, Malkin N.	16.5.86	"	Lad labourer	...	18.11.01	2s.	" "
Gahan, Walter Ernest	19.10.85	Accountant's...	Clerk	...	24.10.01	3s.	" "
Garraway, Stephen	17.12.69	Stores	Labourer	...	25.11.01	6s.	" "
Grund, Harry Oskar	21.8.85	Telegraph	Operator	...	24.10.01	£40 per ann.	" "
Groves, John Thomas	30.1.79	Locomotive	Cleaner	...	16.10.01	6s. per day	" "
Gillman, Peter White	11.4.78	"	"	...	"	6s.	" "
Gault, John	15.4.72	"	"	...	17.10.01	6s.	" "
Greenwood, George Thos.	24.3.76	"	"	...	16.10.01	6s.	" "
Graham, James Davies	31.3.64	"	Machinist	...	18.11.01	8s. 8d.	" "
Glanville, Thos. Henry	26.7.64	"	Fitter	...	19.11.01	10s.	" "
Gibson, Allan	1.9.67	"	"	...	13.11.01	10s.	" "
Glenister, Percy Fredk.	1.1.84	"	Lad labourer	...	7.11.01	2s.	" "
George, Alfred Thos.	7.9.84	"	"	...	12.11.01	2s.	" "
Gillespie, James Adam D.	4.1.84	"	"	...	"	2s.	" "
Greenland, George Thos.	29.3.66	"	Boilermaker's help	...	13.11.01	6s. 6d.	" "
Griffiths, Wm. John	18.4.79	"	"	...	"	6s. 6d.	" "
Gibney, Francis Patk.	7.3.64	"	Car painter	...	"	8s.	" "
Gilmour, George	1.12.61	"	Blacksmith	...	"	10s.	" "
Gibbons, Alfred Sydney	30.3.79	"	Cleaner	...	30.11.01	6s.	" "
Grimmett, Jabez Lorenzo	12.9.69	Existing Lines	Repairer	...	1.11.01	6s.	" "
Gaylard, Alexander	27.2.73	"	"	...	"	6s.	" "
Glanville, Arthur Edwd.	21.7.78	"	"	...	"	6s.	" "
Galvin, Andrew Michael	7.4.78	"	"	...	"	6s.	" "
Goulding, Patrick	6.5.70	"	"	...	"	6s.	" "
Green, Michael	23.4.71	"	"	...	"	6s.	" "
Giggins, David Francis	3.8.78	"	"	...	"	6s. 6d.	" "
Guinea, William	28.5.68	"	"	...	"	6s.	" "
Galvin, Edward	11.9.75	"	"	...	"	6s. 6d.	" "
Greenfield, James	21.10.67	"	"	...	"	6s. 6d.	" "
Greening, Wm. Henry	17.10.64	"	"	...	"	6s.	" "
Green, Fredk. Alfred	3.10.65	"	Carpenter	...	26.11.01	9s.	" "
Gilbee, Walter Edward	7.6.65	"	Piledriver	...	14.11.01	6s. 6d.	" "
Gilbee, William Jas.	28.5.72	"	Labourer	...	26.11.01	6s.	" "
Green, George	18.3.64	"	Repairer	...	2.12.01	6s.	" "
Game, Avern Haddon	21.8.83	Traffic	Clerk	...	28.10.01	£40 per ann.	" "
Gorman, John Wm. Joseph	30.4.86	"	"	...	1.11.01	£40	" "
Grant, Joseph	9.8.71	"	Shunter	...	25.10.01	6s. 6d. per day	" "
Gleeson, Jeremiah	11.9.74	"	"	...	"	7s.	" "
Gagiero, Wm. Louis	8.10.75	"	"	...	28.10.01	6s. 6d.	" "
Gonsal, Fredk. Wm.	18.8.72	"	Porter	...	17.10.01	6s.	" "
Goble, Francis Joseph	14.5.72	"	"	...	"	6s.	" "
Godden, Wm. Henry	27.9.77	"	"	...	21.10.01	6s.	" "
Gilbert, Edmund	15.4.73	"	"	...	2.12.01	6s.	" "
Goode, Pym*	9.4.78	"	Clerk	...	1.4.01	£100 per ann.	Sec. 81, Act 1135;
George, Wm. Stewart	30.7.83	"	Lad porter	...	5.11.01	2s. per day	Sec. 31, Act 1250
Houston, Jas. Hamilton	25.7.84	"	Clerk	...	26.10.01	£40 per ann.	" "

* Omitted from June quarter 1901

APPOINTMENTS of Employés—DECEMBER QUARTER—*continued.*

Name in full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Hyland, Arthur Eric ...	1.4.85	Traffic ...	Clerk ...	...	28.10.01	£40 per ann.	Sec. 31, Act 1250
Hopkins, Wm. John ...	13.1.72	" ...	Labourer ...	...	25.11.01	6s. per day	" "
Hargreaves, James ...	17.12.73	" ...	Shunter ...	...	25.10.01	7s. "	" "
Healey, Patrick Michael ...	25.9.78	" ...	" ...	...	"	6s. 6d. "	" "
Holyoak, Geo. Henry ...	29.11.74	" ...	Porter ...	...	17.10.01	6s. 6d. "	" "
Headland, James ...	2.5.78	" ...	" ...	...	"	6s. "	" "
Hobbs, Hy. Bartlett ...	2.6.76	" ...	" ...	...	"	6s. "	" "
Hickin, Ebenezer Hunter ...	25.4.78	" ...	" ...	...	"	6s. "	" "
Hinwood, Wm. Alexr. Shearer	30.3.74	" ...	" ...	...	19.10.01	6s. "	" "
Hunter, Wm. George ...	4.5.72	" ...	" ...	...	"	6s. "	" "
Hempenstall, John James	26.10.78	" ...	" ...	...	"	6s. "	" "
Humphrey, Malcolm Bruce	14.5.77	" ...	" ...	...	"	6s. "	" "
Hammond, Thos. Edwin	1.10.71	" ...	" ...	...	"	6s. "	" "
Harlow, Wm. Fredk. ...	29.7.73	" ...	" ...	...	"	6s. "	" "
Henderson, William ...	14.8.72	" ...	" ...	...	"	6s. "	" "
Holbery, Jas. Tunsted ...	29.4.79	" ...	" ...	...	"	6s. "	" "
Hickey, Andrew ...	14.7.79	" ...	" ...	...	22.10.01	6s. "	" "
Henry, Andrew ...	18.9.77	" ...	" ...	...	"	6s. "	" "
Hogan, James ...	4.10.75	" ...	" ...	...	"	6s. "	" "
Higgins, Matthew ...	5.6.79	" ...	" ...	...	29.10.01	6s. "	" "
Hodson, John Stancliffe	31.1.75	" ...	" ...	...	4.11.01	6s. "	" "
Hannon, Simon Patk. ...	27.1.85	" ...	Lad porter ...	...	"	2s. "	" "
Hart, James Creath ...	17.10.86	" ...	" ...	...	"	2s. "	" "
Higgins, Edward ...	4.5.85	" ...	" ...	...	"	2s. "	" "
Hartley, Thomas ...	1.5.84	" ...	Lad car cleaner ...	...	31.10.01	2s. "	" "
Head, Arthur Edward ...	16.10.84	" ...	" ...	...	1.11.01	2s. "	" "
Hallinan, Thomas ...	8.10.84	" ...	Lad messenger ...	...	31.10.01	2s. "	" "
Holden, John Joseph ...	22.6.78	Existing Lines	Repairer ...	...	1.11.01	6s. "	" "
Harper, Patrick John ...	15.11.68	" ...	" ...	...	"	6s. "	" "
Hill, Albert ...	15.6.77	" ...	" ...	...	"	6s. "	" "
Hogan, Matthew ...	9.10.78	" ...	" ...	...	"	6s. "	" "
Hurlstone, Henry ...	21.4.65	" ...	" ...	...	"	6s. "	" "
Harrop, John Andrew Patk.	15.4.79	" ...	" ...	...	2.11.01	6s. "	" "
Haggar, Albert Jas. ...	29.9.74	" ...	" ...	...	1.11.01	6s. "	" "
Hobbs, Joseph Wm. ...	15.11.70	" ...	" ...	...	"	6s. "	" "
Hawkins, George ...	24.6.72	" ...	" ...	...	"	6s. "	" "
Hopgood, Wilfred Ernest	15.1.76	" ...	" ...	...	"	6s. "	" "
Honan, Wm. Edwin ...	12.8.64	" ...	" ...	...	"	6s. "	" "
Hoskinson, David George	13.10.76	" ...	" ...	...	"	6s. "	" "
House, Joseph ...	10.8.71	" ...	" ...	...	"	6s. 6d. "	" "
Hughes, Henry John ...	28.2.70	" ...	" ...	...	"	6s. "	" "
Hooton, John ...	15.8.79	" ...	" ...	...	"	6s. "	" "
Hodson, Charles Joseph	16.4.69	" ...	" ...	...	"	6s. "	" "
Hickey, Edward ...	12.8.77	" ...	" ...	...	"	6s. "	" "
Hunter, Albert John ...	15.11.69	" ...	" ...	...	2.12.01	6s. "	" "
Hayden, Thos. Patrick ...	14.2.80	" ...	" ...	...	"	6s. "	" "
Honville, Arthur Wm. ...	25.12.64	" ...	" ...	...	"	6s. "	" "
Higgins, William ...	9.3.69	" ...	" ...	...	11.12.01	6s. "	" "
Harkess, James ...	21.5.65	" ...	Fitter ...	...	14.11.01	10s. "	" "
Heath, Hy. Parker ...	4.7.69	" ...	Carpenter ...	...	26.11.01	9s. "	" "
Harrington, Henry Wm. ...	2.4.80	" ...	Labourer ...	...	"	6s. "	" "
Hodgson, Isaac Stanley	14.5.84	" ...	Apprentice ...	...	"	1s. 6d. "	" "
Hempel, Gustav Clifford	6.9.83	" ...	" ...	...	"	1s. 6d. "	" "
Hart, Herbert Joseph ...	10.6.78	Locomotive ...	Cleaner ...	...	17.10.01	6s. "	" "
Hunter, Robert ...	23.6.78	" ...	" ...	...	16.10.01	6s. "	" "
Hooper, John ...	2.1.73	" ...	" ...	...	"	6s. "	" "
Hillis, Wm. Herbert ...	29.1.79	" ...	" ...	...	17.10.01	6s. "	" "
Harding, Ernest Richard	1.10.78	" ...	" ...	...	16.10.01	6s. "	" "
Hay, James Sinclair ...	9.3.79	" ...	" ...	...	"	6s. "	" "
Hampton, John ...	30.6.76	" ...	" ...	...	"	6s. "	" "
Hendrie, Andrew M. ...	7.8.76	" ...	" ...	...	"	6s. "	" "
Howse, Albert ...	8.3.80	" ...	" ...	...	18.10.01	6s. "	" "
Harrison, Walter Ernest B.	6.1.81	" ...	" ...	...	4.12.01	5s. "	" "
Herlihy, Thos. ...	17.9.72	" ...	Moulder ...	...	18.11.01	10s. "	" "
Hart, William ...	15.10.73	" ...	Boilermaker ...	...	"	10s. "	" "
Hill, Samuel Ridings ...	5.7.69	" ...	" ...	...	"	10s. "	" "
Heriot, Arthur ...	10.6.74	" ...	Boilermaker's help	...	13.11.01	6s. 6d. "	" "
Horan, Thomas Michael	26.8.83	" ...	Lad labourer ...	...	12.11.01	2s. "	" "
Hedges, John Edwin A. ...	14.8.83	" ...	" ...	...	"	2s. "	" "
Heffey, Cornelius Blenard	24.12.74	" ...	Striker ...	...	13.11.01	6s. 6d. "	" "
Hayes, Richard ...	6.7.68	" ...	Coppersmith ...	...	"	10s. "	" "
Harrow, Alexander H. ...	22.8.76	" ...	Fitter ...	...	14.11.01	10s. "	" "
Heffernan, John Edward	23.5.80	" ...	Apprentice ...	...	7.11.01	2s. 6d. "	" "
Hindson, Robt. Rudderham	22.5.86	" ...	" ...	...	12.11.01	1s. 6d. "	" "
Hutchison, Geo. Arnold	2.6.85	" ...	" ...	...	28.11.01	2s. "	" "
Higgins, Wm. Daniel ...	14.6.85	Audit ...	Clerk ...	...	24.10.01	£40 per ann.	" "
Hall, John Joseph ...	18.2.84	" ...	" ...	...	4.12.01	£40 "	" "
Hulme, Ernest Andrew ...	14.2.85	Accountant's ...	" ...	...	24.10.01	£40 "	" "
Henderson, John Crawford	6.4.84	" ...	" ...	...	"	£40 "	" "
Hillary, Cecil Aubrey ...	16.3.87	Telegraph ...	Operator ...	...	11.11.01	£40 "	" "
Irving, John ...	3.7.71	Locomotive ...	Boilermaker's help	...	13.11.01	6s. 6d. per day	" "
Izatt, Wm. John ...	2.10.65	" ...	Moulder ...	...	"	10s. "	" "

APPOINTMENTS of Employés—DECEMBER QUARTER—continued.

Name in full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Igoe, John ...	6.4.68	Existing Lines	Repairer ...	...	1.11.01	6s. per day	Sec. 31, Act 1250
Ive, Harry Robert ...	9.4.65	"	Carpenter ...	...	26.11.01	9s. "	" "
Inglis, Frank Laughton ...	13.1.84	Traffic	Clerk ...	...	28.10.01	£40 per ann.	" "
Inglleman, Wm. Thos. ...	5.10.77	"	Porter ...	...	19.10.01	6s. per day	" "
Irvine, Reginald Thomas ...	28.3.80	"	" ...	...	21.10.01	6s. "	" "
Jamieson, Chas. Andrew ...	19.3.86	"	Clerk ...	...	28.10.01	£40 per ann.	" "
Jonas, David Henry ...	16.1.86	"	" ...	...	"	£40 "	" "
Jennett, Louis James ...	1.6.71	"	Labourer ...	...	25.11.01	6s. per day	" "
Jewell, Wm. Edwin ...	29.6.85	"	Lad car cleaner ...	...	31.10.01	2s. "	" "
Jose, Thomas Matthew ...	16.8.83	"	" ...	...	1.11.01	2s. "	" "
Jones, John Joseph ...	15.4.68	"	Porter ...	...	17.10.01	6s. "	" "
Jordan, Harry Francis ...	24.6.78	"	" ...	...	"	6s. "	" "
Jones, Richd. Edward ...	20.3.74	"	" ...	...	19.10.01	6s. "	" "
Jones, John Robert ...	12.10.79	"	" ...	...	21.10.01	6s. "	" "
Jones, Edwin James ...	28.2.74	"	" ...	...	"	6s. "	" "
Jones, Fredk. James ...	5.4.85	"	Lad messenger ...	...	4.11.01	2s. "	" "
Jones, Robert ...	7.10.82	"	Block recorder ...	...	31.10.01	3s. "	" "
Jones, Ernest ...	16.6.79	Existing Lines	Repairer ...	...	1.11.01	6s. "	" "
Jackson, Jas. MacIntyre ...	4.4.69	"	" ...	...	"	6s. "	" "
Jones, John ...	30.11.67	"	" ...	...	"	6s. "	" "
Jones, Wm. Henry ...	13.1.79	"	" ...	...	"	6s. "	" "
Jones, Wm. Henry ...	21.8.65	"	" ...	...	"	6s. "	" "
Johns, Chas. David ...	10.7.70	"	" ...	...	"	6s. "	" "
Jose, Francis ...	15.5.70	"	" ...	...	"	6s. 6d. "	" "
Juilen, Charles ...	29.3.70	"	Blacksmith ...	...	18.11.01	1cs. "	" "
James, Wm. Henry ...	26.7.73	Locomotive	Cleaner ...	...	16.10.01	6s. "	" "
Jamieson, Patk. Graham ...	10.4.72	"	" ...	...	22.10.01	6s. "	" "
Jones, Arthur John ...	9.3.84	"	Lad labourer ...	...	18.11.01	2s. "	" "
Jones, Thos. Wm. ...	23.7.84	"	" ...	...	7.11.01	3s. "	" "
Jones, Chas. Edgar ...	17.8.84	"	" ...	...	"	3s. "	" "
Jordan, George ...	1.5.73	"	Fitter ...	...	26.11.01	1cs. "	" "
Jones, Wm. Henry ...	25.12.71	"	" ...	...	27.11.01	1cs. "	" "
Jeffs, Hy. Alfred ...	29.10.78	"	Cleaner ...	...	2.12.01	6s. "	" "
Johnson, Herbert Morgan ...	31.7.85	"	Apprentice ...	...	7.11.01	2s. "	" "
Jones, Thos. John ...	23.12.83	"	" ...	...	12.11.01	2s. 6d. "	" "
Jenkins, Hy. Walter ...	24.4.68	"	Boilermaker's help ...	...	13.11.01	6d. 6d. "	" "
Johns, Chas. Francis ...	20.1.87	Audit	Clerk ...	...	"	£40 per ann.	" "
James, Joseph Harold ...	28.3.84	Accountant's...	" ...	...	24.10.01	£40 "	" "
Jamieson, Frederick W. ...	4.9.85	Telegraph	Apprentice ...	...	14.11.01	1s. 6d. per day	" "
Johns, Alfred Charles ...	19.12.67	Stores	Labourer ...	...	25.11.01	6s. "	" "
Kelly, Wm. Irvine ...	8.4.79	Existing Lines	Repairer ...	...	1.11.01	6s. "	" "
Kolle, Albert Robt. ...	12.11.73	"	" ...	...	"	6s. "	" "
Kernan, Jas. Joseph ...	12.9.77	"	" ...	...	"	6s. "	" "
Kronk, Hy. Edward ...	5.8.77	"	" ...	...	"	6s. "	" "
Kennedy, William ...	27.9.78	"	" ...	...	"	6s. "	" "
Kenny, Lawrence ...	10.7.72	"	" ...	...	"	6s. 6d. "	" "
Kellett, David ...	16.12.66	"	" ...	...	"	6s. "	" "
Kelly, Michael ...	16.11.77	"	" ...	...	"	6s. "	" "
King, Jas. Patrick ...	27.9.74	"	" ...	...	3.12.01	6s. "	" "
Keily, Michael ...	12.8.66	"	" ...	...	2.12.01	6s. "	" "
Keogh, Michael ...	1.1.66	"	" ...	...	3.12.01	6s. "	" "
Kelleher, Thos. James ...	11.8.65	"	Skilled labourer ...	...	"	6s. 6d. "	" "
Kiley, Michael ...	2.10.63	"	Repairer ...	...	1.11.01	6s. 6d. "	" "
Kennedy, John ...	12.5.71	"	" ...	...	2.12.01	6s. "	" "
Keay, George John ...	25.8.66	"	Carpenter ...	...	26.11.01	9s. "	" "
Kelly, Bertie ...	28.8.85	Traffic	Clerk ...	...	28.10.01	£40 per ann.	" "
Kennedy, Thomas ...	20.6.84	"	" ...	...	1.11.01	£40 "	" "
Kenshole, Jas. Heath ...	12.1.76	"	Shunter ...	...	28.10.01	6s. 6d. per day	" "
Kilian, Chas. Francis ...	23.4.76	"	Porter ...	...	17.10.01	6s. "	" "
Kennett, Henry ...	1.9.75	"	" ...	...	"	6s. "	" "
Kiernan, John Philip ...	17.7.79	"	" ...	...	"	6s. "	" "
Kelly, John Thomas ...	11.12.74	"	" ...	...	"	6s. "	" "
Kelly, Chas. Edward ...	7.4.76	"	" ...	...	19.10.01	6s. "	" "
Kean, Joseph ...	27.5.83	"	Lad messenger ...	...	1.11.01	2s. "	" "
Koster, John Hy. ...	31.8.83	"	Lad car cleaner ...	...	6.11.01	2s. "	" "
Kent, Herbert Chas. ...	26.5.81	Locomotive	Cleaner ...	...	21.10.01	5s. "	" "
Kirby, Harvey Wm. ...	10.5.78	"	" ...	...	17.10.01	6s. "	" "
Kelly, Mortimer ...	15.12.75	"	" ...	...	"	6s. "	" "
Kneen, Thos. Alexr. ...	16.3.75	"	Fitter ...	...	19.11.01	1cs. "	" "
Kirk, Lionel George ...	28.9.84	Accountant's...	Clerk ...	...	24.10.01	£40 per ann.	" "
Lee, Wm. Thomas ...	3.5.83	Telegraph	Operator ...	...	25.10.01	£40 "	" "
Longfield, Bruce Anthony ...	12.5.85	Accountant's...	Clerk ...	...	24.10.01	£40 "	" "
Lester, Norman James ...	7.3.85	"	" ...	...	"	£40 "	" "
Lowe, Alfred Stewart ...	19.7.83	"	" ...	...	"	£40 "	" "
Leggett, Ernest Leslie Arthur	3.2.86	Locomotive	" ...	...	"	£40 "	" "
Love, George Andrew ...	18.3.73	"	Cleaner ...	...	18.10.01	6s. per day	" "
Lyndon, Joseph Marchant ...	16.6.73	"	" ...	...	17.10.01	6s. "	" "
Lowe, Henry Holt ...	6.3.79	"	" ...	...	16.10.01	6s. "	" "
Leonard, Martin W. ...	12.1.82	"	Lad labourer ...	...	7.11.01	4s. "	" "
Larkins, Timothy ...	20.7.83	"	" ...	...	12.11.01	2s. "	" "
Leonard, James ...	15.5.85	"	" ...	...	"	2s. 6d. "	" "
Libbis, Wm. Edward ...	7.8.71	"	Coppersmith ...	...	18.11.01	1cs. "	" "
Leslie, Percy Robert ...	24.5.83	"	Apprentice ..	...	7.11.01	2s. 6d. "	" "
Lee, William Edwin ...	9.4.84	"	" ...	...	12.11.01	2s. "	" "
Lewis, George Wm. ...	18.11.78	Traffic	Shunter ...	...	26.10.01	6s. 6d. "	" "

APPOINTMENTS of Employés—DECEMBER QUARTER—continued.

Name in full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Larkins, James ...	17.11.78	Traffic ...	Shunter ...	...	28.10.01	6s. 6d. per day	Sec. 31, Act 1250
Liston, William ...	16.3.67	" ...	" ...	...	12.11.01	6s. 6d.	" "
Lewis, Joseph Cornelius ...	12.6.73	" ...	Labourer ...	...	16.11.01	6s.	" "
Long, Michael Thos. ...	4.5.75	" ...	Porter ...	...	17.10.01	6s.	" "
Layne, John Joseph ...	10.8.75	" ...	" ...	...	"	6s.	" "
Lawlor, Peter ...	27.1.70	" ...	" ...	...	"	6s.	" "
Lowe, Joseph Thomas ...	3.11.79	" ...	" ...	...	22.10.01	6s.	" "
Leonard, John Hy. ...	1.8.71	" ...	" ...	...	"	6s.	" "
Lethlean, William ...	10.4.79	" ...	" ...	...	"	6s.	" "
Lawless, Patrick ...	10.11.71	" ...	" ...	...	28.10.01	6s.	" "
La Roche, Benjamin John ...	10.12.76	" ...	" ...	...	30.11.01	6s.	" "
Lee-Gow, Harry ...	30.4.83	" ...	Lad porter ...	...	11.11.01	2s.	" "
Lyndon, Arnold Cumming ...	28.10.83	" ...	" ...	...	4.11.01	2s.	" "
Lancaster, Ernest Harold ...	6.12.83	" ...	" ...	...	5.11.01	2s.	" "
Lawson, Wm. Allen ...	11.5.84	" ...	Lad car cleaner ...	...	31.10.01	2s.	" "
Long, Jas. Stephen ...	25.4.77	" ...	Porter ...	...	17.10.01	6s.	" "
Litchfield, Chas. Ernest Edward ...	16.7.84	" ...	Lad car cleaner ...	...	1.11.01	2s.	" "
Lord, Geo. Walter ...	10.6.69	Existing Lines	Repairer ...	...	"	6s. 6d.	" "
Landers, Edwd. Joseph ...	1.8.76	" ...	" ...	...	"	6s.	" "
Lawford, Gordon ...	1.10.78	" ...	" ...	...	"	6s.	" "
Linane, William ...	6.2.67	" ...	" ...	...	"	6s. 6d.	" "
Little, Thos. Joseph ...	29.11.80	" ...	" ...	...	"	6s.	" "
Looney, Thomas ...	28.1.77	" ...	" ...	...	"	6s.	" "
Lawless, Timothy ...	15.7.70	" ...	" ...	...	"	6s.	" "
Lawson, James ...	11.7.70	" ...	" ...	...	"	6s. 6d.	" "
Lequier, George Jas. ...	21.11.69	" ...	" ...	...	"	6s.	" "
Larkins, David Daniel ...	27.8.78	" ...	" ...	...	"	6s.	" "
Lovelly, Ulysses Emanuel ...	3.12.84	" ...	Apprentice ...	...	26.11.01	1s. 6d.	" "
Lording, Charles Keen ...	28.2.84	" ...	" ...	...	"	1s. 6d.	" "
Lins, Wm. Peter ...	24.3.67	" ...	Labourer ...	...	"	6s. 6d.	" "
Müller, John Dominic ...	28.6.70	" ...	Repairer ...	...	1.11.01	6s.	" "
Morgan, Richard ...	14.5.72	" ...	" ...	...	"	6s.	" "
Moran, Jas. Joseph ...	6.2.75	" ...	" ...	...	"	6s. 6d.	" "
Moloney, Richard ...	12.10.68	" ...	" ...	...	"	6s. 6d.	" "
Meade, Thos. Wm. ...	5.2.73	" ...	" ...	...	"	6s.	" "
Moroney, Martin ...	27.8.74	" ...	" ...	...	"	6s.	" "
Moffatt, Alexander ...	20.10.69	" ...	" ...	...	"	6s. 6d.	" "
Mooney, Patrick ...	25.5.78	" ...	" ...	...	"	6s.	" "
Morrissey, William ...	2.9.70	" ...	" ...	...	2.11.01	6s.	" "
Murphy, Hugh ...	14.11.77	" ...	" ...	...	1.11.01	6s.	" "
Mulheron, Thomas ...	3.3.67	" ...	" ...	...	"	6s.	" "
Melody, Michael Joseph ...	11.12.73	" ...	" ...	...	"	6s.	" "
Morley, Albert John ...	29.5.66	" ...	" ...	...	"	6s.	" "
Murphy, Thomas ...	5.11.74	" ...	" ...	...	"	6s.	" "
Middleton, Robert ...	15.5.69	" ...	" ...	...	"	6s.	" "
Martin, Daniel ...	23.4.69	" ...	" ...	...	"	6s.	" "
Mason, John Robert Isiah Thos. ...	14.10.76	" ...	" ...	...	"	6s.	" "
Mullins, Patrick ...	24.3.65	" ...	" ...	...	"	6s.	" "
Melody, Thomas ...	11.12.73	" ...	" ...	...	"	6s. 6d.	" "
Maloney, Patrick ...	16.5.79	" ...	" ...	...	"	6s.	" "
Mills, Robert Corse ...	8.6.73	" ...	" ...	...	"	6s.	" "
Murphy, Richard ...	23.3.71	" ...	" ...	...	"	6s.	" "
Murray, James ...	23.7.73	" ...	" ...	...	"	6s.	" "
Moran, William ...	8.9.71	" ...	" ...	...	"	6s.	" "
Madigan, Patrick ...	21.12.77	" ...	" ...	...	"	6s.	" "
Morrissey, James ...	14.10.76	" ...	" ...	...	"	6s.	" "
Murphy, John Andrew ...	30.11.75	" ...	" ...	...	2.11.01	6s. 6d.	" "
Martin, Patrick ...	8.10.76	" ...	" ...	...	2.12.01	6s.	" "
Mance, Albert Ernest ...	12.9.69	" ...	" ...	...	"	6s.	" "
Moline, Jeffrey Haudfield P. ...	19.6.65	" ...	Draughtsman ...	...	13.11.01	£220 per ann.	" "
Matthews, Percy Arthur Joseph ...	2.2.85	Traffic ...	Clerk ...	...	1.11.01	£40 per ann.	" "
Minchington, Geo. Samuel ...	3.2.73	" ...	Shunter ...	...	25.10.01	7s. per day	" "
Mulqueeney, Patk. Francis ...	9.11.76	" ...	" ...	...	"	7s.	" "
Moloney, Wm. Thomas Jas. ...	10.1.76	" ...	Labourer ...	...	16.11.01	6s.	" "
Moran, Edward ...	30.10.71	" ...	" ...	...	19.11.01	6s.	" "
Murphy, William ...	14.8.78	" ...	Porter ...	...	17.10.01	6s.	" "
Morrah, George ...	31.3.74	" ...	" ...	...	"	6s.	" "
Murphy, Henry ...	28.10.77	" ...	" ...	...	"	6s.	" "
Minetti, Fredk. Wm. ...	28.4.78	" ...	" ...	...	"	6s.	" "
Murray, John Thos. ...	6.1.74	" ...	" ...	...	"	6s.	" "
Murphy, Patrick ...	18.8.79	" ...	" ...	...	"	6s.	" "
Moran, Edwd. Michael ...	29.11.76	" ...	" ...	...	18.10.01	6s.	" "
Maggs, Wm. Thomas ...	12.3.74	" ...	" ...	...	19.10.01	6s.	" "
Matthews, Nicholas ...	11.9.79	" ...	" ...	...	21.10.01	6s.	" "
Murray, Alexr. Duncan ...	10.11.75	" ...	" ...	...	22.10.01	6s.	" "
Mayne, James... ...	11.3.76	" ...	" ...	...	"	6s.	" "
Miller, Hy. Thomas ...	23.7.79	" ...	" ...	...	"	6s.	" "
Manzie, David Geo. ...	15.4.76	" ...	" ...	...	30.10.01	6s.	" "
Moore, Geo. Arnold Gordon ...	18.4.83	" ...	Lad car cleaner ...	...	31.10.01	2s.	" "
Morris, Frank ...	30.7.82	" ...	Lad messenger ...	...	"	3s.	" "
Moloney, John Joseph ...	17.12.86	" ...	Lad porter ...	...	11.11.01	2s.	" "

APPOINTMENTS of Employés—DECEMBER QUARTER—continued.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Müller, John Daniel ...	12.6.83	Traffic ...	Lad porter ...	...	7.12.01	2s. per day	Sec. 31, Act 1250
Mills, Alfred ...	27.12.84	Locomotive ...	Clerk ...	...	31.10.01	£40 per ann	" "
Montgomery, Eric Leopold	22.4.84	" ...	" ...	...	"	£40	" "
Miller, Fredk. George ...	24.3.78	" ...	Cleaner ...	...	17.10.01	6s. per day	" "
Mummery, Hy. Winfield	16.7.72	" ...	" ...	...	"	6s.	" "
Morgan, Lumley ...	30.1.75	" ...	" ...	...	16.10.01	6s.	" "
Moore, Wm. Joseph ...	29.8.72	" ...	" ...	...	17.10.01	6s.	" "
Morganti, Denis Peter ...	16.11.72	" ...	" ...	...	"	6s.	" "
Maxwell, Norns Reginald	14.11.78	" ...	" ...	...	19.10.01	6s.	" "
McD.							
Moran, Patrick Joseph...	16.6.78	" ...	" ...	...	16.10.01	6s.	" "
Merritt, Walter ...	1.6.77	" ...	" ...	...	"	6s.	" "
Macoun, Arthur Gordon	7.8.79	" ...	Fitter ...	...	26.11.01	10s.	" "
Moreno, Jas. Robert ...	27.12.67	" ...	" ...	...	13.11.01	10s.	" "
Matthews, Wm. Hy. ...	18.5.76	" ...	Cleaner ...	...	3.12.01	6s.	" "
Moran, James ...	30.10.71	" ...	Striker ...	...	2.12.01	6s. 6d.	" "
Murray, William ...	6.6.65	" ...	" ...	...	13.11.01	7s.	" "
Maguire, Wm. Patrick...	24.10.85	" ...	Lad labourer ...	...	12.11.01	2s.	" "
Mathews, Hamilton Lub-	5.5.83	" ...	" ...	...	"	2s.	" "
bock							
Moore, Thos. Robinson	30.9.84	" ...	" ...	...	"	3s.	" "
May, William ...	21.12.67	" ...	Boilermaker's	...	13.11.01	6s. 6d.	" "
			help				
Morgan, Wm. Austin ...	24.12.76	" ...	Skilled labourer	...	2.12.01	8s. 6d.	" "
Macey, Geo. Gordon ...	4.3.74	" ...	Blacksmith ...	...	13.11.01	10s.	" "
Mooney, Thos. Stephenson	20.2.85	" ...	Apprentice ...	...	7.11.01	2s.	" "
Menzies, Robert ...	5.7.63	" ...	Moulder ...	...	17.12.01	10s.	" "
McKay, John William ...	14.4.75	" ...	Cleaner ...	...	17.10.01	6s.	" "
McMinn, Robert ...	2.1.78	" ...	" ...	...	"	6s.	" "
McCarthy, Francis Daniel	17.1.79	" ...	" ...	...	"	6s.	" "
McInerney, John James	29.5.78	" ...	" ...	...	"	6s.	" "
McArthur, Rupert Stephen	26.5.83	Traffic	Clerk ...	...	28.10.01	£40 per ann.	" "
McCubbin, Robert Lorimer	16.6.68	Stores	Labourer ...	...	25.11.01	6s. per day	" "
McKechnie, David Stewart	7.10.76	Traffic	Shunter ...	...	25.10.01	7s.	" "
McGettigan, John Am-	24.10.72	" ...	Porter ...	...	17.10.01	6s.	" "
brose							
McNamara, Albert Robert	30.10.79	" ...	" ...	...	"	6s.	" "
McCormack, John Patrick	28.2.79	" ...	" ...	...	"	6s.	" "
McInerney, Patrick Thos.	28.7.74	" ...	" ...	...	"	6s.	" "
McCarthy, Jerome Chas.	2.5.72	" ...	" ...	...	"	6s.	" "
McCarthy, John ...	23.11.76	" ...	" ...	...	21.10.01	6s.	" "
McDonald, James Cameron	8.4.74	" ...	" ...	...	17.10.01	6s.	" "
McFarlane, Hugh Charles	21.6.79	" ...	" ...	...	18.10.01	6s.	" "
McGuigan, Samuel James	4.8.79	" ...	" ...	...	22.10.01	6s.	" "
McCracken, Joseph ...	26.12.79	" ...	" ...	...	"	6s.	" "
McNeil, Alexander Ken-	14.6.73	" ...	" ...	...	"	6s.	" "
neth							
McBeath, Donald ...	22.5.79	" ...	" ...	...	23.10.01	6s.	" "
McPhee, James ...	27.10.71	" ...	" ...	...	24.10.01	6s.	" "
McMahon, James ...	27.11.65	Existing Lines	Repairer ...	...	1.11.01	6s.	" "
McGrath, Patrick John	28.7.78	" ...	" ...	...	"	6s.	" "
McMaster, Benjamin	28.5.75	" ...	" ...	...	"	6s.	" "
Hands							
McGrath, Thomas ...	2.3.77	" ...	" ...	...	"	6s.	" "
McGrath, Thomas ...	1.10.76	" ...	" ...	...	"	6s. 6d.	" "
McLeod, Charles ...	2.4.79	" ...	" ...	...	"	6s.	" "
McNally, William Joseph	2.1.67	" ...	" ...	...	"	6s. 6d.	" "
McKinnon, George Au-	28.2.80	" ...	" ...	...	"	6s.	" "
drew							
McNicol, William ...	6.3.66	" ...	" ...	...	"	6s.	" "
McMahon, Cornelius	14.10.75	" ...	" ...	...	"	6s.	" "
Martin							
McPherson, John ...	11.11.72	" ...	" ...	...	"	6s.	" "
McQuade, Jas. William	18.8.77	" ...	" ...	...	2.11.01	6s.	" "
McCombe, Thomas ...	24.9.71	" ...	" ...	...	1.11.01	6s.	" "
McMahon, Michael ...	5.10.72	" ...	" ...	...	"	6s.	" "
McNamara, Thomas ...	22.12.68	" ...	" ...	...	"	6s. 6d.	" "
McNamara, William Pat-	30.3.70	" ...	" ...	...	"	6s.	" "
rick							
McAsey, George Thomas	17.1.69	" ...	" ...	...	"	6s.	" "
McDonough, James ...	17.8.75	" ...	" ...	...	"	6s. 6d.	" "
McHale, Martin ...	17.4.64	" ...	" ...	...	2.12.01	6s.	" "
McGuane, Martin ...	10.10.60	" ...	" ...	...	1.11.01	6s. 6d.	" "
McMillan, Edward ...	9.9.67	" ...	" ...	...	2.12.01	6s.	" "
McClellan, William ...	9.4.76	" ...	" ...	...	3.12.01	6s.	" "
McMahon, Denis ...	3.1.71	" ...	" ...	...	"	6s.	" "
McMahon, Frederick ...	8.10.71	" ...	" ...	...	1.11.01	6s.	" "
McNally, James ...	17.8.64	" ...	" ...	...	"	6s.	" "
McDonald, Donald ...	11.11.67	" ...	Carpenter ...	...	26.11.01	9s.	" "
McMahon, Patrick ...	4.3.85	Locomotive	Lad labourer ...	...	18.11.01	2s.	" "
McShane, William Henry	1.3.66	" ...	Fitter ...	...	25.11.01	10s.	" "
McFarlane, James Her-	25.6.80	" ...	Striker ...	...	18.11.01	6s. 6d.	" "
bert Fellowes							
McMenomy, Arthur	20.5.82	" ...	Lad labourer ...	...	7.11.01	4s.	" "
George							
McDonough, William ...	18.8.84	" ...	" ...	...	12.11.01	2s.	" "

APPOINTMENTS of Employés—DECEMBER QUARTER—continued.

Name in Full.	Date of Birth.	Branch	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
McCarthy, William Joseph	30.6.65	Locomotive ...	Striker ...	...	13.11.01	6s. 6d. per day	Sec. 31, Act 1250
McWilliam, David ...	16.4.69	" ...	Sailmaker ...	...	18.11.01	9s. "	" "
McRae, Christopher Cameron	6.12.85	" ...	Lad labourer ...	...	12.11.01	2s. "	" "
McIntyre, John ...	10.3.85	" ...	Apprentice ...	...	"	3s. "	" "
McKeon, John ...	22.2.73	Existing Lines	Repairer ...	...	3.12.01	6s. "	" "
McWatt, Allan Duncan	22.11.84	Traffic ...	Lad carriage-cleaner	...	1.11.01	2s. "	" "
McMaster, William James	4.7.86	" ...	Lad porter ...	...	4.11.01	2s. "	" "
McCart, George John ...	24.6.83	" ...	" ...	...	31.10.01	3s. 6d. "	" "
Noonan, Harold ...	14.9.85	Locomotive ...	Clerk ...	...	28.10.01	£40 per ann.	" "
Ninnes, Albert John ...	30.4.86	Audit ...	" ...	...	24.10.01	£40 "	" "
Nicholls, William John ...	23.1.83	Traffic ...	" ...	...	28.10.01	£40 "	" "
Nesbitt, William Robert	3.12.67	" ...	Labourer ...	...	19.11.01	6s. per day	" "
Nelson, Henry ...	20.9.77	" ...	Porter ...	...	1.11.01	6s. "	" "
Nulty, Matthew ...	29.10.76	Existing Lines	Repairer ...	...	"	6s. "	" "
Nolan, John ...	30.6.74	" ...	" ...	...	"	6s. "	" "
Nicholls, John Grove ...	24.7.76	" ...	" ...	...	"	6s. "	" "
Neilson, Hans ...	6.12.76	" ...	" ...	...	"	6s. "	" "
O'Connor, John Roderick Augustine	11.7.83	Telegraph ...	Operator ...	...	24.10.01	£40 per ann.	" "
Opie, David ...	29.8.71	Locomotive ...	Cleaner ...	...	16.10.01	6s. per day	" "
Odgers, William Henry	31.10.83	Traffic ...	Clerk ...	...	1.11.01	£40 per ann.	" "
O'Shanassy, James ...	29.10.72	" ...	Shunter ...	...	26.10.01	6s. 6d. per day	" "
O'Loughlin, James Patrick	29.6.77	" ...	" ...	...	25.10.01	6s. 6d. "	" "
O'Halloran, Thomas Martin	15.6.76	" ...	" ...	...	"	7s. "	" "
O'Loughlin, John Joseph	10.8.73	" ...	" ...	...	26.10.01	7s. "	" "
O'Callaghan, Patrick Owen	1.2.77	" ...	Porter ...	...	21.10.01	6s. "	" "
O'Hare, Matthew ...	14.4.79	" ...	" ...	...	22.10.01	6s. "	" "
Oates, Frederick Lawrence	12.3.77	" ...	" ...	...	"	6s. "	" "
O'Hehir, Michael James	23.9.77	" ...	" ...	...	23.10.01	6s. "	" "
Orr, Frederick John ...	5.4.75	" ...	" ...	...	28.10.01	6s. "	" "
O'Meara, James ...	18.3.76	" ...	" ...	...	1.11.01	6s. "	" "
O'Loughlin, Anthony ...	2.1.80	" ...	Shunter ...	...	22.10.01	7s. "	" "
O'Connor, John ...	2.12.68	Existing Lines	Repairer ...	...	1.11.01	6s. "	" "
O'Sullivan, Patrick ...	18.10.73	" ...	" ...	...	"	6s. "	" "
O'Shanassy, Daniel ...	5.6.67	" ...	" ...	...	"	6s. "	" "
O'Loughlin, James ...	15.11.72	" ...	" ...	...	"	6s. "	" "
O'Brien, Joseph Percy ...	7.12.79	" ...	Engineer student	...	"	£65 per ann.	" "
O'Connor, William James	24.6.84	" ...	Apprentice ...	...	26.11.01	1s. 6d. per day	" "
O'Donnell, James Henry	28.1.84	" ...	" ...	...	"	1s. 6d. "	" "
O'Donohue, Michael ...	29.11.67	" ...	Labourer ...	...	"	6s. 6d. "	" "
Ogilvie, George ...	16.7.84	Locomotive ...	Lad labourer ...	...	6.11.01	3s. "	" "
Orr, Charles Hugh ...	12.11.82	" ...	" ...	...	7.11.01	3s. "	" "
O'Sullivan, John William	8.12.83	" ...	" ...	...	12.11.01	2s. "	" "
O'Neill, Hector Leslie ...	31.12.84	" ...	" ...	...	"	2s. "	" "
Oldham, Marmaduke Luke	6.1.83	" ...	Apprentice ...	...	7.11.01	3s. "	" "
O'Shea, Patrick ...	30.5.83	Traffic ...	Lad porter ...	...	11.11.01	2s. "	" "
Outen, John Thomas ...	9.9.83	" ...	Lad carriage-cleaner	...	31.10.01	2s. 6d. "	" "
O'Neill, Charles ...	23.12.84	" ...	" ...	...	"	2s. "	" "
O'Reilly, George Thomas	29.1.84	" ...	" ...	...	21.11.01	2s. "	" "
O'Kane, John ...	3.5.67	Existing Lines	Repairer ...	...	1.11.01	6s. "	" "
Pearce, Richard William	7.10.76	Locomotive ...	Cleaner ...	...	16.10.01	6s. "	" "
Power, Peter ...	6.2.75	" ...	" ...	...	"	6s. "	" "
Peers, Heddington ...	13.7.80	" ...	" ...	...	"	6s. "	" "
Pearce, James Sinclair ...	20.6.81	" ...	" ...	...	17.10.01	5s. "	" "
Pettigrew, Percy ...	12.6.64	Telegraph ...	Lineman ...	...	13.11.01	7s. "	" "
Poeppel, Augustus James Frederick	14.10.82	Traffic ...	Clerk ...	...	24.10.01	£40 per ann.	" "
Porter, Albert ...	19.8.71	" ...	Shunter ...	...	26.10.01	6s. 6d. per day	" "
Page, Thomas Mills ...	9.2.78	" ...	Porter ...	...	17.10.01	6s. "	" "
Pegler, Charles Joel ...	23.3.76	" ...	" ...	...	"	6s. "	" "
Patterson, Thomas May	28.5.76	" ...	" ...	...	19.10.01	6s. "	" "
Pearce, Henry Robert ...	12.5.77	" ...	" ...	...	"	6s. "	" "
Parkin, Sydney Thomas	16.8.79	" ...	" ...	...	21.10.01	6s. "	" "
Popplewell, William Harold	1.3.76	" ...	" ...	...	"	6s. "	" "
Pattison, Henry ...	29.4.74	" ...	" ...	...	22.10.01	6s. "	" "
Philpot, William Thomas	14.6.77	" ...	" ...	...	"	6s. "	" "
Phelan, James ...	28.6.75	" ...	" ...	...	"	6s. "	" "
Pitches, Peter Geo. Howard *	7.11.78	" ...	Clerk ...	...	1.4.01	£100 per ann.	Sec. 81, Act 1135
Porter, William Norman	23.8.70	Existing Lines	Repairer ...	...	1.11.01	6s. per day	Sec. 31, Act 1250
Pendlebury, Isaac ...	26.6.69	" ...	" ...	...	"	6s. 6d. "	" "
Penglase, Alfred Felix ...	4.6.64	" ...	" ...	...	"	6s. "	" "
Perdrisat, Alfred ...	19.11.74	" ...	" ...	...	"	6s. "	" "
Peken, Alex. Cornelius	2.4.71	" ...	" ...	...	"	6s. "	" "
Price, Edwd. James ...	17.5.75	" ...	" ...	...	"	6s. 6d. "	" "
Price, James ...	19.4.66	" ...	" ...	...	"	6s. "	" "
Philpot, William Henry	4.4.73	" ...	Carpenter ...	...	26.11.01	9s. "	" "
Pike, Ernest William ...	31.5.85	" ...	Apprentice ...	...	"	18. 6d. "	" "
Pigott, Patrick ...	26.5.71	" ...	Labourer ...	...	"	6s. 6d. "	" "
Pope, Albert ...	25.12.83	" ...	Lad labourer ...	...	18.11.01	2s. "	" "
Powell, Philip Wm. ...	26.1.75	Locomotive ...	Fitter ...	...	"	10s. "	" "
Perkins, Arthur Wm. ...	30.9.71	" ...	Blacksmith ...	...	2.12.01	10s. "	" "

* Omitted from June Quarter, 1901.

APPOINTMENTS of Employés—DECEMBER QUARTER—*continued.*

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Peterson, Henry Olaf ...	28.8.83	Locomotive ...	Apprentice ...	...	7.11.01	2s. 6d. per day	Sec. 31, Act 1250
Parish, Ernest Hy. ...	3.10.85	" ...	" ...	...	" "	2s. "	" "
Pontin, Sydney Mervin	7.10.85	Traffic ...	Lad carriage-cleaner	...	1.11.01	2s. "	" "
Price, James Hugh ...	25.8.85	" ...	Lad porter ...	...	4.11.01	2s. "	" "
Purcell, Jas. Patk. ...	10.3.84	" ...	" ...	...	11.11.01	2s. "	" "
Pettiford, Henry ...	2.1.84	" ...	Lad carriage-cleaner	...	1.11.01	2s. "	" "
Peverell, Francis Russell	17.8.84	" ...	" ...	...	11.11.01	2s. "	" "
Quinlan, Thos. Hy. ...	25.10.83	Locomotive ...	Clerk ...	...	25.10.01	£40 per ann.	" "
Quayle, Robt. Hamilton	3.8.83	Audit ...	" ...	...	24.10.01	£40	" "
Quinlivan, Jas. Joseph ...	25.12.79	Traffic ...	Shunter ...	...	25.10.01	7s. per day	" "
Quinlan, Thos. Edmond	30.5.72	Existing Lines	Repairer ...	...	1.11.01	6s. 6d.	" "
Quinn, John ...	16.10.70	" ...	" ...	...	"	6s. "	" "
Quirk, Matthew Jas. ...	22.4.85	Traffic ...	Block record ...	...	4.11.01	2s. "	" "
Ridge, John ...	26.3.82	Telegraph ...	Operator ...	...	24.10.01	£40 per ann.	" "
Ryan, Vincent Albert ...	17.1.86	Accountant's ...	Clerk ...	...	"	£40	" "
Remfry, Maurice Austin	7.10.85	" ...	" ...	...	"	£40	" "
Ryan, Matthew Joseph	5.2.78	Locomotive ...	Cleaner ...	...	17.10.01	6s. per day	" "
Rolph, Albert James ...	8.9.78	" ...	" ...	...	21.10.01	6s. "	" "
Redmond, Frederick Charles	29.4.77	" ...	" ...	...	16.10.01	6s. "	" "
Russell, William King ...	29.2.64	Stores ...	Labourer ...	...	16.11.01	6s. "	" "
Read, William Henry ...	15.5.71	Telegraph ...	Lineman ...	...	13.11.01	7s. "	" "
Rowe, Percy Hubert Conway	6.2.84	Accountant's ...	Clerk ...	...	24.10.01	£40 per ann.	" "
Rofe, John ...	9.8.80	Traffic ...	Shunter ...	...	25.10.01	7s. per day	" "
Rainsbury, Samuel ...	24.2.75	" ...	Labourer ...	...	16.11.01	6s. "	" "
Rocbe, Matthew ...	17.10.69	" ...	" ...	...	"	6s. "	" "
Rasmussen, Neils ...	9.8.69	" ...	" ...	...	18.11.01	6s. "	" "
Ross, William ...	...	" ...	" ...	...	19.11.01	6s. "	" "
Robertson, Richard Thomas	24.5.77	" ...	" ...	...	17.10.01	6s. 6d.	" "
Robin, Robert ...	16.5.77	" ...	" ...	...	19.10.01	6s. "	" "
Ross, George Thomas ...	2.11.68	" ...	" ...	...	17.10.01	6s. "	" "
Roff, Robert John Percy	24.3.76	" ...	Porter ...	...	"	6s. "	" "
Raleigh, Charles Hubert	8.6.79	" ...	" ...	...	"	6s. "	" "
Roberts, Sydney Herbert	17.5.74	" ...	" ...	...	19.10.01	6s. "	" "
Robilliard, Charles James	8.10.75	" ...	" ...	...	"	6s. "	" "
Roberts, Robert James John	10.3.77	" ...	" ...	...	22.10.01	6s. "	" "
Ryan, Michael ...	26.7.74	Existing Lines	Repairer ...	...	1.11.01	6s. "	" "
Ryan, Denis William ...	17.8.74	" ...	" ...	...	"	6s. "	" "
Richardson, Robert ...	2.6.71	" ...	" ...	...	"	6s. "	" "
Riordan, William Edward	21.8.71	" ...	" ...	...	"	6s. "	" "
Roberts, George Basell	21.2.71	" ...	" ...	...	"	6s. 6d.	" "
Rogers, George ...	25.8.74	" ...	" ...	...	"	6s. "	" "
Ryan, Denis William ...	5.7.77	" ...	" ...	...	"	6s. "	" "
Real, John James ...	16.8.67	" ...	" ...	...	"	6s. "	" "
Rook, Walter ...	21.10.75	" ...	" ...	...	"	6s. "	" "
Roberts, Ernest Thomas Bryson	6.2.74	" ...	" ...	...	"	6s. "	" "
Reece, James ...	9.3.65	" ...	" ...	...	"	6s. "	" "
Roach, John Henry ...	10.11.69	" ...	" ...	...	"	6s. 6d.	" "
Robertson, Alexander William	12.6.72	" ...	" ...	...	"	6s. "	" "
Ryan, Jeremiah ...	14.2.70	" ...	" ...	...	"	6s. "	" "
Richardson, James ...	16.4.77	" ...	" ...	...	"	6s. 6d.	" "
Rowe, Charles Henry ...	19.11.72	" ...	" ...	...	"	6s. "	" "
Robinson, George ...	17.8.72	" ...	" ...	...	"	6s. 6d.	" "
Ryan, John ...	11.4.75	" ...	" ...	...	"	6s. "	" "
Ryan, John ...	25.12.69	" ...	" ...	...	"	6s. "	" "
Rigby, John ...	6.6.78	" ...	" ...	...	2.11.01	6s. "	" "
Ryan, Michael Peter David Patrick	14.3.80	" ...	" ...	...	"	6s. "	" "
Ritchie, James Henry ...	23.9.75	" ...	" ...	...	2.12.01	6s. "	" "
Reardon, Thomas Patrick	23.12.64	" ...	" ...	...	4.12.01	6s. "	" "
Rees, Matthew ...	21.9.78	" ...	" ...	...	21.11.01	6s. 6d.	" "
Rowe, Samuel ...	21.8.77	" ...	Sailorman ...	...	18.11.01	6s. 6d.	" "
Regan, William ...	23.7.81	" ...	Lad labourer ...	...	"	2s. "	" "
Robinson, Joseph Thomas	17.9.74	Locomotive ...	Striker ...	...	"	6s. 6d.	" "
Ross, William McKenzie	12.6.79	" ...	Fitter ...	...	20.11.01	10s. "	" "
Ryan, James ...	12.9.76	Existing Lines	Repairer ...	...	1.11.01	6s. "	" "
Roberts, William ...	20.11.73	Locomotive ...	Blacksmith ...	...	20.11.01	10s. "	" "
Roberts, James Eckersley	2.4.78	" ...	Cleaner ...	...	3.12.01	6s. "	" "
Ryan, Martin Aliphius	17.11.83	" ...	Lad labourer ...	...	7.11.01	2s. "	" "
Ridland, Robert James ...	19.11.85	" ...	" ...	...	"	2s. "	" "
Raymer, Ernest James ...	22.7.71	" ...	Boilermaker's help	...	13.11.01	6s. 6d.	" "
Ramsay, William ...	9.1.75	" ...	Moulder ...	...	"	10s. "	" "
Rosier, William Thomas Graham	9.8.82	" ...	Apprentice ...	...	7.11.01	3s. "	" "
Robinson, John ...	3.8.82	Traffic ...	Lad porter ...	...	31.10.01	2s. 6d.	" "
Stevens, James Charles	9.5.84	Telegraph ...	Operator ...	...	24.10.01	£40 per ann.	" "
Seabridge, Alfred Ernest	28.3.86	" ...	" ...	...	29.10.01	£40	" "
Smyth, Harrie Gordon ...	4.5.86	Accountant's ...	Clerk ...	...	24.10.01	£40	" "

APPOINTMENTS of Employés—DECEMBER QUARTER—continued.

Name in Full.	Date of Birth.	Branch.	Position.*	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks
				Casual.	Permanent.		
Smith, Ernest Thomas ...	21.2.85	Locomotive ...	Clerk ...	...	24.10.01	£40 per ann.	Sec. 31, Act 1250
Satchwell, John William ...	2.11.79	" ...	Cleaner ...	...	18.10.01	6s. per day	" "
Sharp, William ...	12.9.74	" ...	" ...	...	16.10.01	6s. "	" "
Sheehan, Daniel ...	11.7.73	" ...	" ...	...	17.10.01	6s. "	" "
Smyth, Norman S. ...	23.3.85	Telegraph ...	Apprentice ...	...	14.11.01	1s. 6d. "	" "
Simmons, Alfred Henry ...	31.10.78	Traffic ...	Shunter ...	...	25.10.01	6s. 6d. "	" "
Sullivan, Patrick ...	30.10.77	" ...	" ...	...	26.10.01	7s. "	" "
Sullivan, Alfred Albert ...	4.8.70	" ...	Labourer ...	...	19.11.01	6s. "	" "
Summers, John Walters ...	11.6.76	" ...	Porter ...	...	17.10.01	6s. "	" "
Sause, Robert ...	12.5.75	" ...	" ...	...	"	6s. "	" "
Salter, Joseph Edward ...	8.3.76	" ...	" ...	...	"	6s. "	" "
Schofield, John Thomas ...	12.9.71	" ...	" ...	...	"	6s. "	" "
Shiels, Louis ...	6.5.73	" ...	" ...	...	18.10.01	6s. "	" "
Schmidt, Louis Theodore ...	26.8.72	" ...	" ...	...	19.10.01	6s. "	" "
Searle, William Bennett ...	26.2.73	" ...	" ...	...	"	6s. "	" "
Sevier, John ...	3.9.71	" ...	" ...	...	"	6s. "	" "
Swanson, George Ernest Charles	6.9.78	" ...	" ...	...	"	6s. "	" "
Stuart, Valentine Frederick	3.12.71	" ...	" ...	...	21.10.01	6s. "	" "
Shewring, Herbert Albert	15.7.77	" ...	" ...	...	"	6s. "	" "
Strickland, John Hammerly Beauchart	21.5.73	" ...	" ...	...	"	6s. "	" "
Sampson, John Henry ...	6.12.72	" ...	" ...	...	"	6s. "	" "
Skidmore, William Isaac ...	12.8.78	Traffic ...	" ...	...	"	6s. "	" "
Stanbury, Herbert John ...	14.10.74	" ...	" ...	...	"	6s. "	" "
Smith, George Edward ...	24.5.79	" ...	" ...	...	22.10.01	6s. "	" "
Salvana, Ferdinand ...	17.10.78	" ...	" ...	...	"	6s. "	" "
Stephens, Robert ...	18.4.71	" ...	" ...	...	25.10.01	6s. "	" "
Scott, Andrew ...	7.12.71	Existing Lines	Repairer ...	...	1.11.01	6s. "	" "
Stewart, William Henry ...	23.11.79	" ...	" ...	...	"	6s. "	" "
Slattery, Patrick ...	10.3.76	" ...	" ...	...	"	6s. "	" "
Sawyer, Richd. Ernest ...	30.12.67	" ...	" ...	...	"	6s. "	" "
Sandew, Hans Paul ...	7.4.77	" ...	" ...	...	"	6s. "	" "
Smart, John ...	27.5.79	" ...	" ...	...	"	6s. "	" "
Stephens, Ernest Wm. ...	14.12.75	" ...	" ...	...	"	6s. "	" "
Stevens, Richd. Benj. Beaumont	16.5.79	" ...	" ...	...	"	6s. "	" "
Shea, William ...	26.10.72	" ...	" ...	...	"	6s. "	" "
Smith, Henry Wm. ...	21.2.74	" ...	" ...	...	"	6s. "	" "
Sandford, Andrew Wright	26.5.70	" ...	" ...	...	"	6s. "	" "
Sheehan, Thos. Joseph ...	20.5.76	" ...	" ...	...	"	6s. "	" "
Smith, David Emanuel ...	9.9.67	" ...	" ...	...	"	6s. "	" "
Smith, Hy. Graham ...	22.8.68	" ...	" ...	...	"	6s. "	" "
Saunders, Joseph ...	15.12.71	" ...	" ...	...	"	6s. "	" "
Sullivan, Henry ...	27.9.77	" ...	" ...	...	"	6s. "	" "
Sweatman, Sydney Jordan	1.3.71	" ...	" ...	...	"	6s. "	" "
Smith, William ...	8.8.73	" ...	" ...	...	"	6s. "	" "
Slater, Alfred ...	14.7.72	" ...	" ...	...	"	6s. 6d. "	" "
Simmons, Robert ...	4.9.64	" ...	" ...	...	2.12.01	6s. "	" "
Syme, Robert Wm. ...	13.5.77	" ...	Carpenter ...	...	26.11.01	9s. "	" "
Small, Geo. Shotover ...	31.1.72	" ...	Fitter ...	...	14.11.01	10s. "	" "
Sarsfield, John Joseph ...	21.2.67	" ...	Skilled labourer ...	...	26.11.01	7s. "	" "
Stewart, John Johnson ...	2.2.73	" ...	Labourer ...	...	"	6s. "	" "
Stewart, Edwin John ...	31.7.86	" ...	Apprentice ...	...	"	1s. 6d. "	" "
Stanley, Henry Travis ...	6.8.68	" ...	Draughtsman ...	...	13.11.01	£220 per ann.	" "
Scott, Philip ...	10.3.61	" ...	" ...	...	"	£235 "	" "
Smith, William Robt. ...	28.1.68	" ...	" ...	...	"	£220 "	" "
Schmidt, George ...	23.3.72	Locomotive ...	Moulder ...	...	18.11.01	10s. per day	" "
Scott, Edmund ...	28.10.67	" ...	Fitter ...	...	"	10s. "	" "
Stanley, Josh. Francis ...	5.10.71	" ...	Cleaner ...	...	4.12.01	6s. "	" "
Scholes, Richard Denton ...	7.9.86	" ...	Lad labourer ...	...	12.11.01	2s. "	" "
Schuster, Alfred Julius ...	3.12.84	" ...	" ...	...	"	2s. "	" "
Stapleton, Jas. Murray ...	4.11.75	" ...	Blacksmith ...	...	13.11.01	10s. "	" "
Sharp, John ...	27.2.63	" ...	" ...	...	"	10s. "	" "
Southwick, John ...	21.2.85	" ...	Apprentice ...	...	28.11.01	2s. 6d. "	" "
Senior, Richd. John ...	20.5.83	" ...	" ...	...	"	3s. "	" "
Stock, William John ...	24.1.72	Existing Lines	Repairer ...	...	2.12.01	6s. "	" "
Sinclair, Hugh Omar ...	13.11.85	Traffic ...	Lad carriage-cleaner	...	31.10.01	2s. "	" "
Sutherland, Sydney Jas.	1.1.85	" ...	Lad porter ...	...	11.11.01	2s. "	" "
Taylor, George Chs. ...	20.5.83	Audit ...	Clerk ...	...	24.10.01	£40 per ann.	" "
Thompson, William Joseph	23.10.80	Locomotive ...	Cleaner ...	...	16.10.01	5s. per day	" "
Toedteberg, Fredk. Wm. ...	28.5.74	" ...	" ...	...	17.10.01	6s. "	" "
Thomas, David Isaac ...	27.9.78	" ...	" ...	...	16.10.01	6s. "	" "
Thomas, Albert Richd. ...	21.10.78	" ...	" ...	...	"	6s. "	" "
Thomas, Daniel ...	11.4.65	Stores ...	Labourer ...	...	16.11.01	6s. "	" "
Topp, Samuel Chs. ...	6.5.67	" ...	" ...	...	18.11.01	6s. "	" "
Teather, Harold ...	13.2.85	Telegraph ...	Apprentice ...	...	14.11.01	2s. 6d. "	" "
Tydeman, Ernest Patk. William	10.10.71	Traffic ...	Shunter ...	...	25.10.01	7s. "	" "
Taylor, Geo. Griffin ...	17.1.79	" ...	" ...	...	28.10.01	6s. 6d. "	" "
Thomson, John ...	15.7.76	" ...	Labourer ...	...	18.11.01	6s. "	" "
Turner, Geo. Francis ...	24.6.71	" ...	" ...	...	22.11.01	6s. "	" "
Truman, Ernest Hy. ...	7.4.75	" ...	Porter ...	...	17.10.01	6s. "	" "
Thomas, Edgar Evan ...	7.3.75	" ...	" ...	...	22.10.01	6s. "	" "

APPOINTMENTS of Employés—DECEMBER QUARTER—continued.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Thomas, Samuel John ...	4.10.76	Existing Lines	Repairer ...	...	1.11.01	6s. 6d. per day	Sec. 31, Act 1250
Tilton, Thos. Hy. Joseph	22.5.78	" ...	" ...	...	"	6s. "	" "
Trye, William ...	11.2.80	" ...	" ...	...	"	6s. "	" "
Thomas, Richd. Thos. ...	10.6.63	" ...	" ...	...	"	6s. 6d. "	" "
Taylor, Stewart Aubrey	15.12.70	" ...	" ...	...	25.11.01	6s. "	" "
Thompson, Albert Paul	13.9.65	" ...	Carpenter ...	...	26.11.01	9s. "	" "
Thornton, William John	14.10.78	" ...	Labourer ...	...	"	6s. 6d. "	" "
Thompson, Arthur ...	6.11.71	" ...	" ...	...	"	6s. "	" "
Talbot, John ...	5.2.56	" ...	Draftsman ...	...	13.11.01	£260 per ann.	" "
Thomas, David Henry ...	15.6.82	Locomotive ...	Lad labourer...	...	7.11.01	4s. per day	" "
Tew, Stanley Taylor ...	2.10.83	" ...	" ...	...	"	3s. 6d. "	" "
Thomson, James Humes	28.8.84	" ...	" ...	...	12.11.01	3s. "	" "
Tighe, James ...	13.7.82	" ...	" ...	...	"	2s. "	" "
Tyrrell, John Harold ...	29.3.86	" ...	" ...	...	14.11.01	2s. "	" "
Thom, William ...	5.5.65	" ...	Machinist ...	...	13.11.01	8s. 8d. "	" "
Thornton, Robert Henry	23.8.83	" ...	Lad labourer ...	...	14.11.01	2s. "	" "
Thomson, Francis John Stuart	13.12.81	" ...	Apprentice ...	...	7.11.01	3s. "	" "
Truran, Robert Charles	27.10.83	" ...	" ...	...	"	2s. 6d. "	" "
Toomey, Michael John...	30.8.86	Traffic ...	Lad porter ...	...	4.11.01	2s. "	" "
Upton, John Halmshaw	10.7.71	Locomotive ...	Cleaner ...	...	16.10.01	6s. "	" "
Vessey, Walter Staley ...	19.8.75	Traffic ...	Porter ...	...	18.10.01	6s. "	" "
Vondersloot, Herbert Nelson	19.9.77	" ...	" ...	...	19.10.01	6s. "	" "
Vernon, Frank ...	24.10.63	Existing Lines	Repairer ...	...	1.11.01	6s. "	" "
Whitaker, Alfred ...	9.7.84	Accountant's...	Clerk ...	...	24.10.01	£40 per ann.	" "
Wilson, Peter McCracken	20.8.86	" ...	" ...	...	"	£40 "	" "
Wilkie, Alexander Re-ginald	1.2.85	Audit ...	" ...	...	"	£40 "	" "
Wilson, Alexander ...	14.8.85	" ...	" ...	...	"	£40 "	" "
Wilson, William Coldwell	16.3.85	" ...	" ...	...	"	£40 "	" "
Worroll, Frank ...	9.7.77	Locomotive ...	Cleaner ...	...	16.10.01	6s. per day	" "
Wilson, James ...	4.4.79	" ...	" ...	...	17.10.01	6s. "	" "
Wilson, Thomas ...	17.10.73	" ...	" ...	...	"	6s. "	" "
Westcott, Frederick Thomas	19.7.78	" ...	" ...	...	18.10.01	6s. "	" "
Walton, Samuel ...	22.6.73	Telegraph ...	Lineman ...	...	13.11.01	7s. "	" "
Wilson, Frederick Thomas	13.11.83	" ...	Apprentice ...	...	14.11.01	1s. 6d. "	" "
Wilson, Henry Michael	15.12.70	Stores ...	Labourer ...	...	25.11.01	6s. "	" "
White, Michael ...	30.11.75	Traffic ...	Shunter ...	...	25.10.01	7s. "	" "
Wilson, Walter James ...	7.2.73	" ...	" ...	...	26.10.01	7s. "	" "
Waycott, John Macdonald	9.3.79	" ...	" ...	...	25.10.01	7s. "	" "
Watt, John McCall ...	17.4.72	" ...	" ...	...	"	6s. 6d. "	" "
Wallace, John Morton ...	10.11.69	" ...	Labourer ...	...	15.11.01	6s. "	" "
Wright, Joseph ...	7.7.78	" ...	Porter ...	...	17.10.01	6s. "	" "
Wilde, Ernest Joseph ...	6.5.78	" ...	" ...	...	"	6s. "	" "
Walsh, Denis ...	2.1.71	" ...	" ...	...	"	6s. "	" "
Westwood, Frederick Charles	3.10.74	" ...	" ...	...	18.10.01	6s. "	" "
Watson, Edward ...	1.2.75	" ...	" ...	...	19.10.01	6s. "	" "
Waters, Erroll Ernest ...	24.8.78	" ...	" ...	...	21.10.01	6s. "	" "
Wright, George Robert	17.12.78	" ...	" ...	...	"	6s. "	" "
Wilmshire, George Frederick	15.1.77	" ...	" ...	...	22.10.01	6s. "	" "
Warne, Arthur Osborne	28.3.75	" ...	" ...	...	"	6s. "	" "
White, John Robert Victor	29.3.80	" ...	" ...	...	"	6s. "	" "
Warren, Walter Herbert Duncan	6.8.72	" ...	" ...	...	23.10.01	6s. "	" "
Weightman, Arthur Charles	16.4.80	" ...	" ...	...	28.10.01	6s. "	" "
Winstanley, William ...	5.7.77	Existing Lines	Repairer ...	...	1.11.01	6s. "	" "
Woolnough, Harry ...	7.10.78	" ...	" ...	...	"	6s. "	" "
Watson, Alfred Ernest	17.1.78	" ...	" ...	...	"	6s. "	" "
White, Michael John ...	30.4.77	" ...	" ...	...	"	6s. "	" "
Wenn, Albert ...	10.9.79	" ...	" ...	...	"	6s. "	" "
Walsh, Walter Joseph ...	7.5.77	" ...	" ...	...	"	6s. "	" "
White, Patrick John ...	1.11.71	" ...	" ...	...	"	6s. "	" "
Whelan, Michael ...	24.12.71	" ...	" ...	...	"	6s. 6d. "	" "
Wilson, Thomas ...	11.5.67	" ...	" ...	...	"	6s. 6d. "	" "
Wendel, Henry ...	23.8.76	" ...	" ...	...	"	6s. "	" "
Woolfe, Albert Marrett	29.9.84	" ...	Apprentice ...	...	26.11.01	2s. 6d. "	" "
Walsh, John James ...	11.5.73	" ...	Repairer ...	...	10.12.01	6s. 6d. "	" "
Williams, George ...	17.3.76	" ...	" ...	...	2.12.01	6s. "	" "
Wheelock, James ...	30.12.63	" ...	Painter ...	...	19.11.01	8s. "	" "
Wigley, Robert James ...	3.8.70	" ...	Carpenter ...	...	26.11.01	9s. "	" "
Wedin, Wedick Johan August	20.4.60	" ...	Skilled labourer	...	"	6s. 6d. "	" "
Ware, George Frederick Montague	5.6.69	" ...	Labourer ...	...	"	6s. "	" "
Wilson, Hugh ...	19.5.86	" ...	Apprentice ...	...	"	1s. 6d. "	" "
Wilson, James Samuel ...	2.3.84	" ...	" ...	...	"	1s. 6d. "	" "
Woods, Thomas Brassey	30.12.75	Locomotive ...	Fitter ...	...	25.11.01	1cs. "	" "
Wilson, Robert ...	30.5.68	" ...	Moulder ...	...	17.12.01	10s. "	" "
Wilson, Thomas Hoey Martin	3.6.81	" ...	Lad labourer ...	...	7.11.01	5s. "	" "
Woodman, Charles Harold	7.8.85	" ...	" ...	...	"	2s. 6d. "	" "
Weinys, Alfred Ernest	11.3.85	" ...	" ...	...	12.11.01	2s. "	" "

APPOINTMENTS of Employés—DECEMBER QUARTER—continued.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Wilson, Alfred George Crellin	1.6.83	Locomotive ...	Lad labourer ...	...	12.11.01	2s. per day	See 31, Act 1250
Woolley, Ashton	27.12.83	"	"	...	"	2s.	"
Willox, Edward Archelaus	26.5.75	"	Fitter	...	13.11.01	10s.	"
Wignall, Arthur Thomas	1.8.76	"	Striker	...	"	6s. 6d.	"
Warren, Harry	26.11.76	"	"	...	"	6s. 6d.	"
Warren, Walter	29.3.71	"	"	...	"	6s. 6d.	"
Woolcock, Hugh Vivian	18.4.77	"	Carriage painter	...	14.11.01	8s.	"
Warden, Alexander	6.2.69	"	Boilermaker	...	13.11.01	10s.	"
Weir, Thomas	27.8.69	"	Sailmaker	...	18.11.01	9s.	"
Weate, Albert Charles	2.9.83	"	Lad labourer	...	12.11.01	3s. 6d.	"
Watson, Thomas William	27.6.83	"	"	...	"	2s.	"
White, John Samuel	15.9.83	"	Apprentice	...	28.11.01	3s.	"
Woolfe, Norman	21.6.84	Traffic	Lad carriage-cleaner	...	31.10.01	2s.	"
Williams, William Benjamin	11.9.84	"	Lad porter	...	11.11.01	2s.	"
Waters, Alexander Gordon	21.6.85	"	"	...	12.11.01	2s.	"
Wykes, William Andrew	13.12.82	"	"	...	31.10.01	4s. 6d.	"
Woolley, Frederick William	17.8.84	"	"	...	"	3s.	"
Walsh, Ralph Thomas	7.11.84	"	"	...	"	2s. 6d.	"
Walker, James Albert	6.8.84	"	"	...	"	2s. 6d.	"
Williamson, James	17.4.65	Existing Lines	Labourer	...	21.11.01	6s.	"
Youdan, Charles David	13.7.77	Traffic	Porter	...	19.10.01	6s.	"
Yelland, William Charles	16.9.78	Existing Lines	Repairer	...	1.11.01	6s.	"

QUARTER ENDING 31st MARCH, 1902.

Anderson, Thos. Hy.	2.7.83	Traffic	Lad car-cleaner	...	8.1.1902	2s. per day	Sec. 31, Act 1250
Adderley, Edmund	19.7.65	Existing Lines	Draftsman	...	25.1.1902	£220 per ann.	"
Anderson, Jas. Lamphier	7.12.79	Locomotive	Boilermaker's help	...	15.2.1902	6s 6d. per day	"
Brady, Patk. Joseph	28.1.70	Existing Lines	Repairer	...	4.2.1902	6s.	"
Bourke, Edwd. Joseph	22.8.84	Traffic	Lad car-cleaner	...	8.1.1902	2s.	"
Buckley, Thos. Francis	11.8.83	"	"	...	"	2s.	"
Bishop, Joseph Arthur	11.7.85	"	Lad porter	...	10.1.1902	2s.	"
Clark, Joseph Henry	6.3.86	"	Lad cleaner	...	"	2s.	"
Collier, Alfred Redmond	7.12.85	"	Lad porter	...	8.1.1902	2s.	"
Calanchini, William	13.4.84	"	Block recorder	...	"	2s.	"
Comport, Edwin Arthur	28.10.74	"	Porter	...	"	6s.	"
Coghlan, Daniel	13.9.70	"	Shunter	...	5.3.1902	7s.	"
Carson, Chas. Hy. D.	27.8.85	Audit	Junior clerk	...	13.1.1902	£40 per ann.	"
Duncan, Geo. Waddilove	20.5.85	Traffic	Lad car-cleaner	...	8.1.1902	2s. per day	"
Duncan, Jas. Ramsay	9.3.84	"	"	...	"	2s.	"
Dunlop, William	5.9.78	"	Porter	...	10.1.1902	6s.	"
Dans, Geo. Albert	17.12.76	"	"	...	18.3.1902	6s.	"
Daffy, Michael	29.9.67	Existing Lines	Repairer	...	8.2.1902	6s.	"
Dwyer, Thomas	15.9.66	"	"	...	5.2.1902	6s.	"
Elsum, Percy Vivian	14.11.82	Locomotive	Apprentice	...	6.2.1902	3s.	"
Fallon, Thos. Jas.	26.5.84	Traffic	Lad porter	...	8.1.1902	2s.	"
Freeman, Henry Wilgress	11.10.79	"	Porter	...	"	6s.	"
Finlay, John	16.10.65	Existing Lines	Repairer	...	22.1.1902	6s. 6d.	"
Finn, William Geo.	22.7.82	"	Engineering student	...	1.2.1902	£40 per ann.	"
Gray, Albert Goodall	8.10.84	Traffic	Block recorder	...	8.1.1902	2s. per day	"
Graham, Jas. Allan Lindsay	28.7.85	"	Lad car-cleaner	...	"	2s.	"
Green, Theodore	2.9.76	"	Porter	...	"	6s.	"
Gavagan, Chas. John	8.5.83	"	Lad porter	...	24.2.1902	4s.	"
Goding, Fredk. James	26.2.79	Existing Lines	Repairer	...	11.2.1902	6s.	"
Gardiner, Thomas	2.4.72	"	"	...	16.1.1902	6s.	"
Glazner, Albert John	24.8.73	"	"	...	20.3.1902	6s.	"
Heffernan, Michael Patk.	3.9.83	Traffic	Lad car-cleaner	...	8.1.1902	2s.	"
Harries, Howell Morgan	12.9.85	"	"	...	9.1.1902	2s.	"
Hart, Wm. Jas.	1.10.84	"	"	...	10.1.1902	2s.	"
Hellings, Robt. Joseph	12.4.79	"	Porter	...	8.1.1902	6s.	"
Halford, Sydney	6.10.84	Audit	Junior clerk	...	16.1.1902	£40 per ann.	"
Heriot, Stuart	5.2.86	"	"	...	31.1.1902	£40	"
Hall, Henry Douglas	19.9.72	Existing Lines	Repairer	...	12.2.1902	6s. per day	"
Hall, George	3.2.71	"	"	...	23.1.1902	6s.	"
Halloran, John	23.12.76	"	"	...	18.2.1902	6s. 6d.	"
Harrington, Hugh	18.8.67	"	"	...	11.3.1902	6s.	"
Illman, Geo. John	3.3.85	Telegraph	Lad labourer	...	3.3.1902	3s.	"
Jones, Wm. Harry	6.1.86	Traffic	Lad porter	...	8.1.1902	2s.	"
Jones, Walter Leslie	12.5.84	"	Lad car-cleaner	...	"	2s.	"
Jack, Wm. Thos.	22.10.84	Locomotive	Lad labourer	...	25.2.1902	3s.	"
Kenny, Wm. Francis	29.4.83	Traffic	Lad car-cleaner	...	8.1.1902	2s.	"
Kent, Chas. Seth	3.11.69	Existing Lines	Repairer	...	22.1.1902	6s. 6d.	"
Kennett, John	13.11.76	"	"	...	8.2.1902	6s. 6d.	"
Leonard, Patrick	21.3.78	Locomotive	Cleaner	...	25.3.1902	6s.	"
Munro, Leonard	8.3.85	"	Lad labourer	...	13.3.1902	3s.	"
Mullen, Christopher Patk.	20.11.78	Existing Lines	Repairer	...	1.2.1902	6s.	"
Mitchell, Ernest	7.4.86	Traffic	Lad car-cleaner	...	8.1.1902	2s.	"

APPOINTMENTS of Employés—MARCH QUARTER—continued.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Murray, Malcolm McLellan	3.6.83	Traffic ...	Lad car-cleaner	...	8.1.1902	2s. per day	Sec. 31, Act 125
Mitchell, Herbert Saml.	4.11.79	" ...	Porter	...	9.1.1902	6s. "	" "
Morris, Wm. ...	1.9.74	" ...	"	...	7.1.1902	6s. "	" "
McCabe, Norman Edgar	2.12.85	" ...	Lad porter	...	9.1.1902	2s. "	" "
McIntyre, Lorenzo Madison	18.11.65	Existing Lines	Skilled labourer	...	13.1.1902	8s. "	" "
McKim, Wm. Peter	26.6.83	Traffic ...	Lad car-cleaner	...	8.1.1902	2s. "	" "
McPherson, James	5.1.84	" ...	Lad porter	...	13.1.1902	2s. "	" "
McCauley, John Alexr.	16.11.79	" ...	Porter	...	8.1.1902	6s. "	" "
McFadyen, Alexr.	13.6.70	" ...	"	...	7.1.1902	6s. "	" "
McKenzie, P. S.	19.7.80	" ...	Junior clerk	...	1.2.1902	£60 per ann.	Reinstated.
McGrath, John Thos.	24.9.76	Locomotive ...	Cleaner	...	3.3.1902	6s. per day	Sec. 31, Act 1250
McNamara, Patk. Joseph	10.6.80	Existing Lines	Engineering student	...	1.2.1902	£40 per ann.	" "
Nelms, Geo. Hy. James	27.6.84	Audit ...	Junior clerk	...	24.3.1902	£40 "	" "
Nicholas, Edgar John Evelyn	14.5.83	Traffic ...	Lad car-cleaner	...	8.1.1902	2s. per day	" "
Nantes, Chas. Walter	26.12.72	" ...	Porter	...	7.1.1902	6s. "	" "
O'Donohue, Timothy	16.7.67	Existing Lines	Repairer	...	28.1.1902	6s. "	" "
O'Malley, Michael	9.7.78	" ...	"	...	22.1.1902	6s. "	" "
Owens, Wm. John	31.7.74	Locomotive ...	Boilermaker's help	...	15.2.1902	7s. "	" "
Peel, Robt. John Hamel	14.8.85	Traffic ...	Lad porter	...	13.1.1902	2s. "	" "
Roberts, David Geo.	25.1.85	Audit ...	Junior clerk	...	8.2.1902	£40 per ann.	" "
Roach, Chas. Fredk.	23.10.77	Traffic ...	Porter	...	8.1.1902	6s. per day	" "
Samblebe, Chas. Harold D.	21.12.84	" ...	Lad car-cleaner	...	"	2s. "	" "
Stacey, Alfred Hy.	25.7.83	" ...	Lad porter	...	"	2s. "	" "
Shilton, Oscar Edmond	5.9.84	" ...	Lad car-cleaner	...	9.1.1902	2s. "	" "
Stratton, Chas. Geo.	25.7.84	" ...	"	...	8.1.1902	2s. "	" "
Stibbs, Wilfred Julius	16.3.85	" ...	Lad porter	...	10.1.1902	2s. "	" "
Spargo, Wm. John	31.7.84	" ...	"	...	9.1.1902	2s. "	" "
Simpson, William	9.8.75	" ...	Porter	...	"	6s. "	" "
Swann, William	16.5.79	" ...	"	...	7.1.1902	6s. "	" "
Sheehan, Thomas	16.3.74	" ...	"	...	15.1.1902	6s. "	" "
Smith, Max William	16.9.75	Existing Lines	Repairer	...	1.2.1902	6s. "	" "
Sangster, John Joseph	12.7.74	Locomotive ...	Boilermaker's help	...	15.2.1902	6s. 6d. "	" "
Tainsh, Hugh	4.8.85	Traffic ...	No. taker	...	9.1.1902	2s. "	" "
Twomey, William	22.7.83	" ...	Lad porter	...	8.1.1902	2s. "	" "
Turner, Wm. David	11.11.72	" ...	Porter	...	7.1.1902	2s. "	" "
Vockensohn, Hy. Chas.	26.7.83	" ...	Lad car-cleaner	...	8.1.1902	2s. "	" "
Wright, Joseph Ernest	11.8.84	" ...	Lad porter	...	10.1.1902	2s. "	" "
Woodford, Frank Edwd. Gordon	21.5.84	" ...	Lad car-cleaner	...	8.1.1902	2s. "	" "
Weightman, Albert Leopold	12.2.84	" ...	"	...	10.1.1902	2s. "	" "
Wearne, Wm. John Fredk.	24.3.86	Locomotive ...	Lad labourer	...	25.2.1902	2s. "	" "
Whitelaw Daniel A.	5.5.85	Existing Lines	Apprentice	...	10.2.1902	1s. 6d. "	" "
Ward, Jas. Joseph	12.5.68	" ...	Repairer	...	20.2.1902	6s. "	" "
Williams, William	29.11.62	" ...	Skilled labourer	...	18.2.1902	8s. "	" "
Waud, John Oxley	10.1.86	Audit ...	Junior clerk	...	3.3.1902	£40 per ann.	" "

QUARTER ENDING 30th JUNE, 1902.

Findlay, George	29.1.60	Existing Lines	Repairer	...	5.6.02	6s. 6d. per day	Sec. 31, Act 1250
Forsyth, Samuel	11.8.76	" ...	"	...	24.5.02	6s. "	" "
Johnson, Grosvenor Herbert	21.7.78	Telegraph ...	Lineman	...	1.5.02	7s. "	" "
Skilbeck, George	20.5.85	" ...	Lad Labourer	...	23.5.02	3s. "	" "
Stainer, Ernest Edward	16.8.69	Existing Lines	Repairer	...	6.5.02	6s. "	" "

VICTORIAN RAILWAYS.—Act 1135, SECTION 58.

No. 23.

STATEMENT OF REMOVALS OF EMPLOYÉS.

QUARTER ENDING 30th SEPTEMBER, 1901.

Name in Full.	Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	Approximate	On or after 1.11.83.					
Anglen, Michael ...	8.12.82	...	30.9.1901	Existing Lines	Repairer ...	7s. per day	Retired
Bennetts, Robert ...	8.1.83	...	9.9.1901	Traffic ...	Porter ...	7s. "	"
Croake, William... ..	10.6.76	...	22.8.1901	Stores ...	Watchman ...	7s. 6d. "	"
Connor, James ...	11.1.75	...	20.7.1901	Existing Lines	Ganger ...	9s. "	Resigned
Callnan, Anthony Francis	7.12.74	...	4.8.1901	Locomotive...	Car trimmer ...	10s. "	Retired
Doherty, John ...	26.2.77	...	21.9.1901	Existing Lines	Repairer ...	7s. "	"
Darke, Lance ...	...	7.3.1900	4.9.1901	Locomotive...	Lad labourer ...	2s. 6d. "	Dismissed
Flad, Joseph ...	...	26.8.85	4.7.1901	Traffic ...	Shunter ...	7s. "	"
Foster, Chas. William	...	3.1.89	20.8.1901	" ...	Porter ...	7s. "	Resigned
Howells, James ...	...	13.8.88	30.7.1901	" ...	Clerk ...	£135 per ann.	Deceased
Harrington, Ellen ...	...	31.7.89	21.7.1901	Existing Lines	Gate woman ...	4s. per day	"
Henshall, Alfred ...	1.2.82	...	31.7.1901	" ...	Repairer ...	7s. "	Retired
Jeffrey, Joseph ...	...	1.4.89	5.9.1901	Traffic ...	Signalman ...	7s. 6d. "	Deceased
Jackson, Joseph ...	20.4.72	...	26.9.1901	" ...	Crossing-keeper	7s. "	"
Kelly, Andrew ...	...	16.7.1900	23.8.1901	" ...	Lad porter ...	2s. "	Resigned
Kennedy, Joseph ...	1.6.81	...	21.7.1901	Existing Lines	Repairer ...	7s. "	Retired
Looney, Timothy ...	...	8.9.89	19.7.1901	Locomotive...	Labourer ...	7s. "	Resigned
Mackie, Andrew ...	...	1.3.89	12.8.1901	" ...	Boilermaker's assistant	7s. 6d. "	Deceased
McConville, James ...	...	1.3.86	14.8.1901	" ...	Fireman ...	10s. "	Dismissed
McLean, Daniel ...	23.8.77	...	30.9.1901	Traffic ...	Clerk ...	£210 per ann.	Retired
McGrath, Timothy Edward	...	1.11.97	30.9.1901	" ...	" ...	£70	Resigned
Nugent, Thomas ...	1.6.77	...	21.9.1901	Existing Lines	Ganger ...	9s. per day	Retired
O'Brien, William ...	14.5.82	...	21.7.1901	" ...	Repairer ...	7s. "	"
O'Brien, Kennedy ...	...	1.10.89	10.8.1901	Locomotive...	Labourer ...	7s. "	Deceased
O'Brien, John Francis ...	...	10.9.88	21.9.1901	Existing Lines	Repairer ...	7s. "	"
Orme, John ...	...	24.12.83	15.8.01	Locomotive...	Driver ...	14s. "	Resigned
O'Rourke, James Francis...	16.9.81	...	12.7.1901	Traffic ...	Guard ...	8s. "	Retired
Priector, Amelia ...	26.1.78	...	12.7.1901	Existing Lines	Gate woman ...	4s. "	"
Poole, Thomas ...	...	1.11.88	9.8.1901	" ...	Repairer ...	7s. "	Deceased
Peterson, Thomas ...	1.5.81	...	2.9.1901	Locomotive...	Driver ...	14s. "	"
Ryan, Joseph ...	25.9.74	...	20.7.1901	" ...	Car-trimmer ...	10s. 6d. "	"
Ridgwell, Edward George	24.5.82	...	5.8.1901	" ...	Driver ...	14s. "	Retired
Reynolds, Oliver ...	...	30.3.85	19.9.1901	Traffic ...	Porter ...	7s. "	Dismissed
Russell, Daniel Joseph ...	...	10.10.90	5.7.1901	Existing Lines	Repairer ...	6s. 6d. "	"
Radeliffe, John ...	...	24.3.84	22.8.1901	Telegraph ...	Electric light driver	10s. 6d. "	Deceased
Spencer, John Charles ...	...	21.5.88	15.8.1901	Traffic ...	Leading porter	7s. 6d. "	"
Smith, John ...	1.7.78	...	17.8.1901	" ...	Carriage-cleaner	7s. "	"
Stothers, Robert ...	10.6.79	...	12.7.1901	Existing Lines	Repairer ...	7s. "	Retired
Spratling, Henry ...	...	6.12.89	2.8.1901	" ...	" ...	7s. "	Deceased
Smith, James Thomas ...	19.12.81	...	30.9.1901	" ...	Foreman plumber	13s. "	Retired
Woods, James ...	...	15.2.86	5.8.1901	Traffic ...	Gateman ...	5s. 6d. "	Deceased
Wells, Charles ...	11.3.69	...	19.8.1901	" ...	Station-master	£175 per ann.	"

QUARTER ENDING 31st DECEMBER, 1901.

Benson, R. M. ...	...	3.7.01	30.11.01	Traffic ...	Block recorder	2s. per day	Resigned
Barrie, Saml. Walter ...	...	1.11.01	2.11.01	" ...	Lad car cleaner	2s. "	"
Bates, Robert ...	...	24.8.87	19.12.01	" ...	Shunter ...	7s. 6d. "	Dismissed
Cummin, Ralph ...	9.8.78	...	18.11.01	Locomotive...	Fitter ...	12s. 6d. "	Retired
Curtain, Thos.	...	28.5.89	20.11.01	" ...	Fireman ...	9s. "	Deceased
Davis, Chas. ...	...	13.8.88	15.10.01	" ...	" ...	9s. "	"
Dixon, Joseph ...	17.10.81	...	25.10.01	Traffic ...	Clerk ...	£225 per ann.	Retired
Dickson, Thos. Wm. ...	11.10.76	...	30.11.01	Locomotive...	Boilermaker ...	10s. per day	Deceased
Darcy, Patk. James ...	...	19.3.00	20.12.01	Traffic ...	Lad porter ...	2s. 6d. "	Dismissed
Dickinson, Robert ...	20.1.82	...	21.10.01	Existing Lines	Skilled labourer	8s. "	Retired
Egan, James ...	7.9.76	...	14.10.01	Locomotive...	Driver ...	14s. "	"
Eddy, James Henry ...	...	29.1.87	19.12.01	" ...	" ...	11s. "	Dismissed
Foley, Patk. Thos. ...	23.7.77	...	31.10.01	Existing Lines	Ganger ...	9s. "	Retired
Fawcett, William ...	1.2.80	...	19.11.01	Traffic ...	Labourer ...	7s. "	Deceased
Flannery, Thos. Augustus	...	5.2.89	5.12.01	Locomotive...	Train examiner	7s. 6d. "	Resigned
Findlay, Joseph ...	...	6.9.98	4.12.01	" ...	Lad cleaner ...	3s. 6d. "	Dismissed
Gardner, Albert A. ...	6.10.65	...	21.10.01	" ...	Driver ...	15s. "	Retired
Harrington, John ...	7.10.74	...	12.10.01	Existing Lines	Repairer ...	7s. "	"
Haldsworth, John ...	...	16.10.88	31.10.01	Locomotive...	Skilled labourer	7s. 6d. "	Deceased
Harrington, Mary ...	7.10.74	...	18.11.01	Traffic ...	Woman in charge	2s. "	Retired
Haigh, J. H. ...	...	31.1.84	23.12.01	" ...	Porter ...	10s. 6d. "	Dismissed
Julian, Thos. ...	...	13.8.90	12.12.01	" ...	" ...	7s. "	Resigned
Johnson, Thomas ...	...	26.9.87	17.12.01	" ...	Signalman ...	7s. "	Deceased
Kavanagh, Henry Geo. ...	...	8.1.87	27.10.01	Accountant's	Clerk ...	£180 per ann.	Resigned
Lewis, Thomas ...	...	11.5.87	1.10.01	Traffic ...	Car cleaner ...	7s. per day	"
Lalor, Matthew Jos. ...	...	4.3.89	4.10.01	" ...	Porter ...	7s. "	"
Lucas, Edward ...	...	11.3.87	11.11.01	Existing Lines	Gateman ...	4s. "	Deceased
Lording, Chas. K. ...	...	26.11.01	25.12.01	" ...	Apprentice ...	1s. 6d. "	Resigned
Malone, John ...	22.9.69	...	18.10.01	Traffic ...	Watchman ...	8s. "	Deceased
Mears, Edward ...	...	3.1.88	9.11.01	" ...	Porter ...	7s. "	Resigned
Menogue, Thomas ...	3.7.80	...	7.12.01	Existing Lines	Ganger ...	9s. "	"

REMOVALS of Employés—DECEMBER QUARTER—*continued.*

Name in Full.	Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	Approx.	On or after 1.11.83.					
Monaghan, Ed. John ...	23.10.83	...	31.10.01	Traffic ...	Guard ...	9s. per day	Retired
Mullins, Patrick ...	...	1.11.01	1.11.01	Existing Lines	Repairer ...	6s. "	Deceased
Matthews, Louis Andrew ...	...	6.7.00	1.12.01	Traffic ...	Clerk ...	£50 per ann.	Resigned
McConachy, Donald ...	...	19.5.88	12.10.01	" ...	Optg. porter ...	7s. per day	Deceased
McKenzie, Alexander ...	...	13.5.89	31.10.01	" ...	Porter ...	7s. "	Resigned
O'Sullivan, Eugene ...	...	23.9.89	19.12.01	Locomotive...	Fireman ...	7s. 6d. "	Dismissed
Pascoe, Thos. John ...	...	15.9.84	27.10.01	" ...	Fitter ...	11s. "	Deceased
Pegler, Augustus ...	...	1.11.97	2.11.01	" ...	Apprentice ...	3s. "	Resigned
Pearce, John Frank ...	10.12.69	...	11.12.01	Traffic ...	D.T.S. ...	£375 per ann.	Retired
Patford, Emily ...	...	17.11.90	23.12.01	" ...	Ladies' waiting-room attendant	4d. 6d. per day	Resigned
Rogers, Walter ...	...	14.10.89	15.10.01	Locomotive...	Labourer ...	7s. "	"
Roe, Charles ...	...	3.5.87	28.11.01	" ...	" ...	6s. 6d. "	Dismissed
Rogers, Thomas ...	27.6.77	...	31.10.01	" ...	Leading hand fitter	13s. "	Retired
Smith, Thomas ...	...	3.1.90	18.10.01	Existing Lines	Repairer ...	7s. "	Killed on duty
Sexton, Michael ...	1.6.75	...	14.12.01	" ...	" ...	7s. "	Retired
Schumacher, Wm. J. ...	...	23.5.87	23.11.01	Locomotive...	Fireman ...	9s. "	Resigned
Sampson, J. H. ...	...	21.10.01	3.12.01	Traffic ...	Porter ...	6s. "	Dismissed
Treacy, J. M. ...	...	25.4.87	15.12.01	Audit ...	Clerk ...	£165 per ann.	Deceased
Woods, Margaret ...	...	2.11.96	14.10.01	Existing Lines	Office cleaner...	£1 per week	Resigned
Wignall, Geo. Wm. ...	3.3.73	...	14.10.01	Locomotive...	Driller ...	8s. per day	Deceased
Walker, James ...	22.9.73	...	31.12.01	" ...	Chargeman ...	12s. 3d. "	Retired
Waterson, Jonah ...	...	24.8.86	30.11.01	Traffic ...	Clerk ...	£120 per ann.	Resigned
Walker, Geo. Ferguson ...	23.10.79	...	8.12.01	Locomotive...	Skilled labourer	10s. 6d. per day	Deceased
Weir, Thomas ...	...	18.11.01	27.11.01	" ...	Sailmaker ...	9s. "	Resigned

QUARTER ENDING 31st MARCH, 1902.

Archbold, Oliver W. ...	...	5.8.85	18.1.1902	Traffic ...	Shedman ...	8s. per day	Resigned
Berbling, E. A. F. ...	30.11.75	...	31.1.1902	" ...	Station-master	£200 per ann.	Retired
Burridge, Peter ...	...	1.4.01	10.1.1902	" ...	Shunter ...	6s. 6d. per day	Dismissed
Baker, William ...	2.6.65	...	20.2.1902	Locomotive...	Driver ...	15s. "	Retired
Bruce, Geo. Marriott ...	...	1.11.01	8.3.1902	Existing Lines	Repairer ...	6s. "	Dismissed with
Cullum, Geo. Edwd. ...	...	13.6.87	11.1.1902	" ...	Ganger ...	8s. "	Deceased
Cuolahan, James ...	6.10.81	...	31.1.1902	" ...	Labourer ...	8s. "	Retired
Cooke, John Edward ...	16.11.81	...	14.2.1902	Locomotive...	Fitter ...	10s. 6d. "	Dismissed
Cruickshank, John ...	30.5.79	...	23.3.1902	" ...	Driver ...	14s. "	Deceased
Cotter, John Thos. ...	30.1.80	...	21.3.1902	" ...	" ...	14s. "	Dismissed
Doherty, Jeremiah ...	29.6.82	...	31.3.1902	" ...	Boilermaker ...	11s. "	Retired
Dalgarno, Percy Alexr. ...	...	15.11.97	13.1.1902	Traffic ...	Porter ...	4s. "	Resigned
Dixon, Robert ...	...	9.1.88	6.2.1902	" ...	" asst. ...	7s. "	"
Downes, Michael ...	...	16.3.00	4.1.1902	Existing Lines	Repairer ...	6s. "	Deceased
Elliott, Walter C. ...	...	15.11.97	31.1.1902	Traffic ...	Porter ...	4s. "	Resigned
Ellis, Charles ...	...	12.1.88	11.2.1902	" ...	" ...	7s. "	Dismissed
Edmonds, Geo. Isaac ...	...	16.10.88	4.3.1902	Locomotive...	Storeman ...	8s. "	Deceased
Evans, Geo. John ...	30.1.80	...	15.2.1902	" ...	Packer and trimmer	10s. "	Retired
Grieve, David ...	...	13.12.86	19.3.1902	" ...	Driver ...	11s. "	Dismissed
Green, Robt. Alexr. ...	...	5.1.88	28.2.1902	Traffic ...	Ticket-collector	7s. 6d. "	Resigned
Gay, James Wm. ...	...	15.11.97	28.3.1902	" ...	Porter ...	4s. "	"
Giggins, David Francis ...	...	1.11.01	30.1.1902	Existing Lines	Repairer ...	6s. 6d. "	Dismissed with
Hartley, Thos. West ...	...	28.7.90	8.3.1902	Traffic ...	Porter ...	7s. "	Resigned
James, John Joseph ...	...	18.8.90	18.2.1902	" ...	Clerk ...	£120 per ann.	Deceased
James, John Phillip ...	3.2.81	...	23.3.1902	Locomotive...	Driver ...	14s. per day	"
Knarhoi, Waldemar H. ...	...	1.7.00	11.1.1902	Telegraph ...	Operator ...	£50 per ann.	Dismissed with
Kennedy, John ...	...	26.3.00	1.2.1902	Traffic ...	Clerk ...	£50	Resigned
Kenney, James Jos. ...	2.1.83	...	5.2.1902	" ...	Yardsman ...	11s. per day	Killed on duty
Looney, John ...	...	3.9.88	6.1.1902	Locomotive...	Greaser ...	7s. "	Dismissed with
Luscombe, John Hy. ...	...	8.2.89	9.3.1902	" ...	Train examiner	7s. 6d. "	Deceased
Levis, Francis ...	23.5.83	...	12.3.1902	" ...	Labourer ...	7s. "	"
Morris, Frank Richd. ...	...	27.5.01	6.1.1902	Existing Lines	Skilled labourer	6s. 6d. "	Resigned
Madigan, Michael ...	20.7.82	...	26.3.1902	" ...	Ganger ...	9s. "	Deceased
Murray, Henry ...	...	27.5.89	29.1.1902	Traffic ...	Recg. porter ...	8s. "	Resigned
Martin, Wm. Henry ...	...	23.8.86	23.2.1902	" ...	Porter in charge	7s. "	Deceased
Malcolm, Jas. McP. ...	22.12.74	...	6.3.1902	" ...	Station-master	£250 per ann.	"
McCarthy, Emily ...	2.2.75	...	26.2.1902	Existing Lines	Gatewoman ...	2s. per day	Retired
McCorrack, Joseph ...	...	20.8.90	30.1.1902	" ...	Repairer ...	7s. "	Resigned
McDonnell, James ...	...	23.3.85	9.2.1902	Locomotive...	Fitter ...	10s. 6d. "	Deceased
McDonald, Donald ...	18.12.72	...	11.2.1902	" ...	Skilled labourer	8s. "	Retired
Norster, Francis ...	9.3.74	...	18.1.1902	Locomotive...	Labourer ...	8s. 6d. "	"
O'Shea, John ...	...	30.5.87	31.1.1902	Traffic ...	Porter ...	7s. "	Resigned
Pattison, Henry ...	...	22.10.01	28.2.1902	" ...	" ...	6s. "	"
Ryan, Thomas ...	30.10.83	...	13.2.1902	" ...	Signalman ...	9s. 6d. "	Deceased
Richards, Enoch ...	...	1.3.88	15.3.1902	" ...	Compler-up ...	7s. "	Resigned
Roberts, William ...	21.6.70	...	1.1.1902	Locomotive...	Blacksmith ...	11s. "	Retired
Sullivan, John ...	...	6.5.86	27.1.1902	" ...	Fireman ...	9s. "	Deceased
Slaven, Patrick ...	19.10.76	...	24.2.1902	Existing Lines	Ganger ...	9s. "	Retired
Smith, Wm. Robert ...	...	13.11.01	31.1.1902	" ...	Draftsman ...	£220 per ann.	Resigned
Tocknell, Chas. Hy. ...	26.1.78	...	28.2.1902	" ...	Ganger ...	9s. per day	Retired
Thomson, Adam M. ...	28.2.77	...	20.2.1902	Traffic ...	Weighbridge attendant	8s. "	Retired
Webb, Wm. John ...	...	9.9.90	1.2.1902	" ...	Clerk ...	£120 per ann.	Resigned
Watson, Richd. Smith ...	...	7.1.88	30.1.1902	Locomotive...	Fireman ...	9s. per day	Dismissed
Webb, Joseph Edwd. ...	25.9.73	...	4.3.1902	" ...	Driver ...	14s. "	Retired
White, Michael John ...	...	1.11.01	11.1.1902	Existing Lines	Repairer ...	6s. "	Dismissed with
Walsh, John James ...	...	10.12.01	18.3.1902	" ...	" ...	6s. 6d. "	Deceased

QUARTER ENDING 30th JUNE, 1902.

Name in Full.	Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	Approx.	On or after 1.11.83.					
Arland, James ...	24.8.65	...	30.6.02	Traffic ...	Station-master	£175 per ann.	Retired
Armstrong, Joseph ...	23.11.64	...	12.5.02	Locomotive	Driver in charge	15s. and 1s. per day	"
Babb, Henry ...	...	11.2.89	25.4.02	Traffic ...	Ticket collector	7s. 6d. per day	Killed on duty
Barnett, William ...	7.7.69	...	30.6.02	" ...	Guard ...	11s. "	Retired
Barrett, Michael ...	1.2.67	...	31.5.02	Existing Lines	Repairer ...	7s. "	"
Berryman, John ...	8.5.82	...	30.6.02	" ...	" ...	7s. "	"
Broad, Frederick ...	...	28.10.89	20.6.02	Locomotive	Waggon-repairer	7s. "	Deceased
Brophy, John ...	7.12.69	...	12.4.02	Existing Lines	Repairer ...	7s. "	Retired
Brosnan, Patrick ...	19.11.74	...	30.6.02	" ...	" ...	7s. "	"
Bulling, George ...	...	20.5.89	17.5.02	" ...	Bricklayer ...	11s. "	Deceased
Burrows, William ...	16.2.74	...	31.5.02	Locomotive	Driver ...	15s. "	Retired
Charman, Thos. William ...	...	1.11.01	30.4.02	Existing Lines	Repairer ...	6s. "	Resigned
Davey, Wm. Mitchell ...	...	28.4.87	12.6.02	Traffic ...	Clerk ...	£135 per ann.	Dismissed
Dawson, Ralph ...	...	17.3.87	11.4.02	" ...	Porter-Assistant	7s. per day	Deceased
Dodds, Robert Mark ...	...	13.6.98	18.4.02	" ...	Clerk ...	£70 per ann.	"
Doherty, John ...	...	17.10.01	1.5.02	Locomotive	Cleaner ...	6s. per day	Resigned
Egan, John Joseph ...	...	2.12.01	17.4.02	Existing Lines	Repairer ...	6s. 6d. "	"
Fogg, Robt. John ...	16.11.77	...	18.4.02	Locomotive	Fireman ...	10s. "	Retired
Fryne, Mary ...	...	17.5.92	1.5.02	Existing Lines	Gatewoman ...	1s. "	Dispensed with
Gavagan, Chas. John ...	...	15.11.97	19.6.02	Traffic ...	Lad porter ...	4s. "	"
Hall, Albert ...	27.10.81	...	31.5.02	Locomotive	Fireman ...	10s. "	Retired
Hall, Isaiah Thomas ...	14.8.68	...	30.6.02	" ...	Locomotive foreman	£335 per ann.	"
Harrison, David ...	3.3.83	...	5.4.02	Traffic ...	Station-master	£140 "	"
Hudson, William ...	11.3.78	...	7.5.02	Existing Lines	Inspector ...	£220 "	Deceased
Irvine, Reginald Thos. ...	...	21.10.01	10.4.02	Traffic ...	Porter ...	6s. per day	Resigned
Jackson, Wm. Daniel Winfield	7.2.83	...	15.4.02	Locomotive	Skilled labourer	8s. "	Retired
Keay, George John ...	...	26.11.01	30.4.02	Existing Lines	Carpenter ...	9s. "	Dispensed with
Kenney, George ...	26.4.71	...	30.6.02	Locomotive	Fuelman ...	8s. "	Retired
Larkins, David Daniel ...	...	1.11.01	1.5.02	Existing Lines	Repairer ...	6s. "	Resigned
Liddy, Patrick ...	7.4.80	...	31.5.02	" ...	Labourer ...	7s. "	Retired
Meaney, Alicia ...	...	14.10.92	19.5.02	" ...	Gatewoman ...	4s. "	"
Moore, William ...	...	19.1.84	24.6.02	Traffic ...	Station-master	£130 per ann.	Dispensed with
Murphy, Wm. Edward ...	...	21.11.88	30.6.02	Existing Lines	Repairer ...	7s. per day	Resigned
McGovern, James ...	...	22.5.88	24.6.02	" ...	" ...	7s. "	Dispensed with
McLean, John ...	1.7.78	...	5.4.02	" ...	Febrer ...	8s. "	Retired
McMurchy, John ...	...	6.8.90	14.4.02	Traffic ...	Porter ...	7s. "	Resigned
McMurtrie, David ...	16.12.73	...	30.6.02	" ...	Guard ...	11s. "	Retired
McSweeney, William ...	3.7.77	...	6.5.02	Locomotive	Driver ...	14s. "	"
Nicholls, Edward ...	1.11.71	...	17.4.02	Traffic ...	Traffic running superintendent	£550 per ann.	"
Nicol, Robert ...	...	1.4.01	18.6.02	" ...	Shunter ...	7s. per day	Dismissed
O'Brien, Patrick ...	1.8.79	...	30.6.02	Existing Lines	Repairer ...	7s. "	Retired
O'Malley, Michael ...	...	22.1.02	8.4.02	" ...	" ...	6s. "	Dismissed
Paul, Arthur James ...	...	8.7.89	24.6.02	Locomotive	Turner ...	10s. "	Deceased
Price, James ...	10.10.74	...	25.4.02	" ...	Driver ...	14s. "	Retired
Read, John ...	...	5.5.87	24.4.02	Traffic ...	Porter ...	7s. "	Resigned
Rockes, Thos. Montague ...	...	20.4.87	31.5.02	" ...	Shunter ...	7s. 6d. "	Retired on account of ill-health
Rodda, Benjamin ...	...	20.10.87	28.6.02	Existing Lines	Repairer ...	7s. "	Deceased
Scott, Walter Charles ...	...	3.6.89	14.4.02	Traffic ...	Shedman ...	8s. "	Resigned
Springhall, William ...	21.8.78	...	26.4.02	Locomotive	Boilermaker ...	10s. 6d. "	Retired
Sullivan, William ...	19.3.78	...	31.5.02	Existing Lines	Repairer ...	7s. "	"
Synon, Edward ...	6.7.68	...	30.4.02	" ...	" ...	7s. "	"
Thomas, Albert Richd. ...	...	16.10.01	5.4.02	Locomotive	Cleaner ...	6s. "	Resigned
Tindall, Wm. Robert ...	...	8.10.00	26.4.02	" ...	Lad labourer ...	3s. 6d. "	Dispensed with
Todd, Thomas ...	1.7.75	...	31.5.02	Existing Lines	Ganger ...	9s. "	Retired
Turner, Geo. Francis ...	...	22.11.01	"	Traffic ...	Labourer ...	6s. "	Dispensed with
Vaughan, John ...	...	29.6.86	6.5.02	" ...	Clerk ...	£135 per ann.	Dismissed
West, Wm. Henry ...	7.2.64	...	20.5.02	Locomotive	Night foreman	£285 "	Retired
Williams, Benjamin Gomar	...	22.11.97	8.5.02	Traffic ...	Porter ...	6s. per day	Dismissed
Williams, Samuel ...	1.3.81	...	7.5.02	" ...	Carriage-cleaner	7s. "	Resigned
Willoughby, Catherine ...	...	15.6.00	29.5.02	Existing Lines	Gatewoman ...	1s. 6d. "	Retired

No. 24.

RETURN OF APPLICATIONS FOR EMPLOYMENT, EXAMINATIONS, ETC., UNDER
THE RAILWAYS ACT.

Date of Notice to Candidates.	Examination.	Number of Applicants.	Number of Persons required.	Number Examined.	Number Passed.	Percentage Passed to Number for Examination.
June 3rd, 1884	1st	2,074	139	415	128	30·84
Oct. 7th, 1884	2nd	1,807	138	417	164	39·33
Feb. 6th, 1885	3rd	1,009	180	473	199	42·07
July 1st, 1885	4th	1,780	200	552	228	41·30
Jan. 5th, 1886	5th	1,514	243	704	321	45·59
June 16th, 1886	6th	2,199	220	633	288	45·49
Nov. 5th, 1886	7th	1,801	149	443	207	46·72
Feb. 10th, 1887	8th	3,134	273	772	348	45·07
June 27th, 1887	9th	3,568	292	837	347	41·75
Oct. 21st, 1887	10th	2,755	222	610	273	44·45
Feb. 11th, 1888	11th	3,614	343	1,027	478	46·54
June 13th, 1888	12th	5,430	615	1,802	668	37·06
Oct. 16th, 1888	13th	4,399	620	1,635	698	42·69
Jan. 18th, 1889	13thA	402	60	125	35	28·00
Feb. 27th, 1889	14th	5,480	628	1,826	711	38·93
June 27th, 1889	15th	7,473	485	1,412	571	40·43
May 22nd, 1890	16th	11,176	624	1,856	1,158	62·39
July 5th, 1897	17th	} 2,257	343	656	480	73·17
" "	18th					
" "	19th					
May 1st, 1899	20th	13,792	628	1,256	795	63·28
April 2nd, 1901	21st	12,782	1,069	2,065	1,257	60·87

VICTORIAN RAILWAYS.

No. 25.

STATEMENT of Outwards Passenger Traffic, Outwards and Inwards Parcels, &c., and Goods and Live Stock Traffic for Year ending 30th June, 1902.

STATION.	PASSENGERS.		PARCELS, RENTS, H.C.D., ETC.		GOODS.				LIVE STOCK.	
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
		£ s. d.	£ s. d.	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.
NORTHERN SYSTEM.										
Spencer-street ... { Country, &c. ...	1,480,832	251,069 12 0	85,035 5 6	69,974 1 3	399,537	419,791 6 11	538,800	278,156 1 6	1,030 13 11	7,702 9 0
North Melbourne ... { Suburban ...	694,746	9,102 13 8	...	...	...	...	...	...	...	...
Arden-street ...	675,022	8,047 3 0	538 9 7	459 7 4	...	...	...	...	...	...
Footscray West ...	...	...	805 14 6	805 14 6	10,863	1,364 11 0	65,027	25,720 2 3	...	...
Tottenham ...	78,895	706 1 3	52 11 3	97 14 9	14,360	1,596 17 1	3,031	839 8 10	...	...
Braybrook Junction ...	5,812	54 3 6	...	...	...	...	...	...	...	...
Albion ...	37,805	488 8 9	96 19 10	48 17 7	575	1,112 10 2	1,063	209 17 10	...	39 14 0
St. Albans ...	612	8 19 8	...	...	...	...	...	...	...	...
Sydenham ...	16,070	278 14 2	53 18 4	57 18 9	8,613	703 15 5	258	68 0 10	...	1 12 9
Diggers' Rest ...	1,433	68 19 9	68 8 9	72 9 2	123	27 5 2	117	31 2 3	0 17 6	433 18 6
Sunbury ...	2,854	163 10 9	67 13 2	102 8 4	730	237 18 4	247	62 15 1	2 8 0	1 13 11
Lancefield Junction ...	15,345	1,088 19 9	265 11 0	476 2 10	1,375	630 5 8	4,254	1,007 3 4	52 18 7	361 11 1
Riddell's Creek ...	5,688	412 5 6	75 10 9	86 5 1	348	157 14 4	138	61 18 9	108 11 0	30 17 3
Gisborne ...	5,127	555 0 10	75 9 7	108 10 10	554	198 8 11	472	202 5 1	71 18 2	41 19 2
Macedon ...	8,309	879 9 4	122 15 11	201 19 9	1,118	463 2 2	1,168	616 1 10	309 10 11	214 17 1
Woodend ...	7,727	882 17 7	229 17 7	247 10 1	2,344	510 17 11	1,519	733 9 7	12 11 6	14 16 0
Carlsruhe ...	19,281	1,893 3 0	485 7 0	562 18 7	10,360	3,173 6 0	2,246	1,280 2 9	240 16 8	571 11 10
Kyneton ...	2,549	141 12 9	47 9 3	52 15 3	973	315 4 0	73	44 10 10	62 0 0	1 2 6
Redesdale Junction ...	40,604	5,051 16 6	1,958 7 11	2,112 2 10	15,470	6,621 0 8	9,096	4,713 7 0	679 10 4	487 3 11
Malmsbury ...	1,798	167 8 10	48 3 10	50 1 8	1,000	296 10 9	660	317 16 0	1 12 10	4 18 7
Taradale ...	10,257	922 12 7	199 12 8	253 10 4	5,612	2,008 0 9	1,192	604 0 4	78 2 10	65 13 4
Elphinstone ...	7,259	541 13 11	100 6 8	128 5 9	194	96 18 11	503	309 19 4	3 2 0	...
Chewton ...	3,092	251 15 6	202 8 11	57 1 0	1,588	415 6 2	181	98 19 3	66 11 8	275 16 10
Castlemaine ...	13,730	801 18 5	62 9 11	92 19 10	602	177 9 10	1,758	560 3 8	...	27 18 6
Barker's Creek ...	61,367	7,581 6 10	1,472 16 0	1,844 1 4	5,931	5,272 3 9	13,845	9,860 16 11	22 18 6	297 1 10
Harcourt ...	...	...	...	...	450	161 1 7	147	41 12 0	...	...
Ravenswood ...	8,604	413 18 4	294 4 5	91 8 4	3,815	1,358 4 3	509	322 5 4	0 12 0	...
Kangaroo Flat ...	2,868	231 13 4	74 10 6	42 1 11	3,780	438 11 4	128	58 12 1	123 14 0	78 3 1
Golden Square ...	5,634	514 5 3	58 8 5	63 4 11	153	107 16 6	777	382 2 9	...	...
Bendigo ...	10,300	1,523 0 8	95 5 3	189 10 9	985	482 18 7	19,800	3,892 14 1	...	613 3 6
Epsom ...	133,768	26,852 9 11	8,072 14 1	9,481 17 1	44,960	17,441 19 11	120,164	51,827 13 11	1,310 0 6	5,190 5 5
Huntly ...	...	...	...	...	528	306 10 7	118	84 13 10	...	...
Bagshot ...	1,104	44 6 10	19 15 1	20 19 7	1,045	165 13 8	207	46 5 7	...	...
	1,375	68 12 8	30 18 9	40 19 5	3,349	451 4 4	80	36 13 10	...	8 6 6

Wellsford	...	...	750	37 10 2	11 5 11	12 0 11	3,409	436 18 2	14	4 2 7	...	...
Goornong	...	...	4,777	497 1 11	212 1 0	189 5 10	7,596	1,733 3 6	1,281	681 9 11	174 5 1	14 16 6
South Elmore	...	...	1,471	137 14 2	39 7 5	48 5 5	5,150	1,060 9 1	106	79 5 2	2 15 0	...
Elmore	...	...	9,706	1,371 13 3	431 15 8	307 16 5	13,359	4,729 6 3	2,197	1,797 13 2	558 5 11	169 4 6
Rochester	...	...	11,152	1,875 9 7	346 2 8	462 19 1	11,711	6,052 11 11	4,670	3,641 3 8	805 2 3	55 16 2
Echuca	...	...	24,887	6,378 12 7	3,383 13 6	3,689 0 1	40,850	30,803 16 6	24,651	18,247 12 7	3,049 10 9	632 3 3
LANCEFIELD LINE.												
Bolinda	...	...	552	12 19 9	10 0 0	14 16 4	565	161 14 1	116	59 0 1	3 15 9	0 10 0
Monegatta	...	...	518	14 4 9	11 6 6	14 19 10	222	71 7 2	25	13 9 9	...	...
North Monegatta	...	...	352	23 12 8	...	1 4 7	2	1 13 9	1	1 6 4	...	...
Romsey	...	...	5,717	711 11 1	316 0 11	282 19 3	10,673	3,016 12 3	1,705	901 1 10	162 4 8	93 16 4
Lancefield	...	...	7,344	1,096 1 7	253 12 11	366 16 1	9,113	2,754 10 6	1,514	990 2 7	252 13 10	65 17 3
LANCEFIELD AND KILMORE LINE.												
Mount William	...	...	46	3 3 9	0 1 4	0 7 3	438	165 14 5	10	2 14 4	...	...
Goldie	...	...	30	1 14 8	1 1 2	1 2 7	576	204 14 5	12	5 11 2	...	...
Springfield	...	...	37	1 11 1	...	...	...	0 2 3	...	0 4 1	...	...
Forbes	...	...	6	0 1 9	...	0 0 9	...	...	1	0 7 9	...	...
High Park	...	...	37	1 3 7	...	0 6 9	...	0 9 2	...	0 6 11	...	...
DAYLESFORD LINE.												
Tylden	...	...	3,063	193 19 1	38 5 11	36 5 5	1,392	419 0 8	144	74 4 3	1 0 6	4 14 5
Fern Hill	...	...	4,080	295 11 11	102 7 6	120 1 0	7,936	2,547 5 2	610	371 8 10	0 13 9	5 4 0
Trentham	...	...	8,700	1,102 5 6	174 12 7	246 14 1	8,277	2,441 16 6	1,677	1,100 14 6	9 9 8	51 18 3
Lyonville	...	...	4,785	280 1 5	34 3 3	42 11 7	15,350	2,615 3 4	222	106 12 11	...	...
Bullarto	...	...	8,921	402 14 8	35 1 10	71 1 1	14,017	2,702 4 11	426	199 4 7	...	5 8 0
Musk Creek	...	...	3,460	121 10 4	25 18 7	30 10 8	5,204	1,087 19 10	69	45 3 2	...	...
Daylesford	...	...	20,709	2,924 12 8	813 4 7	864 14 3	8,353	2,829 14 10	4,746	3,678 15 7	41 2 1	36 9 4
Woodburn	...	...	539	8 5 5	...	0 2 0	65	10 0 5	...	...	...	...
Sailor's Falls	...	...	1,343	94 15 9	18 3 2	21 13 6	3,881	518 1 5	53	23 19 9	...	...
Leonard's Hill	...	...	2,980	191 8 11	62 4 3	58 3 0	9,769	1,416 8 4	209	67 10 0	1 14 9	5 3 6
Wombat	...	...	1,914	93 14 8	12 9 8	15 12 10	8,402	1,089 8 2	144	39 15 3	...	...
Rocky Lead	...	...	4,155	253 19 0	48 4 10	63 2 6	1,892	299 3 0	221	77 9 3	...	...
Newlyn	...	...	4,310	411 7 2	154 13 0	190 1 9	19,438	8,442 0 0	1,785	781 17 8	117 7 7	38 11 6
Kingston	...	...	5,177	456 3 3	89 9 4	132 10 1	12,276	6,059 18 1	2,957	702 18 1	6 7 0	1 11 3
Allendale	...	...	17,086	1,296 6 3	113 7 1	198 12 2	1,874	902 14 6	23,315	4,669 6 6	7 1 5	10 12 4
Broomfield	...	...	3,801	175 3 5	11 0 6	25 0 8	...	...	...	1 1 6	...	...
REDESDALE LINE.												
De Graves	...	...	...	...	5 0 0	5 0 0	...	...	...	...	...	...
Edgecombe	...	...	177	6 12 2	5 0 0	5 7 7	2,991	764 17 6	13	6 18 5	...	...
Green Hills	...	...	160	11 3 3	6 7 7	8 14 4	865	424 17 4	49	19 5 7	...	...
East Metcalfe	...	...	131	6 18 7	6 2 2	8 18 2	857	337 0 6	46	19 6 1	...	...
Emberton	...	...	89	8 5 6	5 2 2	5 13 1	134	27 6 8	27	3 17 11	...	...
Barford	...	...	535	34 6 5	37 16 11	59 3 9	3,478	1,361 14 5	239	112 13 3	29 7 9	4 14 1
Redesdale	...	...	1,337	166 7 1	176 12 2	233 16 5	4,977	1,869 10 0	387	210 2 4	1 19 3	0 19 3
SHELBOURNE LINE.												
Muckleford	...	...	802	22 8 9	23 4 0	31 13 10	842	385 6 2	74	39 2 9	...	...
Maldon	...	...	17,292	1,959 17 3	334 11 9	535 15 6	1,334	702 11 1	5,493	3,990 11 0	1 8 6	40 19 7
Shelbourne	...	...	299	76 14 1	175 11 7	183 17 5	8,052	3,859 5 6	1,142	783 7 2	32 19 2	0 2 4

No. 25.—Statement of the Outwards Passenger Traffic, &c.—continued.

STATION.	PASSENGERS.			PARCELS, RENTS, H.C.D., ETC.			GOODS.				LIVE STOCK.									
	Outwards.			Outwards.		Inwards.	Outwards.		Inwards.		Outwards.		Inwards.							
	Passengers.	Revenue.		Revenue.		Revenue.	Tons.	Revenue.		Tons.	Revenue.		Revenue.							
		£	s.	d.	£	s.		d.	£		s.	d.	£	s.	d.					
MARYBOROUGH, DONALD, AND BIRCHIP LINE.																				
Campbell's Creek	2,817	122	9	5	31	16	0	34	14	7	417	330	2	6	357	188	7	10	...	...
Guildford	5,086	349	10	10	64	18	5	58	5	11	858	542	13	11	752	492	12	8	...	15 15 3
Strangways	2,542	108	19	2	35	9	10	5	19	2	12	8	12	6	2	2	8	10	...	...
Newstead	8,600	1,079	13	1	143	2	1	164	10	4	3,288	1,507	3	4	2,351	1,248	4	1	146	16 4
Joyce's Creek	2,140	178	18	1	100	19	8	50	4	10	1,205	593	4	7	253	112	13	9	...	2 18 0
Moolort	3,579	392	5	5	59	17	9	111	4	2	5,823	2,819	10	5	9,135	2,666	17	11	8	3 0
Carisbrook	3,237	560	16	10	112	7	11	96	2	8	2,780	1,494	13	1	2,371	756	15	0	66	3 8
Maryborough	43,325	7,192	2	6	1,386	3	10	1,780	12	8	9,494	4,018	0	5	14,784	10,375	6	10	25	19 5
Simsons	905	20	0	7	5	0	0	5	1	9	...	...	...	...	...	0	2	0	...	...
Havelock	2,088	64	16	9	23	4	7	22	19	2	291	162	1	6	5,072	1,503	0	1	3	0 0
Bet Bet	2,930	108	4	1	38	0	3	44	7	3	1,067	592	10	8	3,830	2,189	10	2	...	...
Dunolly	9,429	1,328	5	5	435	11	1	544	14	11	3,159	1,588	2	4	2,431	1,881	12	11	14	5 6
Goldsborough	2,092	81	8	2	43	17	5	40	0	2	2,344	583	15	2	63	52	14	11	...	43 2 9
Bealiba	3,838	505	6	8	130	13	4	132	2	4	18,509	4,675	5	4	1,267	995	18	4	41	9 0
Emu	2,240	349	18	9	94	14	9	49	12	1	5,430	1,662	5	1	362	329	4	7	7	8 0
Carapooee	765	36	1	4	83	12	0	34	18	2	2,078	1,031	13	2	121	129	2	3	3	2 0
St. Arnaud	14,222	3,735	7	10	688	6	9	1,042	14	10	16,531	10,046	9	2	9,277	9,177	1	6	281	18 7
Sutherland	366	19	7	7	18	1	10	21	6	11	2,238	970	6	1	103	60	2	11	72	14 8
Swanwater	401	24	0	11	13	18	2	18	10	1	1,505	458	8	0	68	51	16	9	0	12 6
Cope Cope	1,715	300	10	6	65	0	10	92	10	0	6,423	4,325	11	11	739	701	10	2	455	7 5
Donald	7,058	1,727	4	5	487	19	9	655	9	2	23,583	7,874	13	3	6,326	4,487	6	1	935	3 2
Lake Buloke	75	14	5	8	0	5	3	0	7	6	9	2	13	11	181	44	3	4	...	...
Litchfield	615	37	7	4	8	3	0	21	8	5	1,983	1,347	3	11	131	122	7	3	...	...
Massey	570	34	15	6	0	18	4	10	17	7	771	552	1	5	135	83	13	1	...	...
Watchem	2,044	374	8	8	73	18	2	155	1	0	5,388	3,587	12	5	916	977	12	8	208	3 11
Morton Plains	303	30	12	3	10	0	0	14	11	0	1,820	1,278	6	7	102	95	3	1	150	12 0
Birchip	4,743	1,365	17	9	348	6	5	474	15	11	7,280	4,317	9	0	2,709	3,662	1	7	279	5 11
WOOMELANG LINE.																				
Karyrie	40	2	4	6	10	0	9	12	11	5	178	57	4	2	14	3	12	4	...	...
Kinnabulla	129	7	3	0	10	17	6	19	2	1	1,837	1,595	5	0	992	155	18	5	...	...
Curyo	390	26	1	6	11	8	11	30	13	11	1,899	1,731	17	7	2,522	440	0	8	...	...
Watchupga	374	36	0	3	18	17	9	44	0	8	1,868	1,795	12	11	3,492	586	1	5	0	7 6
Woomelang	515	65	13	4	63	16	10	103	3	10	2,004	1,979	3	8	14,620	5,372	4	7	...	25 16 6
*Minapre	...	...	...	...	...	...	...	0	2	6	48	45	19	5	59	56	4	9	...	...
AVOCA LINE.																				
Adelaide Lead	871	22	14	1	...	...	...	0	15	9	...	...	...	...	...	...	...	...	...	...
Bung Bong	541	25	10	2	46	4	11	41	8	10	2,088	873	18	1	95	59	0	0	1	10 8
Homebush	2,149	116	18	2	41	2	0	46	13	9	982	258	17	1	41	49	16	1	...	1 13 6
Avoca	6,195	1,128	9	1	467	17	6	468	14	0	7,991	3,651	13	10	2,589	2,541	5	1	2	13 6
Amphitheatre	1,661	123	8	3	85	18	8	73	7	8	1,567	793	8	6	438	376	9	7	...	20 8 3
Elmhurst	1,594	325	3	10	131	18	3	117	16	4	6,084	2,153	15	8	827	694	11	6	67	8 2
Eversley	122	12	15	10	0	3	3	15	6	2	301	203	9	3	64	43	10	1	...	39 7 4

Crowlands	183	11 15 7	6 0 6	30 1 11	773	731 0 9	282	248 14 8	...	14 14 8
Dunneworthy	35	2 16 2	...	0 5 0	289	80 3 7	2	0 19 9	...	0 2 6
Warra Yadin	30	2 15 1	6 10 8	7 16 11	1	1 5 1	15	10 4 9	...	...
TALBOT LINE.										
Sulky	2,586	109 5 4	44 18 1	39 13 1	111	47 12 3	25	9 7 1	...	6 14 0
Bald Hills	2,499	67 3 11	...	4 19 10	...	...	...	0 2 0	...	...
Creswick	35,104	2,078 12 11	297 16 10	409 6 8	129	130 0 2	2,187	1,194 11 0	1 6 9	2 1 0
North Creswick	14,932	701 14 1	58 17 7	73 16 10	19	19 18 11	2,006	317 17 11	...	...
Tourello	1,806	155 14 8	79 7 5	57 12 2	693	378 12 0	2,606	483 6 1	5 1 3	...
Clunes	14,185	1,709 6 4	232 0 10	311 13 3	3,716	1,977 0 6	3,878	1,692 1 1	318 8 10	119 3 1
Talbot	9,933	1,035 18 7	253 8 0	251 12 5	2,771	1,377 15 9	2,229	1,349 13 1	7 11 3	5 9 6
Daisy Hill	186	4 13 10	...	0 5 7	...	...	...	...	...	...
WAUBRA LINE.										
Waubra Junction	3,252	97 6 8	16 16 1	18 3 7	...	...	...	...	...	...
Pisgah	730	31 13 9	6 6 10	27 2 9	...	...	...	...	...	...
Midas	571	26 2 2	98 13 9	50 5 9	8	7 6 0	87	33 15 0	3 15 0	4 9 4
Mount Blowhard	6,765	314 7 6	43 1 8	62 8 9	9,388	4,031 19 6	1,979	765 15 9	1 12 6	2 18 3
Learmonth	6,059	379 19 10	68 18 6	102 16 11	5,039	2,382 3 11	1,035	548 13 7	9 9 3	0 13 9
North Learmonth	228	15 11 3	...	0 13 11	...	...	...	...	...	...
Addington	1,869	120 7 2	90 6 9	33 14 10	4,698	2,051 10 11	176	83 1 8	...	4 0 0
Waubra	5,630	455 10 4	288 18 7	207 7 7	5,133	2,426 17 1	474	233 7 1	9 3 5	...
TARNAGULLA LINE.										
Painswick	...	...	20 1 0	20 2 9	306	62 18 6	2	0 12 6	...	...
Laurie	32	0 19 5	20 0 0	20 7 7	3,062	605 6 1	2	1 11 7	...	...
Tarnagulla	2,131	426 11 4	178 3 9	232 11 5	6,612	1,833 14 10	3,209	1,454 19 11	...	...
Llanelly	815	42 15 5	31 10 0	43 6 9	5,670	1,395 9 10	80	93 2 6	...	...
Arnold's Bridge	391	48 14 6	24 15 11	34 14 9	7,384	1,758 3 1	178	139 18 3	...	...
Bullabul	73	4 6 9	20 3 6	21 12 3	1,563	267 11 6	24	10 8 6	...	...
WYCHEPROOF LINE.										
California Gully	...	...	4 7 0	4 7 0	121	16 13 10	37,780	6,461 7 7	...	...
Eaglehawk	11,714	885 6 2	200 7 4	408 9 8	706	341 13 0	40,685	9,167 4 7	...	6 19 3
Marong	6,417	394 16 4	92 3 8	163 7 7	1,289	492 16 10	632	231 10 8	1 8 3	2 19 0
Leichardt	1,173	75 6 5	20 8 4	45 1 11	1,997	880 16 1	191	98 2 3	...	...
Derby	660	51 3 2	24 19 11	31 15 6	1,776	616 14 0	194	90 13 2	19 12 0	5 4 0
Bridgewater	4,485	587 7 11	116 5 10	159 6 8	12,533	6,249 2 9	8,050	2,880 16 5	678 0 0	118 16 0
Inglewood	10,353	1,627 18 9	280 0 0	408 12 2	3,472	1,113 8 3	2,476	2,555 10 10	9 8 2	32 17 11
Kurting	833	54 12 10	40 4 2	47 12 11	11,283	1,915 8 8	124	87 0 7	78 14 10	9 17 5
Glenalbyn	532	45 5 6	38 14 4	42 12 6	6,935	1,260 9 7	65	26 2 5	...	1 12 0
Wedderburn Junction	883	90 16 5	65 10 9	48 7 3	3,390	741 11 10	75	48 7 8	3 12 6	0 16 6
Korong Vale	4,421	748 5 2	332 8 11	370 15 11	5,785	1,714 3 9	679	702 6 8	93 10 2	14 4 6
Wychitella	971	101 12 2	36 7 2	54 4 1	1,117	551 1 10	256	232 12 9	33 17 4	2 11 6
Buckrabanyule	1,243	171 16 1	52 8 5	65 12 7	1,543	962 12 9	326	248 12 9	69 3 0	5 11 9
Barakee	855	94 4 7	27 15 4	43 6 11	1,598	1,027 10 5	333	402 18 10	38 12 6	9 3 0
Charlton	5,142	1,282 4 11	419 15 4	552 15 4	5,905	4,210 7 9	2,437	3,565 18 5	242 10 5	16 6 5
Teddywaddy	265	13 3 4	15 19 3	24 0 7	500	286 18 7	85	55 8 8	...	...
Glenloth	1,356	232 2 3	51 1 11	83 14 9	999	652 16 1	554	405 13 5	453 10 4	53 15 2
Fairview	110	6 5 3	10 12 8	11 19 2	8	6 7 8	20	8 8 10	...	...
Wycheproof	5,483	1,600 13 7	479 6 9	568 5 8	5,058	3,290 10 2	28,641	7,278 18 7	629 10 7	23 5 0

No. 25.—Statement of the Outwards Passenger Traffic, &c.—*continued.*

STATION.	PASSENGERS.		PARCELS, RENTS, H.C.D., ETC.		GOODS.				LIVE STOCK.	
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
SEA LAKE LINE.										
		£ s. d.	£ s. d.	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.
Tyrell's Creek	115	7 16 3	13 13 8	21 1 7	451	223 15 0	147	63 4 10	...	...
Nullawil	182	21 3 3	15 16 5	37 11 6	1,880	1,428 5 8	270	166 4 9	...	...
Kaneira	648	82 9 0	21 12 4	54 0 8	2,075	1,526 15 6	389	444 0 11	31 16 7	1 8 0
Berriwillock	894	120 11 6	44 15 1	105 3 11	3,487	2,904 7 3	1,563	1,059 6 0	...	13 7 6
Boigbeat	98	14 6 7	0 15 2	11 13 11	771	618 13 9	92	55 10 2	...	...
Sea Lake	776	136 4 5	285 3 9	352 14 0	5,400	4,260 10 5	1,458	1,780 7 6	24 3 4	30 5 6
WEDDERBURN LINE.										
Wedderburn	4,502	958 16 5	151 16 8	272 18 9	13,438	4,071 5 8	1,804	2,076 16 8	37 5 9	58 11 4
BOORT LINE.										
Boorong	963	132 0 10	35 3 2	62 8 1	1,332	671 9 8	373	339 1 10	106 18 11	2 6 6
Mysia	1,067	192 7 1	63 19 7	92 18 2	1,124	730 17 11	551	321 18 10	67 7 8	26 5 7
Boort	4,183	1,087 13 2	333 9 8	433 11 9	31,921	6,470 1 8	2,518	2,384 11 4	411 2 3	10 5 0
QUAMBATOOK LINE.										
Barrapoot	185	10 11 3	28 5 4	41 16 1	2,293	1,484 3 0	423	146 4 11	...	1 6 10
Gredgwin	120	6 17 2	19 8 1	22 19 6	322	224 11 9	1,355	144 1 8	9 14 11	...
Oakvale	129	10 4 3	1 5 10	8 15 3	540	444 17 3	1,977	217 18 3	...	...
Quambatook	1,512	367 15 6	164 3 11	202 6 8	2,531	2,010 7 5	1,200	1,265 14 1	121 10 10	3 8 8
ULTIMA LINE.										
Cannie	79	5 17 7	0 2 0	2 8 6	565	417 2 7	2,433	312 9 4	5 12 6	...
Lalbert	208	30 13 0	15 4 10	41 16 9	1,581	1,227 0 2	4,243	903 19 0	48 15 0	2 17 0
Meatian	57	5 4 11	0 15 4	3 13 2	681	481 11 9	6,810	872 0 8	...	...
Ultima	213	45 0 10	79 17 5	94 5 3	1,037	632 4 11	9,810	1,631 5 6	...	...
SWAN HILL LINE.										
Sydney Flat	947	35 7 0	1 17 2	7 16 7	...	...	...	0 1 0	...	...
Myer's Flat	1,026	24 16 5	2 12 6	7 2 1	...	...	...	...	...	...
Sebastian	2,600	209 5 7	41 8 7	62 13 10	3,580	734 6 3	305	165 8 2	...	1 18 9
Raywood	3,773	375 8 4	120 7 7	123 8 9	8,568	1,814 10 11	907	502 16 2	110 9 3	42 2 2
Tandarra	1,758	249 11 0	49 10 9	75 9 0	3,741	1,052 3 5	464	275 13 2	87 0 11	10 6 0
Dingee	2,128	289 18 1	48 5 11	75 9 8	1,324	606 1 4	692	421 17 8	301 19 7	26 5 3
Prairie	1,248	271 12 8	45 12 1	73 3 7	1,603	925 17 10	902	382 11 8	96 14 10	20 5 0
Mitiamo	2,349	535 0 11	373 13 8	441 10 1	1,141	844 18 8	621	502 17 6	665 15 7	89 15 6
Mologa	1,126	189 11 10	41 12 11	63 8 3	897	588 7 5	229	145 16 1	67 14 7	13 15 6
Pyramid Hill	4,988	1,095 8 9	315 1 0	410 16 7	3,095	2,228 11 5	1,793	2,042 9 9	772 4 8	40 15 9
Mincha	1,042	98 19 10	48 6 4	60 12 7	681	606 2 11	392	167 1 2	138 14 7	91 6 2
Macorna	2,880	653 10 5	71 18 7	142 2 8	2,030	2,015 18 0	1,648	2,026 2 9	734 16 6	25 4 2
Tragowel	736	69 10 1	31 5 0	61 0 0	191	240 12 0	427	151 8 10	55 3 2	3 6 6
South Kerang	...	...	10 3 0	14 14 9	11	14 0 2	35	25 6 1	3 15 6	2 8 6
Kerang	9,636	3 165 11 5	827 0 9	1,151 10 6	6,968	5,322 16 10	6,467	7,655 19 5	2,751 19 8	133 17 10
Reedy Lake	268	10 5 6	13 19 8	20 9 6	125	152 14 7	32	19 14 0	45 0 0	0 15 4

Lake Charm	2,170	205 4 5	41 16 6	67 11 2	481	428 1 3	602	363 10 11	317 13 6	4 19 8
Mystic Park	2,007	261 8 10	43 7 3	69 1 1	1,326	1,020 4 1	507	281 9 6	150 16 8	6 7 0
Lake Boga	2,341	433 15 5	64 0 0	109 3 0	2,759	2,007 14 10	784	787 19 5	4 6 9	11 18 6
Swan Hill	6,842	3,464 18 11	598 16 8	927 12 2	5,618	5,182 5 3	5,289	7,219 19 0	4,410 6 5	156 0 3
HEATHCOTE LINE.										
Strathfieldsaye	...	...	3 7 0	3 7 0	...	...	...	...	...	...
Axe Creek	793	38 11 11	2 12 8	6 10 2	1,507	227 7 9	74	41 10 0	...	...
Axedale	5,206	380 9 5	50 16 3	84 1 1	17,637	2,025 3 10	639	289 11 2	...	...
Knowsley	2,933	260 11 3	54 4 9	75 9 7	15,994	3,301 16 3	479	168 19 4	15 4 6	12 10 0
Ingham's Siding	...	...	...	...	3,200	426 0 1	...	...	...	...
Derrinal	1,077	104 9 4	19 16 3	31 11 0	9,155	1,957 4 1	122	55 11 10	18 3 0	14 2 11
Heathcote	6,855	1,008 12 3	221 14 4	334 11 5	15,219	3,334 2 1	2,490	1,886 7 7	173 1 2	111 17 4
South Heathcote	1,871	225 15 7	39 17 1	51 16 8	12,626	2,794 2 3	180	137 10 4	...	...
Tooborac	3,333	343 16 5	111 0 11	141 2 8	5,254	1,570 15 9	439	307 6 5	103 3 5	39 15 4
Pyalong	1,909	172 14 10	35 11 11	71 9 8	857	344 13 0	274	149 1 8	159 6 10	18 3 8
High Camp Plain	2,082	213 2 4	49 17 5	75 13 2	5,639	1,418 18 9	284	162 11 1	167 15 7	6 12 6
Morandring	1,505	24 10 4	18 14 3	27 6 8	909	261 2 9	46	26 12 6	...	3 8 9
Willowmavin	3	0 1 0	1 9 0	6 8 2	673	203 13 11	51	19 4 7	10 1 0	2 7 7
Kilmore	4,520	569 14 3	399 16 8	496 15 9	2,352	951 19 4	2,210	1,175 8 3	91 10 8	173 12 0
Bylands	559	51 3 5	11 18 2	21 10 7	2,719	526 16 4	92	30 12 8	...	...
Leslie	83	5 17 0	0 1 6	3 0 3	788	127 0 8	10	5 15 1	...	...
TATURA LINE.										
Koyuga	590	43 16 11	13 18 2	21 16 10	199	223 14 8	215	110 12 10	298 14 6	58 4 0
Tongala	2,102	304 3 7	89 18 2	98 15 6	3,257	1,260 5 5	793	442 9 3	237 12 2	24 9 5
Kyabram	7,553	1,452 17 5	322 9 11	445 4 2	8,665	3,742 19 5	3,562	3,117 3 6	607 6 11	39 4 8
Merrigum	2,745	422 11 1	60 1 5	98 17 8	5,913	3,169 19 2	1,155	849 15 8	184 13 4	9 0 5
Byrneside	1,129	243 7 7	31 12 4	42 0 6	2,426	1,306 4 1	222	277 14 3	224 19 5	26 12 10
Tatura	6,465	1,269 11 10	322 9 11	482 15 4	6,876	3,373 13 7	2,920	2,341 10 2	375 17 10	77 7 6
NORTH-WESTERN LINE.										
Laverton	6,658	185 2 2	51 14 6	63 19 4	1,704	2,417 19 8	1,155	269 13 11	...	9 4 6
Werribee	33,010	1,951 1 9	266 10 11	397 9 4	26,764	4,746 11 3	8,936	2,194 16 1	53 13 0	496 7 6
Little River	5,712	413 1 4	72 11 4	92 12 1	2,598	510 15 11	621	151 9 11	44 15 6	2 14 3
Lara	6,628	430 0 10	101 7 10	111 2 10	10,691	2,486 4 9	1,570	354 11 0	62 2 0	21 1 0
Cowie's Creek	639	32 17 8	28 14 6	10 13 7	...	...	...	0 1 6	...	...
North Shore	...	...	...	...	...	...	...	...	...	...
North Geelong	3,680	342 11 11	64 14 8	56 16 10	739	173 15 9	5,084	612 8 3	1,036 7 10	1,314 6 8
Geelong	139,389	18,197 1 11	4,987 18 2	4,662 15 8	55,898	28,599 14 2	139,016	76,524 12 11	171 9 6	2,023 1 5
Moorabool	2,474	151 19 0	41 2 4	44 3 11	281	55 5 4	113	34 18 7	14 6 1	0 4 8
Gheringhap	1,202	69 16 8	41 13 5	44 14 11	556	109 6 10	131	38 1 1	5 19 9	6 11 3
Leigh Road	9,954	943 19 7	142 3 4	220 17 2	4,977	1,016 6 0	1,729	523 5 0	258 6 1	40 7 3
Lethbridge	6,239	439 16 5	80 17 2	72 11 0	3,428	642 0 0	358	134 11 10	4 0 0	2 1 0
Meredith	12,642	1,373 11 7	356 11 1	292 19 4	4,098	861 6 5	1,879	967 19 11	69 14 11	340 1 5
Elaine	5,367	511 18 3	127 8 6	129 16 3	5,010	787 12 6	856	344 6 0	10 12 6	12 5 6
Lal Lal	5,605	316 2 10	130 0 6	101 15 7	6,061	804 5 3	266	102 12 2	4 10 7	...
Yendon	4,679	273 1 11	92 3 8	83 19 8	741	217 5 6	188	67 3 8	3 3 3	90 4 3
Navigators	2,257	76 16 4	32 10 11	19 15 4	...	...	...	...	...	...
Warrenheip	8,757	273 15 9	101 4 2	105 18 0	397	271 2 6	794	478 8 3	1 3 0	0 9 9
Ballarat East	26,523	2,937 10 7	684 2 0	1,442 16 2	2,875	1,331 2 2	49,161	15,043 14 10	...	949 9 1
Ballarat	264,407	38,836 13 0	10,602 3 0	10,534 12 8	31,648	23,278 16 6	133,293	58,077 19 6	1,188 4 6	8,673 19 8
Dowling Forest	434	21 17 5	5 9 5	49 19 3	...	0 1 0	...	...	...	...
Windermere	2,979	212 13 5	81 17 11	57 8 10	5,598	2,396 13 11	698	228 6 6	20 18 11	213 4 0
Burrumbet	3,571	272 14 9	89 16 5	90 13 11	1,817	953 6 6	430	175 10 8	190 16 9	40 14 9
Frawalla	1,708	194 12 3	44 2 6	56 10 0	3,345	592 17 11	167	112 15 7	5 13 6	4 13 4

No. 25.—Statement of the Outwards Passenger Traffic, &c.—*continued.*

TATION.	PASSENGERS.		PARCELS, RENTS, H.C.D., ETC.		GOODS.				LIVE STOCK.	
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
NORTH-WESTERN LINE—continued.										
Beaufort	15,494	£ 2,184 4 11	£ 229 17 10	£ 416 13 2	15,870	3,117 18 0	3,118	£ 2,416 2 11	£ 446 11 0	£ 23 12 6
Middle Creek	2,305	234 15 1	55 10 1	64 6 0	2,837	967 2 7	294	176 4 3	10 5 6	3 2 6
Buangor	3,418	427 2 4	101 12 5	133 8 0	5,205	1,491 16 4	403	268 19 2	158 14 6	33 0 0
Dobies	1,927	159 11 7	49 12 3	57 16 11	1,971	568 18 5	72	55 2 4	2 2 9	...
Ararat	27,171	6,735 18 6	1,042 3 6	1,357 12 11	4,320	2,905 0 8	7,776	6,601 19 4	144 11 4	259 19 11
Armstrongs	1,039	75 10 10	18 14 2	30 8 8	196	138 3 8	168	104 5 3	...	...
Great Western	3,023	282 15 0	62 12 11	71 7 3	900	1,038 11 8	699	558 7 11	...	8 14 6
Stawell	21,529	5,344 16 0	984 0 3	1,320 9 0	12,724	7,797 11 0	12,847	10,501 8 3	199 5 0	393 7 5
Hopefield	...	...	...	0 8 6	...	...	...	0 2 0	...	...
Deep Lead	868	75 14 5	29 10 8	35 5 6	87	188 4 4	84	106 0 0	...	...
Glenorchy	2,142	255 0 3	73 18 10	96 1 8	1,105	839 18 2	434	270 10 11	120 3 7	28 13 2
Wai Wai	590	37 12 8	17 4 9	23 14 8	603	154 0 7	166	76 10 11	...	...
Lubeck	2,535	352 7 5	75 14 2	123 15 3	1,719	1,132 9 8	443	539 5 11	318 1 2	121 3 3
Murtoa	13,690	2,649 15 0	340 9 10	476 4 8	8,693	6,043 1 8	7,828	4,235 19 4	675 17 2	68 18 2
Jung Jung	2,904	305 9 11	86 8 6	119 7 1	5,454	4,144 7 4	796	644 0 7	15 8 10	14 0 8
Dooen	1,293	171 16 9	70 3 10	81 10 6	2,233	1,706 7 8	246	218 6 5	464 15 2	28 0 2
Horsham	20,526	4,810 2 10	1,109 15 2	1,375 7 5	9,261	7,701 19 1	10,086	10,173 3 7	694 18 6	190 6 3
Pimphio	2,448	178 13 2	50 1 1	72 1 11	3,189	2,071 1 5	405	267 16 11	9 1 6	1 7 6
Wail	1,486	120 12 9	59 19 0	71 17 2	4,108	2,413 3 5	194	140 13 5	...	...
Dimboola	8,922	1,862 12 8	491 14 0	643 16 3	8,548	6,346 3 9	3,099	3,205 12 2	289 10 11	41 1 0
Gerang Gerung	967	83 10 8	37 14 3	54 6 4	2,456	1,733 18 9	334	258 0 8	...	6 19 8
Kiata	916	234 4 8	32 15 9	48 10 0	2,738	2,072 14 7	362	271 9 8	...	...
Salisbury	323	42 1 2	38 6 5	44 13 1	1,996	1,349 16 1	234	226 11 1	...	...
Nhill	6,911	1,951 6 9	352 7 10	609 10 8	14,576	11,484 16 0	11,556	7,515 17 10	657 8 7	167 7 3
Tarrangiunie	188	19 0 7	36 10 4	42 5 6	498	210 17 11	63	34 4 11	30 4 5	4 9 6
Diapur	1,707	157 9 1	42 7 5	76 18 8	3,374	1,552 8 0	681	476 11 1	4 12 10	1 16 0
Miram Piram	1,213	106 0 1	65 16 8	86 7 11	3,252	1,963 12 6	420	267 11 9	...	...
Kaniva	3,370	532 17 5	61 6 4	175 2 5	2,318	1,692 7 8	1,082	1,202 6 11	206 7 9	3 8 0
Lillimur	1,207	112 0 1	35 18 7	81 15 2	1,780	1,470 11 10	895	418 5 5	...	6 12 0
Leoor	...	...	10 4 0	14 0 3	...	...	...	0 4 0	...	...
Serviceton	5,272	1,260 4 12	1,085 1 11	1,501 8 11	501	587 17 7	279	402 13 4	85 18 3	21 0 0
WILLIAMSTOWN LINE.										
South Kensington	143,208	1,000 14 1	37 5 11	38 10 7	17,316	1,527 10 10	35,859	30,372 12 0	...	...
Footscray	1,655,750	15,643 7 5	1,015 17 4	511 17 11	8,594	3,398 12 5	19,320	6,393 6 5	...	...
Yarraville	709,625	6,207 14 0	77 18 3	81 5 9	30,581	14,482 1 1	9,092	2,216 13 5	...	...
Spottiswoode	122,222	1,204 11 11	160 17 10	53 10 10	1,244	1,854 17 6	21,663	3,000 4 9	...	...
Newport	433,538	4,786 6 4	686 12 2	693 4 1	71,165	8,387 19 3	6,295	1,438 5 11	1 5 5	5,990 0 6
North Williamstown	456,447	6,061 16 1	174 11 7	172 8 1	601	96 4 3	6,583	1,960 8 8	...	...
Beach	285,939	3,794 6 2	67 7 6	80 6 1	...	...	...	...	...	...
Williamstown	290,157	4,019 5 6	163 6 2	234 9 5	...	...	...	...	...	...
Williamstown Pier	29,541	353 6 2	2,115 14 0	2,128 13 4	37,351	5,651 16 9	250,756	123,232 6 4	7 9 7	518 6 6
Williamstown Race-course	...	...	...	103 7 6	...	...	...	...	...	...

BACCHUS MARSH LINE.

Deer Park	6,285
Rockbank	3,290
Melton	15,110
Staughton's Siding	...
Parwan	837
Bacchus Marsh... ..	18,613
Rowsley	156
Ingliston	886
Balian	13,156
Bradshaw's Creek	725
Gordons	12,737
Millbrook	3,466
Wallace	6,926
Bungaree Junction	5,868
Dunustown	10,166

164 9 1	115 9 5	78 13 4	216	70 13 7	1,249	284 6 1	3 1 2	1 2 6
162 11 0	66 5 11	66 1 10	2,242	452 15 7	466	124 4 7	5 16 9	70 14 9
1,019 10 6	910 11 7	349 19 9	11,893	2,135 0 1	2,658	702 15 1	30 19 11	311 19 0
...	...	...	692	109 8 6	5	1 18 8	...	...
77 2 4	182 6 8	56 15 5	1,152	228 4 3	127	58 3 1	10 12 6	3 11 0
1,949 18 2	1,498 11 9	997 11 4	7,534	2,143 4 6	3,164	1,546 2 9	650 6 3	336 8 1
18 2 4	41 1 0	43 3 8	2,475	442 17 10	249	55 14 5	...	...
92 13 6	65 19 11	66 8 9	263	95 19 7	79	40 1 3	1 17 6	7 7 6
1,396 10 1	479 17 6	429 17 5	9,268	1,895 18 4	2,117	1,127 8 11	972 1 1	522 16 6
56 3 7	12 8 6	15 16 0	...	...	9	4 1 2	...	...
1,117 12 3	130 13 6	183 18 5	1,735	553 6 4	1,252	678 12 5	...	2 1 9
259 12 7	31 4 1	32 13 6	1,975	696 5 6	202	94 12 2	94 7 11	2 9 3
465 4 7	33 1 8	51 12 8	7,630	3,190 2 9	885	344 8 4	64 17 11	67 18 1
366 15 5	84 17 9	113 3 3	8,329	2,966 12 0	555	244 6 2	1 18 8	8 16 9
300 18 10	42 16 7	52 1 4	2,805	1,200 19 5	1,039	470 18 9	...	...

QUEENSLIFF LINE.

South Geelong	15,507
Moolap	548
Leopold	1,014
Scarborough	401
Drysdale	9,189
Mannerim	878
Marens Hill	1,957
Queenscliff	10,818

1,290 17 10	229 15 3	167 1 0	1,087	356 16 4	7,485	1,640 17 10	...	2 6 0
35 4 9	10 12 0	10 12 0	...	...	...	...	...	...
53 17 11	10 0 0	10 3 7	299	23 13 9	76	24 19 0	...	...
35 11 6	10 0 0	10 0 0	...	...	...	...	...	...
526 3 8	234 8 8	209 12 9	6,047	1,542 13 1	1,480	523 14 1	...	34 17 6
47 19 10	10 0 0	10 1 6	1,434	167 2 5	87	22 0 9	...	...
188 0 1	130 18 0	21 15 6	...	...	...	...	...	1 8 3
1,288 5 3	768 9 10	599 7 9	394	239 13 0	3,426	1,468 1 9	13 14 6	7 14 6

SOUTH-WESTERN LINE.

Breakwater	...
Connemara	816
Germautown	890
Pettavel Road	564
Mount Moriac	2,567
Buckley's Road... ..	953
Winchelsea	5,348
Birregurra	10,821
Warncoort	1,103
Irrewarra	2,878
Colac	25,809
Larpen	2,139
Pirron Yallock	5,336
Stoneyford	1,666
Pomborneit	3,905
Weerite	2,147
Camperdown	21,293
Boorcan	611
Terang	22,039
Garvoc	2,562
Panmure	3,013
Cudgee	1,526
Allansford	4,180
Warrnambool	37,991
Dennington	214
Illova	3,238

29 7 2	21 6 0	21 6 0	...	...	...	...	...	...
69 5 7	21 15 10	22 0 3	1,232	171 14 9	1,010	168 8 1	...	...
40 3 9	25 9 9	27 18 3	...	...	...	0 6 7	...	0 18 9
239 17 11	22 3 1	27 4 10	211	70 11 3	124	20 4 8	...	12 4 0
78 12 2	52 6 10	65 16 5	3,396	471 17 3	363	89 13 9	10 5 0	112 16 9
806 18 4	48 8 9	36 7 11	1,220	191 7 7	148	47 5 7	...	...
1,329 17 9	149 6 5	211 1 8	2,900	662 6 6	1,088	517 17 4	517 18 0	95 14 3
158 5 11	357 0 5	316 10 8	1,142	470 15 10	1,142	566 3 5	580 6 8	195 2 3
511 10 4	33 16 8	44 3 1	992	399 12 8	170	77 17 5	1 0 0	...
5,654 4 10	87 0 7	76 11 4	217	131 13 1	173	73 12 8	1,121 17 9	544 11 7
266 11 1	1,118 15 6	1,308 16 11	9,668	3,931 0 4	13,457	7,889 15 4	731 15 2	447 4 0
473 11 8	38 13 2	46 9 2	4,494	2,242 15 8	698	238 18 6	103 10 2	24 14 6
132 4 4	131 4 8	106 7 2	611	291 2 3	886	318 19 2	909 11 10	347 5 9
345 19 10	80 0 10	34 6 0	144	111 1 4	149	80 3 1	...	9 1 6
334 19 9	74 12 4	78 4 10	310	385 11 6	509	256 17 10	131 9 2	68 8 5
4,687 2 11	46 14 9	63 0 2	380	258 11 4	1,863	910 19 0	875 2 9	41 17 1
26 16 4	707 16 11	1,084 2 9	2,547	2,576 18 3	11,648	6,415 2 4	2,179 17 7	565 14 0
3,663 0 5	28 2 8	36 15 9	158	205 9 11	76	23 2 8	708 10 10	103 16 2
149 2 1	635 3 1	890 4 3	2,520	2,927 15 8	11,534	5,733 9 0	3,018 5 4	446 9 7
336 3 7	97 12 9	87 18 6	1,557	709 6 10	656	435 19 11	330 8 1	42 12 0
87 2 7	52 2 6	54 15 1	4,044	985 8 2	422	221 16 6	4 12 0	3 7 6
514 2 8	61 0 3	46 0 11	119	58 5 5	129	63 7 8	...	...
7,700 17 6	62 19 11	88 2 8	616	406 16 7	908	642 1 4	308 19 5	42 3 0
8 16 7	1,662 13 2	1,823 7 5	30,420	6,816 16 10	41,543	7,795 4 6	1,133 6 0	392 6 2
264 0 8	85 0 7	42 6 5	1	1 17 0	232	163 6 9	...	...
...	196 15 8	127 17 3	4,234	1,823 3 0	247	100 14 1	45 19 0	2 7 0

No. 25.—Statement of the Outwards Passenger Traffic, &c.—*continued.*

STATION.	PASSENGERS.		PARCELS, RENTS, H.C.D., ETC.		GOODS.				LIVE STOCK.	
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
		£ s. d.	£ s. d.	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.
SOUTH-WESTERN LINE—<i>continued.</i>										
Koroit	17,964	1,984 2 9	489 17 1	529 10 2	9,098	3,818 6 3	2,302	1,402 13 6	843 9 5	259 12 2
Crossley	604	17 2 11	5 19 4	9 12 0	51	13 4 2	74	20 3 7	...	...
Kirkstall	252	10 17 11	6 17 4	12 5 2	187	29 6 4	159	38 9 10	...	...
Rosebrook	278	13 1 4	3 9 0	4 17 6	1	0 5 11	1	1 12 6	...	...
Moyne	187	6 12 0	...	2 2 1	116	43 10 7	86	33 3 10	...	...
Port Fairy	8,273	1,612 10 2	2,475 15 0	484 9 6	1,610	880 0 6	2,468	1,122 17 3	395 2 6	24 0 10
WENSLEYDALE LINE.										
Loyard	...	...	5 0 0	5 0 0	420	60 10 6	1	0 8 0	...	...
Gherang	...	...	...	...	1,831	286 9 2	7	3 13 4	...	...
Wormbete	...	...	...	...	2,871	490 19 3	9	5 0 6	...	...
Wensleydale	...	...	...	...	2,407	422 6 1	43	21 16 11	...	...
FORREST LINE.										
Whoorel	...	...	9 4 4	9 4 4	149	38 16 4	7	4 5 10	...	...
Dean's Marsh	1,685	271 14 10	74 1 11	161 1 8	2,556	912 3 9	450	309 0 6	15 4 6	0 17 6
Pennyroyal	387	16 19 7	24 13 1	30 16 0	685	244 11 4	102	45 4 8	3 18 9	...
Murroon	491	24 7 7	34 15 8	53 18 8	2,121	544 13 2	124	68 17 8	111 10 7	...
Barwon Downs	1,244	56 14 4	47 14 5	78 12 10	5,050	1,760 13 8	396	200 18 10	6 3 8	2 4 0
Gerangamete	402	14 2 1	26 2 10	32 1 9	1,056	286 0 3	34	20 12 11	...	...
Yaugher	153	22 1 10	25 7 10	27 19 10	124	61 14 11	36	20 7 6	...	...
Forrest	1,916	400 16 6	155 6 9	229 7 9	10,939	4,329 7 1	703	574 8 3	1 16 6	34 11 11
BEEAC LINE.										
Ondit	251	9 11 8	68 14 0	62 3 7	927	451 11 11	401	101 3 2	13 6 8	4 7 9
Kerr's Lane	124	8 5 6	...	...	...	...	...	...	...	...
Beeac	2,193	300 18 11	165 19 6	245 17 0	1,058	624 10 3	4,433	1,451 1 7	371 6 2	25 1 9
BEECH FOREST LINE.										
*Barongarook	182	8 14 5	0 1 11	0 7 8	299	48 9 6	12	4 9 6	...	...
*Kawarren	124	8 5 7	0 5 10	...	31	3 19 3	19	4 7 8	...	...
*Love's River	...	...	0 4 4	0 6 1	...	0 1 0	1	0 3 6	...	...
*Gellibrand	1,027	85 2 2	9 16 0	4 9 10	239	65 17 11	110	47 7 2	0 10 0	...
*Moorbancol	167	13 13 7	0 4 10	0 15 5	2	3 2 9	16	3 18 6	...	...
*Bunding	...	...	...	0 0 3	...	...	1	0 9 9	...	...
*Weeaprounah	274	30 19 3	0 4 4	0 8 8	299	144 2 0	37	16 16 2	...	...
*Beech Forest	733	96 16 9	2 11 4	15 3 0	845	344 6 6	214	172 6 6	3 3 7	2 13 6
TIMBOON LINE.										
Naroghid	49	3 8 7	10 4 7	10 10 5	1	2 4 10	61	11 17 0	1 19 9	4 1 6
Cobden	519	34 11 0	104 1 11	132 11 3	700	909 19 11	1,922	1,431 14 3	70 1 1	13 13 2
Glenfyne	185	29 9 11	28 6 4	31 2 3	1,122	185 1 4	58	36 5 0	...	...
Timboon	1,016	167 4 9	145 4 4	255 19 8	5,805	1,170 19 1	442	347 7 5	1 1 0	4 2 0

MORTLAKE LINE.

Mortlake	...	...	6 383	1,110 1 11	308 16 6	450 6 11	1,259	1,282 5 8	3,190	2,047 8 0	1,360 6 7	49 4 4
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PENSHURST LINE.

Warrong	...	...	165	18 2 4	0 11 6	1 4 0	...	0 1 0	2	3 7 4	...	...
Woolsthorpe	...	...	459	32 12 5	0 11 10	10 8 7	2,850	367 19 4	61	32 13 1	...	24 15 0
Hawkesdale	...	...	2,210	248 12 4	18 11 1	75 17 6	439	280 1 9	393	159 17 11	681 19 8	127 9 1
Minhamite	...	...	430	64 3 2	0 7 6	14 1 1	116	141 17 6	82	45 16 9	3 18 0	76 18 6
Purdeet	...	...	617	112 19 10	0 17 8	11 12 4	67	84 1 0	53	25 14 8	...	26 6 0
Penshurst	...	...	5,950	1,042 8 7	377 16 2	489 3 10	782	801 10 3	1,452	798 2 10	1,544 13 10	26 5 2
Croxton East	...	...	591	27 2 8	1 11 8	5 7 4	946	557 15 7	104	48 10 4	...	...
Yatchaw	...	...	310	22 13 10	0 7 1	1 13 3	105	80 5 1	20	12 9 3	28 0 4	...

BUNINYONG LINE.

Eureka	...	...	2,288	28 8 11	...	...	...	...	...	0 3 0	...	...
Spencer Crossing	...	...	2,004	17 16 0	...	...	...	...	...	...	...	...
Canadian	...	...	3,788	36 9 4	10 7 6	10 12 9	...	...	336	94 3 7	...	...
Mount Clear	...	...	2,011	27 2 7	11 5 10	11 12 7	...	...	97	15 2 11	...	...
Reid's Crossing	...	...	126	2 0 11	...	...	...	...	...	...	...	...
Mount Helen	...	...	1,525	28 4 3	...	0 5 1	...	...	...	...	...	...
Buninyong	...	...	65,443	1,312 11 4	125 7 2	172 1 9	1,565	877 9 9	2,077	971 3 11	5 10 6	5 11 5

LINTON LINE.

Ballarat Gardens	...	...	267	4 1 9	...	...	...	...	...	...	...	...
Cardigan	...	...	1,205	25 5 5	20 3 6	21 8 2	...	...	...	...	...	...
Trunk Lead	...	...	2,412	69 14 8	20 0 0	21 6 8	...	...	...	...	...	...
Haddon	...	...	3,513	133 3 9	40 10 11	39 11 5	63	67 11 0	178	73 13 10	...	...
Nintingbool	...	...	759	29 0 3	...	...	...	...	...	...	...	...
Smythesdale	...	...	7,035	457 18 8	80 1 4	106 17 9	56	20 12 6	660	278 8 3	...	...
Scarsdale	...	...	22,690	1,531 17 8	86 11 6	142 17 11	517	121 19 6	1,637	607 16 10	...	...
Newtown	...	...	7,530	566 16 1	49 7 2	97 3 11	771	345 3 1	5,787	2,783 6 3	7 0 6	9 0 10
Happy Valley	...	...	894	80 15 9	20 0 0	20 4 9	...	...	...	...	...	...
Linton	...	...	7,983	932 14 7	158 10 11	241 8 6	1,655	1,395 12 7	3,105	1,393 15 2	205 14 7	91 11 0

PORTLAND LINE.

Maroona	...	...	1,183	193 18 3	68 1 3	118 6 7	4,548	2,535 19 2	941	564 7 10	524 19 6	296 6 9
Wickliffe Road	...	...	2,324	595 5 1	108 15 10	239 12 1	3,160	2,112 19 4	1,900	1,233 14 0	9 12 0	71 4 0
Glen Thompson	...	...	2,774	592 12 9	94 4 11	147 11 6	1,942	762 1 0	549	440 4 1	289 6 4	110 19 6
Dunkeld	...	...	5,028	808 15 5	234 5 3	304 11 11	1,773	1,362 3 7	761	464 5 2	589 14 1	359 4 7
Moutajup	...	...	698	37 17 9	0 1 9	13 9 0	...	...	13	7 0 3	...	...
Hamilton	...	...	26,234	6,588 12 7	1,887 16 2	2,253 17 3	6,620	5,143 8 4	13,929	7,384 4 2	1,259 7 9	676 15 10
Branxholme	...	...	5,369	873 0 5	177 19 2	239 6 9	603	351 11 9	776	476 4 7	486 7 4	18 18 3
Condah	...	...	3,242	431 1 11	111 15 4	153 7 8	2,069	717 13 3	728	422 8 1	31 2 0	6 1 0
Myamyu	...	...	1,192	91 14 6	0 0 9	16 14 10	75	26 0 0	118	80 15 9	...	...
Milltown	...	...	1,046	86 18 6	25 7 6	43 10 10	1,585	321 19 1	95	50 5 8	...	...
Heywood	...	...	4,938	688 16 0	97 19 8	177 11 4	4,371	1,438 13 6	1,086	658 11 2	94 2 6	15 10 0
Portland North	...	...	1,192	194 15 11	...	...	...	...	...	...	...	...
Portland	...	...	4,398	1,329 8 3	1,315 3 3	629 2 11	5,135	3,918 3 5	5,594	3,578 2 3	17 4 0	1,517 11 0

No. 25.—Statement of the Outwards Passenger Traffic, &c.—continued.

STATION.	PASSENGERS.		PARCELS, RENTS, H.C.D., ETC.		GOODS.				LIVE STOCK.	
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
COLERAINE LINE.										
Bochara	71	£ 3 11 5	£ 4 0 9	£ 4 4 0	...	...	1	0 3 2	0 0 6	8 0 0
Wannon	1,089	62 14 3	19 9 10	47 1 3	228	120 13 10	112	58 17 3	...	...
Gritjurk	79	6 2 10	...	2 1 1	...	...	...	0 5 3	...	...
Coleraine	5,223	1,200 8 4	342 5 7	523 11 1	2,803	2,268 6 11	2,690	2,310 2 4	1,664 13 5	64 19 0
CASTERTON LINE.										
Miakite	120	3 2 2	0 0 6	0 2 0	10	4 8 9	2	0 17 2	...	...
Grassdale	1,193	93 17 2	16 12 4	30 10 11	434	316 7 6	129	71 6 2	104 10 7	55 10 3
Merino	3,484	508 15 0	99 17 5	166 15 5	560	500 10 0	984	704 13 3	244 3 0	14 4 0
Henry	817	111 15 5	51 9 9	71 12 5	657	565 16 8	132	92 12 4	1,016 3 6	...
Sandford	3,281	331 11 7	68 2 2	102 6 3	622	513 19 10	198	228 0 4	1,380 11 6	30 16 6
Casterton	5,992	1,987 12 8	410 19 7	720 16 7	3,658	3,232 0 6	3,553	3,680 8 3	37 19 5	56 4 11
GRAMPIANS LINE.										
Ryan's Creek	...	...	...	...	444	62 13 0	220	34 2 10	...	...
Grampians	...	...	...	...	727	270 16 7	12	0 5 6	...	...
RUPANYUP LINE.										
Jacksons	...	...	...	0 4 6	...	...	10	4 13 6	...	...
Rupanyup	2,597	586 3 0	219 19 7	290 6 11	6,255	4,240 12 5	1,680	1,883 8 1	420 3 3	15 3 8
WARRACKNABEAL AND HOPETOUN LINE.										
Coromby	804	26 6 8	38 1 10	43 8 3	3,187	2,360 2 11	117	81 13 6	70 5 9	...
Minyip	5,914	1,020 3 4	156 15 7	289 15 10	6,829	5,964 5 2	3,470	3,346 4 4	572 2 4	4 7 9
Nullan	735	29 1 0	27 19 6	35 10 3	787	642 12 8	24	15 6 10	...	...
Sheep Hills	3,034	507 19 9	99 19 1	134 14 1	5,873	4,198 9 7	805	784 19 5	286 15 6	9 2 9
Kellalac	17	0 19 2	...	0 3 0	151	110 8 0	3	4 0 3	...	...
Warracknabeal	12,152	2,911 13 10	539 1 8	864 19 10	11,992	10,542 15 1	6,746	8,676 14 2	443 9 10	63 14 10
Lah	543	32 3 8	23 10 0	31 14 7	2,127	1,152 15 6	108	61 8 10	...	...
Brim	1,926	228 7 7	64 7 1	105 2 8	7,060	5,625 1 8	856	827 18 5	43 19 2	...
Galaquil	761	119 5 7	48 16 6	63 10 9	3,039	2,396 14 1	157	173 12 11	...	...
Beulah	4,087	928 13 8	177 14 6	310 0 0	10,443	9,167 5 2	2,601	4,048 6 10	9 14 4	41 18 0
Rosebery	1,669	328 16 8	67 13 11	103 3 0	6,493	4,915 17 7	850	908 11 0	25 2 9	8 5 3
Goyura	405	10 8 5	38 19 6	58 6 1	2,986	2,460 16 6	171	142 14 11	...	...
Hopetoun	2,671	815 13 11	175 2 7	293 18 7	7,328	6,816 11 10	1,777	2,349 9 10	88 1 9	49 1 5
NORADJUHA LINE.										
Vectis East	506	21 7 1	22 5 6	26 8 5	1,394	740 19 4	72	55 5 7	...	1 17 3
Quantong	570	25 10 10	...	1 1 4	...	...	6	9 19 0	...	...
Natimuk East	175	10 12 11	8 19 0	8 19 0	...	...	...	...	...	...
Noradjuha	1,381	175 10 9	78 12 3	141 8 4	3,653	3,411 18 5	961	818 14 3	4 4 6	31 5 6

GOROKE LINE.													
Natimuk	...	...	5,886	635 13 3	253 13 4	328 8 8	5,383	4,026 10 1	2,532	2,178 4 5	108 7 5	9 1 0	
Arapiles	...	...	82	5 2 5	17 16 0	18 4 2	242	76 17 5	52	25 17 5	...	...	
St. Mary's	...	...	134	15 1 1	18 10 3	23 19 11	1,233	529 0 11	224	123 15 1	...	...	
Gymbowen	...	...	340	61 2 9	30 8 8	45 18 4	364	202 18 7	214	156 11 8	...	...	
Goroke	...	...	885	271 15 8	84 17 8	184 5 3	956	1,269 10 3	568	882 8 0	2 7 4	11 10 9	
JEPARIT LINE.													
Antwerp	...	...	410	23 3 10	33 9 2	48 2 2	1,126	585 8 6	212	199 12 10	...	...	
Tarranyurk	...	...	213	11 1 2	17 9 3	22 12 10	950	674 10 9	160	74 9 3	...	...	
Jeparit	...	...	1,587	277 3 5	181 5 6	262 6 9	3,619	2,493 7 11	1,942	2,060 15 7	27 6 10	9 16 7	
RAINBOW LINE.													
Ellam	...	...	117	4 9 4	4 2 6	7 6 3	1,048	708 12 8	106	58 17 5	...	...	
Pullet	...	...	113	5 18 5	0 4 3	3 2 6	708	586 16 11	99	38 6 0	2 2 0	0 10 0	
Rainbow	...	...	802	156 0 0	40 8 11	109 18 4	4,186	3,383 14 5	2,202	1,685 1 9	...	10 4 0	
NORTH-EASTERN LINE.													
Kensington	...	...	827,686	5,384 4 5	106 11 7	137 11 3	14,053	2,382 10 6	35,130	20,675 14 8	...	...	
Newmarket	...	...	859,037	6,634 7 8	1,271 12 10	1,276 10 3	16,413	2,232 13 11	27,965	18,779 11 7	9,690 6 2	88,160 12 7	
Flemington Race-course	...	...	...	...	1 5 0	198 10 6	...	...	...	...	...	...	
Show Siding	...	...	...	...	1 8 11	39 4 1	70	127 1 2	191	99 1 3	251 10 0	411 6 3	
Ascot Vale	...	...	1,517,874	12,475 1 1	125 7 3	164 19 10	...	...	...	...	...	...	
Moonee Ponds	...	...	905,832	9,200 11 10	157 17 9	197 4 9	...	...	...	...	...	...	
Essendon	...	...	700,852	7,981 4 5	272 12 5	371 15 10	866	318 16 3	12,831	4,177 5 11	...	6 5 6	
North Essendon	...	...	4,771	77 15 10	10 1 6	12 12 6	...	...	...	...	...	...	
Pascoe Vale	...	...	12,573	203 6 8	11 19 3	22 17 4	...	...	...	...	...	...	
Glenroy	...	...	38,038	606 11 10	36 11 9	55 17 8	770	156 7 7	561	106 16 0	...	2 7 3	
Broadmeadows	...	...	12,267	309 0 7	261 11 0	96 2 6	76	27 5 3	270	62 3 0	25 9 3	25 8 3	
Somerton	...	...	4,828	168 13 2	100 0 9	55 17 8	407	83 2 11	702	102 14 0	16 17 0	32 0 8	
Craigieburn	...	...	3,174	193 14 1	148 1 9	79 13 2	772	189 10 0	328	83 12 0	83 18 9	355 5 2	
Donnybrook	...	...	3,455	217 0 4	692 0 8	121 15 0	583	219 18 2	755	188 18 1	54 3 4	166 9 7	
Beveridge	...	...	2,139	152 13 5	99 12 8	53 10 5	126	55 8 1	83	33 8 8	1 19 6	86 8 7	
Wallan	...	...	7,028	759 13 0	179 3 9	144 5 4	2,500	505 3 6	489	221 18 4	262 19 1	972 17 10	
Merri Merri Siding	...	...	...	...	...	...	3,744	728 3 4	108	30 8 4	...	...	
Kilmore Junction	...	...	873	81 2 7	12 18 2	17 13 8	...	...	...	...	...	...	
Wandong	...	...	5,407	508 13 0	218 18 3	247 19 10	13,962	3,171 9 7	1,029	453 16 6	0 18 0	23 9 0	
Kilmore East	...	...	9,761	1,512 3 7	166 13 2	164 5 7	149	78 13 6	197	115 13 0	99 10 6	141 2 11	
Broadford	...	...	7,989	1,066 1 4	189 17 11	245 0 6	4,445	1,434 17 5	3,642	1,766 16 11	110 10 5	142 2 10	
McDougall's Siding	...	...	...	...	...	...	1,442	1,017 2 7	746	278 7 3	...	...	
Lowry Siding	...	...	...	...	...	0 1 9	739	170 16 0	10	1 0 0	...	...	
Tallaroak	...	...	7,018	824 3 5	288 16 3	270 9 11	4,433	1,239 2 5	252	203 8 6	112 1 8	15 10 4	
Schoolhouse Lane	...	...	...	...	...	...	793	222 4 10	12	6 3 5	...	...	
Seymour	...	...	23,892	4,032 18 5	2,038 19 0	2,165 8 11	11,490	3,491 10 7	5,100	2,581 4 10	511 0 6	345 19 0	
Mangalore	...	...	3,874	633 16 2	79 18 6	93 19 0	5,477	1,705 6 0	242	171 2 4	14 3 6	25 8 11	
Mangalore Pits...	...	...	...	...	...	...	874	275 11 6	...	...	...	...	
Avenel	...	...	5,331	621 8 4	256 5 6	161 19 7	5,377	1,891 9 8	788	635 14 2	218 9 0	28 7 8	
Monea	...	...	1,629	99 3 4	41 12 2	46 9 1	4,484	1,481 10 11	75	47 9 10	12 9 3	...	
Burnt Creek	...	...	2,982	226 8 6	108 11 8	71 6 0	12,389	4,194 14 7	331	173 10 4	2 18 0	1 9 3	
Longwood	...	...	4,826	580 3 9	565 9 1	203 7 4	14,658	5,581 11 7	1,260	883 4 6	238 8 6	21 16 2	
Creighton	...	...	607	36 16 8	21 3 2	22 5 4	6,865	2,549 19 7	32	14 9 10	...	...	
Euroa	...	...	12,586	2,536 2 0	1,171 16 0	570 10 0	14,626	7,001 17 4	4,736	3,950 18 8	539 3 10	153 2 3	
Balmattum	...	...	1,319	55 13 6	18 10 0	30 18 2	3,638	1,539 19 2	67	57 8 8	...	...	
Violet Town	...	...	6,721	1,048 5 5	599 19 10	286 10 10	12,319	5,896 9 1	1,569	1,465 19 7	341 5 5	64 6 11	

No. 25.—Statement of the Outwards Passenger Traffic, &c.—*continued.*

STATION.	PASSENGERS.			PARCELS, RENTS, H.C.D., ETC.			GOODS.				LIVE STOCK.				
	Outwards.			Outwards.		Inwards.	Outwards.		Inwards.		Outwards.	Inwards.			
	Passengers.	Revenue.		Revenue.	Revenue.		Tons.	Revenue.		Tons.	Revenue.		Revenue.	Revenue.	
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
NORTH-EASTERN LINE—continued.															
Burke's Hill	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Baddaginnie	2,205	229	17 6	224	19 8	100	7 8	6,551	3,377	18 10	5	3 17 11	...	...	...
Benalla	24,793	5,334	14 0	1,920	17 8	2,033	8 2	8,900	4,573	19 1	7,459	6,584	15 4	1,361	10 8
Winton	1,936	123	6 5	119	15 2	69	8 0	1,698	857	17 7	166	83	11 3	...	...
Glenrowan	5,359	640	16 8	182	2 3	141	13 3	3,261	1,750	9 10	1,281	1,009	17 7	271	3 2
Wangaratta	28,013	6,199	17 7	1,006	18 7	1,389	3 4	14,885	7,900	0 4	11,156	10,368	5 3	1,485	7 8
Beechworth Junction	1,226	123	17 10	46	7 5	50	1 6	1,372	679	19 7	226	131	0 7	...	...
Springhurst	6,350	758	10 8	59	13 8	110	19 2	2,715	1,288	19 7	918	626	12 8	254	14 4
Chiltern	8,954	1,946	11 1	190	11 0	347	2 4	2,383	887	19 2	5,642	4,848	13 3	407	14 6
Barnawartha	3,404	384	14 9	42	12 4	89	13 8	1,765	1,039	17 5	784	823	8 1	1,633	11 5
Wodonga	14,471	2,911	1 6	1,660	7 0	1,374	5 8	6,935	4,501	12 6	8,998	6,701	5 11	16,020	10 4
TALLANGATTA LINE.															
East Wodonga	103	2	11 7	...	...	0	1 3	...	...	...	...	...	...	...	...
Bonegilla	130	4	8 3	...	...	...	...	...	...	...	...	...	...	...	...
Bethanga Road	4,638	712	16 5	105	18 1	190	7 5	938	1,159	7 3	2,166	3,444	11 11	2,133	1 10
Huon Lane	2,548	379	7 2	79	14 10	153	15 1	274	515	4 9	775	1,194	2 4	1,420	2 1
Bolga	120	12	12 10	11	3 0	13	10 4	7	20	16 8	3	10	13 9	...	...
Tatonga	...	...	...	...	...	...	...	...	...	...	...	...	...	721	17 4
Tallangatta	5,991	2,078	15 2	266	12 1	565	15 5	1,065	1,882	19 8	3,869	6,553	15 1	4,637	6 10
COBURG AND SOMERTON LINE.															
Macaulay Road	176,122	1,123	13 1	53	19 3	55	19 0	...	...	...	...	...	...	...	...
Flemington Bridge	182,538	1,185	0 1	63	15 2	60	8 4	...	...	...	...	...	...	...	...
Royal Park	73,503	537	16 7	42	13 7	99	3 2	...	...	...	...	...	...	...	...
South Brunswick	212,825	1,169	11 11	166	6 8	152	19 6	22,968	6,033	19 7	10,899	3,178	10 2	...	...
Brunswick	360,349	1,937	16 11	224	16 10	252	2 6	1,316	424	18 8	8,920	2,590	4 11	...	...
Moreland	204,358	1,185	8 4	106	8 5	100	0 8	1,280	176	17 9	5,648	2,066	19 7	...	...
Coburg	501,492	3,336	3 4	113	11 0	92	19 10	241	196	7 4	3,473	948	6 7	3	5 3
Bell Park	285	3	4 6	2	5 0	3	4 0	...	...	...	...	...	...	...	...
North Coburg	877	10	2 1	2	5 0	2	9 2	178	16	12 7	21	5	9 6	...	...
Fawkner	1,158	16	4 6	0	1 3	2	19 10	...	...	...	...	...	...	...	...
Campbellfield	7,745	145	7 8	140	13 2	74	14 9	274	55	5 9	748	224	10 2	...	...
Campbellfield North	257	5	1 9	...	...	0	1 4	...	...	...	...	...	...	...	...
PRESTON AND WHITTLESEA LINE.															
North Carlton	186,522	1,210	6 3	144	10 10	329	5 2	1,330	953	12 8	10,334	3,508	12 7	...	...
North Fitzroy	386,598	2,819	2 1	344	9 6	718	11 8	1,428	794	3 4	7,173	2,384	15 9	...	...
Fitzroy	...	...	...	464	13 7	485	6 3	1,708	483	12 0	42,206	14,278	11 6	...	...
Northcote	165,928	1,172	16 8	53	1 9	73	12 3	...	...	...	...	...	...	...	...
Middle Northcote	193,999	1,231	19 9	99	17 5	71	13 11	23,759	4,669	14 9	3,844	1,229	0 6	...	...
Croxton	206,974	1,195	9 5	36	6 2	33	13 8	60	14	15 2	2,608	592	11 6	...	...
Thornbury	54,019	497	3 2	13	12 1	19	14 1	...	...	...	...	...	...	...	...

Preston (Bell-street) ...	225,017	1,520 10 5	79 4 8	59 19 11	362	127 0 11	2,594	851 13 4	18 11 0	1,330 4 8
" (Murray-road) ...	112,042	846 19 7	28 18 1	31 18 7	...	...	...	...	...	...
" (Regent-street) ...	146,095	1,121 0 4	42 9 0	37 17 1	...	...	...	...	...	...
" (Reservoir) ...	22,323	302 17 3	194 16 9	45 0 4	477	48 16 8	112	18 18 9	2 18 0	8 18 10
Thomastown ...	1,693	37 12 1	15 17 3	15 14 7	9	4 10 11	102	16 14 2	...	...
Epping ...	7,382	163 19 8	325 16 5	137 14 0	104	26 17 3	1,219	454 12 11	0 15 0	4 14 2
South Morang ...	4,169	138 2 11	91 3 3	62 7 8	22	9 12 0	490	174 10 5	35 11 3	42 17 8
South Yan Yean ...	6,293	290 17 10	509 8 2	146 14 5	657	111 1 6	865	349 16 8	31 14 6	106 0 3
Yan Yean ...	3,003	180 15 7	117 2 11	59 2 10	715	146 11 4	566	147 18 4	0 7 6	10 17 6
Whittlesea ...	7,939	576 15 1	525 14 9	232 8 2	2,214	483 11 6	1,453	469 16 6	138 19 7	23 8 4
MANSFIELD LINE.										
Traawool ...	742	88 9 8	46 6 7	46 16 10	776	304 8 6	46	34 7 10	9 19 8	2 17 2
Falls Siding ...	...	...	...	...	...	...	...	...	...	...
Kerrisdale ...	738	76 9 7	53 1 3	52 18 2	245	157 19 7	221	149 0 2	12 8 3	0 17 3
Homewood ...	900	125 5 4	48 8 8	38 4 9	342	223 14 0	111	66 13 4	92 11 9	2 15 9
Yea ...	6,842	1,324 0 11	502 17 0	509 9 2	1,618	1,311 2 6	3,629	2,377 10 4	595 18 2	245 13 1
Cheviot ...	325	10 8 7	36 1 4	51 17 10	5,602	2,291 15 0	355	138 10 10	...	...
Molesworth ...	782	136 8 9	44 12 9	60 2 8	1,131	519 2 3	156	153 3 0	192 5 3	148 11 9
Cathkin ...	974	165 7 7	52 4 8	60 17 3	317	149 18 4	81	86 12 1	3 16 11	...
Alexandra Road ...	2,502	992 15 5	166 4 6	257 3 9	5,052	2,686 18 6	1,477	1,821 13 5	160 3 11	134 19 5
Yarek ...	1,087	273 11 9	57 12 2	101 8 10	1,224	689 4 4	635	668 3 5	94 9 1	88 0 6
Kanumbra ...	140	5 5 8	54 2 4	67 19 4	2,715	1,180 13 3	59	48 9 7	...	...
Merton ...	1,054	152 5 4	129 17 4	159 18 11	367	275 4 2	221	217 3 2	71 7 2	...
Woodfield ...	690	82 10 10	32 9 0	44 6 10	205	163 19 2	102	55 13 10	71 13 0	7 2 11
Bonnie Doon ...	2,160	329 9 3	71 4 1	124 2 2	533	449 18 5	657	760 2 7	180 12 9	25 6 9
Maindample ...	1,737	241 2 9	42 6 9	66 12 4	545	435 2 1	281	260 3 7	124 13 10	...
Mansfield ...	3,647	1,666 3 10	309 9 8	546 17 6	4,197	3,578 6 1	3,042	5,309 5 9	1,040 9 0	52 13 2
NUMURKAH LINE.										
Tabilk ...	1,707	297 12 5	99 5 10	92 11 9	9,171	3,440 12 3	440	281 8 7	44 5 7	25 6 8
Nagamie ...	6,866	1,385 13 0	202 0 6	331 19 11	23,608	8,692 3 4	2,168	1,732 7 10	344 16 9	71 9 3
Wahring ...	2,812	395 12 5	147 3 11	141 8 9	23,463	8,854 0 9	537	446 8 5	53 7 9	13 11 4
Murchison East... ..	6,932	1,377 2 5	350 9 9	232 1 4	10,009	4,122 15 9	445	375 15 5	850 14 4	143 3 1
Arcadia ...	3,214	447 14 0	186 13 0	127 13 8	9,296	4,309 6 8	1,426	1,011 17 5	216 12 10	2 15 0
Toolamba ...	5,359	734 8 10	160 3 3	121 15 11	4,978	2,522 4 8	451	302 16 10	188 9 5	34 18 7
Mooreopna ...	7,195	1,387 5 4	144 2 11	236 3 4	7,755	4,708 2 1	2,908	2,024 4 4	232 9 9	22 0 0
Shepparton ...	20,063	4,157 13 5	1,212 10 6	1,365 11 6	9,274	5,204 8 5	8,877	8,269 6 11	1,067 2 10	162 10 2
Congupna Road ...	686	40 4 7	17 16 0	24 7 5	1,382	768 16 6	73	29 5 4	...	...
Tallygaroopna ...	2,642	373 10 4	49 9 8	88 3 4	5,497	3,080 15 9	812	578 3 1	127 10 7	2 6 0
Wunghnu ...	3,426	461 0 11	64 17 0	111 2 6	3,594	2,048 4 5	755	653 10 9	178 11 0	13 15 9
Numurkah ...	13,267	2,579 13 11	433 4 9	591 7 7	5,492	3,009 19 9	4,229	4,800 10 4	994 5 9	50 6 5
COBRAM LINE.										
Katunga ...	1,567	323 8 6	62 6 9	70 11 3	4,395	2,673 3 1	329	315 3 8	310 17 7	6 0 7
Strathmerton ...	2,790	504 4 6	73 1 8	126 11 3	5,048	3,226 4 8	947	773 13 1	578 14 3	19 13 9
Yarroweyah ...	2,859	1,130 1 2	101 3 1	227 3 10	6,340	5,232 8 0	2,985	3,669 7 0	1,279 16 11	45 13 8
Cobram ...	4,384	1,599 18 11	277 4 8	435 4 6	9,350	6,477 16 11	3,827	4,737 14 7	1,156 0 9	44 13 6
RUSHWORTH LINE.										
Murchison ...	1,244	110 1 3	103 17 5	182 19 4	2,630	1,439 8 9	1,309	1,158 16 7	...	5 8 0
Whroo Road ...	150	4 4 5	1 16 6	2 9 8	9,079	3,642 6 6	14	3 17 11	...	...
Waranga ...	546	18 3 3	19 0 8	30 18 0	3,360	1,335 7 10	82	60 3 5	...	1 16 6
Rushworth ...	3,020	873 1 1	241 16 7	356 3 9	31,935	14,905 14 6	2,592	2,411 3 3	461 8 3	37 2 1

No. 25.—Statement of the Outwards Passenger Traffic, &c.—continued.

STATION.	PASSENGERS.		PARCELS, RENTS H.C.D., ETC.			GOODS.				LIVE STOCK.	
	Outwards.		Outwards.	Inwards.		Outwards.		Inwards.		Outwards.	Inwards.
	Passengers.	Revenue.	Revenue.	Revenue.		Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
		£ s. d.	£ s. d.	£ s. d.			£ s. d.		£ s. d.	£ s. d.	£ s. d.
DOOKIE LINE.											
Pine Lodge	417	19 7 5	29 4 3	40 6 6	2,414	1,308 18 1	168	86 10 7	...	...	3 3 1
Cosgrove	1,151	151 7 4	50 11 6	74 8 3	5,959	2,637 11 2	587	441 0 3	104 0 4	...	13 18 0
Dookie	4,246	881 17 6	226 5 9	342 8 5	3,270	2,137 12 11	2,432	2,091 10 5	428 1 5	...	24 17 0
KATAMATITE LINE.											
Yabba South	68	1 9 9	...	1 0 8	203	117 15 0	...	...	...	...	...
Yabba North	220	14 14 6	41 13 3	47 9 3	2,094	1,091 19 7	66	45 15 8	33 2 0	...	0 12 6
Youanmite	261	14 19 2	1 2 10	5 1 10	870	605 11 4	108	107 3 6	...	...	...
Katamatite	1,015	130 13 11	110 1 3	151 6 8	3,835	2,526 14 0	872	891 3 8	454 11 2	...	7 4 0
NATHALIA LINE.											
Waaia	1,679	293 1 11	47 2 9	72 1 9	5,343	3,151 12 9	422	240 14 0	446 2 7	...	10 13 2
Nathalia	4,952	1,433 14 2	302 0 2	512 9 1	7,663	5,446 0 4	3,748	4,213 18 2	804 17 3	...	25 9 10
PICOLA LINE.											
Barwon	48	0 19 5	0 12 0	0 12 0	...	...	...	...	...	...	...
Picola	1,021	249 10 9	83 6 7	107 4 2	6,196	3,697 15 8	849	461 19 10	203 3 6	...	0 10 0
YARRAWONGA LINE.											
Nooramunga	770	55 12 5	3 12 4	6 10 11	399	150 17 8	29	13 13 10	36 17 6	...	...
Goorambat	2,368	237 19 9	121 14 6	92 6 11	4,044	2,220 13 6	1,047	981 15 8	218 14 5	...	1 15 3
Devenish	3,210	428 3 4	83 15 4	95 8 6	2,517	1,315 10 2	908	959 1 2	235 16 4	...	12 10 7
St. James	4,656	756 4 2	94 18 6	172 4 2	5,057	3,216 18 10	1,435	1,426 16 2	403 8 11	...	29 13 9
Tungamah	3,808	823 5 7	152 14 10	241 2 10	3,629	2,663 4 3	1,791	2,213 2 7	572 11 6	...	59 1 9
Telford	1,055	203 3 11	50 16 9	71 0 3	3,306	1,999 19 5	249	340 3 5	333 10 2	...	8 8 0
Yarrowonga	6,979	2,535 4 4	560 3 2	828 19 8	20,877	15,090 1 1	5,461	6,979 0 11	3,774 16 8	...	53 12 6
WHITFIELD LINE.											
Stopping Places	75	6 17 5	...	...	...	...	...	...	...	...	...
Oxley	1,026	52 12 7	24 0 4	36 13 0	330	187 13 7	77	36 15 8	...	...	...
Dockers	806	47 16 7	22 6 6	28 5 9	389	97 17 2	69	28 10 8	...	...	...
Moyhu	2,600	198 11 4	28 19 10	58 7 2	1,180	430 10 8	415	506 1 10	14 8 3	...	0 10 0
Edi	2,354	205 15 1	37 17 0	52 4 10	550	199 1 3	171	157 14 0	2 4 6	...	0 13 6
Whitfield	2,841	359 7 5	224 7 10	280 7 5	4,148	1,332 2 5	508	370 18 4	10 9 0	...	10 1 3
BEECHWORTH LINE.											
Londrigans	630	28 13 0	0 17 0	14 17 9	529	262 17 4	282	138 16 1	...	...	...
Tarrowingee	2,837	438 6 0	87 14 4	109 3 0	2,877	1,049 18 6	1,201	827 8 4	...	...	...
Everton	4,947	534 17 5	112 7 3	137 7 2	1,326	599 15 10	207	287 3 9	2 10 0	...	2 18 3
Lee's Crossing	922	25 15 1	...	0 1 3	...	...	...	...	...	...	...
Beechworth	12,811	3,036 15 1	486 13 1	853 14 11	2,782	1,613 10 10	7,259	8,027 16 4	61 8 4	...	55 2 2

YACKANDANDAH LINE.

Wooragee	253	14 10 11	19 6 0	21 15 0	670	212 11 9	65	51 12 2	...	...
Yackandandah	3,798	684 19 5	39 14 2	192 6 3	1,862	728 7 6	1,880	2,681 12 6	10 16 6	3 16 3

MYRTLEFORD LINE.

Brookfield	225	13 11 0	...	0 3 5	2	3 7 4	...	0 1 0	...	...
Bowman's Forest	955	79 19 9	17 17 4	42 15 5	860	327 14 3	355	264 17 3	225 10 1	3 11 6
Palmerston	739	35 13 9	5 1 2	21 18 7	476	147 8 10	69	57 11 8	0 11 0	...
Myrtleford	3,711	872 6 1	280 13 1	376 13 8	2,744	958 0 3	872	971 11 2	516 17 7	37 11 8

BRIGHT LINE.

Ovens Vale	456	19 13 9	3 14 11	17 14 5	722	264 4 8	46	41 16 10	...	...
Eurobin	492	29 12 1	3 10 11	18 6 3	400	225 1 2	29	57 10 7	...	...
Porepunkah	1,012	72 6 3	3 8 0	80 5 8	765	561 6 9	976	1,214 7 3	...	1 7 9
Bright	5,435	1,717 6 8	238 4 8	479 4 6	1,038	757 8 2	2,261	3,870 9 3	32 7 4	41 14 9

WAHGUNYAH LINE.

Lilliput	1,963	49 13 10	0 1 8	4 11 6	283	126 10 8	650	190 18 2	...	...
Great Southern Consols	...	...	...	...	...	...	979	219 1 1	...	...
Rutherglen	13,967	3,198 5 9	270 1 5	608 3 11	6,079	5,635 0 4	12,831	10,952 18 5	10 4 3	52 7 4
Wahgunyah	12,931	2,667 6 2	383 18 1	566 6 3	18,520	15,126 3 10	15,622	14,232 9 2	3,231 13 0	620 5 4

EASTERN LINE.

Prince's-bridge	221,562	37,612 6 3	10,987 6 11	7,120 15 5	...	...	...	...	...	...
... {Country, &c.	2,265,244	29,908 7 7	...	...	...	...	...	...	...	...
... {Suburban	1,496,951	12,723 13 10	318 13 5	462 8 0	...	...	...	...	...	...
Hawkeburn	568,875	6,214 15 10	371 7 5	670 4 8	1,514	804 9 0	33,693	7,634 5 1	...	0 13 3
Toorak	979,589	11,504 18 3	191 8 4	298 5 7	...	...	...	...	...	...
Armada	932,095	11,779 10 3	212 14 11	361 17 2	228	51 11 11	15,239	3,295 0 8	...	...
Malvern	432,181	7,134 4 8	1,570 7 2	1,087 1 4	2,818	267 5 10	4,586	938 2 7	232 11 8	330 1 10
Caulfield	55,610	705 16 7	19 17 2	23 14 6	...	...	...	...	...	...
Rosstown	121,455	1,640 3 4	91 10 7	77 15 9	63	8 13 4	1,173	167 4 11	...	...
Murrumbena	255,166	4,199 6 9	316 4 0	210 12 10	582	175 17 4	5,834	1,208 3 2	23 16 1	22 3 10
Oakleigh	19,182	421 1 10	47 14 1	38 12 6	16	6 12 7	1,769	146 15 3	...	1 0 0
Clayton's	21,652	560 11 10	99 8 10	265 1 6	279	82 11 0	2,156	290 4 1	2 18 6	10 15 0
Spring Vale	81,482	3,798 11 6	890 4 0	690 9 3	3,176	691 3 3	6,139	1,576 1 6	482 1 7	763 15 3
Dandenong	1,634	89 14 7	155 16 6	33 14 10	854	116 12 10	171	49 6 9	...	0 7 6
Hallam's Road	6,080	353 9 11	123 15 8	91 8 10	1,041	433 0 7	1,041	446 11 4	55 2 3	45 4 5
Narre Warren	9,106	793 6 10	100 17 0	158 16 0	6,349	923 17 9	1,597	611 9 9	106 11 2	193 8 10
Berwick	4,206	365 1 7	63 19 11	93 14 11	1,003	189 6 9	505	189 11 1	2 2 6	0 10 0
Beaconsfield	1,372	111 12 6	183 1 6	41 6 10	1,122	203 4 11	132	50 0 0	...	0 12 6
Officer	6,386	736 10 1	158 14 6	165 11 5	1,686	607 6 11	1,452	727 10 6	243 11 6	145 7 11
Pakenham	2,556	267 19 11	40 18 8	96 17 6	3,825	770 17 7	459	228 0 5	17 4 9	53 4 2
Nar-nar-goon	1,991	89 8 4	16 12 3	25 16 6	1,132	226 15 2	134	68 0 3	...	12 5 6
Tynong	3,861	307 9 7	71 8 1	73 2 6	2,805	592 0 3	555	295 4 8	0 17 6	5 0 0
Garfield	...	...	...	...	1,360	173 12 2	...	...	...	...
Jefferson's Siding	7,798	653 3 7	62 3 8	141 16 6	2,622	827 15 9	1,545	746 13 9	11 1 3	22 2 5
Bunyip	6,357	514 16 3	107 9 7	186 18 3	7,736	1,699 0 7	747	397 10 7	12 4 3	26 11 4
Longwarry	12,444	1,364 12 10	218 5 8	297 3 1	1,557	1,004 7 6	2,948	1,711 14 6	154 4 1	189 10 7
Drouin	28,450	3,588 5 4	1,083 17 7	1,270 2 7	2,668	1,438 9 4	6,817	3,358 1 8	743 18 11	713 18 3
Warragul	5,744	191 14 5	28 7 4	41 7 0	479	216 12 4	476	234 14 0	0 17 6	3 7 2
Bloomfield	6,935	276 7 0	80 3 1	113 17 2	4,544	1,349 10 5	743	348 9 8	4 5 4	7 17 1
Darnum	9,911	823 11 10	70 18 4	129 4 5	3,064	1,257 5 7	1,798	1,211 11 8	112 2 4	86 2 8
Yarragon	8,807	831 13 10	73 4 11	142 15 5	585	422 7 10	1,849	1,034 4 5	304 0 5	91 2 5
Trafalgar	10,928	1,682 16 4	126 6 5	279 7 4	556	465 9 0	1,445	1,112 16 4	66 9 2	35 9 9
Moe	...	...	...	...	...	...	...	...	...	...

No. 25.—Statement of the Outwards Passenger Traffic, &c.—*continued.*

STATION.	PASSENGERS.		PARCELS, RENTS, H.C.D., ETC.		GOODS.				LIVE STOCK.	
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
		£ s. d.	£ s. d.	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.
EASTERN LINE.										
Morwell	12,558	1,758 8 11	231 18 3	280 1 11	1,574	993 11 4	2,482	1,884 19 9	434 11 6	259 2 1
Traralgon	15,428	2,272 7 10	445 9 8	598 16 6	1,367	1,106 1 4	4,486	3,250 3 0	946 11 6	603 9 2
Loy Yang	3,141	27 19 6	9 3 10	13 3 9	1	1 5 11	30	15 4 1	...	...
Flynn's Creek	1,468	178 1 6	28 15 7	49 17 10	218	131 16 4	216	118 10 6	295 8 9	160 2 9
Rosedale	5,385	803 9 2	150 8 5	246 12 9	925	481 0 7	722	653 1 0	896 3 11	77 1 2
Fulham	480	42 19 8	17 16 4	22 15 0	199	131 12 4	53	27 2 2	...	...
Sale	19,084	4,448 4 9	1,185 2 11	1,528 7 10	8,029	5,252 4 5	4,841	3,326 12 4	2,682 14 6	400 14 9
Montgomery	...	...	...	0 4 2	1,752	705 8 10	76	27 9 11	308 9 6	...
Stratford	12,273	1,259 7 3	192 4 6	270 6 6	3,723	2,050 7 3	2,078	1,596 10 0	724 15 11	193 10 7
Munro	1,394	118 9 9	10 16 1	27 7 9	780	245 6 0	108	49 1 1	...	...
Fernbank	3,544	255 10 5	16 9 7	42 10 9	1,128	276 8 11	279	142 16 2	...	19 1 9
Lindenow	7,314	866 0 4	76 18 5	103 8 1	3,674	2,231 16 4	1,140	697 5 5	534 2 7	90 13 1
Hillside	1,868	64 17 4	12 4 2	27 7 6	3,703	2,153 13 10	157	90 2 4	75 8 6	4 12 3
Bairnsdale	13,766	5,730 0 3	642 3 1	1,090 10 8	4,914	4,520 15 5	5,057	3,971 11 3	1,928 18 5	499 11 10
FRANKSTON LINE.										
Glen Huntly	35,882	560 14 1	21 18 6	25 5 4	...	0 2 0	733	167 6 5	...	...
Ormond	64,135	866 16 11	59 10 6	47 0 5	43	22 12 6	949	148 5 4	...	...
McKinnon	35,351	674 10 11	18 1 9	21 0 6	...	...	...	...	...	...
East Brighton	49,577	869 7 0	54 13 4	48 9 3	331	80 9 1	2,582	515 8 3	...	...
South Brighton	45,061	799 18 9	192 0 9	69 4 3	278	68 8 10	4,137	660 1 0	2 11 0	0 7 6
Highett	35,392	578 9 11	25 5 1	29 15 2	...	...	...	...	...	...
Cheltenham	91,392	1,894 17 10	90 18 11	128 10 5	263	117 19 7	4,302	792 9 2	3 4 0	4 17 6
Mentone	88,559	1,897 8 9	127 11 11	253 10 8	84	25 1 11	3,031	525 10 9	3 17 0	5 3 6
Mordialloc	74,445	2,087 7 0	415 15 3	623 2 1	1,393	211 19 6	3,554	689 5 6	21 12 4	42 15 3
Aspendale Park	1,200	52 8 0	...	176 9 9	...	...	...	...	...	...
Carrum	10,064	454 12 6	33 12 0	67 18 7	3,097	512 19 10	1,292	317 7 4	0 16 0	12 11 10
Frankston	21,572	1,255 13 0	318 8 7	423 0 1	12,916	1,289 10 3	1,950	644 16 9	6 0 11	33 10 0
MORNINGTON LINE.										
Langwarrin	5,298	236 12 11	94 8 7	210 17 2	273	95 5 3	694	264 9 7	116 6 0	352 16 0
Mornington Junction	3,320	301 6 3	68 5 6	63 11 5	717	161 18 7	226	65 11 10	...	20 3 6
Moorooduc	457	7 7 2	11 18 0	15 6 7	316	57 16 2	20	14 0 4	64 8 9	134 2 5
Mornington	7,073	964 15 8	348 2 6	366 18 6	344	165 1 5	1,761	710 15 5	3 5 3	31 8 11
STONY POINT LINE.										
Somerville	3,046	204 13 6	67 7 2	83 17 4	2,555	796 12 7	1,547	503 5 5	6 6 6	2 17 0
Tyabb	1,319	102 17 0	27 9 7	35 0 5	3,168	607 16 11	243	88 10 5	0 7 6	0 15 3
Hastings	2,704	247 5 3	99 10 7	133 8 1	2,628	541 15 6	527	382 4 7	1 12 0	16 18 11
Bittern	2,196	323 4 0	153 15 7	150 17 7	2,824	563 16 10	432	259 17 8	83 18 11	73 6 2
Crib Point	238	20 1 9	10 0 0	12 11 2	3	2 0 9	20	10 8 3	...	...
Stony Point	2,143	246 5 1	113 5 10	220 5 4	526	223 8 0	659	353 19 9	1 10 0	16 12 9

GLEN IRIS LINE.												
Heyington	...	...	11,907	137 14 4	43 6 3	43 19 11	...	...	...	...	...	...
Kooyong	...	...	10,790	138 10 4	1 9 1	2 15 10	...	...	...	...	...	...
Tooronga	...	...	16,894	236 0 2	6 10 5	7 15 0	...	...	586	77 13 0	...	...
Gardiner	...	...	11,762	208 2 7	8 11 1	6 3 7	...	...	...	...	...	...
Glen Iris	...	...	8,842	154 1 11	20 7 9	18 5 6	...	...	...	...	...	...
Darling	...	...	6,470	124 16 11	2 19 9	4 4 6	...	...	...	...	...	...
OUTER CIRCLE LINE.												
Riversdale	...	...	5,094	59 15 4	6 0 0	6 5 2	...	...	...	...	...	...
Hartwell	...	...	25,868	365 7 5	42 10 4	13 9 0	...	...	...	...	...	...
Ashburton	...	...	13,505	211 6 4	13 10 9	8 12 1	...	...	...	...	...	...
Shenley	...	...	3,316	42 19 7	...	0 1 3	...	...	...	...	...	...
Stanley	...	...	19,308	259 9 9	...	0 6 4	...	...	...	...	...	...
Deepdene	...	...	16,603	215 4 7	10 13 11	2 8 10	...	...	...	...	...	...
SOUTH-EASTERN LINE.												
Lyndhurst	...	...	1,316	72 3 5	350 7 11	34 19 7	359	87 19 6	648	146 17 6	3 0 6	3 19 11
Cranbourne	...	...	6,387	535 19 7	279 16 8	124 8 3	1,969	488 9 10	1,772	540 1 7	159 10 7	211 4 8
Clyde	...	...	2,213	205 18 8	174 14 4	60 16 4	511	195 15 8	275	99 12 6	7 0 6	83 11 4
Tooradi	...	...	2,504	252 12 3	80 14 5	95 4 10	134	69 16 8	539	135 17 4	13 16 7	11 14 3
Koo-wee-rup West	...	...	...	...	0 14 1	2 18 5	124	32 6 3	486	60 13 4	27 19 7	21 6 1
Koo-wee-rup	...	...	4,115	494 1 1	102 17 10	110 9 11	756	147 10 9	1,377	630 13 9	8 3 0	12 7 9
Monomeith	...	...	1,882	228 6 5	32 14 5	77 8 5	100	87 10 8	311	125 8 10	382 8 5	293 13 1
Caldermeade	...	...	1,206	166 9 0	19 11 10	47 4 3	61	49 11 3	511	253 6 3	461 6 8	138 14 9
Lang Lang	...	...	6,039	848 13 2	113 15 1	222 0 6	823	543 18 10	1,702	1,043 19 9	338 1 9	314 12 4
Nyora	...	...	4,151	618 4 4	63 17 2	141 15 8	838	345 3 10	1,168	791 14 5	700 14 11	185 6 2
Loch	...	...	9,658	1,235 9 8	166 2 4	256 4 1	1,149	781 4 3	2,510	1,450 11 2	569 9 8	301 15 5
Jeetho	...	...	4,709	389 13 2	33 19 10	71 3 2	468	190 8 11	641	396 5 0	261 9 6	84 4 4
Bena	...	...	5,093	382 5 4	80 6 6	124 15 7	480	411 11 2	1,378	752 19 6	802 7 9	113 9 10
Whitelaw	...	...	1,261	42 6 11	20 3 0	24 5 7	28	16 14 2	82	44 15 3	...	...
Korumburra	...	...	35,167	3,741 19 11	1,847 19 7	1,874 1 5	7,417	2,288 6 7	7,559	4,604 4 10	393 3 7	195 7 6
Jumbunna	...	...	13,381	661 12 0	83 11 5	120 4 1	55,267	14,401 15 7	2,178	1,297 10 6	38 8 1	97 5 9
Outtrim North	...	...	9,577	271 6 7	...	0 6 9	...	...	...	...	...	...
Outtrim	...	...	9,571	1,146 13 2	163 16 8	283 11 5	47,679	13,163 9 8	5,177	2,652 9 8	...	12 12 4
Kardella	...	...	4,669	184 18 10	24 4 2	71 19 0	195	95 1 4	192	153 4 7	19 3 8	57 14 11
Ruby	...	...	3,068	220 18 11	40 14 0	67 1 7	1,755	464 14 11	392	279 3 3	261 16 11	52 17 4
Leongatha	...	...	14,264	2,343 16 4	411 17 7	502 3 2	1,594	959 2 5	3,748	2,849 1 4	1,425 15 10	998 7 6
Koonwarra	...	...	2,012	122 19 3	31 8 10	79 14 3	307	187 17 10	301	210 0 10	79 6 9	57 4 6
Tarwin	...	...	2,195	174 4 2	39 3 0	76 19 2	117	89 18 11	144	93 12 0	364 10 6	254 3 9
Meenyan	...	...	3,688	409 12 10	59 15 8	97 15 0	428	289 19 8	553	526 10 8	152 15 5	38 14 5
Stony Creek	...	...	2,470	325 4 7	54 17 8	117 1 6	1,293	393 10 1	395	389 16 3	187 16 9	52 17 9
Buffalo Creek	...	...	1,236	165 7 1	28 17 11	59 5 0	114	40 13 1	121	112 8 7	56 12 6	76 8 8
Boys	...	...	26	4 6 1	15 18 11	22 10 2	302	120 12 11	24	27 6 5	...	...
Fish Creek	...	...	3,568	364 11 4	60 15 3	105 14 7	660	500 9 8	573	425 10 3	180 7 2	83 4 8
Hoddle Range	...	...	1,204	130 8 0	20 13 7	49 7 2	3,070	2,360 17 9	139	110 5 2	...	...
Foster	...	...	6,087	931 19 2	157 18 0	198 17 1	838	270 8 8	1,137	1,108 11 9	90 16 0	110 5 8
Franklin River	...	...	1,766	46 4 4	35 11 0	35 15 5	154	197 11 10	112	129 5 6	...	...
Toora	...	...	4,709	686 19 2	82 2 5	138 1 5	443	335 5 6	1,347	866 9 6	224 6 8	118 1 3
Agnes River	...	...	586	13 9 0	17 3 1	18 19 8	41	31 1 10	46	26 4 10	...	2 18 0
Welshpool	...	...	2,130	283 13 9	78 17 2	94 11 1	420	499 15 2	598	451 5 3	13 12 4	63 6 11
Hedley	...	...	356	12 17 10	18 3 5	31 16 1	527	275 10 5	72	66 5 2	...	5 11 0
Gelliondale	...	...	971	186 2 1	24 17 6	43 14 1	185	250 3 5	183	135 19 3	...	9 8 1
Alberton	...	...	3,999	1,072 18 1	206 19 3	341 17 0	844	1,036 18 11	1,263	1,121 19 0	1,645 4 9	147 10 11
Port Albert	...	...	1,853	261 15 6	311 11 1	322 18 8	460	455 19 8	237	197 16 4	...	...

No. 25.—Statement of the Outwards Passenger Traffic; &c.—continued.

STATION.	PASSENGERS.		PARCELS, RENTS, H.C.D. ETC.		GOODS.				LIVE STOCK.	
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
NEERIM SOUTH LINE.										
Lillico	840	£ s. d. 14 12 10	£ s. d. ...	£ s. d. 1 15 4	182	£ s. d. 58 2 9	335	£ s. d. 102 8 2	£ s. d. ...	£ s. d. 6 5 0
Bulu Bulu	2,210	68 2 2	28 10 8	71 14 1	780	389 17 4	466	302 18 8	26 0 5	12 10 0
Bravington	413	13 18 11	0 9 6	2 8 9	221	15 11 8	21	5 17 6	...	...
Rokeby	1,586	62 15 8	0 14 4	17 0 5	842	415 15 7	207	98 10 4	7 16 10	3 1 6
Crossover	2,318	83 14 9	...	23 9 3	2,309	913 3 7	96	56 0 1	...	...
Neerim South	5,952	694 16 6	279 8 9	368 8 2	6,818	2,604 11 7	1,834	1,367 8 1	185 11 3	56 12 9
THORPDALE LINE.										
Coalville	1,709	41 16 2	38 14 6	50 10 9	411	26 19 8	91	35 16 7	...	2 0 0
Narracan	2,078	79 2 1	59 18 5	100 12 8	257	186 6 7	662	389 11 3	51 8 10	15 4 9
Thorpdale	2,182	321 1 0	150 15 4	195 4 0	966	451 1 1	581	513 15 7	72 1 4	35 7 6
NORTH MIRROO LINE.										
Hazelwood	112	2 16 10	7 4 4	9 7 4	471	25 18 7	98	33 19 8	8 11 9	6 3 9
Yinnar	3,259	308 4 11	44 7 9	91 8 10	430	461 6 1	533	402 18 2	164 4 9	20 17 6
Boolarra	4,661	534 16 5	71 1 0	123 16 2	729	491 1 10	870	709 15 3	58 18 4	39 8 9
Darlimurla	1,848	120 0 2	28 9 8	62 3 1	1,796	552 14 10	180	135 3 8	...	2 10 0
North Mirroo	3,892	780 12 11	269 2 1	355 15 8	557	572 18 8	2,028	1,573 8 4	661 1 1	188 9 9
HEYFIELD LINE.										
Glengarry	3,234	297 9 10	43 14 8	70 17 11	1,782	903 5 6	289	293 9 0	493 5 0	278 9 6
Toongabbie	3,765	448 12 11	462 2 2	209 7 6	1,014	683 0 9	2,108	1,981 17 6	2 6 6	8 18 9
Cowwarr	3,195	451 15 3	75 2 1	94 3 6	260	254 19 2	444	374 19 11	1,189 11 11	46 2 3
Dawson	2,582	44 6 10	20 13 4	24 11 2	38	50 13 9	30	14 18 7	...	0 14 0
Heyfield	4,775	761 10 6	313 10 5	394 16 1	986	683 15 3	1,251	1,104 3 7	615 11 0	91 9 5
MAFFRA LINE.										
Tinamba	1,910	423 4 6	76 17 10	111 17 4	894	822 7 8	364	377 17 1	1,838 17 8	736 13 1
Maffra	7,447	1,482 6 3	266 10 10	390 2 6	2,491	1,735 5 9	2,860	2,621 7 3	1,073 16 5	547 3 0
BRIAGOLONG LINE.										
Boisdale	405	55 12 8	43 19 1	60 14 4	305	231 3 8	553	193 2 1	101 19 9	2 18 6
Bushy Park	180	20 2 7	33 7 3	36 10 1	25	13 6 3	23	12 3 8	...	4 3 6
Briagolong	1,614	191 16 3	92 17 8	117 1 8	1,042	474 17 6	390	339 8 5	223 11 8	8 4 6
HEALESVILLE LINE.										
Glenferrie	1,250,271	13,301 4 7	195 13 6	252 17 3	...	...	...	...	...	...
Auburn	1,205,773	13,133 14 1	168 15 1	171 9 1	...	...	...	...	...	...
Camberwell	1,071,723	13,928 19 6	382 8 2	384 11 6	978	414 11 11	30,510	5,215 19 4	1 10 3	4 4 9
East Camberwell	141,421	1,770 16 2	29 4 2	30 11 2	...	...	...	...	...	...
Canterbury	411,554	5,322 19 0	93 19 8	129 9 11	186	25 0 7	6,711	880 7 9	...	...
Surrey Hills	298,956	4,217 2 7	79 10 3	110 19 5	128	78 7 1	9,743	1,371 1 11	2 3 6	1 1 0

[illegible]

* These Stations were open for only portion of the year.

No. 25.—Statement of the Outwards Passenger Traffic, &c.—continued.

STATION.	PASSENGERS.		PARCELS, RENTS, H.C.D., ETC.		GOODS.				LIVE STOCK.	
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
		£ s. d.	£ s. d.	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.
WARBURTON LINE—continued.										
*Killara	270	25 7 6	38 1 1	21 7 3	69	21 4 4	112	42 15 2	...	1 4 0
*Woori Yallock	762	62 0 2	101 19 5	30 0 3	100	28 1 1	42	22 12 0	...	1 14 0
*Launching Place	1,544	137 10 8	22 18 9	21 6 2	1,951	488 14 8	291	103 15 11	1 4 6	19 1 4
*Yarra Junction	1,460	142 0 6	29 4 8	54 8 4	1,867	635 9 10	740	340 4 7	1 0 9	6 17 6
*West Warburton	2,002	190 2 2	20 2 3	31 12 7	3,694	1,240 14 7	464	180 17 11	...	26 17 7
*Warburton	2,357	268 14 9	156 13 4	199 6 3	740	303 18 4	595	378 5 2	2 1 6	21 17 6
PORT MELBOURNE LINE.										
Flinders-street { Country, &c. ...	324,391	13,602 19 11	4,460 14 0	3,427 7 9	...	...	...	...	...	...
{ Suburban ...	4,617,854	56,178 17 2	...	...	...	...	...	...	...	...
Montague	178,293	1,200 16 3	29 2 6	34 5 4	...	...	...	...	...	...
Port Melbourne North	399,843	2,855 8 1	63 10 9	126 19 7	...	...	...	...	...	...
Graham-street	438,895	2,970 10 2	78 10 4	214 10 5	...	...	...	...	...	...
Port Melbourne	216,384	1,899 16 3	4,176 3 2	4,402 0 6	105,533	16,841 8 7	139,495	44,834 12 10	7 10 0	2,363 15 0
ST. KILDA LINE.										
South Melbourne	520,312	3,628 11 0	261 4 4	193 15 8	...	...	...	...	...	...
Albert Park	1,323,545	9,097 19 11	259 6 4	723 4 7	...	...	...	...	...	...
Middle Park	594,694	4,279 11 8	70 16 5	116 13 1	...	...	...	...	...	...
St. Kilda	1,001,566	8,397 7 1	240 12 4	396 9 4	1,258	86 8 5	17,509	2,969 0 4	...	...
BRIGHTON LINE.										
Richmond	1,927,347	17,591 14 9	508 18 1	909 4 10	...	...	...	...	...	...
South Yarra	1,755,903	16,006 19 8	534 4 2	566 13 9	...	...	...	...	...	...
Prahran	1,134,049	9,890 2 0	437 16 7	422 2 8	...	...	...	...	...	...
Windsor	1,072,757	10,152 8 0	629 1 2	459 3 8	1,000	547 13 0	44,948	12,877 11 7	...	...
Balaclava	799,524	7,834 5 5	183 15 7	237 2 7	...	...	...	...	...	...
Elsternwick	1,155,956	13,094 9 10	230 1 2	363 6 10	123	94 10 11	7,974	1,780 14 8	0 19 6	1 2 6
North Brighton	710,217	9,796 10 10	206 14 10	265 4 3	134	72 4 3	11,405	2,402 18 7	...	...
Middle Brighton	533,907	7,597 3 3	96 7 5	149 9 5	108	23 15 7	8,042	1,529 3 5	...	...
Brighton Beach	277,155	3,889 10 1	106 14 11	134 3 11	...	...	...	...	...	...
SANDRINGHAM LINE.										
Hampton	21,243	391 4 1	5 0 6	17 19 4	...	...	...	...	...	...
Sandringham	172,553	3,296 6 7	85 11 9	187 1 5	31	21 0 7	2,913	602 14 1	...	...
HAWTHORN LINE.										
East Richmond	851,586	5,677 3 5	128 15 3	72 16 2	...	...	...	...	...	...
Burnley	756,141	5,312 14 5	238 18 11	259 15 9	3,520	1,373 5 3	44,747	14,235 5 5	...	...
Hawthorn	984,136	9,171 5 11	254 5 6	366 12 7	328	236 8 8	15,744	3,761 1 6	...	1 8 0

Traffic derived from Deniliquin and Moama Stations ...	3,515	1,705 12 3	354 12 1	469 18 7	8,947	8,321 4 0	10,663	7,988 15 7	3,187 15 10	273 0 8
Traffic derived from South Australian Stations ...	24,885	26,709 18 7	6,757 6 3	6,565 4 7	1,737	2,097 15 7	918	1,633 11 6	2,449 4 0	1,536 17 6
Traffic derived from New South Wales Stations ...	43,696	29,029 15 7	5,472 1 0	6,420 16 9	9,461	6,799 12 2	23,205	25,687 11 11	116 18 0	303 18 8
Traffic derived from Queensland Stations ...	1,092	949 1 4	13 5 0	29 13 9	...	...	...	...	...	...
Flinders-street (Central) ...	42,495	14,733 6 8	...	...	...	...	...	...	...	...
Steamer <i>Queen</i> ...	32,489	731 8 0	...	...	...	...	...	...	...	...
Thos. Cook and Sons to New South Wales, South Australia, &c. ...	9,468	3,350 12 2	...	...	...	...	...	...	...	...
Total ...	57,465,077	1,378,746 2 10	269,635 9 7	269,635 9 7	3,186,904	1,552,753 4 10	3,186,904	1,552,753 4 10	166,708 11 11	166,708 11 11

*These Stations were open for only portion of the year.

Railway Department, Traffic Audit Office,
19th September, 1902.

H. KENT,
Railways Auditor.

VICTORIAN RAILWAYS.

No. 26.

SPECIAL MAINTENANCE REQUIREMENTS.

MEMORANDA, ETC., RELATING TO THE EXTRA AMOUNT REQUIRED
(£260,000) FOR RENEWALS, ETC.

[COPY.]

Victorian Railways,
Commissioner's Office, Spencer-street,
Melbourne, 18th February, 1902.

MEMORANDUM.

Adverting to the recent conversation with the Honorable the Minister and the Honorable the Treasurer, in regard to the contemplated increase in the working expenses of the Existing Lines Branch of the Department for the ensuing financial year, the Acting Commissioner has the honour to report that, in order to meet the exigencies of the State and to avoid a pronounced additional outlay in any one year, the expenditure on renewals and replacements since 1896 has been spread over a series of years, the ratio of expenditure kept as low as was considered compatible with the then requirements, and important works from time to time deferred.

It will be remembered that the Estimates of Expenditure for the current year were materially reduced to meet the wishes of the Government, and the Chief Engineer for Existing Lines then intimated that for the next financial year the ratio of expenditure would require to be substantially increased to enable deferred repairs and renewals, which, in his judgment, could not with safety be longer postponed, to be undertaken and completed during that period.

In order to acquire a clear appreciation of the condition of the permanent way and works, the Chief Engineer for Existing Lines was asked to furnish a comprehensive report; and, as will be observed from a perusal of the attached copy of the document, it is estimated that a sum, in addition to the ordinary expenditure on repairs and renewals, of £260,000 will require to be devoted to special maintenance works during the ensuing and the following financial year.

The money will be chargeable to the working vote, and about £180,000 will have to be expended during the twelve months ending 30th June, 1903, and the balance the following year.

It is suggested, in order to avoid an undue inflation of the working expenses, that the money be allotted out of loan funds at the disposal of the Honorable the Treasurer, and arrangements made for the repayment in annual instalments of, say £26,000.

The Acting Commissioner desires to emphasize the fact that the extra expenditure is inevitable; and considers it his duty to invite attention to the matter at this juncture, so that the Honorable the Treasurer may be fully seised of its importance prior to the actual submission of the Estimates for the ensuing year.

(Sd.) W. FITZPATRICK,
Acting Commissioner.

The Honorable the Minister.

Railway Department,
Office of Chief Engineer for Existing Lines,
Melbourne, 23rd December, 1901.

Memo. for the Secretary.

For the information of the Acting Commissioner I beg to submit the following report showing:—
(1) The work done in renewing rails and sleepers, and the annual cost of maintenance and renewals for the eight years ending 30th June, 1893, and the eight years ending 30th June, 1901 respectively.
(2) The reasons for the increased renewals and working expenditure for the latter period, and (3) the necessity for a large increase in working expenditure (maintenance) for the next financial year.

TABLE "X."

PARTICULARS OF MAINTENANCE RENEWALS FOR EIGHT YEARS ENDING 30TH JUNE, 1893, AND
EIGHT YEARS ENDING 30TH JUNE, 1901 RESPECTIVELY.

Year ending.	MILEAGE MAINTAINED.		RENEWALS.		Total Maintenance Expenditure.
	Main Lines.	Sidings.	Rails in Miles of Way.	Number of Sleepers.	
Eight years ending 30th June, 1893.					£
30th June, 1886	1,691	290	20 $\frac{3}{4}$	29,847	275,699
" " 1887	1,791	305	26	41,782	304,149
" " 1888	1,947	335	28	44,594	349,342
" " 1889	2,142	375	25 $\frac{1}{2}$	65,550	407,525
" " 1890	2,329	410	33	72,593	433,267
" " 1891	2,650	470	12	73,668	428,327
" " 1892	2,829	500	5	68,899	412,336
" " 1893	2,933	500	6 $\frac{1}{2}$	75,774	327,959
Totals	18,312	3,185	156 $\frac{1}{2}$	470,707	2,938,604
Averages (8 years)	2,289	398	19 $\frac{1}{2}$	58,838	367,325
Eight years ending 30th June, 1901.					
30th June, 1894	2,982	500	35 $\frac{3}{4}$	82,278	320,980
" " 1895	3,083	500	56 $\frac{1}{2}$	131,695	331,198
" " 1896	3,121	500	75	191,454	365,848
" " 1897	3,126	436	71*	199,094	381,293
" " 1898	3,123 $\frac{1}{2}$	436	63 $\frac{1}{2}$ †	239,332	408,837
" " 1899	3,122	436	93 $\frac{1}{2}$ ‡	330,900	480,792
" " 1900	3,186	440	132 $\frac{3}{8}$ §	370,972	498,459
" " 1901	3,228 $\frac{1}{2}$	440	67	250,115	518,488
Totals	24,972	3,688	594 $\frac{1}{2}$	1,795,800	3,305,895
Averages (8 years)	3,121 $\frac{1}{2}$	461	74	224,475	413,327

* In addition to 48 $\frac{3}{4}$ miles of partly worn 60-lb. rails replaced by 75-lb. and 80-lb. steel rails on Dimboola to Serviceton line.

† In addition to 9 miles of partly worn 60-lb. rails replaced by 75-lb. and 80-lb. steel rails on Dimboola to Serviceton line.

‡ In addition to 4 $\frac{3}{4}$ miles of partly worn 60-lb. rails replaced by 75-lb. and 80-lb. steel rails on Dimboola to Serviceton line.

§ In addition to 17 $\frac{3}{4}$ miles of partly worn 66-lb. steel rails, replaced by 80-lb. steel rails on the main country lines.

TABLE "Y."

RETURN OF IRON RAILS IN MAIN LINES AT 31ST OCTOBER, 1901.

Section.	Age at 30th June, 1901.	60 lbs.		75 lbs.		72 lbs.		80 lbs.	
	Years.	M.	C.	M.	C.	M.	C.	M.	C.
Braybrook Junction and Bendigo ...	40	...	...	...	...	...	...	40	59
Bendigo and Echuca ...	37	...	...	...	...	15	73	...	...
Geelong and Ballarat ...	39	...	...	...	...	0	32	68	57
Hamilton and Portland ...	24	23	74	...	...	...	...	...	...
Queenscliff Junction and Queenscliff	22	17	51	0	2	...	...	...	...
Springhurst and Wahgunyah ...	22	7	0	...	...	...	...	...	...
Various lines ...	44	0	39	0	35	0	46	2	21
Totals ...	...	49	4	0	37	16	71	111	57

Grand Total—178 miles 9 chains. Say 178 miles (Way).

At 30th June, 1893, with a total of 2,933 miles in all lines (average age, 11½ years), there were 675 miles of iron rails of which the greatest age was 36 years, and the average age 22 years; and at 30th June, 1901, with a total of 3,228½ miles (average age, 18½ years) there were 178 miles of iron rails, of which the greatest age was 44 years, and the average age 30 years.

In explanation of the large increase in renewals of rails as shown in Table "X," it may be pointed out that nearly the whole of the 1,052 miles of lines constructed up to the end of 1878, with the exception of about 120 miles of the North-Eastern Line, were laid with iron rails. The general life of iron rails on country lines is from 20 to 25 years (although the exceptionally good heavy rails laid originally in the main lines Melbourne to Echuca and Geelong to Ballarat have had an average life of nearly 35 years.) Table "Y" above shows that about 178 miles of iron rails remain in main lines, and these must be replaced by steel as fast as practicable, the whole of the iron requiring to be taken out during the next three or four years.

Table "X" also shows 1,795,800 sleepers renewed during the last eight years, as compared with 470,707 sleepers for the previous eight years. This is largely accounted for by the fact that between 1873 and 1883 about 1,000 miles of main line, and 165 miles of sidings were constructed. In some of these lines the sleepers were what is known as common hardwood, the life of which varies from ten to eighteen years; these have been renewed; sleepers of the better class laid in at the same time, the average life of which is about 25 years, are now being renewed, and this work must be continued until they are all replaced.

On most of the country lines the bridges, culverts, &c., are of timber, and it is obvious that, as the lines become older, renewals of such structures must increase until practically the whole of the original wooden structures are replaced.

The maintenance expenditure for the year ending 30th June, 1901, exceeded that of the year ending 30th June, 1893, by £190,529, which increase is accounted for thus:—

Extra renewals of rails and sleepers ...	£85,000
Increased repairs and renewals to bridges, culverts, stations, &c. ...	20,529
Maintenance of lines opened since 30th June, 1893 ...	19,000
Annual repayment to capital account of money advanced for relaying with heavier rails ...	11,500
Extra damages, &c., by fires and floods ...	5,000
Expenditure on account of recent Royal visit ...	3,500
Increased wages, concessions, &c., to the staff ...	46,000
Total ...	£190,529

With the approval of the late Commissioner (Corres. '00/8798), a start was made last year to place additional sleepers under the 75-lb. rails remaining in the lines between Essendon and Wodonga, and between Newport and Geelong, so as to bring them to the standard required to carry the fast and heavy traffic running on them, but owing to the curtailment of working expenditure (maintenance) the work has been stopped for the current year. As soon as funds can be obtained this work should be continued, and completed, if possible, by the end of June, 1904, on the lines shown in Table "Z." The life of the sleepers originally laid in these lines is nearly exhausted, and as renewals must now be continued, it would be more economical to put in the extra sleepers and renew the old ones at the same time.

The cost of the extra sleepers and re-spacing is a charge to Capital Account in accordance with the decision of the Inter-State Railways Conference, held at Brisbane, May, 1899. The cost of renewing the old sleepers is, of course, a charge to working expenses.

As it is advisable to carry out this work within the next two years, £22,600, half the total cost of the extra sleepers and the re-spacing, should be included in the Construction Estimates for the next financial year, and the balance the following year; and £19,150, half the total amount required for renewals of sleepers, should be included in next year's estimate for working expenditure (maintenance), and a similar amount the following year.

TABLE "Z."

ESTIMATED COST OF EXTRA SLEEPERS RE-SPACING EXISTING SLEEPERS, AND RENEWING DEFECTIVE SLEEPERS.

The extra sleepers and re-spacing charged to Capital, and renewals of sleepers to Maintenance.

Line.	Chargeable to—	
	Capital.	Maintenance.
	£	£
Between Essendon and Wodonga, 93 miles (way), 75-lb. steel—		
Two extra sleepers under each rail length = 42,780, at 6s. each	12,834	...
Renewals of 35 per cent. of existing sleepers = 59,892, at 5s. each	...	14,973
Between Ballarat and Serviceton, 202 miles, 75-lb. steel—		
Two extra sleepers under each rail length, with 8 sleepers and one under each length with 9 sleepers = 51,520, at 6s. each... ..	15,456	...
Renewals of, say, 11 per cent. of existing sleepers = 40,400, at 5s. each	...	10,100
Between Bacchus Marsh and Ingliston, 8½ miles, 75-lb. steel—		
Two extra sleepers under each rail length, say 3,800, at 6s. each	1,140	...
Between Newport and Geelong, 4½ miles, 75-lb. steel—		
Two extra sleepers under each rail length, say 2,000, at 6s. each	600	...
Between Mangalore and Numurkah, 65½ miles, 60-lb. steel—		
Two extra sleepers under each rail length = 31,440, at 5s. 6d. each	8,646	...
Renewals of 50 per cent. of existing sleepers in 48 miles = 46,080, at 5s.	...	11,520
Between Bendigo Junction and Korong Vale, 49 miles, 60-lb. steel—		
Two extra sleepers under each rail length = 23,520, at 5s. 6d. each	6,468	...
Renewals of 25 per cent. of existing sleepers in line between Leichardt and Inglewood, 14 miles = 6,720, at 5s. each	...	1,680
	45,144	38,273
Totals, say	45,200	38,300

With regard to the funds required for maintenance expenditure during the next financial year, the large increase shown hereunder is chiefly for extra renewals of permanent way, bridges, &c., and for strengthening important lines by laying heavier rails and putting in additional sleepers. With respect to the extra renewals now required, I desire to point out that, notwithstanding the largely increased renewals carried out during the past eight years, as shown by Table "X," scarcity of funds has compelled some of the work to be held over, where such could be done with safety; the time, however, has now arrived when these postponed renewals must be taken in hand, and I have, therefore, to ask that funds be provided to carry out the renewals and other works shown below during the next financial year:—

Extra renewals of rails, 63½ miles	£58,800
Extra renewals of sleepers, 51,000 No.	12,750
Extra renewals of points and crossings (including alterations at North Melbourne)	16,500
Extra renewals of ballast	2,000
Extra renewals of bridges, culverts, &c.	10,000
	<u>£100,050</u>

In addition to the above, the following amounts will be required during the next financial year:—

Ordinary working expenditure (practically the same as current year, viz., £497,000), say	£500,000
Extra renewals of sleepers and ballast on account of placing extra sleepers under 75-lb. and 60-lb. steel rails, as shown in Table "Z"	26,650
Maintenance portion of re-laying line Dandenong to Coal Creek and Outtrim with heavier rails (Capital, £40,450, authorized by Parliament)	25,550
Maintenance portion of re-laying line Geelong to Camperdown with heavier rails (Capital, £59,000, authorized by Parliament)	15,000
Part of maintenance portion of expenditure on Flinders-street new station	6,000
Additional maintenance charges for removal of gatehouses, also all works costing £50 or under, hitherto charged to Capital	6,000
Additional mileage through opening new lines this year and next year	4,000
Increased pay to the staff	5,500
Total estimated Maintenance Expenditure for year 1902-3	<u>£688,750</u>

(Sd.) C. E. NORMAN,
Chief Engineer for Existing Lines.
3.2.02.

13389a.

Railway Department,
Office of Chief Engineer for Existing Lines,
Melbourne, 10th February, 1902.

Memo. for the Acting Commissioner.

With reference to the attached, the amount of money required for special maintenance works for the years 1902-3 and 1903-4 is approximately £260,000, made up as under:—

Items 1 to 10 inclusive, in attached report, page 5, required for year 1902-3, amounting to	£179,250
Item No. 6, recurring the following year only (1903-4)	26,650
Item No. 9, recurring the following year only (1903-4), but increased £6,000 to £12,000	12,000
Item No. 10 recurring	6,000
Extra renewals of permanent way and bridges (1903-4)	say 36,100
	<u>£260,000</u>

C. E. N.
Chief Engineer for Existing Lines.

Railway Department,
Office of Chief Engineer for Existing Lines,
Melbourne, 3rd July, 1902.

Memo. for the Acting Commissioner.

The following is an apportionment of special maintenance works for which a sum of £168,500 is included in my estimates for the year 1902-3, and a further sum of £80,000 asked for for the year 1903-4 and referred to in my memo. of 10.2.02:—

Extra renewal of rails, 63½ miles £59,550.

Line.	Average Age of Material to be Renewed.	100-lb. New Rails.	80-lb. New Rails.	66-lb. Main Line.	Serviceable Rails Sidings.
	Years.	Miles.		Single line of way.	
North and South Suburban Lines	20	9	3	...	3
Braybrook Junction to Bendigo	41	...	12	...	1½
Bendigo to Echuca	38	...	6½	...	3
Geelong to Queenscliff	23	...	1	...	...
Hamilton to Portland	25	...	...	21	...
Inglewood to Korong Vale	20	...	...	½	...
Essendon to Wodonga	29	...	1½	...	1
Caulfield to Warragul	25	...	...	...	1
	...	9	24	21½	9½

Total 63½ miles of way.

Sleepers, 51,000 No.—These are principally required in connexion with the renewals of the rails referred to above	£12,750
Points and Crossings.—An amount of £6,500 is required for renewals of the junction at North Melbourne, and the balance principally for renewals on North and South Suburban lines, and Melbourne to Echuca and Geelong to Ballarat lines	16,500
Ballast required on various lines	2,000
Bridges, Culverts, &c.—The extra amount required is principally for renewing timber structures on lines constructed under Acts 682 and 821	10,000
Extra renewals of sleepers and ballast on account of placing extra sleepers under 75-lb. and 60-lb. steel rails, as shown in Table Z in my report dated 23.12.01	26,650
Maintenance portion of re-laying line Dandenong to Coal Creek and Outtrim with heavier rails. (Capital, £40,450, authorized by Parliament)	25,550
Maintenance portion of re-laying line Geelong to Camperdown with heavier rails. (Capital, £59,000, authorized by Parliament.) Completing to Colac only	3,500
Part of maintenance portion of expenditure on Flinders-street new station	6,000
Additional maintenance charges for removal and re-erection of buildings, cranes, &c.	6,000
	<u>£168,500</u>

• Apportionment of £80,000 required for special maintenance works to be carried out during the year 1903-4—

Extra renewals of sleepers and ballast on account of placing extra sleepers under 75-lb. and 60-lb. steel rails, referred to in Table Z in my report dated 23.12.01	£26,650
Part of maintenance portion of expenditure on Flinders-street new station	12,000
Additional maintenance charges for removal and re-erection of buildings, cranes, &c.	6,000
Extra renewals of permanent way and bridges. (Particulars of this expenditure can be supplied if required)	35,350
	<u>£80,000</u>

SUMMARY.

Total for the year 1902-3	£168,500
Total for the year 1903-4	80,000

Grand total £248,500

(Sd.) C. E. NORMAN,
Chief Engineer for Existing Lines.

VICTORIAN RAILWAYS.

No. 27.

ROLLING-STOCK.

REPORTS, MEMORANDA, ETC., RELATING TO THE LOSS, DEPRECIATION, AND CONDITION OF THE ROLLING-STOCK, WITH SCHEDULES OF ESTIMATED REQUIREMENTS, ETC.

ROLLING-STOCK.

In 1893 an estimate was prepared showing the value of the rolling-stock on the books of the Department at that date compared with the Rolling-stock Capital Account. The return was submitted to the Hon. the Minister of Railways on the 20th January, 1894, and was embodied in the Report of the Railway Inquiry Board 1895.

In his Annual Report for the year ending 30th June, 1897, the Commissioner (Mr. Mathieson) wrote as follows:—"On taking control of the Victorian Railways one of my first duties was to make myself acquainted with the existing conditions. I found the Department in a somewhat unsettled state, owing to a variety of causes. It was apparent that very drastic retrenchment had taken place, and that severe economies had been instituted. The lines were generally in good condition, but it was evident that before long considerable further expenditure would have to be incurred in the renewals and maintenance of station buildings, and in additions and alterations to the rolling-stock. . . . In order to ascertain the actual condition of the Rolling-stock Account, a thorough stock-taking of the vehicles now in the possession of the Department was made, and a complete detailed register of the whole has been prepared. The summary supplied by the Chief Mechanical Engineer disclosed the fact that the number of vehicles as per capital statement did not agree with the number actually in existence; the estimated deficiency being 26 engines, 168 cars, vans, &c., and 1,667 waggons. The approximate original cost of the vehicles not accounted for being £500,000."

The following is a copy of the Chief Mechanical Engineer's memorandum:—

APPROXIMATE VALUATION OF VICTORIAN RAILWAYS ROLLING-STOCK.

Memo. for the Secretary.

Melbourne, 11th June, 1897.

As instructed, I have brought this valuation up to the date of the Commissioner taking office, viz., 1st July, 1896.

The valuation has been arrived at as before (see correspondence S. 94-738), by allowing 1,500,000 miles as the measure of the life of each locomotive, which includes its value as scrap at the end of its running life.

In the cases of the carriages, vans, waggons, &c., 2 per cent. per annum has been deducted from the valuation made in January, 1894, of the stock shown by the register as being on the lines at 30th June, 1893.

I would again state that the whole valuation must be taken as very approximate, as it is impossible to ascertain from the records of the last 35 years the actual numbers of, and the exact prices paid for, the stock and fittings, and the above basis of value is clearly a matter of opinion.

It is obviously quite impossible, unless at a large expenditure of time and money, to survey and assess the value of each individual vehicle.

The deficiencies in vehicles shown in this return are, in some cases, increased, owing to the fact that the valuation of 1893 was based on the numbers shown on the Rolling-stock Register, which subsequent stock-takings proved to be incorrect.

Condensing the figures given in the attached returns, the results are as follows:—

Number of engines received (estimated)	543
Number of engines in existence as per stock-taking of 19th July, 1896	517
Deficiency (say)	26
Number of cars, vans, &c., received (estimated)	1,716
Number of cars, vans, &c., in existence as per stock-taking of 19th July, 1896	1,548
Deficiency (say)	168
Number of trucks, &c., received (estimated)	10,220
Number of trucks, &c., in existence as per stock-taking of 19th July, 1896	8,553
Deficiency (say)	1,667
Rolling-stock Capital Account	£5,255,950
Estimated present value of engines	£1,417,207
Estimated present value of cars, &c.	959,533
Estimated present value of waggons	1,265,660
	3,642,400
Total approximate deficiency (estimated)	£1,613,550

The following is a copy of a return to an order of the Legislative Assembly, dated 18th October, 1899, on the motion of Mr. Higgins, showing:—

- (1) What amount has been expended from loan moneys for locomotive engines in the Victorian railways?
- (2) How many engines have been bought by that amount?
- (3) How many of the 517 engines in existence on the 30th June, 1899, are in proper working order?
- (4) What is the actual working value (as distinguished from the book value) of these engines?
- (1) To 30th June last, £1,956,212—exclusive of cost of narrow-gauge engines recently obtained.
- (2) 543.
- (3) 385.
- (4) The estimated working value of the engine stock at 30th June last was £1,322,900.

(Sd.) J.M.

VICTORIAN RAILWAYS.

ROLLING-STOCK.

Detailed Schedule of Estimated Requirements, &c.

Particulars.	Estimated Requirements.	Estimated Rate of Proposed Expenditure.				Remarks.	Amount to be Recouped.
		1901-2.	1902-3.	1903-4.	1904-5.		
ENGINE STOCK.	£	£	£	£	£		£
Estimated cost of 50 new engines of increased power £260,000							
Less amount provided under Act 1690, Item 35 25,000							
£235,000	...	...	80,000	155,000	...	Total cost, £260,000, half of which is to be recouped from revenue in ten yearly instalments of £13,000 each	130,000
Estimated cost of 10 Express engines and 16 heavy Goods engines £125,000							
Less amount provided under Act 1563, Item 38, for 10 heavy Express engines and 15 heavy Goods engines ... 113,000							
£12,000	247,000	...	12,000	...	...		
CARRIAGE STOCK.							
Estimated cost of 219 carriages and 35 vans, as under—	308,000	21,000	50,000	89,000	148,000	Total cost, £308,000, half of which is to be recouped from revenue in ten yearly instalments of £15,400 each.	154,000
35 AA							
50 ABC							
25 Bb							
35 Vans							
109 Bb and BDBD, Suburban traffic							
WAGGON STOCK:	246,000	70,000	176,000	...	...	Total cost, £246,000, one-sixth of which is to be recouped from revenue in ten yearly instalments of £4,100 each	41,000
Estimated cost of 1,350 waggons, as under—							
1,000 medium waggons							
100 louvered waggons							
50 frozen meat waggons							
100 sheep waggons							
100 combined hopper rail and sleeper waggons, &c.							
WESTINGHOUSE BRAKE.							
To complete equipment of stock 50,000	50,000	...	13,000	12,000	25,000		
Waggon covers... .. 6,500	6,500	6,500	...	...	...		
Contingencies—New machinery, &c. ... 10,000	10,000	5,000	5,000	...	...		
Towards providing improved lights in carriages ... 2,500	2,500	...	2,500	...	...		
Total £870,000	£870,000	£102,500*	£338,500	£256,000	£173,000		£325,000

* NOTE.—This amount has been authorized under Act 1766.

T. H. WOODROFFE, Chief Mechanical Engineer.
22/7/01.

W. FITZPATRICK, Acting Commissioner.
20/8/01.

Z 669 (A.H.)

VICTORIAN RAILWAYS.

Chief Mechanical Engineer's Office,
Melbourne, 25th July, 1901.

Memo for the Acting Commissioner.

ROLLING-STOCK ESTIMATES FOR YEAR 1901-2.

5ft. 3in. Gauge.

I beg herewith to submit statements prepared by the Chief Accountant showing unexpended balances on rolling-stock items, and estimated expenditure for new rolling-stock.

The total of the unexpended balances for rolling-stock under various Acts at 30/6/1901 is (about)	...	...	...	...	...	£157,000
Estimated expenditure for further new stock	...	...	...	...	...	870,000

Or an estimated total on all rolling-stock now contemplated of	...	...	...	...	...	£1,027,000
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The amount of expenditure under the various Acts for the year 1900-1 was about	...	...	...	...	...	£125,000
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There was also, in addition to this, new stock built as replacements, and stock altered during the year and charged to working expenses, amounting to about	...	...	...	...	...	7,000
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Or a total expenditure on new work of	...	...	...	...	...	£132,000
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If authority is given to proceed with the construction of the new stock, I estimate the expenditure under this head for the year 1901-2 will be about £260,000, made up as follows:—

Engine stock	...	...	...	...	...	£72,500
Carriage stock and Pintsch gas	...	...	...	...	...	75,500
Waggon stock and covers	...	...	...	...	...	102,500
Contingencies	...	...	...	...	...	9,500
						£260,000

This amount will, if spent, absorb all the unexpended balances, leaving an amount of £103,000 to be further provided for the year 1901-2.

I attach copies of memos. from the Chief Traffic Manager of 8th February, 1901, and 15th February, 1901, showing the urgent necessity for the provision of the new carriage and waggon stock, also copy of my memo. of 1st July, 1899, *re* new engine stock.

FUTURE PROGRESS OF CONSTRUCTION.

As regards the progress of the work (if authority be given early) and the permanent way is ready to permit of the heaviest of the proposed locomotives being run, I estimate that the whole of the engine stock should be completed in about three (3) years, or at the end of 1903-4, the carriage stock in about four (4) years, or at the end of 1904-5, and the waggon stock in about two (2) years, or at the end of 1902-3.

The expenditure in each year on this basis is shown on the Chief Accountant's statements attached.

CHARGES TO CAPITAL AND REVENUE.

The waggons and carriages authorized under Acts 1451, 1470, 1563, and 1566 were charged partly to Capital and partly to Revenue, and Loco. Working Expenses are now being debited at the rate of £10,000 per annum to recoup the advances which will continue for a period of ten (10) years from date of commencement of charging. I would suggest that the same principle be extended to the expenditure on new stock now under construction.

It was agreed at the General Purposes Committee, and directed by the Commissioner on 4th September, 1896, that the stock-taking of 19th July, 1896, should be taken as the stock to be maintained and kept intact in future. I understand this to mean that any expenditure on renewals or replacements necessary to maintain the stock up to the standard of that stocktaking should be a charge to Loco. Working Expenses.

On these lines the expenditure on new engine stock as indicated in my memo. of 1st July, 1899 (copy attached), should be charged half to Capital and half to Revenue.

The new carriage stock should, I think, be debited similarly; this would provide for replacements out of working expenses of carriages which are now used for workmen's sleepers, and have been out of traffic for many years, also a few vehicles which are out of running owing to their not being worth repairing.

The waggon stock would be almost wholly additions. There are, however, a number of obsolete waggons still on hand which it will be advisable to replace with better vehicles; and to replace these out of working expenses, I would suggest that the new waggon stock be charged 5-6ths to Capital and 1-6th to Loco. Working Expenses.

The whole of these recoups should be spread over a period of at least ten years from the date of incurring the expenditure, preferably fifteen years, especially when it is borne in mind that during the last seven years we have had to deal with replacements and renewals of stock, the accumulation of 30 to 35 years.

When all the above stock is completed the total recoups for some years will amount to an annual charge of £42,500 against Working Expenses.

I would also further point out that in all charges against Capital expenditure for rolling-stock, only 8 per cent. has been debited for the use of shop tools and other general charges. I believe it is the custom in the adjoining States and elsewhere to charge at least 25 per cent. In this respect it will be seen that Working Expenses has borne a good deal of the cost of new stock in addition to the actual recoups.

I would also add that the above estimates for carriage and waggon stock are on the assumption that the stock will be built at Newport and under the same conditions as at present, that the price of material does not increase, otherwise the cost will be from 20 per cent. to 25 per cent. more.

T. H. WOODROFFE,
Chief Mechanical Engineer.

VICTORIAN RAILWAYS.

Commissioner's Office, Spencer-street,
1st March, 1901.

Memo. for the Hon. the Minister of Railways.

CARRIAGES AND VANS.

The Commissioner has the honour to report that towards the end of 1896, to satisfy the demands of the public for carriages more in accordance with the times, representations were made the then Government and authority obtained to manufacture a number of first and second class corridor carriages, and combined first and second class corridor carriages, provided with every modern convenience and comfort, as well as lavatory and sanitary accommodation to meet the requirements of the main line travellers, and for use on the secondary main line and principal branch line trains.

In order, at that time, to meet the exigencies of the State, the requirements were confined to the lowest possible limit, and the urgent demand of our very important suburban system for a more comfortable type of second class carriage was allowed to remain in abeyance.

Since July, 1896, 114 new carriages have been put into running, but of this number 22 are replacements of obsolete stock, and which have become unfit for traffic, so that the actual number of new vehicles which have been put into running totals 92.

It is worthy of note that the number of passengers conveyed by the Department annually has increased from 40,993,798 for the twelve months ending 30th June, 1896, to 49,332,899 for the past financial year, and during the current year there has been further gratifying development. This very considerable expansion of 8,339,101 passengers is an important factor, especially when the total seating capacity of the whole of the coaching vehicles of the Department is only say, 53,000 passengers.

The revival in trade which has taken place has naturally tended to develop both the ordinary passenger and excursion business throughout the colony, and during the last three years especially, the utmost difficulty has been experienced in satisfactorily catering for the traffic in consequence of the insufficiency of the coaching stock.

A large percentage of the new carriages have been diverted into various channels to meet the growing necessities of the metropolis and the country. It has been necessary to run an extra train of ten carriages on the Brighton line, and a further ten carriages have been utilized in strengthening certain suburban trains, a new train of five carriages has been provided on the main Ballarat line, and a carriage has been attached to each of ten Goods trains for the convenience of country travellers. In addition, arrangements have been made to establish extra trains on certain of the suburban lines which it is anticipated will absorb 25 carriages, and it also must be borne in mind that about 250 miles of railway have been opened for traffic since 1892 without any special provision of carriages having been made.

Bearing in mind the antiquated character of much of our second class stock, the expansion of the traffic in recent years, and the prospects of further development, as well as the construction of new lines, it is considered that the time has arrived for the provision of additional carriages, and that arrangements should be made for the manufacture of 35 first class bogie carriages; 50 combined first and second class corridor carriages, and 25 second class bogie carriages for use on the country lines, 75 second class bogie carriages, with a proportion of them as carriage and van combined, for the accommodation of the suburban travellers, and 35 bogie vans.

It is proposed that the work should be distributed over a period of four years, and provision made on the next Construction Estimates for the cost which is estimated at £264,900 as under:—

35 AA Carriages ...	...	£44,450
50 ABC Carriages...	...	77,250
25 BB Carriages ...	...	28,450
75 BB and BDBD Carriages	...	85,350
35 DD Vans ...	...	29,400
Total ...	...	£264,900

SHEEP WAGGONS.

The Commissioner has the honour to submit, for the information of the Honorable the Minister, the following particulars in regard to the provision of additional sheep waggons to efficiently cope with the increased demands on the resources of the Department.

In years gone by, owing to the fact that grazing land was held in extensive areas, sheep were forwarded to Melbourne in large consignments, and in addition an "off day rate" was established as an inducement to graziers to truck the stock on days convenient to the Department. By this means the requirements of the business have been fairly met, but the pronounced change which, during the last few years, has taken place in the trade renders it very essential that the number of trucks should now be largely increased.

The subdivision of large estates into numerous small holdings has involved a material increase in small consignments, necessitating a distribution of the waggons over a greater expanse of the colony, and which has prevented a more frequent use being made of the rolling-stock.

The frozen meat industry, which is unquestionably of a permanent character, has also appreciably increased the business, and to further accentuate the difficulty, the extinction of grazing areas around Newmarket has largely destroyed the value of the "off day rate," and as a result the Department is not now in a position to conduct the traffic with the desired satisfaction to the management or the consignors.

An influential deputation representing the whole of the stock and station agents of Melbourne and the frozen meat industry waited on the Commissioner on Monday, 4th instant, and in addition to an emphatic reiteration of the reasons mentioned above, pointed out that the abolition of the stock tax will assuredly augment the carriage of sheep over the Victorian lines from the Riverina, and urged that at least 150 additional waggons be constructed, and that a portion be available for the lamb traffic in September next.

The question has been carefully investigated, and after consultation with the Chief Traffic Manager, and weighing all the circumstances, it is considered that the Department will be able to deal with the traffic in a creditable manner by the construction of 100 waggons. It is estimated that this will involve an expenditure of £20,000, for which provision will be made on the new Construction Estimates.

Pending legislative sanction the Commissioner would, however, strongly urge that authority be given for the work to be proceeded with as early as practicable, and the cost, which is estimated will reach about £3,000 by the end of the financial year, charged temporarily to such funds as the Honorable the Treasurer may have at his disposal.

PRODUCE WAGGONS.

The Commissioner has the honour to bring under the notice of the Honorable the Minister the fact that, owing to the expansion of the trade in frozen meats, butter, and similar commodities, the facilities at the disposal of the Department for the efficient handling of the business are inadequate. The subjoined statement of the quantities of meat and butter, &c., exported during the last seven years clearly indicates the enormous increase that has occurred during that period, and it may safely be reckoned that the industry is of a permanent nature, and that there is every indication of an expansion from year to year.

Meats.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
Fresh beef and mutton (lbs.)	110,100	195,600	226,000	32,800	85,100	87,500	108,100
Frozen beef (lbs.)		5,900	190,400	14,200	580,000	833,800	1,807,700
Frozen mutton (lbs.)	5403,100	11,171,500	17,583,100	19,145,300	13,773,900	12,561,100	23,657,700
Rabbits and hares (pairs)	...	...	215,858	680,180	1,014,637	1,110,588	2,353,296
Bacon and hams (lbs.)	288,226	610,699	966,832	1,734,459	1,500,772	848,712	1,218,839
Butter (lbs.)	14,005,350	23,684,164	25,660,782	22,170,790	22,194,467	18,678,606	36,254,269
Cheese (lbs.)	154,182	917,079	1,557,659	502,461	437,146	298,591	694,586

The Department has 130 "T" trucks engaged in the business, 67 of which are utilized for butter, 60 for frozen meat, and 3 for chilled meat, and it is, therefore, considered that 50 additional trucks should be constructed, 35 of which will be used for the frozen meat and 15 for the butter traffic.

The construction of the vehicles is estimated to cost £17,500, and provision will be made for the amount on the next Construction Estimates, and the work undertaken as soon as legislative authority has been obtained.

GOODS WAGGONS.

The Commissioner has the honour to submit, for the information of the Honorable the Minister, the following particulars relative to the waggon stock of the Department utilized for the carriage of grain, firewood, produce, and general merchandise.

In July, 1896, when the Commissioner assumed control of the Victorian Railway system, the actual number of waggons in stock was 8,546. Since then 1,300 new vehicles have been manufactured and placed in running, but a proportion of these is in reality in replacement of waggons which have been broken up from time to time as unfit for further use, and beyond repair, so that the actual increase is 843 waggons.

Prior to 1896, owing to the depression, the Department was able to cope with the business; but, with the revival of trade, it became imperative to increase the number of waggons, and additions to the stock have been made as indicated above.

With this stock, by the exercise of forethought and the careful manipulation of every available vehicle, the traffic, till recently, has been conducted in a satisfactory manner, and without much, if any, inconvenience to the community; but the gratifying and substantial expansion which has occurred during this financial year has furnished convincing proof of the necessity for further material additions to the stock, in order to provide adequate facilities for every class of loading.

A comparison from the following statement of the tonnage of goods and the revenue derived therefrom during the financial years since 1895-6 is instructive, and discloses the rapid progress that has been made during the period mentioned:—

Year.	Goods Tonnage.	Goods Revenue.
1895-6	2,163,722	£1,264,219
1896-7	2,383,445	1,287,248
1897-8	2,408,665	1,283,834
1898-9	2,779,748	1,501,729
1899-00	2,998,303	1,555,252

It will be seen that the tonnage has advanced from 2,163,722 in the year 1895-6, with a revenue of £1,264,219, to 2,998,303 tons during the last financial year, with a revenue of £1,555,252, or an increase of 834,581 tons and £291,033 respectively.

The development of the coal-fields in the Korumburra district has necessitated the displacement of a number of waggons from the general trade for the carriage of coal, and the longer haul involved by the extension of the mallee lines, and firewood merchants having to go further from Melbourne for their supplies, prevents the more frequent use of the trucks, and has in a marked degree conduced to the present condition of affairs.

It may be reasonably urged that the existing stock is now only sufficient to meet normal requirements, and the resources have been further taxed by the inauguration of an extensive export trade to South Africa in hay, oats, and other fodder, and which there is every indication of developing into a regular business, at all events for a considerable time, and fully warrants provision being made for it.

It is therefore considered that a substantial augmentation of the waggon stock is essential, and that provision for the construction of 1,000 additional should be made on the next Construction Estimates.

Of this number it is proposed that 100 shall be louvred waggons, for the accommodation of the perishable goods, and the balance medium waggons. One hundred of the medium waggons will be provided with drop side doors, so as to facilitate the loading of agricultural machinery and obviate the provision of crane power.

The estimated cost of the waggons is apportioned as under :—

Medium waggons	...	...	800	...	£112,000
Medium waggons, with drop side doors	...	...	100	...	14,500
Louvred waggons	...	...	100	...	18,000

or a total of £144,500, which will be all chargeable to capital.

The manufacture of the stock, it is anticipated, will extend over a period of two years, and, pending legislative authority, the Commissioner will be glad if the Honorable the Minister will sanction a commencement being made at once, and the expense involved prior to 30th June next, which is estimated at £7,000, charged temporarily to such funds as the Honorable the Treasurer may have at his command.

It may also be mentioned that it is considered desirable to add to the number of tarpaulins on hand, and it is proposed an additional 2,000 should be made, at an estimated cost of £6,500, for which provision will be made on the Construction Estimates.

JOHN MATHIESON,
Railways Commissioner.

VICTORIAN RAILWAYS.

Chief Traffic Manager's Office,
Melbourne, 15th February, 1901.

Memo. for the Commissioner.

CARRIAGE STOCK.

When we decided upon adding to our Passenger Rolling Stock in July, 1896, we were just emerging from the great depression that had paralyzed our traffic for some years, and our recommendation then, of course, was coloured by the somewhat gloomy views of the period. It was then considered absolutely imperative to demand new carriage stock, because of the expected improvement in traffic, and the demands of the public for something more in accordance with the times than the inferior stock then in use.

Fortunately for our reputation and revenue the recommendation was entertained, and the result was the introduction of a type of first and second class Corridor Cars with lavatory and sanitary accommodation suitable in every way for our main line trains, and this was followed by the construction of a number of cars (first and second combined) with lavatory and sanitary conveniences for use on the secondary main line trains, and on the longer branch lines, so numerous in this State.

You will remember we cut down our demands to the lowest, to suit the exigencies of the country, at the time, and felt obliged to overlook the urgent demand of our very large suburban system for a more comfortable type of a second-class carriage, and to restrict the accommodation on both the main and branch country line trains, to what was barely necessary at the time. However, during the last three years I have experienced the utmost difficulty in catering for the passenger traffic, owing to the insufficiency of coaching stock, and also because of the antiquated character of many of the second-class carriages.

I have frequently pointed out how very old and uncomfortable a lot of our seconds are. We have often to use carriages I am heartily ashamed of, and so far as comfort goes they are an absolute disgrace to us, and I doubt if such miserable objects can be seen in use anywhere else in Australia.

Nevertheless, bad as they are, I am, of necessity, only too glad to have them to utilize for excursions, &c.

I beg to draw your attention to the following extract, from the report to the Hon. the Minister.

15th September, 1900.

"Since July, 1896, 88 new carriages have been put into running, and the seating capacity increased by about 3,500 passengers. It has, however, during the period, been necessary to run an extra train of ten carriages on the Brighton line. A further ten carriages have been utilized in strengthening certain suburban trains. A new train of five carriages has been provided on the main Ballarat line, and a carriage has been attached to each of ten goods trains for the convenience of country travellers.

"In addition, arrangements have been made to establish extra trains on certain of the suburban lines, which, it is anticipated, will absorb 25 carriages, and it also must be borne in mind that about 250 miles of railway have been opened for traffic since 1892 without any special provision of carriages having been made."

I would point out that the equivalent of the new cars provided, has really been absorbed in various improved train services, as shown above, so that we are actually little better off than four (4) years ago, while the business is rapidly improving.

If we are to give anything like satisfaction to our clients, we must largely increase and improve our coaching stock.

I would strongly urge the provision of the following :—

"AA" ...	35	} For country traffic.
"ABc" ...	50 additional	
"BB" ...	25	
"BB" (with proportion of "BDBD") 75.		For suburban traffic.

(I understand that 17 more "BB's" and 23 "BDBD's" for suburban traffic; also 27 "ABc's," and 25 "ABAB's" previously authorized are still to be delivered, and are not included in above.)

VANS.

For the reasons previously given, we are also in great straits for vans (of both passenger and the goods classes), and it should be remembered that no additions have been made in this direction for many years.

I consider provision should be made as follows :—

"DD" Vans ... 35.

(I have consulted Mr. Woodroffe regarding the above, and he is preparing an estimate of the cost.)

W. FITZPATRICK,
Chief Traffic Manager.

The Secretary.

S'01/1545 (A.H.)

VICTORIAN RAILWAYS.

Chief Traffic Manager's Office,
Melbourne, 8th February, 1901.

Memo. for the Commissioner.

Soon after you came to this colony, the inadequacy of the goods rolling-stock was brought under your notice. It was then pointed out that had it not been for the period of profound depression which had prevailed, a large increase would probably have been made in the stock long before; but with the revival of trade it was imperative that something should be done.

The complaints were frequent, and, after inquiry, you decided to increase the goods rolling-stock. Since July, 1896, about 1,200 new waggons have been built, but a number of these were, however, to replace trucks broken up, and a comparison of the two periods shows the following result :—

	Total Number of Waggons.	Available for Traffic.
Stock-taking 19/7/96	8,546	No record in this Branch.
Stock-taking 15/12/00	9,158	8,574

Of the 8,574 waggons available a considerable deduction should be made for live stock, ballast waggons, and those used for coal and other departmental loading, and I estimate that approximately not more than 7,230 waggons are in use for general traffic.

The business of the Department has progressed very rapidly for the last few years, and this year's traffic promises to considerably exceed that of last year.

The undermentioned comparison shows the large increase made :—

Year.	Goods Tonnage.	Goods Revenue.
1896-97	2,383,445	£1,287,248
1897-98	2,408,665	1,283,834
1898-99	2,779,748	1,501,729
1899-00	2,998,303	1,555,252

The wheat traffic has been exceptionally heavy, as was disclosed by returns previously furnished, and last year showed the inauguration of a considerable business to South Africa in oats, hay, and other fodder, which there is every indication of developing into regular business, at any rate for some time to come.

At the present time the Department is undeniably short of waggons, and the complaints are keener and more numerous than ever. We are unable to provide rolling-stock for firewood and other loading which is promptly discharged, although all that is possible is being done to make the best use of the waggons, and generally the want of adequate stock was never felt so seriously as this season.

The existing stock is really only sufficient to meet normal requirements during the slack portion of the year, and in the busy parts extra train mileage has to be run to get more out of the waggons.

I am strongly of opinion that the time has arrived to have the stock considerably augmented, and I beg to recommend that 1,000 additional waggons be provided as early as practicable.

Of these I think 100 should be *louvres*, as the perishable traffic has developed so much that the existing stock is found insufficient, and the other 900 should be medium waggons.

One hundred of these latter should have drop doors at sides for the convenience of loading agricultural machinery, as in the busy season there are not sufficient flat trucks to properly handle the traffic.

The stock of covers, though largely added to by the special vote of £7,000 made recently, is still insufficient now that we are endeavouring to cover all grain; and also in consequence of the large development in fodder traffic. A comparison is as under:—

Stock-taking 1/8/1897	...	...	...	4,728
" 1/2/1898	...	...	...	4,596
" 1/2/1899	...	...	...	5,049
" 1/2/1900	...	...	...	6,305
" 1/2/1901	...	...	...	7,720

The addition of new waggons, of course, increases the difficulty in meeting demands for covers, and I beg to recommend that another 2,000 tarpaulins be provided also.

I handed you a comparison of our goods stock and tonnage to the New South Wales, which shows that we are really working much shorter than that colony, and getting more out of our stock.

W. FITZPATRICK,
Chief Traffic Manager.

The Secretary.

'99/4965.

VICTORIAN RAILWAYS.

Commissioner's Office, Spencer-street,
Melbourne, 1st August, 1899.

Memorandum.

ENGINE STOCK.

Herewith the Commissioner has the honour to submit copy of a report from the Chief Mechanical Engineer on the above subject.

As will be seen, all that has been done in the past has been to provide sufficient new locomotives to meet requirements as the traffic increased, engines of the earlier types, though of power much inferior to those procurable now, being kept in running order by extensive renewals and repairs.

About 50 of these early engines are now practically out of running, and another 120 are in use only for a limited mileage (averaging for 1897-8 under 10,000 miles each). These engines have had a life varying from 20 to 38 years, and many are now in need of further renewals. Some of the best can, of course, be utilized on branch lines with light traffic; but the Commissioner thinks it unwise and detrimental to economy and efficiency to spend money on the further repair and renewal of many of them.

The more modern and powerful engines obtained between 1880 and 1893, by which the greater part of the mileage of the past year was done, are now beginning also to come in for extensive repairs and renewals, so that the use of them will be lost more frequently and for longer periods, while, at the same time, owing to the opening up of fresh areas by the new lines now in hand and authorized, the growth of traffic will call for increased haulage facilities.

In view of these facts, and the time that must necessarily be occupied in constructing new stock, the Commissioner thinks it indispensable, in the interests of efficiency and economy, that steps should now be taken so that the supply of new engines under contracts recently let should be followed up by the letting of fresh contracts.

He, therefore, strongly urges upon the consideration of the Government the desirability of obtaining the sanction of Parliament to a Bill to provide money sufficient to enable 50 of the old and practically obsolete engines to be gradually replaced by modern stock of greater haulage power (say from 50 to 75 per cent.), capable of dealing with heavy loads at good speeds, and in an economical manner.

The estimated cost, based on prices in recent tenders, if made in the colony, would be about £5,200, or equal for the 50 to a sum of £260,000.

The work of construction should, he proposes, be spread over a period of five years; and as the circumstances are very similar to those already detailed, when the question of providing new carriage and waggon stock was last before the Government—the proposal being practically to do work now that should have been provided for over a series of past years—he recommends that the cost should be provided out of loan funds, to which the proportion chargeable to working expenses (say, 50 per cent.—£130,000) should be recouped by ten yearly instalments of £13,000 each.

This will prevent the accumulated renewals of years being thrust upon the working expenses of one year, while at the same time permitting maintenance to bear its fair share of the expenditure; the balance of the cost, *i.e.*, the difference between the value of the old and the new and more efficient equipment being fairly chargeable to capital.

If this be agreed to, the position will be as follows :—

Amount authorized under Act 1563, item 38 ...	...	...	£113,000
Additional sum required owing to increased cost of engines already authorized to be constructed in the colony, as per report of 19/6/99 ...	...	...	11,101
Total ...	...	...	<u>£124,101</u>

Amount estimated to be required in connexion with contracts already let—

During year 1899-1900 ...	...	£45,890
During year 1900-1901 ...	...	78,211
Total ...	...	<u>£124,101</u>

Amount now asked to be provided out of Loan Funds for construction of 50 new and powerful modern engines—

Chargeable to capital, owing to increased efficiency, one half cost ...	...	£130,000
Chargeable to working expenses, and to be recouped to capital in ten yearly instalments of £13,000 ...	...	£130,000
Estimated total cost ...	...	<u>£260,000</u>

JNO. MATHIESON,
Commissioner.

The Honorable the Minister.

VICTORIAN RAILWAYS.

Chief Mechanical Engineer's Office,
Melbourne, 1st July, 1899.

Memo. for the Commissioner.

CONSTRUCTION ESTIMATES, 1899-1900.

Engine Stock.

Re your inquiry as to the present position of the Engine Stock, I beg to report that we have 517 engines on the register ; of these about 50 are practically out of running, and about 120 doing small mileage only (averaging for 1897-1898, 9818 miles each). These engines are from 20 to 25 and up to 38 years old, and have in the past done large mileage and useful work, have had their tyres, cylinders, axles, and boilers renewed (some of them twice over) and other parts extensively repaired, and many of them now require further renewals.

Moreover, these engines—though in many cases still quite capable of further work of a limited and light character, such as on branch lines with light traffic, or on other lines during the slack season of the year—are not up to modern requirements ; and during the busy season of the year, owing to their limited haulage power, necessitate extra trains to be run and double banking. The coupled mileage of 1898-1899 is considerably in excess of 1897-1898. It is doubtful whether it is good policy to continue to spend much money on extensive repairs to these classes.

The brunt of the work for 1898-1899 (say, 7,500,000 miles out of 9,700,000—approximate) has been borne by the later types of engines, such as the A, D, E, R, X, and Y classes, also F's and T's which number about 300, and which were put into running during the years 1880 to 1888, and 1888 to 1893.

As reported last year, these engines are now coming into the workshops for new boilers, axles, cylinders, tyres, and other extensive repairs, and they are laid up more frequently and for longer periods for examination and repairs.

It is becoming evident that if the traffic goes on increasing (the mileage of 1898-1899 was, approximately, 500,000 miles over 1897-1898) and for the more economical working, that it will be necessary to commence at once increasing the stock of the better classes of engines, and replacing some of the older classes of engines by those of modern types, especially when bearing in mind the length of time which necessarily elapses before any engines can be obtained.

The provision of ten passenger engines just let, charged to Act 1563, and the renewal of boilers by those carrying higher pressure now being carried out and charged to working expenses, will put this stock on a much better footing ; and the fifteen goods engines to be provided under Act 1563 will improve matters as regards the goods stock. But looking ahead for, say, the next five years, it appears to me that for the reasons stated, considerably more modern engine stock will be required to deal with the increasing mileage and heavier traffic.

I therefore think that preparation should be made this year towards replacing, say, 50 of the older and smaller classes of engines by 50 engines of modern type, principally for heavy goods and mixed traffic. The estimated cost of these, if made in the colony, would average about £5,200 each, or a total of £260,000.

As these engines would in the aggregate have at least from 50 to 75 per cent. more power, besides being a superior class of engine to those they replace, it would be, I think, fair to charge one-half the cost to capital.

With regard to the period over which this amount should be distributed, I think it should be about five years. Comparatively little expenditure will be required during the coming year, as, by the time the authority is given, the plans and contract prepared, advertised, &c., and the material obtained, the year will have expired. If approved, I think £10,000 would be ample for this year.

The funds under Act 1563, Item 38, will be expended in about the following proportion :—

Amount authorized	...	...	...	...	£113,000
Additional amount probably required owing to increase of cost in engines, as per report of 19/6/99	...	...	...	...	11,101
					£124,101
				1899-1900.	1901-1902.
Contract let to Phoenix Foundry Coy. for 10 engines—					
5 engines	...	...	...	£18,350	
Wheels, axles, and other material, say	...	...	...	13,000	
Phoenix Foundry Coy.—5 engines (completion)	...	...	...	...	£14,400
Contract for one consolidation engine, with duplicate parts (including erection), to be delivered about January next	...	...	...	4,540	
Material for balance, say about May or June next, say	...	...	...	10,000	
14 engines (completion)	...	...	...	...	63,811
				£45,890	£78,211
					£124,101

In dealing with the above question, the federation of the colonies and possible unification of the gauges during the period mentioned, should be taken into account.

T. H. WOODROFFE,
Chief Mechanical Engineer.

VICTORIAN RAILWAYS.

No. 28.

EXTRACTS FROM REPORT OF CHIEF ACCOUNTANT ON PROPOSED VALUATION OF VICTORIAN RAILWAYS.

Accountant's Branch,
25th April, 1900.

SIR,

I have the honour to report as follows *re* certain matters concerning the Railway Department referred to in the Report from the Committee of Public Accounts, dated 10th January, 1900:—

Quotation from Committee's Report.

Par. 3:—"Your committee last year recommended that financial departments or branches of departments engaged in trade should present balance-sheets showing at what profit or loss they were working. The Committee had already made suggestions in this direction in reference to the Railway Department."

Par. 6 (a):—"The task of preparing a balance-sheet of the Railway Department, or even a complete estimate of the value of its assets, has not even been commenced. In view of the possibilities of federal proposals for the purchase of our railways, and also as an advance towards a closer assessment of their profits and losses from a business point of view, it is desirable that the necessary details for both be now collected. This will be a work involving expense and delay. Probably it can only be gradually achieved, and for that reason it is advisable that an early commencement should be made."

In the Appendix to the Annual Report of the Railways Commissioner there is published a financial statement (No. 4) under the heading of "General Balance-sheet" and a "Summary of Working" (No. 5). The latter statement is the nearest approach to an ordinary profit and loss account which can be furnished from the data in the books of the Department as kept at present. No provision has been made in the system of accounts adopted by the railways for the compilation of a trading Profit and Loss Account or a Statement of Accounts on the lines suggested by the Committee of Public Accounts, and advocated by some members in Parliament. (*Hansard*, 4th October, 1899).

I assume that by the statement—"Departments engaged in trade should present balance-sheets showing at what profit and loss they were working"—the Committee intended to convey an expression of opinion that, so far as the Railway Department is concerned, it is desirable to have a fuller and more explicit account presented of the assets in the possession of the Department than is shown in the published returns, such statement to set out the *present value* of all assets. This, of course, can be done in time; it is only a question of expense and expediency.

I may mention, however, that if the whole of the published statements accompanying the Annual Report are looked into, it will be found that, with respect to both liabilities and assets, valuable and comprehensive details are regularly presented to Parliament.

The *General Balance-sheet* which appears in the Report is not, nor does it profess to be, an ordinary statement of liabilities and assets such as would be presented by a trading company, but is what may be termed a "Financial Abstract," showing a condensed summary or epitome of the whole of the financial operations of the Railways on Capital and Revenue Accounts since their inception, and is in that respect a valuable statement. Similar abstracts are submitted by other colonies, and I think their publication is absolutely necessary, especially in connexion with a State-owned and *State-financed* undertaking.

As commonly understood, a balance-sheet is a statement of liabilities and assets at a particular date, showing, on the one side the actual indebtedness of the concern, and on the other, the value—not necessarily the *cost*—of the property at that date.

Railway accounts are, however, compiled on a different basis, the essential feature of which is the assumption (which by the way, it is the duty of the auditor to verify with the aid of certificates published in prescribed form) that the whole of the property in which the capital is invested has been maintained in good working order and repair. This is the system prescribed by English law (see Regulation of Railways Act 1868, 31 and 32 Vic., cap. 119). Under it the capital accounts are separated from all others, valuation of the property is not undertaken, and provision for depreciation is only made on steam-boats and other exceptional assets or under extraordinary circumstances. The profit and loss statement disappears entirely in favour of a *net revenue account* under this system. This method of accounts is common to railways, gas, and water companies, and is known as the "double account" system.

The English legislation relating to railway accounts has been followed in certain essential points by the State Railway Departments of all the Australian colonies.

I may be permitted to mention in this connexion that at the recent Conference of the Chief Railway Accountants of the various colonies, the desirability of having absolute uniformity in connexion with all railway accounts was recognised, and the Commissioners at their subsequent conference approved of the following resolutions:—

"It was resolved to recommend that the Chief Accountants of the various colonies submit a Statement of Working Expenditure and Revenue, as far as practicable, in the form approved by the British Board of Trade. A sample of this form will be prepared and submitted for approval.

"It was also resolved that the Abstracts of Working Expenditure should be prepared as far as practicable in accordance with the form prescribed by the British Board of Trade. The form to be submitted for approval."

* The approved forms have now been adopted.

Apart from the question of valuing the property, which, however, is the crux of the proposal of the Committee, it would be a very simple matter to adopt the form of balance-sheet and profit and loss account used for ordinary commercial purposes in place of the form prescribed for railway accounts. But although the change could *in time* be easily made it would certainly be inadvisable to substitute the inappropriate forms for those which have been specially drawn to meet the requirements of railway business and which a world-wide experience has shown to be in the main eminently suitable.

The proposed valuation of railway property *for purposes of account* is, however, a matter involving some very important considerations; shortly stated they are as follows:—

As already indicated, the valuation is not required by the system of accounts adopted for Railways.

Under any method of assessment of railway property the variations in value during a financial year might have the effect of swamping the net traffic results. Thus a rise of £50 per acre in the value of the city and suburban lands, and of £5 an acre on the country land vested in the Commissioner would suffice to cover the largest debit balance against the Department in any one year after taking interest into account; while, on the other hand, a corresponding drop in land values would in itself mean a nominal loss of half-a-million pounds.

When to this possibility is added the fluctuations in the value of rails; where every 5s. per ton would equal over £100,000 on our mileage of permanent way, while the difference in prices actually paid exceed £8 per ton; in sleepers, over £30,000 for every 1d. per sleeper; while variation in payments which have been made exceeds 2s. 6d. per sleeper; and in the numerous other items of rolling-stock, plant, materials, and labour, in which variations in value of more or less importance are continually occurring (during the last twelve months there has been a great advance in the value of all railway material), it will be apparent, therefore, that there would be a serious danger of the real financial position being obliterated by the incidence of valuation. The potency of this factor alone (the incidence of valuation) must be apparent.

Complicated as the accounts of our railways may appear, they are, under existing conditions, on a basis which gives ready comparison with those of the neighbouring colonies, and the railway companies of the United Kingdom. This great advantage would be lost by the substitution of valuation for the present basis, while at the same time the accounts would not be any less complex.

The apparent intricacy of our accounts is simply a corollary to the complex financial character of a large railway business. Our returns are prepared closely on the lines laid down by the British Board of Trade, and by all authorities on railway accounts, and are certainly not more involved than the requirements demand (vide Fisher, on Railway Accounts and Finance; Dicksee, on Auditing; Pixley on Auditors; and Kirkman on Railway Expenditure, all of whom are practically in accord as to the form in which the principal accounts of a railway should be kept.)

The substitution of valuation for actual cost might, under certain conditions, prove a grave danger if left in the hands of the railway authorities; but no one else would be thoroughly competent to undertake it. Any outside board of valuers would have to depend largely upon the statements and evidence of railway experts within the Department.

If the railways become the property of the Commonwealth (and, in my opinion, the "possibilities of federal proposals for the purchase of our railways" are comparatively close at hand), they will have to be taken over by the Federal Government as national undertakings, and their value appraised on a broader basis than would be disclosed by departmental balance-sheets or by statements showing a valuation of the tangible assets in the possession of the Railway Department of each colony. Such statements may have to be prepared as a preliminary step, at whatever cost, but uniformity as regards the basis and methods would in the first place have to be mutually agreed upon.

Some of the difficulties incidental to a valuation will be at once apparent. Without going too much into detail, I may enumerate a few:—

- (1) What is the value of the goodwill or the monopoly which the State enjoys in the matter of railways? The goodwill, for instance, in Tasmania (where the return on capital has been only 1 per cent.) would materially differ in value from that of West Australia (where the net return has fallen from $11\frac{1}{2}$ to $4\frac{1}{2}$ per cent.).
- (2) Would the undertaking be valued as a railway property *per se*?
- (3) Would the value of the land in Melbourne, and other large cities and towns, be assessed on the basis of its value for other as well as railway purposes?
- (4) What allowance is to be made for the prospective value of lines built for development purposes? and *per contra*?
- (5) The value of concessions given by State, and which might or might not be continued by the Commonwealth, in the shape of reduced freights, &c., for the purpose of promoting settlement or the development of industries, would have to be reckoned with.
- (6) The capital of a railway may be invested in other than tangible assets.

These and other abstract questions having been determined, let us assume that an accurate estimate is then to be made of the value of all assets in the possession of the Railway Department and their present worth to the State, in order, as has been suggested, to show how the total of such valuation will compare with the actual cost as shown in the departmental statements.

The first step requisite would be to have detailed plans and surveys submitted of the whole of the land, with particulars of title, tenure, &c.; schedules would be necessary, showing all properties, buildings, bridges, &c., possessed by the Department; contracts, agreements, leases, patent rights, &c., would have to be considered; complete inventories of rolling-stock, machinery, plant, and stores would have to be got out at a given date. The number of years lines, bridges, culverts, and buildings have been in existence would have to be verified, together with the age of and mileage run by rolling-stock. All this and other initial work having been prepared, the real task of placing a monetary value on the undertaking would only have commenced. Much of this preliminary information could, of course, be collated from the records of the Department, where a vast amount of up-to-date statistical information is regularly compiled and is readily available.

Having mentioned some of the difficulties involved, I would again point out that the detailed valuation of the property, as suggested by the Committee, may not be necessarily included in any negotiations for the transfer of the undertaking to the Commonwealth; and, further, that it is very questionable

indeed whether such a valuation would afford a satisfactory basis. Certainly there are numerous instances to the contrary ; instances, that is, of more or less complete amalgamations of railway properties and of purchases of railways without assessing in detail the present value of individual assets ; while, on the other hand, instances of such a valuation being applied to railways taken over are of a very exceptional character.

Even the English statute (7 and 8 Vic. Cap. 85, Regulation of Railways, 1844), which provides for enforced revision of tolls when the annual profits exceed 10 per cent. of capital, and for enforced purchase by the State at 25 years' annual profits, makes no mention whatever of valuation.

Assuming, however, that experience is not to guide, but that, contrary to customary procedure, the property of the Victorian Railways is to be appraised on a detailed schedule, *it becomes of the greatest importance that the basis be identical with that of the other colonies whose railways would also be federated and with whom comparisons are instituted.*

Our lines constitute the most extensive system in Australasia ; but some of the other colonies also own a greater mileage than even the largest of the home railway companies, while in one of them both the revenue and the working expenditure are larger than with us. On any one of these vast organizations the margin of perfectly legitimate difference of opinion as to values at a given date would represent hundreds of thousands of pounds, and the room for difference as between different dates would again be enormous, owing to the fluctuation of values, while the mere incidence of classification of the assets would also be of vital consequence. On consideration of the specialties of railway business, and of the other problems involved, it will be apparent that without starting on a common basis assessments will be of no service for comparative purposes. It is well, perhaps, to add, further, that the publication of the figures for one colony independently would inevitably be made use of by its neighbours from a *State* rather than from a federal point of view when their figures came to be compiled. If the basis and methods of valuation adopted in this colony were to bring out an unfavorable result, we may rest assured that our system of computing the railway assets would not be followed by other colonies, and we would, consequently, be placed at a disadvantage.

I have dealt thus fully with the question of valuation of railway assets, not, however, with the object of opposing the recommendation. It is only right that before the proposal is seriously entertained, the difficulties which will have to be contended with should be faced and properly understood.

The question is pregnant with possibilities.

No valuation should be attempted except on clearly-defined and equitable principles, and I again repeat that if a valuation of railway assets is to be made for federal or for comparative purposes, care should be taken that the time and circumstances are opportune, *and that the basis approved of is one which will be adopted in other States for the same purpose.*

J. HAMILTON REID,

Chief Accountant.
25.4.00.

The Commissioner.

MEMORANDUM SUBMITTED TO PARLIAMENTARY COMMITTEE OF PUBLIC ACCOUNTS, DATED 26TH NOVEMBER, 1895.

In the course of my examination before the Committee of Public Accounts I was asked by Mr. Deakin to submit a memorandum showing some of the various points of difference between the operations of State-owned lines, like the Victorian and other colonial railways, and those of a private railway company.

I have the honour, therefore, to submit the following brief statement upon the salient points of divergence :—

I may, at the outset, remark parenthetically that State ownership and, consequently, State management (for, in my opinion, it is practically impossible to dissociate one from the other) may still be regarded as in the experimental stage, notwithstanding the fact that the railways of the European continent are fast becoming national undertakings. (In Prussia the State owns 13,000 out of 14,000 miles ; in United Germany eleven-twelfths of the mileage is in the possession of the State ; in France the lines, although not State-owned, are largely under State supervision and control.)

The lines in the British colonies and dependencies afford illustrations of various systems of State connexion and control, and here are, as a rule, compared with each other as if they were worked on one basis. But the data as to cost of working and general financial results of the various systems is necessarily governed to a very considerable extent by diverse conditions. Extent of territory, physical configuration, density and character of population, mineral products, and climatic conditions are some of the factors which necessarily influence railway results. One State or colony may decide upon a broad liberal pioneer policy of railway extension, one which looks to future development rather than to present financial profit. Another may decide that it will only construct lines which will show an immediate and direct profit on the borrowed capital expended on their construction. One colony has decided upon a broad, another on a narrow gauge. One may consider it desirable to erect costly but substantial way and works which will not require renewal or alteration for years ; another may build cheaply, with the idea of renewing frequently with the most modern appliances and equipment. (In New South Wales the suburban traffic is conducted by tramways ; in Victoria the principal suburbs are served by an extensive and costly railway system.) The pastoral and agricultural conditions, and the general fiscal policy of a State are circumstances which have a potent influence on railway finance.

These are some of the dominant factors which have to be borne in mind in effecting comparisons between the railways of the colonies and private undertakings ; and no comparison can consequently be complete or other than misleading which ignores them.

It will, therefore, readily be seen that it is an exceedingly difficult task to compare with anything like accuracy or fairness the published results of working the lines of railway of diverse States, and it is necessarily more difficult to compare the operations of State lines with those of private companies.

The latter as a rule are created for one purpose only, viz., the payment of immediate and direct dividend upon the capital expended.

It would be a somewhat difficult (although not impossible) problem, to assess with accuracy the actual capital value of the Victorian railways. So much has been contributed towards their cost from the consolidated revenue; Crown lands have been granted; railway companies have been bought out; lines have been constructed for political purposes, some of which are practically valueless.

The capital value of a private undertaking is generally easily ascertained from the market price of its stock, shares, or debentures, and its average dividends at so many years' purchase. The stock of a private railway company may consist of various classes of capital; nominal or registered; subscribed and paid-up. There may be preferential shares; the stock may be watered; there may be diversity in connexion with its debentures; it may have mortgages and leaseholds, permissive occupancy of sites, State or local subsidies, &c., all of which would affect its capital appraisalment.

In the case of the Hobson's Bay lines, which were purchased by the State, the capital cost, as shown on its balance-sheets, did not represent anything like the capital valuation. The market value of the shares and debentures had to be taken into consideration together with an estimate of the prospective profits; and, on the other hand, the probable depreciation in the book value of the rolling-stock and property generally had also to be considered by the arbitrators, upon whose recommendation the purchase was effected.

To place the Victorian lines upon such a footing that their operations could be conducted upon a commercial basis without removing them absolutely from State supervision, it would be necessary—

1. To assess an amount which would be regarded as the capital on which the lines are to pay interest.
2. To fix the minimum rate per cent. which the lines should be expected to pay on the assessed capital.
3. To give the management such freedom as a private directorate would have in the matter of freights and fares, train service, equipment, and staff.
4. The State to pay an adequate sum for all services rendered to it by the railways.
5. No additional lines to be constructed without a guarantee that they would pay the minimum rate of interest on their capital cost as soon as they are open for traffic.
6. Fares and freights may or may not have been reduced as a matter of State policy. This would of course have to be taken into consideration if it were proposed to place the railways on the same footing as a private concern. Parliament would probably have to fix maximum rates for the carriage of certain cereals and other goods, and would have to further subsidize the railways should the rates involve loss.
7. The existing rights of the employés would of course have to be conserved.

I may mention, with reference to the assessment of the capital and interest, that the lines are now paying in round figures 3 per cent. on the money borrowed for their construction; but as the average rate of interest payable on our loans is 4 per cent., the deficit is 1 per cent. on the borrowed capital. The actual total cost of the railways to the State is, therefore, in hard cash, less than £400,000 per annum (in 1895). This amount would have to be met, as at present, by the consolidated revenue; and should be looked upon as we look upon the amounts paid for education, postal facilities, police, municipal endowments, and public works, as an annual payment towards national stability and development. In the case of this payment on behalf of the railways there is no doubt, however, that in course of time, as the colony emerges from its depression, the loss on the lines is bound to become a diminishing quantity; and although, under present conditions, there is, unfortunately, little prospect of its immediate diminution—notwithstanding the large economies which are being effected, the railway deficit will in time gradually disappear.

I have stated in my evidence that a more systematic audit of the Railway accounts is absolutely necessary in order that our bond-holders may rest assured that our Railway balance-sheets are actually what they profess to be, viz., an exact and faithful representation of the financial position of the railways. A commercial undertaking always presents a duly audited balance-sheet, and it is equally desirable in connexion with a State trading concern like the railways, that there should be a continuous and thorough audit of its expenditure and revenue, and that there should not be a breath of suspicion as to the accuracy of its charges to capital or working accounts.*

I again repeat, in conclusion, that, in my opinion, the possession by the State of the railways of the colony confers upon the community as a whole indirect benefits which more than compensate for the apparent loss. If the lines were placed in the hands of an unpatriotic syndicate, whose main object would be to pay dividends at all hazards, the general public would probably have to submit to a limitation of facilities, a greatly restricted train service—especially on country lines—and would have to pay increased freights and fares, probably amounting in the aggregate to far more than the total deficit for the year.

J. HAMILTON REID,
26th November, 1895.

* The Railways Auditor was subsequently appointed under the provisions of Act 1439, Sec. 16.