

1904.
—
VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

FINANCIAL YEAR ENDING 30TH JUNE, 1904.

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

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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE FINANCIAL YEAR ENDING 30TH JUNE, 1904.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer Street,
Melbourne, 21st September, 1904.

To the Honorable the Minister of Railways.

SIR,

In conformity with the provisions of Section 59 of the Railways Act 1890, No. 1135, we have the honour to submit, for the information of Parliament, the Annual Report of the Victorian Railways for the financial year ending 30th June, 1904.

Mileage of Railways and Tracks.

Year.	Mileage open for Traffic at 30th June.								
	Railways.						Tracks.		
	Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	Single Track.	Total.	Main Tracks.	Sidings.	Total.
1902-3	5' 3" gauge	3'15	2'23	2'54	307'97	2979'31	3630'69	537'05	4167'74
	2' 6" gauge	...	...	...	...	78'37	78'37	4'56	82'93
	Total ...	3'15	2'23	2'54	307'97	3057'68	3709'06	541'61	4250'67
1903-4	5' 3" gauge	3'15	2'23	2'54	307'35	2987'06	3637'20	544'43	4181'63
	2' 6" gauge	...	...	...	...	78'37	78'37	4'56	82'93
	Total ...	3'15	2'23	2'54	307'35	3065'43	3715'57	548'99	4264'56

Year.	Average Mileage open for Traffic during the Year.								
	Railways.						Tracks.		
	Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	Single Track.	Total.	Main Tracks.	Sidings.	Total.
1902-3	5' 3" gauge	3'15	2'23	2'54	307'97	2931'05	3582'43	534'44	4116'87
	2' 6" gauge	...	...	...	...	78'37	78'37	4'56	82'93
	Total ...	3'15	2'23	2'54	307'97	3009'42	3660'80	539'00	4199'80
1903-4	5' 3" gauge	3'15	2'23	2'54	307'35	2977'18	3627'32	540'44	4167'76
	2' 6" gauge	...	...	...	...	78'37	78'37	4'56	82'93
	Total ...	3'15	2'23	2'54	307'35	3055'55	3705'69	545'00	4250'69

The mileage of all Railways and Tracks has been re-checked since 30th June, 1903, and is now correctly given above as it was at that date, as well as at 30th June, 1904.

The mileage of Sidings, as shown above, does not include 18 miles of sidings not owned by the Department, 11 miles of which are maintained by and at the expense of the Department.

On the Geelong-Ballarat line 0'46 of a mile of double track was converted during the year, one line to single main track and one line to siding.

The mileage for 1902-3 includes the following lines, which were closed for traffic during practically the whole of the year 1903-4, and are not therefore included in the mileage for that year :—

Lancefield to Kilmore	...	...	...	18'10 miles.
Coburg to Somerton	...	...	...	7'12 "

New Lines.

The line from Nowingi to Yatpool, 16·24 miles, was opened for traffic on 30th September, and the line from Yatpool to Mildura, 13·29 miles, on 27th October, 1903.

The Burrumbeet Race-course line, 1·14 miles, was opened for traffic on 1st January, 1904

The Spring Vale Cemetery line, 1·6 miles, was opened for traffic on 7th February, 1904, mortuary trains being run as required.

At North Geelong 0·22 of a mile of main track was constructed to provide direct connection between the Geelong-Melbourne and the Geelong-Ballarat lines. This connection was put into use on 21st December, 1903, and proved of great advantage in dealing with the heavy grain traffic.

Capital Expenditure Account.

The total expenditure charged to Capital Account at 30th June, 1904, was £41,216,703 5s. 4d., inclusive of £121,223 1s. advanced in previous years by the Treasury, yet remaining to be recouped out of Revenue (see Appendix No. 9), an increase for the year of £242,210 6s. 2d., made up as follows:—

Surveys and Construction of New Lines—

Woomelang-Mildura Line	...	...	£29,126	5	2
Spring Vale Cemetery „	...	...	773	19	0
Burrumbeet Race-course „	...	...	2,573	7	8
Moe-Walhalla „	...	...	345	16	9
Surveys	...	...	454	7	10
Total Charges to Capital Account for					
Surveys and Construction of New Lines			£33,273	16	5

Additions and Improvements on Existing Lines—

Way and Works (see Appendix No. 6)	...	£83,957	12	2
Rolling-Stock „ „ „	...	153,624	17	7
£237,582 9 9				

Less Recoups out of Revenue of Funds
Advanced in previous years by the
Treasury (see Appendix No. 9)—

For Renewals of Way and Works	...	£11,500		
For Replacement of Rolling- Stock	...	17,146		
£28,646 0 0				

Total Net Charges to Capital Account for Additions and Improvements on Existing Lines	...	...	£208,936	9	9
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Total Expenditure charged to Capital Account for the year ... £242,210 6 2

Loan Account.

The total amount of Current Loans allocated to the Railways at 30th June, 1904, was £39,435,372 18s. 4d. (see Appendix No. 7), an increase for the year of £464,447 5s. 6d., made up as follows:—

Additional Loans raised or transferred to the debit of the Railways by the Treasury.	Act 1560	...	£2,604,484	0	0
	„ 1623	...	13,160	0	0
	„ 1753	...	457	3	10
	„ 1800	...	178,521	1	8
	„ 1847	...	1,887,526	12	2
Carried forward					
			£4,684,148	17	8

Brought forward	...	£4,684,148	17	8	
Less amount transferred to credit of Act					
1753	...	12,759	0	0	
					£4,671,389 17 8
Less Loans redeemed—					
Act 608, by Acts 1560 and 1847	...	£4,156,573	12	2	
„ 1451, from Revenue	...	7,500	0	0	
„ 1560	„	21,723	0	0	
„ 1564	„	14,000	0	0	
„ 1753	„	2,217	0	0	
„ 1800	„	4,929	0	0	
					4,206,942 12 2
Net increase for the year in the amount of Current Loans allocated to the Railways	...	...	...	...	£464,447 5 6

The Proceeds of Loans allocated to the Railways after deducting discounts and expenses less net premiums received, were at 30th June, 1903, £38,104,399 16s. 4d. The proceeds of the net increase during the year in the amount of Current Loans, viz., £464,447 5s. 6d. as shown above, were only £129,010 5s. 6d., the difference, viz., £335,437, representing the discounts and expenses incurred in connection with the redemption of the Loan under Act 608 allocated to the Railways. The net proceeds of Loans allocated to the Railways were, therefore, at 30th June, 1904, £38,233,410 1s. 10d. (see Appendix No. 7).

Interest Account.

The Interest paid during the year on Current Loans allocated to the Railways amounted to £1,496,535, and in addition the Railways were debited with the sum of £20,375 to cover expenses incurred by the Treasury in connection with Railway Loans and interest payments, so that after deducting the sum of £1,155, which represents the interest allowed by the Banks on the weekly balances at credit of Railway Capital Funds, the net amount of the Interest and Expenses debited to the Railways for the year was £1,515,755 (see Appendix No. 7), which was equivalent to a rate of interest of 3·84 per cent. on the total amount of Current Loans.

Owing to an alteration in the dates for the payment of interest on the Loan redeemed during the year under Acts 1560 and 1847, there was an exceptional increase of £23,084 in the year's interest charges and expenses.

Non-Interest Bearing Funds.

The total amount of Funds expended on the Railways out of the Consolidated Revenue, and carrying no interest, was, at 30th June, 1904, £3,655,281 0s. 6d., of which £2,803,740 6s. 1d. was revenue derived from the sale of State lands disposed of under Acts of Parliament for the purpose of providing funds for the construction of railway extensions.

General Results of Working for the Year.

Gross Revenue	...	£3,438,140	17	2	
Charges against Working Expenses—					
Ordinary Working Expenses	£1,808,666	1	5		
Belated Repairs	84,554	8	11		
Recoups of Funds Advanced in previous years by the Treasury	28,646	0	0		
					1,921,866 10 4
Net Revenue	...	£1,516,274	6	10	
Net Interest Charges and Expenses	...	1,515,755	0	0	
Surplus	...	£519	6	10	

Results of Working for the Year compared with those for the Three Preceding Years.

The conditions which prevailed during the year 1902-3, due to the drought, the strike of engine-men, the working of the staff on short time, and percentage deductions of the salaries and wages were so extraordinary in their effect on both the Gross Revenue and the Working Expenses, that a comparison of the results of working for the year 1903-4, with those obtained in the previous year, is in many respects of but little value, and therefore the results of working for the year under review are given below in contrast with those for each of the preceding three years, in one of which, viz., 1901-2, the Gross Revenue, and in another, viz., 1900-1, the Net Revenue, were respectively, prior to the year 1903-4, the largest since the inception of the Railways.

	Year 1900-1901.	Year 1901-1902.	Year 1902-1903.	Year 1903-1904.
Average mileage of Railways worked ...	3,228	3,265	3,335	3,371
TRAFFIC TRAIN MILEAGE.				
Passenger—Suburban ...	3,079,000	3,101,314	2,921,280	2,616,322
" Country ...	1,737,948	1,749,000	1,650,649	1,501,966
Mixed ...	2,921,800	2,942,757	2,494,280	2,166,439
Goods (including Live Stock) ...	3,327,268	3,491,873	3,220,063	2,887,917
Total Traffic Train Mileage ...	11,066,016	11,284,944	10,286,272	9,172,644
Number of Passenger Journeys ...	54,704,062	57,465,077	54,798,073	54,282,003
Tons of Goods carried ...	3,155,697	3,186,904	2,716,827	3,182,772
Tons of Live Stock carried ...	226,163	246,723	377,170	256,431
GROSS REVENUE.				
Passengers ...	£ 1,368,311	£ 1,378,746	£ 1,325,565	£ 1,360,483 17 4
Parcels, &c. ...	115,834	123,150	124,485	128,821 6 6
Horses, Carriages, and Dogs ...	12,964	13,324	12,839	13,358 10 8
Mails ...	63,785	64,997	62,451	59,308 16 5
Rents ...	49,393	50,514	50,890	53,651 8 3
Miscellaneous ...	15,616	17,650	15,858	29,538 15 9
Live Stock ...	156,826	166,709	236,213	173,492 16 8
Goods ...	1,555,068	1,552,753	1,218,557	1,619,485 5 7
Total Gross Revenue ...	3,337,797	3,367,843	3,046,858	3,438,140 17 2
Per mile of Railways worked ...	1,034	1,031	913	1,020
Per traffic train-mile run ...	6s. 0' 39d.	5s. 11' 62d.	5s. 11' 09d.	7s. 5' 96d.
ORDINARY WORKING EXPENSES.				
Transportation and Traffic Branches ...	£ 616,945	£ 671,588	£ 592,897	£ 586,014 16 8
Way and Works Branch ...	506,988	490,438	437,840	448,958 12 7
Rolling-Stock Branch—Working ...	520,527	576,921	521,090	455,543 7 10
" Repairs and Renewals ...	262,818	268,543	241,625	270,342 7 6
General Expenses ...	56,018	43,385	42,498	47,806 16 10
Total Ordinary Working Expenses ...	1,963,296	2,050,875	1,835,950	1,808,666 1 5
Per mile of Railways worked ...	608	628	550	537 0 0
Per traffic train-mile run ...	3s. 6' 58d.	3s. 7' 62d.	3s. 6' 84d.	3s. 11' 32d.
Percentage of Gross Revenue ...	58' 82	60' 90	60' 26	52' 61
Belated Repairs—Way and Works ...	£ ...	£ ...	£ 78,913	£ 84,554 8 11
Recoups of Funds Advanced in previous years by the Treasury—				
For Replacement of Rolling-stock ...	10,000	10,000	12,217	17,146 0 0
For Renewals of Way and Works ...	11,500	11,500	11,500	11,500 0 0
Total Charges against Working Expenses, including Belated Repairs, and Recoups of Funds Advanced ...	1,984,796	2,072,375	1,938,580	1,921,866 10 4
Per mile of Railways worked ...	615	635	581	570 0 0
Per traffic train-mile run ...	3s. 7' 05d.	3s. 8' 07d.	3s. 9' 23d.	4s. 2' 29d.
Percentage of Gross Revenue ...	59' 46	61' 53	63' 63	55' 90
Net Revenue over Ordinary Working Expenses, Belated Repairs, and Recoups of Funds Advanced ...	£ 1,353,001	£ 1,295,468	£ 1,108,278	£ 1,516,274 6 10
Per mile of Railways worked ...	419	396	332	450 0 0
Per traffic train-mile run ...	2s. 5' 34d.	2s. 3' 55d.	2s. 1' 86d.	3s. 3' 67d.
Interest Charges and Expenses, less interest allowed by Banks on the weekly balances at credit of Railway Funds ...	£ 1,464,809	£ 1,492,695	£ 1,473,532	£ 1,515,755 0 0
Deficit ...	80,808*	163,227*	304,094*	—
Surplus ...	...	...	...	519 6 10

* NOTE.—The Deficit in the year 1900-1 is reduced by £31,000, in 1901-2 by £34,000, and in 1902-3 by £61,160 on account of the value of services performed for the State for which no payment was received.

Gross Revenue.

The Gross Revenue for the first half of the year was the lowest for the past five years, but for the last half it was the highest ever obtained. For the whole year it was £70,297 more than was earned in any previous year.

Notwithstanding the very large reduction in passenger and mixed train mileage the revenue from passenger traffic exceeded the average revenue from that source during the preceding three years.

The revenue from live stock traffic compares favorably with that of previous years except the year 1902-3, when it was largely augmented by the increased movement of live stock due to the drought which then prevailed.

The increase in the revenue from goods is attributable mainly to the traffic resulting from the excellent harvest.

The increase in the revenue per traffic train mile over the average of the preceding three years was equivalent to over 25 per cent.

Working Expenses.

Excluding Belated Repairs and Recoups of Funds Advanced in previous years by the Treasury, the percentage of Working Expenses to Gross Revenue was 52·61, the lowest since 1879, and, if those extraordinary charges be included in the Working Expenses, the percentage was 55·90—the lowest since 1885-6.

The increase in the Working Expenses per traffic train-mile was a natural consequence of the large reduction in train mileage and of the heavier loading of trains.

It will be noticed that the expenditures on Repairs and Renewals of Rolling-Stock, viz., £270,342, and (including the amount expended on Belated Repairs) on the Way and Works, viz., £533,513, were larger in the year than in any of the preceding three years. The Working Expenses were, in addition, charged with £28,646 for Recoups of Funds Advanced in previous years by the Treasury, £17,146 of which was on account of Replacement of Rolling-Stock, and £11,500 on account of Renewal of Way and Works.

In comparing the Working Expenses of the year with those of 1902-3, attention is directed to the fact that by percentage deductions in salaries and wages and by the staff working short time, neither of which were in effect in 1903-4, the pay-rolls for the previous year were reduced by, approximately, £100,000.

In connection with the Working Expenses, it should be borne in mind that during the last few years there has been a considerable increase in the cost of Railway Supplies and Materials—for instance, the average prices under the Schedules and Contracts in effect in the year 1903-4 were fully 25 per cent. higher than the average prices in the year 1896-7.

Net Revenue.

The Net Revenue was the largest ever obtained, and per mile of railway and per traffic train mile the highest for many years. It was £220,806 more than the Net Revenue for the year 1900-1—the year with the largest previous traffic—and it was equivalent to 3·84 per cent. on the Railway Debt.

Extraordinary Liabilities to be met out of Revenue.

The Financial Summary given in our Report dated 31st March, 1904 (see Appendix No. 22), shows that at 30th June, 1903, the total extraordinary liabilities to be met out of Revenue amounted to £795,761. These liabilities have during the year been reduced by £154,403, or to £641,358, as follows:—

	Liabilities at 30th June, 1903.	Reductions during the Year.		Liabilities at 30th June, 1904.
	£		£	£
Estimated cost of making good the Deficiency in Rolling-Stock and Equipment ...	403,950	By Replacements made during year charged to Working Expenses ...	14,950	389,000
Deficit in Value of Stores ...	60,855	" " " "	8,053	52,802
Funds Advanced in previous years by the Treasury remaining to be Recouped—				
For Replacement of Rolling-Stock	95,021	By Recoups made during year ...	17,146	77,875
For Renewals of Way and Works	54,848	" Expenditure made during year charged to Working Expenses	11,500	43,348
Belated Repairs — Estimate of amount required to complete...	181,087	" Reduction in estimate of amount required to complete	84,554	78,333
			18,200	
Total of extraordinary liabilities to be met out of Revenue	795,761		154,403	641,358

In addition to the extraordinary liabilities remaining at 30th June, 1904, to be met out of Revenue as shown above, viz., £641,358, it will be necessary, as mentioned in our Report of 31st March, 1904 (see Appendix No. 22), to charge a large sum to Working Expenses in connection with the Strengthening of Bridges, Flinders-street Station and Yard, &c.

If, as they should be, these obligations are to be met out of Revenue, in addition to the payment of ordinary Working Expenses and Interest Charges, it is essential that no more unprofitable lines be built, that the income be conserved by the maintenance of the existing basis of fares and rates, and that economy continue to be exercised in regard to the train and station service, as well as in every other respect.

Carriage of Agricultural Produce and Victorian Coal at Reduced Rates.

Section 14 of the Railways Act 1439, which became law on 2nd July, 1896, reads as follows :—

“In the following cases (that is to say):—

- (a) Where Parliament makes any alteration in the law which occasions any increase of expenditure by the Commissioner or any decrease of the Railways revenue ; or
- (b) 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 ; or
- (c) Where Parliament authorizes the construction of any new line of railway, which, when vested in the Commissioner, does not produce sufficient revenue to cover the interest on its cost of construction and the expenses of its maintenance,

the annual amount of the increase of expenditure or decrease of revenue, or of the loss resulting from such new line of railway shall be from time to time notified in writing by the Commissioner to the Commissioners of Audit, and, if certified by them, shall be provided by Parliament in the Annual Appropriation Act and paid to the Commissioner.”

In accordance with a direction of the Government under this section, the then Commissioner reduced the rates on agricultural produce in December, 1899, and from that time until the year 1902–3 Parliament, in accordance with the law, provided, and the revenue of the Department was credited with, an amount equivalent to the decrease in revenue sustained by reason of such reduction in rates.

In 1903 the Government of the day decided to reduce the amount to be provided by Parliament on this account to the equivalent of one-half of such decrease in revenue. Although we were entitled under the section of the Act above recited to increase the rates on agricultural produce so that a loss of revenue would not be sustained, we deemed it inadvisable to do so, and only advanced the rates to such extent as would make up approximately one-half of such reduction ; in other words, the Department divided or bore the loss about equally with those interested in the agricultural produce traffic.

Under this arrangement the sum of £48,029 has been provided by Parliament, and is included in the Gross Revenue for the year for the carriage of agricultural produce at reduced rates. This is approximately one-half of the decrease in revenue due to the reduction in rates made in December, 1899. Approximately one-half of the balance has, through the increase in the rates above-mentioned, been recovered, and the remainder, about £24,000, was the net decrease in the Gross Revenue of the Department for the year due to the reduced rates on agricultural produce. In other words, if the provisions of Section 14 of Act 1439 had been fully observed both the Gross and Net Revenue of the Department would have been increased by about £24,000.

The decrease in revenue from the carriage during the year of Victorian coal, at reduced rates in accordance with a direction of the Governor in Council under Section 14 of Act 1439, was £4,938, and this amount was provided by Parliament, and is included in the Gross Revenue for the year.

Transportation and Traffic Branches.

The re-organization during the year of the Transportation and Traffic Branches was productive of satisfactory results both as to efficiency and economy.

The total expenses of the Transportation and Traffic Branches for the year were £586,015 as compared with £671,588 in the year 1901-2, the year of the largest previous traffic.

The measures taken and methods adopted to cope with the heavy grain traffic resulting from the excellent harvest proved to be adequate, and it was promptly carried to the sea-board and handled there as fast as shipping was available to carry it away.

The total traffic train mileage for the year was 9,172,644 miles, or 10·83 per cent. less than in the preceding year, and 18·72 per cent. less than in 1901-2, the year with the largest previous traffic.

Although the revenue from goods and live stock traffic was £73,516, or over 4 per cent. greater than in 1901-2, the year of the largest previous traffic, there was a decrease in the goods train mileage as compared with the mileage of that year of 603,956 miles, and in the mixed train mileage of 776,318 miles, a total decrease of 1,380,274 miles, or 21 per cent. The increase in the goods and live stock revenue does not, however, adequately represent the increase in the ton mileage or work done by goods and mixed trains, for the additional revenue was obtained mainly from the carriage of agricultural products at comparatively low rates. This large reduction in the mileage of goods and mixed trains, notwithstanding the increase in the ton mileage and the work done by these trains, is due chiefly to methods adopted during the year for securing the heavier loading of trains and cars, and for preventing the unnecessary movement of empty trucks.

Way and Works Branch.

The Way and Works were maintained in good working order and repair during the year, and a certificate to that effect from the Chief Engineer will be found in Appendix No. 2.

The original estimate of the outlay required for "Belated Repairs" was £260,000. In the year 1902-3 the expenditure on this account was £78,913 and in the year just ended it was £84,554, a total of £163,467, leaving a balance of £96,533, but it is now considered that an additional expenditure of £78,333—a reduction of £18,200—will put the Way and Works in such condition that thereafter the vote for Working Expenses will not require to be augmented by reason of insufficient funds having been provided in the past for maintenance and renewals.

The total charges against the Way and Works Branch during the year, as compared with those for the two previous years, were as follows:—

	Year 1901-2.	Year 1902-3.	Year 1903-4.
	£	£	£
Ordinary Maintenance and Renewals ...	490,438	437,840	448,959
Per mile of railway } Average mileage { ...	150	132	133
" " track } open for traffic { ...	149	120	121
For Belated Repairs ...	...	78,913	84,554
For Recoups of Funds advanced in previous years by the Treasury for Renewals of Way and Works ...	11,500	11,500	11,500
Total Charges against Branch ...	501,938	528,253	545,013
Per mile of railway } Average mileage { ...	154	159	162
" " track } open for traffic { ...	152	144	147

A considerable saving in the salaries and wages for the year was effected mainly by lengthening the Roadmasters' districts and the Gangers' lengths and by reductions in the force employed on maintenance.

The introduction of oil motor cars for the use of repairing gangs on light traffic lines has rendered it possible to increase the Gangers' lengths on the lines on which they have been put into use by about 50 per cent. Wherever it is found that it will be practicable and economical to reduce the track force by affording means to enable the gangs to travel more quickly and with less exertion over their lengths, oil motor cars, or specially constructed hand-cars, will be provided.

One hundred and two miles of main track were relaid during the year— $7\frac{1}{4}$ miles with 100 lb. rails, $69\frac{1}{4}$ miles with 80 lb. rails, and $25\frac{1}{2}$ miles with serviceable 60, 66, and 75 lb. rails, which had been replaced with heavier rails on important lines. 273,523 sleepers were renewed and 47,142 additional sleepers were put into the track and 136 miles of fencing were re-built during the year.

Seventy-four interlocking levers were installed at six places, making the total number in use at 30th June, 1904, 6,533 at 493 places, and the proportion of interlocked places 60·42 per cent. Twenty-three sets of Staff or Annett's lock gear were provided at fourteen intermediate non-staff stations.

Owing to insufficient funds comparatively little progress was made during the year on the new Station and Yard at Flinders-street. £14,842 was expended chiefly towards completing the subways and platforms, of which sum £5,508 was charged to Capital Account and £9,334 to Working Expenses.

Plans have been made and materials ordered for strengthening a number of the bridges on various important lines, in accordance with our Report of 31st March, 1904 (see Appendix No. 22).

Rolling-Stock Branch.

The locomotive, carriage, truck, and other rolling-stock in use, and the machinery and tools, were maintained in good order and repair, and a certificate to that effect from the Chief Mechanical Engineer will be found in Appendix No. 3.

The charges against the Rolling-Stock Branch during the year, as compared with those for 1901-2, the year of the largest previous traffic, were as follows :—

	Year 1901-2.	Year 1903-4.
	£	£
For Working	576,921	455,544
Per traffic train-mile	1/0·27	0/11·92
For Repairs and Renewals	268,543	270,342
For Recoups of Funds Advanced in previous years by the Treasury for Replacement of Rolling-Stock	10,000	17,146
Total Charges against Branch	855,464	743,032
Per traffic train-mile	1/6·19	1/7·44

By replacements made during the year, the cost of which is included in the Working Expenses, the estimated amount required to make good the deficiency in the Rolling Stock (see our Report of 31st March, 1904, Appendix No. 22) was reduced from £403,950 to £389,000 (see Appendix No. 8).

One hundred and sixty-one trucks were equipped with the Westinghouse brake, and 82 with brake-pipes, making the number of trucks fitted with the brake 7,991, or 80 per cent., and with brake-pipes alone 1,836.

Sixteen cars were equipped for Pintsch gas lighting, making the total number so equipped 766, or 65 per cent.

The following new rolling-stock was put into service during the year :—

Locomotives.	Carriages.	Steel Medium Trucks.
6 of the "AA" class	2 of the "ABC" class	100 of 15 tons capacity
14 of the "DD" class	2 of the "ADAD" class	100 of 12 tons capacity

The construction of locomotives at the Newport shops was undertaken, and carried on during the year with decidedly satisfactory results. The first ten locomotives thus built are of the "DD" class, with a tractive power of 20,000 lbs. each, and weight (including tender) of 64 tons 9 cwt. They are giving good service. The cost of these locomotives, including proper provision for supervision, shop charges, and Stores expenses, was £3,232 each—equivalent to £50 3s. per ton. It is confidently anticipated that even better results will be achieved with subsequent construction.

A Summary of the Register of Rolling-Stock, at 30th June, 1904, is given in Appendix No. 8.

Stores.

The value of the Stock of Stores (paid and unpaid for) at 30th June, 1904, as per certificate from the Chief Storekeeper (see Appendix No. 4), was £501,641 as compared with £612,415 paid for and £34,588 unpaid for at 1st July, 1903, a reduction of £145,362 during the year (see Appendix No. 10).

During the year we repaid to the Treasury £55,000 of £180,000 provided in the years 1896 to 1902 inclusive for the purchase of Stores (see Appendix No. 10).

We confidently expect to continue to reduce the Stock of Stores, and to be in a position to repay during the present financial year a considerable portion of the balance of the £180,000.

The deficit in the value of Stores at 30th June, 1903, as per our Report of 31st March, 1904 (see Appendix No. 22), viz., £60,855 was reduced by £8,053 during the year, and therefore stood at £52,802 at 30th June, 1904.

Unproductive Capital Expenditure.

Lines Closed for Traffic.	Mileage.	Approximate Capital Cost.
Dunkeld to Penshurst (dismantled) ...	15·87	£50,000
Canterbury Loop Line (dismantled) ...	0·21	160,000
Ashburton to Oakleigh ...	2·37	
Fairfield Park to Deepdene ...	3·34	
Darling to Waverley ...	0·84	
Lancefield to Kilmore ..	18·10	117,347
Coburg to Somerton ...	7·12	72,166
Totals ...	47·85 miles	£406,513
Surveys of lines not constructed ...	...	312,027
Total Unproductive Capital Expenditure ...	...	£718,540

Pensions and Gratuities.

The amounts paid in Pensions and Gratuities during the year, which are not included in the Working Expenses, were £83,512 and £17,024 respectively, a total of £100,536, as compared with £77,775 and £15,732 respectively, a total of £93,507 in the previous year. The number of officers and employes in the service at 30th June, 1904, entitled to Pension or Compensation on retirement was 2,296, a reduction during the year of 253 (see Appendix No. 16).

Classification of Revenue and Expenditure.

A revised Classification of Revenue and Expenditure Accounts, clearly providing for the allocation of receipts and disbursements to the proper accounts, has been compiled, and became effective on 1st July, 1904.

Appendices.

In the Appendices, a list of which is given on page 12, will be found the Balance-sheet for the Year, and other Capital, Revenue, and Expenditure Accounts and Statistical information. For record and convenient reference our Report dated 31st March, 1904, on the Rolling-Stock, Way and Works, and Stores has been printed as an Appendix (No. 22).

Good Service Rendered by Staff.

We desire to place on record our appreciation of the good service rendered during the year by the Officers and Employes generally.

We have the honour to be, Sir,
Your obedient servants,

THOS. TAIT, Chairman,	} Victorian Railways Commissioners.
W. FITZPATRICK,	
C. HUDSON,	

A P P E N D I C E S.

- No. 1.** List of Heads of Branches.
2. Certificate of the Chief Engineer of Way and Works.
 3. Certificate of the Chief Mechanical Engineer.
 4. Certificate of the Chief Storekeeper.
 5. General Balance-sheet.
 6. Statement of Expenditure charged to Capital Account.
 7. Statement of Loans and Interest Charges and Expenses.
 8. Inventory of Rolling-Stock and Deficiency therein.
 9. Statement of Funds Advanced by the Treasury to be Recouped.
 10. Railway Stores Suspense Account.
 11. Comparative Statement of Working Expenses.
 12. Comparative Analysis of Passenger Traffic.
 13. Comparative Analysis of Goods and Live Stock Traffic.
 14. General Comparative Statement for Nineteen Years.
 15. Statement of Expenditure charged to Capital Account for Nineteen Years.
 16. Statement of Number of Officers and Employés entitled to Pension or Compensation.
 17. Statement Showing Cost of Land.
 18. Statement Showing Cost, Length, Highest Point, Steepest Gradient, and Average Cost per Mile of each Line ; also the Cost of Rolling-Stock, Workshops, General Offices, &c.
 19. Statement showing Date of Opening, Length, and Authority for Construction of each Line.
 20. Return of Persons Killed and Injured.
 21. Return of Traffic at each Station.
 22. Report of Commissioners, dated 31st March, 1904, on the Rolling-Stock, Way and Works, and Stores.

APPENDIX No. 1.

HEADS OF BRANCHES.

Secretary	L. McCLELLAND.
Chief Mechanical Engineer .. .	T. H. WOODROFFE.
Chief Engineer of Way and Works .. .	C. E. NORMAN.
Chief Traffic Manager .. .	R. LOCHHEAD.
Chief Accountant .. .	H. KENT.
General Superintendent of Transportation .. .	S. JONES.
Chief Storekeeper .. .	E. J. GOODE.
Telegraph Superintendent .. .	W. A. HOLMES.

Railways Auditor .. .	R. A. McILWRAITH.
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APPENDIX No. 2.

CERTIFICATE RESPECTING WAY AND WORKS.

I hereby certify that the whole of the permanent way, stations, buildings, piers, and other works on the Victorian Railways were, during the year 1903-4, maintained in good working condition and repair.

C. E. NORMAN,
Chief Engineer of Way and Works.

APPENDIX No. 3.

CERTIFICATE RESPECTING ROLLING-STOCK MACHINERY AND TOOLS.

I hereby certify that the whole of the rolling-stock in use on the Victorian Railways, and also the machinery and tools of the Rolling-Stock Branch were, during the year 1903-4, maintained in good working order and repair.

T. H. WOODROFFE,
Chief Mechanical Engineer.

APPENDIX No. 4.

CERTIFICATE RESPECTING STORES.

The stock of stores has been carefully inspected, and I hereby certify that the value of the stores on hand at the various depôts at 30th June, 1904, was £501,641 6s. 9d., as compared with £647,003 7s. 7d. at 30th June, 1903.

E. J. GOODE,
Chief Storekeeper.

APPENDIX

Dr.

GENERAL BALANCE-SHEET

	No. of		£ s. d.			£ s. d.		
	Appendix.	Page.						
To Funds provided for Construction, Equipment, Stores, etc., of Railways—								
Interest bearing	7	18	38,233,410	1	10*			
Non-Interest bearing			3,655,281	0	6			
						41,888,691	2	4
„ Interest charged on the expenditure on certain lines while under construction in accordance with Act 1288, Section 2 ...			...			21,619	0	0
„ Sundry Creditors.—Unpaid accounts, including Salaries and Wages for June, 1904			...			147,698	7	0
„ Interest Charges and Expenses for the year 1903-4	7	18	...			1,515,755	0	0
„ Balance (Surplus)	...	5&6	...			519	6	10
Total			...			43,574,282	16	2

* The sum of £121,223 ls. has been temporarily advanced out of Interest Bearing Funds for Renewals of Way and Works, and Replacement of Rolling-Stock, and is to be Recouped out of Revenue.

Audited and found correct,

R. A. McILWRAITH,
Railways Auditor.

No. 5.

AT 30TH JUNE, 1904.

Cr.

	No. of		£ s. d.			£ s. d.			£ s. d.		
	Appendix.	Page.									
By Railways, Existing Rolling-Stock, and Equipment ...	18	32	40,394,453	6	1						
„ Surveys for proposed Railways ...	...	11	312,026	18	3						
„ Deficiency in Rolling-Stock at 30th June, 1904 ...	8	19	...			40,706,480	4	4			
„ Expenditure on Renewals of Way and Works, and Replacement of Rolling-stock temporarily charged to Capital, remaining to be recouped out of Revenue at 30th June, 1904	9	21	...			389,000	0	0			
						121,223	1	0	41,216,703	5	4
„ Stores and Materials on hand	10	22	...			501,641	6	9			
Less amount at credit of Stores Depreciation Account ...	10	22	...			1,486	8	1			
									500,154	18	8
„ Deficit in Value of Stores, as per Balance-sheet at 30th June, 1903 ...			48,286	16	11						
Add Additional Deficit at 30th June, 1903, as per independent Valuation instituted by present Commissioners ...	22	65	12,568	3	2						
						60,855	0	1			
Less amount applied in reduction of Deficit in Value of Stores ...	10	22	...			8,053	4	1			
									52,801	16	0
„ Cash on hand to meet current disbursements ...			...			...			145,000	0	0
„ Sundry Debtors ...			...			...			17,681	3	8
„ Balance to credit of Railway Capital Funds at Treasury			...			...			125,667	5	8
„ Gross Revenue ...	5 & 6		...			3,438,140	17	2			
Less all charges against Working Expenses ...	11	23	...			1,921,866	10	4			
„ Net Revenue for the year ending 30th June, 1904 ...	5 & 6		...			...			1,516,274	6	10
Total ...	...	...	...			...			43,574,282	16	2

H. KENT,
Chief Accountant.

APPENDIX No. 6.

EXPENDITURES CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING
30TH JUNE, 1904.

	Amount.			Total.		
	£	s.	d.	£	s.	d.
SURVEYS AND CONSTRUCTION OF NEW LINES.						
Woomelang to Mildura line	29,126	5	2	33,273	16	5
Burrumbeet Park line	2,573	7	8			
Spring Vale Cemetery line	773	19	0			
Moe to Walhalla line	345	16	9			
Surveys	454	7	10			
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES.						
Additions and improvements at stations, offices, yards, docks, piers, &c., including tracks, buildings, platforms, road approaches, trucking yards, weighbridges, safety appliances, drainage, sanitation, &c. ...	27,175	7	5	83,957	12	2
Additions and improvements to accommodation for locomotives and cars, including sheds, ash-pits, turntables, water supply, coaling plants, &c.	2,685	15	1			
Bridges, additions and improvements, including strengthening ...	1,613	4	2			
Relaying various important lines with heavier rails (cost of increase in weight only)	25,642	6	3			
Additional sleepers for strengthening various lines	12,961	1	3			
Substitution of cattle-pits for gates at public road crossings... ..	947	10	0			
Improved cars for repairing gangs	1,048	10	1			
Melbourne—Additional electric lighting and power	1,712	15	8			
Additional accommodation and facilities for goods traffic	2,352	8	8			
Newmarket—Additional cattle yards and tracks and improved lighting at cattle yards	1,436	3	4			
North Geelong—Direct connection between Melbourne and Ballarat and sidings for grain traffic	3,697	15	1			
New Station, Yard, &c., at Flinders-street	5,507	17	1			
Sundry other expenditures	4,748	12	9			
	91,529	6	10			
Less credits on account of sales of land, materials, &c., originally charged to Capital Account	7,571	14	8			
ROLLING-STOCK.						
Locomotives	82,110	18	9	159,514	11	8
Carriage stock	14,632	12	3			
Van and sundry stock	1,283	8	4			
Truck stock	52,639	1	9			
Other equipment, machinery, &c.	8,848	10	7			
	159,514	11	8	153,624	17	7
Less credits on account of sales of rolling-stock, plant, &c., originally charged to Capital Account	5,889	14	1			
Less Recoups (charged to Working Expenses) of Funds Advanced in previous years by the Treasury—						
For Renewals of Way and Works (See Appendix No. 9) ...	11,500	0	0			
For Replacement of Rolling-Stock (See Appendix No. 9) ...	17,146	0	0			
				28,646	0	0
				242,210	6	2

APPENDIX No. 7.

STATEMENT OF LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1904, AND OF THE INTEREST CHARGES AND EXPENSES PAID DURING THE YEAR.

Act.	Rate of Interest per cent.	Principal.	Interest Charges.	Expenses in connection with payment of Interest.	Total Interest Charges and Expenses.	Loans redeemable.
		£ s. d.	£	£	£	
42 Vict. No. 608	4½	4,156,573 12 2	187,046	2,642	189,688	Redeemed—1st January, 1904
45 Vict. No. 717	4	2,769,006 2 4	110,760	1,636	112,396	In London—1st July, 1907
46 Vict. No. 739	4	2,000,000 0 0	80,000	1,026	81,026	In London—1st April, 1908
47 Vict. No. 760	4	3,758,788 0 3	150,352	1,939	152,291	In London—1st October, 1913
48 Vict. No. 805	4	3,251,172 4 3	130,047	1,543	131,590	In London—1st October, 1919
49 Vict. No. 845	4	4,532,985 12 1	181,319	2,709	184,028	In London—1st October, 1920
56 Vict. No. 1287	4	2,107,000 0 0	84,280	1,257	85,537	In London—After 1st January, 1911, upon one year's notice, and upon Parliament by Act providing funds for repayment; if not sooner redeemed, on 1st January, 1926 (altered to this date by Act No. 1305)
56 Vict. No. 1296	4	464,672 1 0	18,587	...	18,587	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
52 Vict. No. 989	3½	2,673,913 0 11	93,587	1,481	95,068	In London—1st October, 1923
53 Vict. No. 1032	3½	3,150,000 0 0	110,250	1,744	111,994	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	1,233	79,146	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	923	59,256	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. No. 1562	3	700,000 0 0	21,000	357	21,357	In London on or after 1st January, 1929, upon notice; if not sooner redeemed, on 1st January, 1949
60 Vict. No. 1451	3¼	30,000 0 0	1,203	...	1,203	Payable out of Consolidated Revenue in amounts of £25,000 each year, commencing 1st January, 1899
60 Vict. No. 1468	3	1,130,372 18 0	33,911	...	33,911	In Melbourne—All or any of the Stock after expiration of 20 years from 30th September, 1897, upon Parliament providing funds for the purpose, and upon 12 months' previous notice of intention to redeem such Stock having been given under the hand of the Treasurer by advertisement in the <i>Government Gazette</i> and also in two daily newspapers published in Melbourne
Carried forward	...	34,617,237 3 5	1,338,588	18,490	1,357,078	

APPENDIX No. 7—continued.

STATEMENT OF LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1904, AND OF THE INTEREST CHARGES AND EXPENSES PAID DURING THE YEAR—continued.

Act.	Rate of Interest per cent.	Principal.	Interest Charges.	Expenses in connection with Payment of Interest.	Total Interest Charges and Expenses.	Loans redeemable.
		£ s. d.	£	£	£	
Brought forward	...	34,617,237 3 5	1,338,588	18,490	1,357,078	
62 Vict. No. 1560	3	3,015,639 6 10	90,838	1,547	92,385	On or after 1st January, 1929, upon one year's notice; if not sooner redeemed, on 1st January, 1949
62 Vict. No. 1564	3	59,943 19 8	1,798	...	1,798	Payable out of Consolidated Revenue in amounts of £25,000 each year, commencing 1st July, 1900
63 Vict. No. 1623	3	172,329 0 3	5,124	...	5,124	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	515,466 8 2	15,464	...	15,464	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	223,249 0 0	6,683	...	6,683	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
Treasury Bonds Act No. 1800	3½	495,071 0 0	15,294	...	15,294	In Melbourne 1st October, 1907
Treasury Bonds Act No. 1847	4	1,887,526 12 2	...	...	...	1st July, 1906, if not previously converted into 3½ per cent. Consolidated Stock
No. 1560	3½	2,604,484 0 0	22,746	338	23,084	1st October, 1929, or at any time thereafter to 1st October, 1949
Less Interest allowed by Banks on the weekly balances at credit of Railway Funds		43,590,946 10 6	1,496,535	20,375	1,516,910	
		...	1,155	...	1,155	
42 Vic. 617, Melbourne and Hobson's Bay Railway Debentures		43,590,946 10 6 1,000 0 0	1,495,380 ...	20,375 ...	1,515,755 ...	Not yet presented for redemption
Deduct amount under Act 608 redeemed 1st January, 1904		43,591,946 10 6 4,156,573 12 2				
Total amount of current loans allocated to the Railways at 30th June, 1904		39,435,372 18 4	Note.—The total interest, viz., £1,496,535 is equivalent to 3·79 per cent on the total amount of current loans allocated to the Railways at 30th June, 1904.			
Less Discount and Expenses on Sale of Debentures— £1,679,914 12 1						
Deduct Net Premiums on Debentures— 477,951 15 7						
		1,201,962 16 6				
Total Net Proceeds of Loans allocated to the Railways at 30th June, 1904		38,233,410 1 10	Note.—The total interest, viz., £1,496,535 is equivalent to 3·91 per cent on the total net proceeds of loans allocated to the Railways at 30th June, 1904.			

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1904.

LOCOMOTIVES.

Class Letter	...	...	AA	A		B	C	D	DD	E	EE	F	G	H	J	K	L	M	N	O	P	Q	R		S	T	U	V	W	X	Y	Z	Unclassified.	Narrow-Gauge.	Total.	Effective Tractive Power.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
In existence, as per Register of Rolling-stock, at 30th June, 1904	...	...	20	Old	New.	30	19	20	15	69	7	21	2	8	3	4	7	22	4	44	5	10	New.	Old.	8	19	8	16	12	15	31	3	8	6	550	lbs.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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The effective tractive power of 108 of these locomotives is based on their value as scrap materials. During the year, 23 of them have been broken up and sold, and their value as scrap materials is now standing to the credit of a special fund for the replacement of rolling-stock. (See Report of the Commissioners, dated 31st March, 1904. Appendix No. 22.)

CARRIAGE, VAN, AND SUNDRY STOCK.

PASSENGER STOCK.																				NARROW-GAUGE STOCK.				Total.	Internal Floor Area.
Carriages.												Carriages and Vans combined.								Carriages.	Carriages and Vans Combined.				
1st Class.				Composites.				2nd Class.				1st Class.		Composites.		2nd Class.		Bogie, 2nd Class, and Mail Vans.	Special Cars.						
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.	Bogie Vestib. Corridr.	6 wheels. 4 wheels.	Bogie.	6 wheels.	Bogie, 1st Class, 2nd Class, and Vans combined.	6 wheels.			4 wheels.	Bogie.				
Class Letter ...	Av	Aa	—	A	Ac	ABc	ABAB	AB	Bb	Bv	B	ADAD	AD	ABDABD	ABD	BD	BDBD	BEBe	—	Bb	BDBD	1,182 18†	sq. ft.		
In existence as per Register of Rolling-stock at 30th June, 1904	31	199	...	44	2	12	58	77	38	4	60	23	246†	195†	76	1	4	13	57	11	12	2	7	306,265	
Joint Stock ...	4	3	6	...	...	...	...	...	3	2	...	...	...	...	...	...	...	...	...	...	...	...	...		

VAN STOCK.										SUNDRY STOCK.								Total.	Internal Floor Area.
Bogie Mail Vans.		Bogie.	Luggage Vans.		Bogie Van and Horse Box combined.	Hearse.	Horse Boxes.	Bogie Horse Boxes.	Workmen's Sleeping Cars Originally Passenger Carriages replaced.	Weighing-machine Car.	Casualty Vans.	Dynamograph Van.	Travelling Booking-office.						
Mail Vans.	Bogie.		6 wheels.	4 wheels.										Bogie Vestib.	DrDr	C	F		
Class Letter ...	EE	E	DD	D	Dv	DrDr	C	F	FF	—	—	—	—						
In existence as per Register of Rolling-stock at 30th June, 1904	...	16	47 1/2	(7)	(8)	1	8	(9)	6	69 1/4	2	3	1						
Joint Stock ...	3	...	6	...	...	...	...	...	...	...	...	...	...						

TRUCK STOCK.

Class Letter	BROAD-GAUGE.																			NARROW-GAUGE.					Total.	Tonnage Carrying Capacity.	PRIVATE STOCK.		
	High-sided Covered.	Medium.	Low-sided.	Sheep.	Cattle.	Ballast.	Bogie Ballast. Rail and Hopper.	Hopper Coal (Iron).	Bogie Hopper Coal.	Powder.	Bogie Low-sided.	Bogie Boiler and Timber.	Bogie. Medium Movable sides.	Bogie Medium.	Bogie High-sided Covered.	Refrigerators.	Bogie Refrigerators.	Meat.	Carriage Trucks.	Water Tank Trucks.									
	H	I	K	L	M	N	Ns	O	Os	P	Q	QB	QR	R	S	T	Th	Tr	U	G	—								
In existence, as per Register of Rolling-stock, at 30th June, 1904	229	7,141	270	366	400	343	1	187	6	24	20	1	201	11	13	130	19	31	460	26	60	4	70	1	7	4	10,025	Tons. 96,731	4

DEFICIENCY IN ROLLING-STOCK IN EXISTENCE AS COMPARED WITH THE ROLLING-STOCK PURCHASED OR CONSTRUCTED OUT OF CAPITAL FUNDS SINCE THE INCEPTION OF THE RAILWAYS, AND THE ESTIMATED COST OF MAKING SUCH DEFICIENCY GOOD.

	Deficiency at 30th June, 1903, as per Inventory (See Report of the Commissioners, dated 31st March, 1904, Appendix No. 22.)	Estimated Cost of making good the Deficiency at 30th June, 1903.	Reduction in Deficiency during the Year.	Estimated Value of Reduction in Deficiency—Charged to the Working Expenses for the Year.	Deficiency at 30th June, 1904, as per Register of Rolling-stock.	Estimated Cost of making good the Deficiency at 30th June, 1904.
Locomotives (tractive power) ...	1,058,508 lbs.	£ 188,080	44,151 lbs.	£ 7,840	1,014,357 lbs.	£ 180,240
Carriage Stock (floor area) ...	27,935 sq. ft.	102,170	Nil	...	27,935 sq. ft.	102,170
Van and Sundry Stock (floor area) ...	9,698 sq. ft.	26,470	Nil	...	9,698 sq. ft.	26,470
Truck Stock (carrying capacity) ...	6,867 tons	87,230	560 tons	7,110	6,307 tons	80,120
Total ...	...	403,950	...	14,950	...	389,000

(1) Pioneer included. (2) One Corridor. (3) Pioneer included. (4) Includes 34 Holiday Cars. (5) Includes 113 Holiday Cars. (6) Includes 1 Holiday Car. (7) Includes 3 Holiday Vans. (8) Includes 2 Holiday Vans. (9) One 6-stalled Fr.

(10) "State Car," "Edinburgh," "Victoria," "York," "Edward," "Alexandra," "Inspection."

† Only one-half internal area of 220 vehicles allowed on account of antiquated design, which precludes their use for ordinary traffic.

‡ Only one-half internal floor area allowed on account of being Joint South Australian Stock.

§ Only one-quarter internal floor area allowed for 3 vans on account of being obsolete.

¶ Only one-half internal floor area of 69 old carriages and vans used as Workmen's Sleepers allowed.

T. H. WOODROFFE, Chief Mechanical Engineer.

APPENDIX No. 9.

STATEMENT SHOWING FUNDS ADVANCED IN PREVIOUS YEARS BY THE TREASURY FOR RENEWALS OF WAY AND WORKS AND REPLACEMENT OF ROLLING-STOCK, AND THE RECOUPS THEREOF.

Act.	Repayable as under.	Expenditure.				Amount recouped to 31st June, 1934, out of Votes for Working Expenses.				Balance of Expenditure to be Recouped out of Revenue.		
		Year.	Renewals of Way and Works.	Replacement of Rolling-stock.	Total.	Year.	Renewals of Way and Works.	Replacement of Rolling-stock.	Total.	Renewals of Way and Works.	Replacement of Rolling-stock.	Total.
			£ s. d.	£ s. d.	£ s. d.		£	£	£	£ s. d.	£ s. d.	£ s. d.
1451 Section 3, 21st September, 1896	In nine yearly instalments of £7,500, and 1 of £5175 11s. 6d.	1896-7	3,234 0 10	31,775 17 5	35,009 18 3	1898-9 1899-0 1900-1 1901-2 1902-3 1903-4	1,500	6,000	7,500			
		1897-8	5,418 1 4	12,417 16 2	17,835 17 6		1,500	6,000	7,500			
		1898-9	4,723 9 4	2,386 18 9	7,110 8 1		1,500	6,000	7,500			
		1899-0	Nil	11,135 3 2	11,135 3 2		1,500	6,000	7,500			
		1900-1	Nil	Nil	Nil		1,500	6,000	7,500			
1566 Section 2, 19th October, 1898 ...	Out of Revenue as the finances admit.	1899-0	54,430 18 10	1,380 1 10	55,811 0 8	1900-1 1901-2 1902-3 1903-4	10,000	4,000	14,000			
		1900-1	15,197 7 9	15,881 18 1	31,079 5 10		10,000	4,000	14,000			
		1901-2	5,962 8 0	19,394 0 1	25,356 8 1		10,000	4,000	14,000			
		1902-3	536 9 3	10 0 0	546 9 3		10,000	4,000	14,000			
		1903-4	76,127 3 10	36,666 0 0	112,793 3 10		40,000	16,000	56,000			
1766 Section 2, 23rd December, 1901	Out of Revenue as the finances admit.	1901-2	Nil	17,991 18 8	17,991 18 8	1902-3 1903-4	Nil	2,217	2,217			
		1902-3	Nil	3,782 7 0	3,782 7 0		Nil	2,217	2,217			
		1903-4	Nil	21,774 5 8	21,774 5 8		Nil	4,434	4,434			
1805 Section 2, 9th December, 1902...		1902-3	2,845 12 2	21,497 7 10	24,343 0 0	1903-4	Nil	4,929	4,929			
		1903-4	2,845 12 2	21,497 7 10	24,343 0 0		Nil	4,929	4,929			
		1904-5	92,348 7 6	139,237 13 6	231,586 1 0		49,000	61,363	110,363			
Totals ...	...	...	...	...	...	...	...	...	...	...	...	...

NOTE.—The interest, &c., on the Funds Advanced is included in the Treasury Debit to the Railways for Interest and Expenses, which appears in Appendix No. 7.

22

RAILWAY STORES SUSPENSE ACCOUNT AT 30th JUNE, 1904.				Cr.			
Dr.					£	s.	d.
To Stock on hand when Account was authorized at 30th June, 1896 (Act 1439, Section 20) ...	...	...	...	B7 Stores issued for Belated Repairs (in accordance with Act 1820, Section 3) ...	...	...	0
" Cash Advanced by Treasury ...	...	...	...	" Cash in Treasury ...	129,599	2	6
" Sundry Outstanding Accounts at 30th June, 1904 ...	...	...	...	" Cash with Agent-General, London ...	5,535	2	1
				" Repayment in March, 1904, of portion of Treasury Advances ...	...	...	0
				" Stores and Materials on hand at 30th June, 1904 (includes value of surplus materials in excess at Stock-taking, viz., £4,917 10s. 6d., which has been applied in reduction of Deficit in Value of Stores) ...	501,641	6	9
				Less amount at credit of Stores Depreciation Account ...	1,486	8	1
				" Deficit in Value of Stores at 30th June, 1903, as per Special Valuation (see Report dated 31st March, 1904, Appendix No. 22) ...	12,568	3	2
				Less value of materials written up and profit on sales applied in reduction of Deficit in Value of Stores ...	3,135	13	7
				</			

APPENDIX No. 11.

COMPARATIVE STATEMENT OF WORKING EXPENSES FOR THE FOUR YEARS
ENDED 30TH JUNE, 1904.

	1900-1.	1901-2.	1902-3.	1903-4.
	£	£	£	£ s. d.
Transportation and Traffic Branches—				
General and Local Superintendence, including Accounting and Office Expenses	25,181	26,301	23,690	25,570 7 8
Station-masters and Station Clerks	125,111	135,774	128,294	130,308 6 6
Pointsmen, Signalmen, and Gatekeepers	104,688	74,319	72,144	71,155 3 6
Guards, Porters, and Labourers	261,350	315,620	276,639	277,861 10 7
Stores	52,011	40,810	33,357	30,036 15 4
Advertising, Printing, and Stationery	...	21,137	22,302	18,412 16 5
Clothing	2,736	3,245	3,416	3,105 18 0
Travelling and Incidental Expenses	*20,458	...	...	...
Sundry other Charges	17,465	23,237	22,326	21,344 18 3
Compensation Personal	6,632	22,334	7,855	2,924 14 10
" Goods, &c.	1,313	8,811	2,874	5,291 5 7
Total Expenses of Transportation and Traffic Branches ...	616,945	671,588	592,897	586,014 16 8
Way and Works Branch—				
General and Local Superintendence, including Accounting and Office Expenses	48,927	55,039	53,167	54,916 18 10
Maintenance and Renewals of Permanent Way—				
Wages	276,661	265,109	233,412	245,428 1 2
Materials	61,742	57,941	47,436	45,136 8 7
Locomotive power	5,312	5,523	3,754	7,704 18 4
Maintenance and Renewals of Bridges, Approach Roads, Piers, Signals, Reservoirs, Coal Stages, and other Works	107,906	45,668	53,816	48,182 3 11
Maintenance and Renewals of Stations and other Buildings	...	56,194	41,058	42,357 7 5
Sundry other Charges	6,440	4,964	4,797	5,202 14 4
Recoups of Funds Advanced in previous years by the Treasury for Renewals of Way and Works	11,500	11,500	11,500	11,500 0 0
Belated Repairs	...	...	78,913	84,554 8 11
Total Charges against Way and Works Branch ...	518,488	501,938	528,253	545,013 1 6
Rolling-Stock Branch—Working—				
General Superintendence, including Accounting and Office Expenses	6,441	6,751	6,501	5,516 2 2
Running Expenses—				
Local Superintendence and Wages connected with the Working of Locomotives	257,455	271,103	246,797	221,362 7 7
Coal, Wood, and Kindlers	221,248	258,010	226,741	190,392 3 3
Water (including Pumpers' Wages, Repairs, and Stores for Pumping Engines)	13,362	15,504	14,950	15,710 6 9
Oil, Tallow, Waste, and Sundry Stores	13,656	16,718	17,452	13,943 17 4
Oiling, Train Examining, &c.	8,365	8,835	8,649	8,618 10 9
Total Cost of Working, Rolling-Stock Branch ...	520,527	576,921	521,090	455,513 7 10
Rolling-Stock Branch—Repairs and Renewals—				
General Superintendence, including Accounting and Office Expenses	5,174	5,400	5,127	5,680 0 0
Locomotives	128,855	139,499	126,461	133,088 17 3
Coaching Stock	65,591	66,495	57,818	62,773 2 7
Goods Stock	63,198	57,149	52,219	68,800 7 8
Recoups of Funds Advanced in previous years by the Treasury for Replacement of Rolling-Stock	262,818	268,543	241,625	270,342 7 6
Total Charges against Repairs and Renewals of Rolling-Stock	272,818	278,543	253,842	287,488 7 6
General Expenses—				
Commissioners, Secretary, Office Staff, and Expenses	9,691	8,339	8,676	13,817 9 7
Accountant's Branch	21,769	23,142	21,357	22,177 14 5
Stores Branch	†11,597	...	...	...
Telegraph Branch	8,046	8,296	7,637	7,998 5 10
Sundry other Charges	4,915	3,608	4,828	3,813 7 0
Total General Expenses	56,018	43,385	42,498	47,806 16 10
TOTAL CHARGES AGAINST WORKING EXPENSES ...	1,984,796	2,072,375	1,938,580	1,921,866 10 4

* Since the year 1900-01 Travelling and Incidental Expenses of the Transportation and Traffic Branches have been charged to the other items of expenditure of those Branches.

† Since the year 1900-01 Stores Branch Expenses have been apportioned to the other Branches.

APPENDIX No. 12.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC FOR YEARS ENDING 30TH JUNE,
1903 AND 1904.

	Year ending 30th June, 1903.		Year ending 30th June, 1904	
	Number of Journeys.	Revenue	Number of Journeys.	Revenue.
		£		£
Country Passengers, 1st Class	641,763	219,042	692,700	242,454
do. do. 2nd do.	3,175,435	506,591	3,123,853	511,570
do. Season Tickets, 1st Class	807,344	63,423	758,006	63,844
do. do. 2nd do.	129,164	9,281	211,706	10,714
Totals for COUNTRY PASSENGERS ...	4,733,706	798,337	4,786,265	818,582
Suburban Passengers, 1st Class	11,949,853	174,777	12,354,569	182,801
do. do. 2nd do.	17,751,720	175,878	17,548,631	173,853
do. Season Tickets, 1st do.	11,341,682	102,649	10,902,662	100,677
do. do. 2nd do.	6,851,176	41,334	5,891,066	38,751
do. Weekly Workmen's, 2nd class ...	1,456,824	10,704	2,084,867	15,304
Totals for SUBURBAN PASSENGERS...	49,351,255	505,342	48,781,795	511,386
Race and Special Picnic Traffic, within 20 miles of Melbourne } Passengers, 1st Class	288,259	10,836	299,498	10,485
do. do. 2nd do.	424,853	11,050	414,445	10,030
Totals for RACE AND SPECIAL PICNIC TRAFFIC	713,112	21,886	713,943	20,515
Grand Totals	54,798,073	1,325,565	54,282,003	1,360,483

APPENDIX No. 13.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC FOR YEARS
ENDING 30TH JUNE, 1901, 1902, 1903, AND 1904.

Kind of Goods.	Year ending 30th June, 1901.	Year ending 30th June, 1902.	Year ending 30th June, 1903.	Year ending 30th June, 1904.
	Tons carried	Tons carried	Tons carried	Tons carried
1st Class	53,819	56,905	54,575	57,217
2nd Class	36,106	39,474	35,794	39,658
3rd Class	29,669	27,427	28,349	30,387
"A" Class	65,407	66,034	65,106	65,441
"B" Class	38,944	48,725	48,250	47,168
"C" Class	44,268	50,976	44,815	45,486
Miscellaneous Class	145,625	158,842	140,944	90,405
Fish	2,000	2,168	2,605	3,185
Fruit and Vegetables	34,379	36,016	36,638	37,041
Butter	20,392	17,212	15,630	21,550
Other Dairy Produce	21,747	17,368	15,104	18,639
Wine	5,602	6,019	5,370	5,232
Wool	56,463	52,672	44,860	43,654
Sugar	20,468	20,145	19,706	21,246
Kerosene	8,905	10,639	10,245	11,194
Flour, Bran, Sharps, and Pollard ...	140,643	151,329	95,552	120,059
Wheat	511,158	400,116	141,049	653,352
All other Grain	117,630	109,700	54,502	104,697
Hay, Straw, and Chaff	255,858	332,284	387,758	148,331
Potatoes	75,934	63,581	85,898	80,092
All other Agricultural Produce ...	61,602	38,943	38,203	75,466
Hides, Skins, and Tallow	13,796	15,104	14,359	14,841
Fertilizers	...	37,316	48,827	67,691
Coal	182,718	158,692	121,254	125,599
Firewood	583,031	592,358	540,242	611,488
Timber	194,859	198,606	175,780	180,845
Bark*	...	...	...	4,230
Stone, Lime, Bricks, &c.	180,114	199,608	188,095	178,446
Machinery and Castings	11,621	10,600	8,511	13,197
All other Goods	242,939	268,045	248,806	266,935
Total Tonnage of Goods carried ...	3,155,697	3,186,904	2,716,827	3,182,772
Live Stock	226,163	246,723	377,170	256,431
Total Tonnage of Goods and Live Stock carried	3,381,860	3,433,627	3,093,997	3,439,203

* The tonnage of Bark is included in B class, except for the last six months of the year 1903-4.

APPENDIX No. 14.

GENERAL COMPARATIVE STATEMENT FOR NINETEEN YEARS, FROM 1ST JULY, 1885, TO 30TH JUNE, 1904.

Year.	Mileage of Railways at end of Year.	Average Mileage of Railways for the Year.	COST OF CONSTRUCTION.		ROLLING-STOCK.					Total Train Miles Run.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock conveyed.	GROSS REVENUE.		Per Average Mile open.	Per Train Mile run.	
			Capital Cost, including Rolling-stock.	Average Cost per Mile open.	Locomotives.	Passenger Cars.		Trucks.	Vans, &c.				From Goods and Live Stock Traffic.	Total.			
						Number.	Number.										Number.
1885-6	1,743	1,691	24,357,814	13,975	332	753	4,883	289	7,256,703	37,153,655	2,202,206	1,187,548	1,141,578	2,329,126	£	1,377	6 5/8
1886-7	1,880	1,791	26,171,609	13,921	346	808	5,297	336	7,991,378	41,856,404	2,325,532	1,259,496	1,193,582	2,453,078	£	1,370	6 1/6
1887-8	2,018	1,947	28,212,064	13,981	364	819	6,242	349	9,082,312	47,244,643	2,660,550	1,397,050	1,358,999	2,756,049	£	1,415	6 0/8
1888-9	2,197	2,142	31,189,517	14,195	382	900	6,099	350	10,680,743	57,481,697	3,060,721	1,668,540	1,441,600	3,110,140	£	1,452	5 9/8
1889-90	2,469	2,329	34,370,031	13,917	430	961	7,099	395	11,773,152	58,951,796	3,086,888	1,681,183	1,450,683	3,131,866	£	1,344	5 3/8
1890-91	2,763	2,650	36,341,626	13,153	455	1,085	8,035	437	12,249,747	57,996,039	3,262,427	1,706,803	1,591,764	3,298,567	£	1,245	5 4/6
1891-2	2,903	2,829	37,085,309	12,775	462	1,114	8,179	463	11,807,677	55,148,122	2,720,886	1,644,315	1,450,807	3,095,122	£	1,094	5 2/9
1892-3	2,975	2,933	37,462,372	12,665	499	1,107	8,530	469	10,775,134	46,520,784	2,558,378	1,508,867	1,417,081	2,925,948	£	998	5 5/17
1893-4	3,020	2,981	37,748,563	12,570	516	1,096	8,597	474	10,145,307	40,880,378	2,455,811	1,359,675	1,366,484	2,726,159	£	914	5 4/49
1894-5	3,120	3,082	37,922,207	12,221	517	1,087	8,591	468	9,567,453	40,210,733	2,435,857	1,259,609	1,321,982	2,581,591	£	837	5 4/76
1895-6	3,122	3,121	38,108,151	12,272	517	1,075	8,546	473	8,989,391	40,993,798	2,163,722	1,264,219	1,137,173	2,401,392	£	769	5 4/11
1896-7	3,129	3,126	38,329,402	12,317	517	1,068	8,578	475	9,228,687	42,263,638	2,383,445	1,328,687	1,287,248	2,615,935	£	837	5 8/3
1897-8	3,113	3,123	38,602,504	12,404	517	1,061	8,677	494	9,239,657	43,090,749	2,408,665	1,325,062	1,283,834	2,608,896	£	835	5 7/77
1898-9	3,143	3,122	39,056,451	12,430	519	1,094	9,026	499	9,714,298	45,805,043	2,779,748	1,372,000	1,501,729	2,873,729	£	920	5 1/100
1899-00	3,218	3,186	39,658,819	12,327	523	1,133	9,117	501	10,107,549	49,332,899	2,998,303	1,469,910	1,555,252	3,025,162	£	950	5 1/183
1900-01	5,237	3,228	40,145,404	12,402	533	1,157	9,283	528	11,066,016	54,704,062	3,381,860	1,605,903	1,711,894	3,337,797	£	1,034	6 0/39
1901-02	3,302	3,265	40,613,784	12,298	542	1,189	9,560	541	11,284,944	57,465,077	3,433,627	1,648,381	1,719,462	3,367,843	£	1,031	5 1/152
1902-03	3,383	3,335	40,974,493	12,110	553	1,189	9,724	533	10,286,272	54,798,073	3,093,997	1,592,088	1,454,770	3,046,858	£	913	5 1/109
1903-04	3,381	3,371	41,216,703	12,191	550	1,200	10,025	440	9,172,644	54,282,003	3,439,203	1,645,163	1,792,978	3,438,141	£	1,020	7 5/96

In consequence of the dismantling of the Canterbury Loop Line and of the line between Dumkeld and Ponthurst, the mileage of these lines, 16.08 miles, is not included in the mileage of Railways since they were dismantled.

APPENDIX No. 14—continued.
GENERAL COMPARATIVE STATEMENT FOR NINETEEN YEARS, FROM 1ST JULY, 1885, TO 30TH JUNE, 1904.

Year.	EXPENDITURE: WAY AND WORKS BRANCH.					EXPENDITURE: ROLLING-STOCK BRANCH.					EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES.					COMPENSATION.	
	WORKING.					REPAIRS AND RENEWALS.					EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES.					COMPENSATION.	
	Maintenance and Renewals.	Recoups.	Total.	Per Average Mile open.	Per Train Mile run.	Per Cent. of Gross Revenue.	£	£	Total.	Per Train Mile run.	Per Cent. of Gross Revenue.	£	£	Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	
1885-6	275,699	...	275,699	163	0/9/12	11/84	335,486	0/11/10	163,933	...	7/04	469,025	1/3/51	14,489	0/0/48	0/62	
1886-7	304,149	...	304,149	170	0/9/13	12/40	360,861	0/10/84	179,176	...	7/30	524,635	1/3/76	9,749	0/0/29	0/40	
1887-8	349,342	...	349,342	179	0/9/23	12/68	408,328	0/10/79	202,258	...	7/34	580,611	1/3/34	142,562	0/3/77	5/17	
1888-9	407,525	...	407,525	190	0/9/16	13/10	521,953	0/11/73	220,597	...	7/09	694,346	1/3/60	22,121	0/0/50	0/71	
1889-90	433,267	...	433,267	186	0/8/83	13/83	575,579	0/11/73	249,205	...	7/96	763,756	1/3/57	26,718	0/0/54	0/85	
1890-91	428,327	...	428,327	162	0/8/39	12/99	685,401	1/1/43	262,917	...	7/97	821,004	1/4/09	22,128	0/0/43	0/67	
1891-2	412,336	...	412,336	146	0/8/38	13/32	585,706	0/11/90	236,697	...	7/65	787,352	1/4/00	10,167	0/0/21	0/33	
1892-3	327,959	...	327,959	112	0/7/30	11/21	503,592	0/11/22	231,691	...	7/92	668,717	1/2/89	6,433	0/0/14	0/22	
1893-4	320,981	...	320,981	108	0/7/59	11/77	435,307	0/10/30	197,052	...	7/23	562,220	1/1/30	4,316	0/0/10	0/16	
1894-5	331,198	...	331,198	107	0/8/31	12/83	390,536	0/9/79	177,032	...	6/86	514,131	1/0/90	6,806	0/0/17	0/26	
1895-6	365,848	...	365,848	117	0/9/77	15/23	359,915	0/9/61	187,927	...	7/83	486,433	1/0/99	7,321	0/0/19	0/31	
1896-7	381,293	...	381,293	122	0/9/92	14/57	359,763	0/9/36	193,731	...	7/41	497,030	1/0/93	4,689	0/0/12	0/18	
1897-8	408,837	...	408,837	131	0/10/62	15/67	366,303	0/9/51	204,802	...	7/85	526,958	1/1/69	7,892	0/0/20	0/30	
1898-9	479,292	1,500	480,792	154	0/11/88	16/73	398,807	0/9/85	228,615	6,000	8/16	546,754	1/1/51	3,611	0/0/09	0/13	
1899-00	496,959	1,500	498,459	156	0/11/84	16/48	432,850	0/10/28	241,129	6,000	8/17	564,958	1/1/41	6,862	0/0/16	0/22	
1900-01	506,988	11,500	518,488	161	0/11/25	15/53	520,327	0/11/29	262,818	10,000	8/17	609,000	1/1/21	7,945	0/0/17	0/24	
1901-02	490,438	11,500	501,938	154	0/10/68	14/90	576,921	1/0/27	268,543	10,000	8/27	640,443	1/1/62	31,145	0/0/66	0/92	
1902-03	* 516,753	11,500	528,253	158	1/0/33	17/34	521,090	1/0/16	241,625	12,217	8/33	582,168	1/1/58	10,729	0/0/25	0/35	
1903-04	* 533,513	11,500	545,013	162	1/2/26	15/85	455,544	0/11/92	270,342	17,146	8/36	577,799	1/3/12	8,216	0/0/22	0/24	

* Including an expenditure of £78,913 for the year 1902-3, and of £84,554 for the year 1903-4, on Related Repairs.

APPENDIX No. 14—continued.
GENERAL COMPARATIVE STATEMENT FOR NINETEEN YEARS, FROM 1ST JULY, 1885, TO 30TH JUNE, 1904.

Year.	GENERAL EXPENSES.			TOTAL WORKING EXPENSES.					NET REVENUE.					NET INTEREST CHARGES AND EXPENSES FOR THE YEAR.	BALANCE AFTER PAYING WORKING EXPENSES AND NET INTEREST CHARGES AND EXPENSES FOR THE YEAR.		AMOUNT PAID FOR PENSIONS AND GRATUITIES NOT INCLUDED IN WORKING EXPENSES.			
	Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile open.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile open.	Per Train Mile run.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.	£		s.	d.		£	s.	d.
1885-6	24,791	0/0/82	1/06	1,283,423	759	3/6/45	55/10	1,045,703	618	2/10/58	4/29	4/74	957,106	...	...	88,597	27,114			
1886-7	25,194	0/0/76	1/03	1,403,764	784	3/6/16	57/22	1,049,314	586	2/7/51	4/01	4/45	985,505	...	...	63,809	23,352			
1887-8	42,708	0/1/13	1/55	1,725,809	886	3/9/60	62/62	1,030,240	529	2/3/22	3/65	4/06	1,056,711	26,471	...	...	27,210			
1888-9	45,523	0/1/02	1/46	1,912,065	893	3/6/96	61/48	1,198,075	559	2/2/92	3/84	4/21	1,130,243	...	...	67,832	33,772			
1889-90	52,234	0/1/06	1/67	2,100,759	902	3/6/82	67/08	1,031,107	443	1/9/02	3/00	3/29	1,221,190	190,083	...	...	31,399			
1890-91	51,784	0/1/01	1/57	2,271,561	857	3/8/50	68/87	1,027,066	387	1/8/12	2/83	3/10	1,320,038	293,032	...	...	39,084			
1891-2	55,833	0/1/13	1/80	2,088,091	738	3/6/44	67/46	1,007,031	356	1/8/47	2/72	2/96	1,387,029	379,998	...	...	50,048			
1892-3	51,270	0/1/14	1/75	1,789,662	610	3/3/86	61/17	1,136,286	387	2/1/31	3/03	3/30	1,419,925	283,639	...	...	67,629			
1893-4	37,684	0/0/89	1/38	1,557,566	522	3/0/85	57/13	1,168,593	392	2/3/64	3/10	3/36	1,460,849	292,256	...	...	93,620			
1894-5	43,486	0/1/09	1/68	1,463,189	475	3/0/70	56/68	1,118,402	363	2/4/06	2/95	3/20	1,418,847	300,445	...	...	84,509			
1895-6	49,294	0/1/32	2/05	1,456,738	467	3/2/89	60/66	944,654	303	2/1/22	2/48	2/69	1,458,603	493,949	...	...	94,695			
1896-7	47,901	0/1/25	1/83	1,484,407	475	3/2/60	56/74	1,131,328	362	2/5/43	2/95	3/20	1,447,452	295,924*	...	...	83,958			
1897-8	51,280	0/1/33	1/97	1,566,073	501	3/4/68	60/03	1,042,823	334	2/3/09	2/70	2/93	1,437,269	374,446*	...	...	83,720			
1898-9	51,862	0/1/28	1/80	1,716,441	550	3/6/41	59/73	1,157,288	371	2/4/59	2/96	3/21	1,472,090	294,802*	...	...	81,284			
1899-00	57,093	0/1/35	1/89	1,807,301	567	3/6/91	59/74	1,217,861	383	2/4/92	3/07	3/32	1,430,448	192,587*	...	...	95,259			
1900-01	56,018	0/1/21	1/68	1,984,796	615	3/7/05	59/46	1,353,001	419	2/5/34	3/37	3/64	1,464,809	80,808*	...	...	90,443			
1901-02	43,385	0/0/92	1/29	2,072,375	635	3/8/07	61/53	1,295,468	396	2/3/55	3/19	3/45	1,492,695	163,227*	...	...	93,744			
1902-03	42,498	0/0/99	1/39	1,938,580	581	3/9/23	63/63	1,108,278	332	2/1/86	2/70	2/84	1,473,532	304,094*	...	...	93,507			
1903-04	47,807	0/1/25	1/39	1,921,867	570	4/2/29	55/90	1,516,274	450	3/3/67	3/68	3/84	1,515,755	...	519	100,536				

* The Deficit in each of the years 1896-7 to 1899-1900 inclusive is reduced by £20,000, in 1900-1 by £31,000, in 1901-2 by £34,000, and in 1902-3 by £61,160 on account of the value of services performed for the State for which no payment was received.

† Stores Branch Expenses for the years 1901-2 (£12,214 18s. 6d.), 1902-3 (£11,958 19s. 4d.), and 1903-4 (£12,318 1s. 1d.) were apportioned to the other Branches.

APPENDIX No. 15.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR NINETEEN
YEARS ENDING 30TH JUNE, 1904.

Year ending 30th June.	New Lines and Surveys.	Additions and Improve- ments 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	641,963	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	203,777	167,914	115,594	486,585*
1902	171,123	154,315	142,942	468,380*
1903	208,200	85,952	66,557	360,709*
1904	33,273	72,458	136,479	242,210
Total ...	9,876,254	4,971,581	3,454,419	18,302,254

NOTE.—* Includes expenditure out of Funds temporarily Advanced by the Treasury to be Recouped out of Revenue. (See Appendix No. 9.)

APPENDIX No. 16.

RETURN SHOWING THE NUMBER OF OFFICERS AND EMPLOYÉS IN THE
SERVICE AT 30TH JUNE, 1903 AND 1904 RESPECTIVELY, ENTITLED TO
PENSION OR COMPENSATION ON RETIREMENT.

Branch.	At 30th June, 1903.	At 30th June, 1904.	Decrease.
Secretary's	11	10 }	—
Railways Auditor	...	1 }	
Accounting	43	40	3
Stores	19	18	1
Telegraph	26	25	1
Transportation and Traffic	873	789	84
Rolling Stock	825	766	59
Way and Works	738	644	94
Total Commissioners' Staff...	2,535	2,293	242
Board of Land and Works (Rail- ways Construction Branch) ...	14	3	11
Total	2,549	2,296	253

APPENDIX No. 17.

STATEMENT OF COST OF LAND AND CHARGES IN CONNECTION THEREWITH TO
30TH JUNE, 1904.

	£	s.	d.		£	s.	d.
Melbourne to Bendigo...	81,817	10	1	Brought forward ...	781,086	6	3
Bendigo to Echuca ...	6,676	13	5	Hamilton to Penshurst ...	11,440	14	9
Lancefield Junction to Lancefield	4,845	12	7	Hamilton to Coleraine ...	12,166	11	11
Lancefield to Kilmore ..	14,945	0	8	Braxholme to Casterton ...	14,545	10	5
Kilmore Junction to Bendigo ...	28,719	14	7	Lubeck to Rupanyup ...	4,407	11	2
Carlsruhe to Daylesford ...	19,679	16	2	Murtoa to Warracknabeal ...	5,714	16	7
Daylesford to North Creswick ...	18,011	0	4	Horsham to Noradjuha ...	4,207	9	3
Kyneton to Redesdale ...	12,687	7	9	Essendon to Wodonga... ..	43,354	11	5
Castlemaine to Dunolly ...	25,038	18	8	Wodonga to River Murray ...	1,905	2	11
Dunolly to St. Arnaud... ..	7,745	6	0	North Melbourne to Coburg ...	49,634	11	7
St. Arnaud to Donald ...	3,354	7	3	Coburg to Somerton ...	29,350	7	8
Dunolly to Inglewood ...	4,440	13	3	Royal Park to Clifton Hill ...	81,408	3	2
Castlemaine to Maldou... ..	3,952	2	1	Fitzroy Branch Line ...	61,832	8	8
Maldon to Shelbourne... ..	3,253	13	10	Fitzroy to Whittlesea ...	93,812	6	4
Maryborough to Ballarat ...	23,754	19	11	Tallarook to Yea ...	6,461	2	7
Waubra Junction to Ballarat Race-course ...	590	14	6	Yea to Mansfield and Alexandra-road ...	27,642	4	8
Pisgah Junction to Waubra ...	16,941	13	2	Mangalore to Shepparton ...	21,505	5	6
Maryborough to Avoca ...	2,471	10	7	Shepparton to Numurkah ...	3,024	8	11
Avoca to Ararat ...	10,138	0	11	Numurkah to Cobram ...	8,047	0	2
Bendigo to Inglewood... ..	13,570	3	1	Murchison East to Rushworth ...	2,216	12	0
Inglewood to Charlton... ..	4,669	16	7	Toolamba to Tatura ...	2,527	14	3
Charlton to Wycheproof ...	2,756	14	9	Tatura to Echuca ...	10,326	7	7
Wedderburn Junction to Wedderburn ...	1,534	0	9	Shepparton to Dookie ...	4,708	8	11
Korong Vale to Boort ...	2,714	3	6	Numurkah to Nathalia... ..	5,659	11	3
Eaglehawk to Kerang ...	11,668	9	4	Benalla to St. James ...	4,269	10	5
Kerang to Swan Hill ...	11,454	3	9	St. James to Yarrawonga ...	6,170	6	7
Footscray to Williamstown ...	9,455	7	10	Wangaratta to Beechworth ...	4,577	6	10
Newport to Braybrook Junction...	12,095	17	3	Beechworth to Yackandandah ...	9,375	1	4
Newport to Geelong ...	4,730	2	9	Everton to Myrtleford... ..	2,452	18	0
Geelong to Colac ...	37,892	11	9	Myrtleford to Bright ...	14,896	14	0
Geelong Race-course Line ...	389	1	5	Springhurst to Wahgunyah ...	6,510	0	5
Colac to Camperdown... ..	14,241	0	2	Wodonga to Tallangatta ...	14,925	12	7
Camperdown to Warrnambool ...	54,860	4	1	Spencer Street to Flinders Street	994	14	3
Warrnambool to Koroit ...	20,961	2	0	Hobson's Bay Lines ...	47,660	1	11
Koroit to Port Fairy ...	29,837	8	0	Prince's-bridge to Collingwood ...	60,120	4	6
Geelong to Queenscliff... ..	8,949	15	4	Collingwood to Heidelberg ...	76,120	5	6
Mount Moriac to Wensleydale ...	2,935	2	2	Brighton Beach to Sandringham...	41,487	19	4
Birregurra to Forest ...	15,305	3	4	South Yarra to Oakleigh ...	74,720	13	0
Irrewarra to Beac ...	11,246	15	1	Oakleigh to Sale ...	28,551	11	2
Colac to Beech Forest ...	23	5	9	Sale to Stratford ...	9,583	16	9
Camperdown to Timboon ...	9,799	13	10	Oakleigh to Fairfield Park ...	112,246	3	6
Terang to Mortlake ...	9,589	17	4	Caulfield to Frankston ...	21,818	4	2
North Geelong to Ballarat ...	30,889	3	9	Frankston to Stony Point ...	10,497	9	8
Ballarat to Ararat ...	30,212	1	3	Mornington Junction to Mornington ...	25,849	5	2
Ararat to Stawell ...	8,606	5	11	Spring Vale Cemetery Line ...	544	19	0
Stawell to Horsham ...	11,811	5	5	Dandenong to Port Albert ...	36,998	0	6
Horsham to Dimboola... ..	278	1	10	Warragul to Neerim South ...	9,630	16	0
Dimboola to Serviceton ...	3,361	2	2	Moe to Thorpdale ...	1,662	10	8
Braybrook Junction to Parwan ...	10,747	19	2	Morwell to North Mirboo ...	1,918	5	8
Parwan to Gordons ...	14,180	9	0	Traralgon to Heyfield ...	4,371	19	2
Gordons to Warrenheip ...	15,093	12	5	Heyfield to Bairnsdale... ..	27,848	9	11
Bungaree Race-course Line ...	15	0	0	Maffra to Briagolong ...	7,132	13	7
Lal Lal Race-course Line ...	618	14	5	Buruley to Waverley-road ...	90,750	11	11
Ballarat East to Buninyong ...	8,814	11	4	Hawthorn to Lilydale ...	49,824	14	0
Ballarat Cattle-yards ...	2,518	7	5	Lilydale to Healesville ..	27,074	17	6
Ballarat to Scarsdale ...	4,258	10	5	Hawthorn to Kew ...	38,125	19	7
Scarsdale to Linton ...	4,602	16	9	Ringwood to Upper Fern Tree Gully ...	9,382	5	6
Ararat to Hamilton ...	18,955	12	3	Lilydale to Warburton ...	29	4	0
Hamilton to Portland ...	14,574	9	1	Newport Workshops ...	17,570	10	4
Dunkeld to Koroit ...	21,803	8	1				
Carried forward ...	781,086	6	3	Total ...	£2,182,679	4	4

APPENDIX No. 18.

STATEMENT SHOWING THE TOTAL COST (EXCLUSIVE OF ROLLING-STOCK), LENGTH, HIGHEST POINT, STEEPEST GRADIENT, AND AVERAGE COST PER MILE OF EACH LINE; ALSO THE COST OF ROLLING-STOCK, WORKSHOPS, GENERAL OFFICES, ETC., AT 30TH JUNE, 1904.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.		
	Double and over	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) ...	100·89	...	100·89	1,902	18	1 in 50	4,817,407 4 1	47,749	
Bendigo to Echuca (including at Echuca portion of cost of Bridge over River Murray and cost of sidings to wharf) ...	2·06	53·07	55·13	758	314	1 " 52	694,666 5 3	12,400	
* Bendigo Cattle-yards Branch ...	...	0·89	0·89	732	707	1 " 61	...	...	
Lancefield Junction to Lancefield ...	...	14·50	14·50	1,675	1,072	1 " 40	65,251 7 6	4,500	
† Lancefield to Kilmore ...	...	18·10	18·10	1,734	1,160	1 " 40	117,346 11 8	6,483	
Kilmore Junction to Bendigo (Cattle Siding) ...	...	67·82	67·82	1,450	526	1 " 50	392,874 1 3	5,793	
Carlsruhe to Daylesford ...	0·38	22·17	22·55	2,469	1,791	1 " 50	176,132 2 0	7,811	
Daylesford Junction to North Creswick ...	...	23·11	23·11	2,292	1,429	1 " 40	181,006 14 9	7,832	
Kyneton (Redesdale Junction) to Redesdale ...	...	16·25	16·25	1,636	973	1 " 50	89,702 10 0	5,520	
Castlemaine to Dunolly ...	0·38	46·46	46·84	948	579	1 " 40	391,447 17 0	8,357	
Dunolly to St. Arnaud (including cost of Carapooee Ballast Pits Tramway) ...	0·28	32·73	33·01	943	611	1 " 50	167,958 19 11	5,088	
St. Arnaud to Donald ...	...	23·86	23·86	868	374	1 " 50	100,134 13 3	4,197	
Donald to Birchip ...	...	32·30	32·30	394	330	1 " 100	75,794 18 0	2,347	
Birchip to Cronomby (Woomelang) ...	...	26·45	26·45	351	260	1 " 75	37,567 6 11	1,420	
Woomelang to Mildura ...	...	110·15	110·15	334	128	1 " 75	240,689 18 4	2,185	
Dunolly to Inglewood ...	...	24·24	24·24	794	457	1 " 50	95,677 12 9	3,947	
Castlemaine (Maldon Junction) to Maldon ...	...	10·24	10·24	1,177	890	1 " 40	61,794 13 10	6,035	
Maldon (Launceston Junction) to Shelbourne ...	...	9·89	9·89	1,126	649	1 " 50	68,346 4 7	6,911	
Maryborough to Ballarat ...	0·26	41·47	41·73	1,525	732	1 " 40	280,846 4 10	6,730	
Waubra Junction to Ballarat Race-course ...	...	2·10	2·10	1,508	1,466	1 " 50	7,426 0 4	3,536	
Pisgah Junction to Waubra ...	...	13·74	13·74	1,533	1,341	1 " 60	71,782 5 10	5,224	
Maryborough to Avoca ...	...	14·93	14·93	885	721	1 " 40	63,343 17 4	4,243	
Avoca to Ararat ...	...	39·04	39·04	1,215	763	1 " 50	173,589 18 8	4,446	
Bendigo to Inglewood ...	0·80	28·13	28·93	779	443	1 " 70	185,069 14 6	6,397	
Inglewood to Charlton ...	...	42·82	42·82	639	422	1 " 50	181,149 11 6	4,230	
Charlton to Wycheproof ...	...	16·48	16·48	521	356	1 " 50	87,498 18 11	5,309	
Wycheproof to Sea Lake ...	...	47·86	47·86	357	172	1 " 94	73,121 9 9	1,485	
Wedderburn Junction to Wedderburn ...	...	4·86	4·86	660	554	1 " 50	18,594 0 0	3,826	
Korong Vale to Boort ...	...	17·86	17·86	459	296	1 " 50	75,473 7 6	4,226	
Boort to Quambatook ...	...	21·96	21·96	419	287	1 " 75	43,020 9 5	1,959	
Quambatook to Ultima ...	...	30·31	30·31	371	256	1 " 100	45,493 8 8	1,501	
Eaglehawk to Kerang ...	...	72·99	72·99	742	255	1 " 70	301,581 2 9	4,132	
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ...	...	35·16	35·16	286	225	1 " 100	161,879 6 2	4,604	
Footscray to Williamstown (including cost of sidings to piers at Williamstown) ...	5·92	...	5·92	66	8	1 " 100	519,012 0 3	87,671	
* Newport to Braybrook Junction ...	...	4·29	4·29	110	48	1 " 92	27,045 2 9	6,304	
Newport to Geelong (including cost of sidings to Geelong Pier) ...	3·25	35·26	38·51	113	11	1 " 81	1,152,154 8 11	30,412	
* Williamstown Race-course Branch ...	...	0·69	0·69	21	10	1 " 95	...	...	
Geelong to Colac ...	1·13	49·11	50·24	469	10	1 " 50	370,579 10 3	7,099	
* Geelong Race-course Branch ...	...	1·96	1·96	43	10	1 " 50	...	...	
Colac to Camperdown ...	...	28·11	28·11	569	405	1 " 50	139,105 5 8	4,949	
Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ...	0·91	41·81	42·72	550	13	1 " 50	357,379 2 10	8,366	
Warrnambool to Koroit ...	...	9·36	9·36	245	19	1 " 50	82,796 11 3	8,846	
Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) ...	...	11·34	11·34	208	11	1 " 60	93,984 5 7	8,288	
* Geelong (Queenscliff Junction) to Queenscliff ...	...	20·72	20·72	264	10	1 " 50	112,809 12 6	5,444	
Mount Moriac to Wensleydale ...	...	10·92	10·92	752	361	1 " 50	39,357 13 0	3,604	
Birregurra to Forrest ...	...	19·85	19·85	579	363	1 " 40	147,265 15 11	7,419	
Irrewarra to Beae ...	...	8·70	8·70	432	390	1 " 66	47,227 5 5	5,428	
¶ Colac to Beech Forest ...	...	29·66	29·66	1,748	225	1 " 30	68,775 16 5	2,319	
Camperdown (Curdie's River Junction) to Timboon ...	...	22·32	22·32	673	52	1 " 40	112,281 7 3	5,031	
Terang to Mortlake ...	...	12·16	12·16	447	414	1 " 60	55,546 6 7	4,558	
North Geelong to Ballarat ...	48·92	4·12	53·04	1,725	47	1 " 52	1,901,728 1 3	35,855	
* North Geelong Loop Line ...	...	0·22	0·22	53	46	1 " 57	...	...	
Ballarat to Ararat ...	4·33	52·84	57·17	1,517	960	1 " 50	413,599 12 0	7,235	
Ararat to Stawell ...	...	18·85	18·85	1,086	761	1 " 100	179,546 10 2	9,525	
Stawell to Horsham ...	1·18	52·26	53·44	761	423	1 " 100	313,485 11 3	6,428	
* Stawell to Grampians ...	...	15·84	15·84	815	621	1 " 30	...	...	
Horsham to Dimboola ...	0·36	21·10	21·46	477	361	1 " 50	103,825 7 11	4,838	
Dimboola to Serviceton (including cost of 1·16 miles constructed beyond Serviceton; also portion of cost of the Warrnambool Ballast Pits Tramway) ...	1·35	61·87	63·22	631	315	1 " 50	397,130 16 5	6,282	
Braybrook Junction to Parwan ...	...	21·65	21·65	466	119	1 " 50	267,119 8 6	12,342	
Parwan to Gordons ...	...	27·46	27·46	1,877	341	1 " 48	349,442 13 3	12,726	
Gordons to Warrenheip ...	0·09	12·78	12·87	1,940	1,707	1 " 50	127,229 16 9	9,886	
* Bungaree Junction to Race-course Reserve ...	...	1·53	1·53	1,884	1,848	1 " 50	3,330 15 11	2,177	
* Lal Lal Race-course Branch ...	...	2·00	2·00	1,539	1,532	1 " 112	11,489 15 0	5,745	
Ballarat East to Buninyong ...	...	6·84	6·84	1,626	1,436	1 " 40	66,127 7 3	9,668	
* Ballarat Cattle-yards Branch ...	...	2·42	2·42	1,523	1,446	1 " 60	12,921 13 4	4,425	
Ballarat (Linton Junction) to Scarsdale ...	...	13·12	13·12	1,516	1,157	1 " 50	59,759 11 7	4,558	
Scarsdale to Linton ...	...	7·97	7·97	1,189	1,022	1 " 40	77,279 3 2	9,666	
* Barrumbet Race-course Junction to Barrumbet Race-course ...	...	1·14	1·14	1,297	1,256	1 " 50	2,573 7 8	2,257	
Carried forward ...	172·49	1,592·74	1,765·2	...	...	...	17,223,697 13 3	...	

* Trains run only as required for traffic.

† See lines closed for traffic.

¶ 2-ft. 6-in. gauge.

APPENDIX No. 18—continued.

STATEMENT SHOWING THE TOTAL COST, ETC., OF EACH LINE, ETC.—continued.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark		Steepest Gradient.	Cost, exclusive of Rolling-stock.		
	Double and over.	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile.	
								£	s. d.
Brought forward	Miles.	Miles.	Miles.	Feet	Feet.	Feet.	£	s. d.	£
Ararat to Hamilton	172' 49	1,592' 74	1,765' 23	...	...	...	17,223,697	13 3	...
Hamilton to Portland (including cost of sidings to piers at Portland	...	66' 06	66' 06	1,028	572	1 in 50	322,798	17 5	4,886
† Dunkeld to Koroit	...	53' 82	53' 82	606	11	1 " 40	293,827	10 9	5,459
Hamilton to Penshurst	...	48' 99	48' 99	834	257	1 " 60	169,228	18 4	3,454
Hamilton (Coleraine Junction) to Coleraine	...	18' 10	18' 10	727	590	1 " 60	77,304	4 6	4,271
Braekholme to Casterton	...	23' 01	23' 01	668	301	1 " 40	110,157	8 6	4,787
Lubeck to Runanyup (including portion of cost of the Warranook Ballast Pits Tramway)	...	32' 09	32' 09	572	149	1 " 40	177,264	18 9	5,524
Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway)	...	9' 77	9' 77	487	455	1 " 147	44,801	12 8	4,586
Warracknabeal to Beulah	...	31' 20	31' 20	464	360	1 " 66	144,127	3 7	4,619
Beulah to Hopetoun	...	21' 92	21' 92	359	288	1 " 80	53,111	5 5	2,423
Horsesham to Noradjuha	...	16' 01	16' 01	290	258	1 " 60	33,821	11 5	2,113
Natinuk (East Natinuk) to Goreke	...	19' 95	19' 95	488	395	1 " 50	79,378	15 11	3,979
Dinboola to Jeparit	...	28' 32	28' 32	624	394	1 " 50	64,242	12 7	2,268
Jeparit to Albacutya (Rainbow)	...	21' 59	21' 59	387	268	1 " 75	39,590	10 6	1,834
Essendon Junction to Essendon	...	18' 47	18' 47	388	263	1 " 55	30,713	12 7	1,663
* Flemington Race course Branch	...	3' 50	3' 50	148	14	1 " 67	163,385	18 3	32,677
Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway)	...	1' 50	1' 50	70	42	1 " 96	...	...	...
Wodonga to River Murray (including portion of cost of Bridge over River Murray)	61' 12	120' 87	181' 99	1,147	105	1 " 50	2,211,347	13 0	12,151
North Melbourne to Coburg...	1' 94	...	1' 94	538	312	1 " 75	50,406	15 2	25,983
† Coburg to Somerton	5' 11	...	5' 11	202	13	1 " 50	209,384	8 8	40,975
Royal Park (Junction) to Clifton Hill	...	7' 12	7' 12	530	202	1 " 50	72,165	19 8	10,136
Fitzroy Branch	1' 79	0' 61	2' 40	136	103	1 " 50	154,559	2 9	64,400
Fitzroy (Whittlesea Junction) to Whittlesea	0' 26	0' 64	0' 90	119	85	1 " 79	77,024	13 6	85,583
Tallaroak to Yea	1' 05	21' 02	22' 07	639	119	1 " 50	248,789	19 3	11,273
Yea to Mansfield and Alexandra-road	...	23' 69	23' 69	698	488	1 " 40	152,353	17 0	6,431
Mangalore to Shepparton	...	55' 82	55' 82	1,304	557	1 " 40	335,756	5 9	6,015
Shepparton to Numurkah	0' 29	44' 06	45' 25	499	372	1 " 100	263,278	10 0	5,818
Numurkah to Cobram	2' 16	18' 60	20' 76	376	348	1 " 206	81,681	1 10	3,935
Murchison East to Rushworth	0' 20	21' 37	21' 57	376	355	1 " 165	83,052	9 11	3,850
Toolamba to Tatura	...	12' 87	12' 87	476	391	1 " 80	69,529	3 9	5,402
Tatura to Echna	...	6' 83	6' 83	385	371	1 " 108	28,486	10 7	4,171
Shepparton to Dookie	...	34' 07	34' 07	377	320	1 " 122	156,565	4 2	4,595
Dookie to Katamatite	...	14' 81	14' 84	500	372	1 " 100	54,073	16 1	3,644
Numurkah to Nathalia	...	16' 96	16' 96	490	383	1 " 69	38,336	4 2	2,260
Nathalia to Picola	...	13' 79	13' 79	356	335	1 " 330	51,819	16 11	3,758
Benalla to St. James	...	6' 75	6' 75	335	325	1 " 264	13,378	8 4	1,982
St. James to Yarrawonga	...	20' 33	20' 33	583	450	1 " 75	78,517	4 5	3,862
† Wangaratta to Whitfield	...	19' 86	19' 86	514	414	1 " 50	96,216	11 2	4,845
Wangaratta (Beechworth Junction) to Beechworth	...	30' 49	30' 49	811	481	1 " 80	38,663	13 3	1,268
Beechworth to Yackandandah	...	22' 26	22' 26	1,831	502	1 " 30	164,258	2 3	7,379
Everton to Myrtleford	...	12' 84	12' 84	1,912	981	1 " 30	96,695	2 5	7,531
Myrtleford to Bright	...	16' 56	16' 56	989	581	1 " 40	76,930	10 3	4,646
Springhurst to Wahgunyah	...	18' 54	18' 54	1,004	688	1 " 50	111,733	16 11	6,027
Wodonga to Tallangatta	...	13' 95	13' 95	623	454	1 " 50	71,827	1 0	5,149
Spencer street to Flinders street	...	25' 71	25' 71	726	530	1 " 40	187,564	4 8	7,295
Hobson's Bay Lines (Flinders-street to Port Melbourne, St. Kilda, Brighton, Hawthorn, and including works, Prince's-bridge to Chapel-street, and sidings to pier at Port Melbourne)	0' 76	...	0' 76	33	17	1 " 40	140,830	19 5	185,304
Prince's bridge to Collingwood	16' 33	...	16' 33	53	9	1 " 66	2,182,408	0 11	133,644
Collingwood to Heidelberg	2' 22	...	2' 22	85	23	1 " 62	193,680	0 3	87,243
Heidelberg to Eltham	0' 90	4' 59	5' 49	196	68	1 " 50	200,842	4 3	36,583
Brighton Beach to Sandringham	...	8' 35	8' 35	303	110	1 " 40	56,043	8 3	6,712
South Yarra to Oakleigh	2' 20	...	2' 20	58	20	1 " 97	74,870	9 2	34,032
Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branch to the Great Morwell Coy's mine)	7' 05	...	7' 05	184	22	1 " 50	292,315	6 8	41,463
Salé to Stratford (Junction)	11' 76	106' 46	118' 22	513	8	1 " 50	1,090,381	12 3	9,223
† Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines)	...	8' 97	8' 97	64	33	1 " 66	42,739	1 3	4,765
† Canfield to Frankston	0' 20	10' 10	10' 30	249	72	1 " 50	298,581	17 3	28,989
Frankston to Stony Point (including cost of sidings to pier at Stony Point)	9' 86	10' 02	19' 88	166	10	1 " 50	123,960	8 1	9,757
Mornington Junction to Mornington	...	18' 95	18' 95	327	10	1 " 50	103,231	8 4	5,448
Frankston Cemetery Line	...	7' 67	7' 67	194	60	1 " 50	63,428	6 4	8,270
* Spring Vale Cemetery Line	...	...	...	...	...	...	330	16 11	Surveys.
Dandenong (Great Southern Junction) to Port Albert	...	1' 60	1' 60	231	145	1 in 50	9,087	5 8	5,679
Korumburra to Coal Creek	0' 17	117' 11	117' 28	746	10	1 " 40	951,688	7 8	8,115
Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line)	...	0' 89	0' 89	735	630	1 " 30	5,754	18 11	6,466
Korumburra (Jumburra Junction) to Jumburra	...	2' 25	2' 25	765	573	1 " 30	11,542	2 10	5,130
Jumburra to Oultrim	...	3' 74	3' 74	796	619	1 " 30	20,145	2 1	5,386
Warragul to Neerim South	...	2' 40	2' 40	649	539	1 " 40	27,817	8 1	11,590
Moe (Junction) to Thorpdale	...	13' 49	13' 49	681	349	1 " 40	123,881	14 10	9,183
Moe to Walhalla	...	10' 67	10' 67	798	219	1 " 40	116,310	16 9	10,901
Morwell to North Mirboo	...	...	...	...	...	...	345	16 9	In progress.
Traralgon to Heyfield	...	20' 16	20' 16	784	184	1 in 40	152,844	12 10	7,582
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	...	22' 06	22' 06	262	93	1 " 50	122,103	6 2	5,535
Carried forward	323' 38	3,022' 17	3,325' 55	...	...	...	31,054,617	0 5	...

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Including portion since dismantled.

¶ 2-ft. 6-in. gauge.

APPENDIX No. 18—continued.

STATEMENT SHOWING THE TOTAL COST, ETC., OF EACH LINE, ETC.—continued.

Lines.	Length of Lines opened for Traffic.			Height of Rain-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling stock.			
	Double and over.	Single.	Total.	Highest.	Lowest.		Total.			Average per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.		£	s.	d.	£
Brought forward	303·38	3022·17	3325·55	...	...	...	31,054,617	0	5	...
Maffra to Briagolong	...	11·79	11·79	238	109	1 in 50	60,696	3	0	5,148
† Burnley to Waverley Road	...	5·23	5·23	111	33	1 „ 60	171,167	11	3	32,728
Hawthorn to Lilydale	11·82	8·20	20·02	484	41	1 „ 40	370,683	5	5	18,516
Lilydale to Healesville	0·26	15·11	15·37	351	230	1 „ 40	213,566	1	2	13,895
Hawthorn (Kew Junction) to Kew	...	0·96	0·96	119	41	1 „ 40	75,161	13	3	78,294
Ringwood to Upper Ferntree Gully	...	7·44	7·44	436	314	1 „ 40	59,206	9	8	7,958
¶ Ferntree Gully to Gembrook	...	18·22	18·22	1,057	412	1 „ 30	56,149	5	9	3,082
Lilydale to Warburton	...	23·97	23·97	738	289	1 „ 37½	96,297	13	5	4,017
Total mileage of lines constructed §	315·46	3,113·09	3,428·55	...	...	...	32,157,545	3	4	...
Less mileage closed for traffic at 30th June, 1904 : Double. Single. Total.										
Dunkeld to Penshurst (dis- mantled 19th February, 1898)	...	15·87	15·87							
Lancefield to Kilmore	...	18·10	18·10							
Coburg to Somerton	...	7·12	7·12							
Oakleigh to Fairfield Park— Fairfield Park to Deep- dene	...	3·34	3·34							
Ashburton to Oakleigh	0·20	2·17	2·37							
Canterbury Loop Line (disinanted)	...	0·21	0·21							
Burnley to Waverley Road— Darling to Waverley Road	...	0·84	0·84							
	0·20	47·65	47·85							
Total mileage open for traffic at 30th June, 1904—	315·26	3,065·44	3,380·70							
Works, Melbourne to Essendon Junction	...	...	...	...	...	...	1,578,184	10	3	...
Railway Offices, Spencer-street	...	...	...	...	...	...	160,336	7	3	...
Sheds and Workshops, Williamstown	...	...	...	...	...	...	154,054	10	9	...
Sheds and Workshops, Newport	...	...	...	...	...	...	362,316	5	3	...
General Construction Account (Capital Ex- penditure common to all lines)	...	...	...	...	...	...	362,822	19	0	...
Rolling-stock, Broad-gauge...	...	...	...	...	...	...	5,590,326	1	3	...
Rolling-stock, Narrow-gauge	...	...	...	...	...	...	28,867	9	0	...
Grand Total	315·26	3,065·44	3,380·70	...	...	...	40,394,453	6	1	...

† See lines closed for traffic. § Gauge of lines constructed—3,350·18 miles 5ft. 3in. ; 78·37 miles 2ft. 6in. ¶ 2ft. 6in. gauge.
NOTE.—All tracks to piers, wharves and ballast pits, and to the Great Morwell Coal Mine, are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown on page 3.

APPENDIX No. 19.

STATEMENT SHOWING DATES OF OPENING AND LENGTH IN MILES OF THE DIFFERENT SECTIONS OF THE VICTORIAN RAILWAYS TO 30TH JUNE, 1904.

Date of Opening.	From—	To—	Length in Miles.	Authorization Act—	
				Victoria.	Number.
1854—Sept. 13	Flinders-street	Port Melbourne	16·32 { Hobson's Bay Lines	16	20,153
1857—May 13	Flinders-street	St. Kilda		19	19,356
1859—Feb. 8	Prince's-bridge	Richmond		21	43
" Dec. 12	Richmond	Cremorne		21	43
" " 19	St. Kilda	† North Brighton		21	42
1860—Sept. 24	Richmond	Pic-nic Station		21	43
" Dec. 22	Cremorne	Windsor		21	43
1861—April 13	Pic-nic Station	Hawthorn		21	43
" Dec. 21	North Brighton	Brighton Beach		25	127
1857—June 17	Williamstown Junction	Geelong	38·51 {	21	36
1859—Jan. 17	Footscray	Williamstown Pier		25	150
" Feb. 10	Melbourne	Sunbury		21	36
1860—Oct. 21	Essendon Junction	Essendon		32	331
1861—July 8	Sunbury	Woodend		21	36
1862—April 11	North Geelong Junction	Ballarat		53·04	21
" " 25	Woodend	Kyneton		8·32	21
" Oct. 21	Kyneton	Bendigo		43·91	21
1864—Sept. 19	Bendigo	Echuca		55·14	21
1867—Nov. 30	Newmarket Junction	* Race-course		1·50	32
1872—April 18	Essendon	Schoolhouse lane	54·00	32	331
" Aug. 26	Schoolhouse-lane	Seymour	2·29	32	331
" Nov. 20	Seymour	Longwood	23·39	32	331
1873—March 20	Longwood	Violet Town	20·54	32	331
" Aug. 18	Violet Town	Benalla	16·14	32	331
" Oct. 28	Benalla	Wangaratta	24·04	32	331
" Nov. 21	Wangaratta	Wodonga	41·60	32	331
1874—July 7	Castlemaine	Maryborough	33·02	35	415
" " 7	Ballarat	Creswick	11·05	35	415
" Aug. 11	Ballarat	Beaufort	28·74	35	415
" Oct. 6	Maryborough	Dunolly	13·81	35	415
" Nov. 16	Creswick	Clunes	11·19	35	415
1875—Feb. 2	Clunes	Maryborough	19·49	35	415
" April 7	Beaufort	Ararat	28·64	35	415
" July 7	Beechworth Junction	Everton	12·05	37	475
1876—Feb. 13	Ararat	Seallan's Hill	17·85	37	475
" April 14	Seallan's Hill	Stawell	1·00	37	475
" Sept. 19	Bendigo	Bridgewater	24·49	37	475
" " 30	Everton	Beechworth	10·21	37	475
" Oct. 21	Maryborough	Avoca	14·92	37	475
" Nov. 18	Bridgewater	Inglewood	4·44	37	475
" " 25	Geelong	Winchelsea	25·64	37	475
1877—March 13	Winchelsea	Birregurra	12·79	37	475
" April 24	Ararat	Dunkeld	47·02	37	475
" June 1	Sale	Morwell	39·10	37	475
" July 27	Birregurra	Colac	11·81	37	475
" Oct. 8	Oakleigh	Bunyip	38·77	37	475
" " 29	Dunkeld	Hamilton	19·05	37	475
" Dec. 1	Moe	Morwell	8·76	37	475
" " 19	Hamilton	Portland North	52·81	37	475
" " 19	Portland North	Portland Pier	1·00	37	475
1878—Feb. 1	Race-course Junction	* Geelong Race-course	1·96	41	580
" March 1	Moe	Bunyip	31·59	37	475
" Sept. 3	Dunolly	Bealiba	12·16	41	580
" Dec. 17	Stawell	Murtoa	35·49	41	580
" " 23	Bealiba	St. Arnaud	20·85	41	580
1879—Jan. 29	Springhurst	Wahgunyah	13·95	41	580
" Feb. 5	Murtoa	Horsham	18·00	41	580
" April 2	South Yarra	Oakleigh	7·05	42	604
" May 7	Warrenheip	Gordons	12·86	41	580
" " 21	Geelong	Queenscliff	20·71	41	580
1880—Jan. 13	Mangalore	Shepparton	45·24	42	603
" " 13	Toolamba	Tatura	6·81	43	636
" Feb. 16	Carlsruhe	Trentham	10·81	42	606
" March 17	Trentham	Daylesford (including extension)	11·71 {	42	606
				44	671
		Carried forward	1193·65		

* Trains run only as required for traffic. † Including portion since dismantled.

APPENDIX No. 19—continued.

STATEMENT SHOWING DATES OF OPENING AND LENGTH IN MILES OF THE DIFFERENT SECTIONS OF THE VICTORIAN RAILWAYS TO 30TH JUNE, 1904—continued.

Date of Opening.	From—	To—	Length in Miles.	Authorization Acts.	
				Victoria.	Number.
		Brought forward ...	1193.65		
1881—June 7	Lancefield Junction ...	Lancefield ...	14.50	44	660
" Aug. 11	Waubra Junction ...	Ballarat Race-course ...	2.10	44	682
" Sept. 1	Shepparton ...	Numurkah ...	20.74	44	682
" Dec. 19	Caulfield ...	Mordialloc ...	9.85	44	682
1882—Jan. 26	St. Arnaud ...	Cope Cope ...	16.33	44	682
" April 3	Hawthorn ...	Camberwell ...	2.09	44	682
" " 15	Inglewood ...	Korong Vale ...	20.20	44	682
" " 22	Cope Cope ...	Donald ...	7.52	44	682
" July 1	Horsham ...	Dimboola ...	21.45	44	682
" Aug. 1	Mordialloc ...	Frankston ...	10.02	44	682
" Dec. 1	Camberwell ...	Lilydale ...	17.94	44	682
" " 15	Eaglehawk ...	Raywood ...	13.42	44	682
1883—April 20	Korong Vale ...	Charlton ...	22.62	44	682
" June 14	Wodonga ...	River Murray ...	1.94	44	682
" " 21	Raywood ...	Mitiamo ...	22.44	44	682
1883—July 2	Korong Vale ...	Boort ...	17.86	44	682
" " 2	Colac ...	Camperdown ...	28.10	44	682
" Aug. 1	Ballarat ...	Scarsdale ...	13.11	44	682
" Sept. 3	Benalla ...	St. James ...	20.32	44	682
" Oct. 1	Charlton ...	Wycheproof ...	16.47	44	682
" Nov. 13	Traralgon ...	Heyfield ...	22.06	44	682
" " 16	Tallaroak ...	Yea ...	23.69	44	682
" Dec. 17	Everton ...	Myrtleford ...	16.56	44	682
1884—Feb. 12	Mitiamo ...	Pyramid Hill ...	12.59	44	682
" " 15	Braunholme ...	Henty ...	23.19	44	682
" April 2	Braybrook Junction ...	Melton ...	15.64	44	682
" June 16	Castlemaine ...	Maldon ...	10.24	44	682
" Sept. 1	Henty ...	Casterton ...	8.90	44	682
" " 9	North Melbourne ...	Colburg ...	5.10	44	682
" Oct. 25	Pyramid Hill ...	Kerang ...	24.54	44	682
1885—April 10	Morwell ...	Boolarra ...	12.11	44	682
" " 6	Race-course Junction ...	*Williamstown Race-course ...	0.69	49, 50, 51, & 58	860, 889, 962 & 1381
" Sept. 8	Boolarra ...	Darlimurla ...	4.44	44	682
1886—Jan. 1	Lal Lal Station ...	*Lal Lal Race-course ...	2.00	48 and 58	821 and 1381
" " 7	Darlimurla ...	North Mirboo ...	3.61	44	682
" April 1	Melton ...	Parwan ...	6.00	44	682
" May 6	St. James ...	Yarravonga ...	19.86	48 and 58	821 and 1381
" " 12	Murtoa ...	Warracknabeal ...	31.20	48 " 58	821 " 1381
" Nov. 15	Ballarat Cattle-yards Junction ...	*Ballarat Cattle-yards ...	2.92	48 " 58	821 " 1381
" Dec. 22	Gordons ...	Ballan ...	7.37	48 " 58	821 " 1381
1887—Jan. 19	Dimboola ...	Serviceton ...	63.19	48 " 58	821 " 1381
" " 16	North Creswick ...	Rocky Lead ...	12.65	48 " 58	821 " 1381
" Feb. 19	Parwan ...	Bacchus Marsh ...	2.54	48 " 58	821 " 1381
" March 18	Heyfield ...	Maffra ...	10.92	48 " 58	821 " 1381
" April 21	Wedderburn Junction ...	Wedderburn ...	4.86	48 " 58	821 " 1381
" " 23	Camperdown ...	Terang ...	13.87	48 " 58	821 " 1381
" June 1	Rocky Lead ...	Daylesford Junction ...	10.46	48 " 58	821 " 1381
" " 1	Lubeck ...	Rupanyup ...	9.77	48 " 58	821 " 1381
" Aug. 19	Tatura ...	Echuca ...	34.07	48 " 58	821 " 1381
" " 25	Horsham ...	Noradjuha ...	19.95	48 " 58	821 " 1381
" Sept. 2	Brighton Beach ...	Sandringham ...	2.20	48 " 58	821 " 1381
" " 24	Braybrook Junction ...	*Newport ...	4.29	48 " 58	821 " 1381
" Nov. 8	Maffra ...	Stratford ...	6.11	48 " 58	821 " 1381
" Dec. 19	Hawthorn ...	Kew ...	0.96	48 " 58	821 " 1381
1888—May 8	Royal Park Junction ...	Clifton Hill ...	2.40	48 " 58	821 " 1381
" " 8	Nicholson-street ...	Fitzroy ...	0.90	48 " 58	821 " 1381
" " 8	Clifton Hill ...	Collingwood ...	0.90	48 " 58	821 " 1381
" " 8	Clifton Hill ...	Alphington ...	2.35	44	682
" " 8	Alphington ...	Heidelberg ...	2.24	48 and 58	821 and 1381
" " 8	Moe Junction ...	Thorpdale ...	10.67	48 " 58	821 " 1381
" " 8	Sale Junction ...	Stratford Junction ...	8.97	48 " 58	821 " 1381
" " 8	Stratford ...	Bairnsdale ...	32.79	48 " 58	821 " 1381
" " 15	Lilydale ...	Yarra Flats ...	7.35	48 " 58	821 " 1381
" Oct. 1	Numurkah ...	Nathalia ...	13.79	48 " 58	821 " 1381
" " 1	Numurkah ...	Cobran ...	21.57	48 " 58	821 " 1381
" " 1	Shepparton ...	Dookie ...	14.84	48 " 58	821 " 1381
" " 1	Kilmore Junction ...	Kilmore ...	9.51	48 " 58	821 " 1381
" " 1	Bendigo ...	Heathcote ...	27.64	48 " 58	821 " 1381
" " 1	Pisgah Junction ...	Waubra ...	13.74	48 " 58	821 " 1381
" " 1	Frankston ...	Mornington Junction ...	5.02	48 " 58	821 " 1381
" " 1	Dandenong (Great Southern Junction) ...	Tooradin ...	15.91	48 " 58	821 " 1381
" Nov. 20	Inglewood ...	Dunolly ...	24.24	48 " 58	821 " 1381
" " 20	Hamilton (Coleraine Junction) ...	Coleraine ...	23.01	48 " 58	821 " 1381
		Carried forward ...	2179.06		

* Trains run only as required for traffic.

APPENDIX No. 19—*continued.*STATEMENT SHOWING DATES OF OPENING AND LENGTH IN MILES OF THE
DIFFERENT SECTIONS OF THE VICTORIAN RAILWAYS TO 30TH JUNE, 1904—*continued.*

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.	
				Victoria.	Number.
		Brought forward ..	2,179·06		
1889—March 1	Yarra Flats ...	Healesville ...	8·02	48 and 58	821 and 1381
" Aug. 7	Maffra ...	Briarolong ...	11·79	48 " 58	821 " 1381
" Sept. 10	Irrewarra ...	Becae ...	8·70	48 " 58	821 " 1381
" " 10	Mornington Junction ...	Mornington ...	7·67	48 " 58	821 " 1381
" " 10	Mornington Junction ...	Hastings ...	8·09	48 " 58	821 " 1381
" " 10	Wodonga ...	Huon-lane ...	14·07	48 " 58	821 " 1381
" " 12	Ballarat East ...	Buninyong ...	6·84	48 " 58	821 " 1381
" Oct. 8	Whittlesea Junction ...	Preston Reservoir ...	4·79	48 " 58	821 " 1381
" " 8	Coburg ...	†Somerton ...	7·12	48 " 58	821 " 1381
" Nov. 12	Yea ...	Molesworth ...	10·67	48 " 58	821 " 1381
" Dec. 3	Heathcote ...	Tooborac ...	10·56	48 " 58	821 " 1381
" " 4	Bacchus Marsh ...	Ballan ...	17·54	48 " 58	821 " 1381
" " 4	Ringwood ...	Upper Fern Tree Gully ...	7·44	48 " 58	821 " 1381
" " 17	Hastings ...	Stony Point ...	5·84	48 " 58	821 " 1381
" " 23	Preston Reservoir ...	Whittlesea ...	17·29	48 " 58	821 " 1381
1890—Feb. 4	Terang ...	Mortlake ...	12·16	48 " 58	821 " 1381
" " 4	Terang ...	Warrnambool ...	28·82	48 " 58	821 " 1381
" " 4	Koroit ...	Warrnambool ...	9·36	48 " 58	821 " 1381
1890—Feb. 4	Koroit ...	Port Fairy ...	11·34	48 " 58	821 " 1381
" March 17	Mount Moriac ...	*Wensleydale ...	10·92	48 " 58	821 " 1381
" " 24	Burnley ...	†Oakleigh ...	6·29	48 " 58	821 " 1381
1890—May 12	Warragul ...	Rokeby ...	8·12	48 " 58	821 " 1381
" " 30	Kerang ...	Swan Hill ...	35·16	48 " 58	821 " 1381
" " 30	Camberwell ...	†Waverley Road ...	4·25	48 " 58	821 " 1381
" June 17	Molesworth ...	Cathkin ...	2·74	48 " 58	821 " 1381
" July 18	Huon-lane ...	Bolga ...	6·61	48 " 58	821 " 1381
" Aug. 22	Kilmore ...	Tooborac ...	20·10	48 " 58	821 " 1381
" " 22	Dunkeld ...	†Koroit ...	48·99	48 " 58	821 " 1381
" " 22	Hamilton ...	Penshurst ...	18·11	48 " 58	821 " 1381
" Sept. 1	Murchison East ...	Rushworth ...	12·86	48 " 58	821 " 1381
" " 16	Cathkin ...	Alexandra Road ...	4·41	48 " 58	821 " 1381
" Oct. 10	Searsdale ...	Linton ...	7·97	48 " 58	821 " 1381
" " 17	Myrtleford ...	Bright ...	18·54	48 " 58	821 " 1381
" Nov. 10	Cathkin ...	Merton ...	15·47	48 " 58	821 " 1381
" " 11	Tooradin ...	Loch ...	23·53	48 " 58	821 " 1381
" " 18	Ararat ...	Avoca ...	39·04	48 " 58	821 " 1381
1891—Jan. 15	Kyneton (Redesdale Junction) ...	Redesdale ...	16·25	48 " 58	821 " 1381
" March 24	Fairfield Park ...	†Riversdale (including †Canterbury loop line)	4·98	48 " 58	821 " 1381
" " 24	Maldon (Laanecoorie Junction) ...	Shelbourne ...	9·89	48 " 58	821 " 1381
" May 7	Merton ...	Maindample ...	13·86	48 " 58	821 " 1381
" June 2	Loch ...	Korumburra ...	9·89	48 " 58	821 " 1381
" " 5	Birregurra ...	Forrest ...	19·85	48 " 58	821 " 1381
" July 23	Beechworth ...	Yackandandah ...	12·84	48 " 58	821 " 1381
" " 24	Bolga ...	Tallangatta ...	5·02	48 " 58	821 " 1381
" Oct. 6	Maindample ...	Mansfield ...	8·64	48 " 58	821 " 1381
" Nov. 23	Spencer-street ...	§Flinders-st. (Viaduct) ...	0·76	48 " 54	821 " 1187
" Dec. 17	Korumburra ...	Leongatha ...	0·19	48 " 58	821 " 1381
1892—Jan. 13	Leongatha ...	Port Albert ...	58·75	48 " 58	821 " 1381
" March 18	Rokeby ...	Nerim South ...	5·36	53 " 56	1030 " 1300
" April 6	Curdie's River Junction ...	Timboon ...	22·32	48 " 58	821 " 1381
" " 6	Lancefield ...	†Kilmore ...	18·10	48 " 58	821 " 1381
" Oct. 22	Korumburra ...	Coal Creek ...	0·89	56	1240 " 1255
" Nov. 28	Bookie ...	Katamatite ...	16·95	61	1529
1893—Jan. 5	Warracknabeal ...	Beulah ...	21·92	56	1273
" March 28	Donald ...	Birchip ...	32·30	56	1273
1894—March 6	Beulah ...	Hopetoun ...	16·01	57	1316
" May 7	Korumburra (Jumbunna Junction) ...	Jumbunna ...	3·74	55	1240 and 1294
" " 14	Bendigo Cattle-yards Junction ...	*Bendigo Cattle-yards ...	0·89	53 and 58	1030 " 1381
" June 1	Korumburra (Strezlecki Junction) ...	Strezlecki ...	2·25	55	1240 " 1294
" " 19	Dimboola ...	Jeparit ...	21·59	57	1312
" July 31	Natimuk (East Natimuk) ...	Goroke ...	28·32	56	1292
" Aug. 7	Boort ...	Quambatook ...	21·96	57	1312
1895—March 8	Wycheproof ...	Sea Lake ...	47·89	58	1383
1896—Feb. 5	Jumbunna ...	Outtrim ...	2·40	58	1371 and 1420
" Dec. 15	Nathalia ...	Picola ...	6·74	56	1293
1899—March 14	Wangaratta ...	¶Whitfield ...	30·49	61	1492
" Sept. 18	Birchip ...	Woomelang ...	26·45	62	1550
" Nov. 2	Jeparit ...	Rainbow ...	18·47	62	1558
1900—March 1	Quambatook ...	Ultima ...	30·30	62	1555
" Dec. 18	Upper Fern Tree Gully ...	¶Gembrook ...	18·22	62	1549
" " 26	Bungarke ...	*Race-course ...	1·53	64	1682
1901—Oct. 21	Melbourne ...	Collingwood ...	2·22	62	1590
" Nov. 13	Lilydale ...	Warburton ...	23·97	62	1589
1902—March 1	Colac ...	¶Beech Forest ...	29·66	62 Vic. and 1 Edw. VII.	1594 and 1760
" June 5	Heidelberg ...	Eltham ...	8·35	56 Vic.	1299
		Carried forward ...	3299·49		

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Including portion since dismantled.

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

¶ 2ft. 6in. gauge.

APPENDIX No. 19—continued.

STATEMENT SHOWING DATES OF OPENING AND LENGTH IN MILES OF THE DIFFERENT SECTIONS OF THE VICTORIAN RAILWAYS TO 30TH JUNE, 1924—continued.

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.	
				Victoria.	Number.
		Brought forward ...	3,299'49		
1903—Jan. 15	Woomelang	Hattah	68'79	64 Vic.	1679
" May 25	Hattah	Nowingi	11'94	64 "	1679
" Sept. 30	Nowingi	Yatpool	16'24	64 "	1679
" Oct. 27	Yatpool	Mildura	13'29	64 "	1679
" Dec. 21	North Geelong Loop Line	"	0'22	3 Edw. VII.	1884
1904—Jan. 1	Burrumbeet Race-course	*Burrumbeet Race-course	1'14	3 Edw. VII.	1879
" Feb. 7	Springvale Cemetery ...	*	1'60	1 Edw. VII.	1763
	Stawell	*Grampians	15'84	...	...
		Total mileage ...	3,428'55		
Less mileage closed for Traffic at 30th June, 1904—			Miles.		
Dunkeld to Penshurst (Dismantled), 19th February, 1898 ...			15'87		
Lancefield to Kilmore			18'10		
Coburg to Somerton			7'12		
Oakleigh to Fairfield Park—					
Fairfield Park to Deepdene			3'34		
Ashburton to Oakleigh			2'37		
Canterbury Loop Line (Dismantled)			0'21		
Burnley to Waverley Road—			5'92		
Darling to Waverley Road			0'84		
			47'85		
Total mileage open for Traffic, at 30th June, 1904 ...			3,380'70		

NOTE.—All tracks to piers, wharves and ballast pits, and to the Great Morwell Coal Mine are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown on page 8.

* Trains run only as required for traffic.

APPENDIX No. 20.

RETURN OF PERSONS KILLED AND INJURED, FROM THE OPENING OF THE
LINES FOR TRAFFIC TO 30th JUNE, 1904.

Year.	Passengers Killed or Injured.				Servants of the Department or of Contractors Killed or Injured.				Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.	
	Due to causes beyond their own control.		Due to their own action or negligence.		Due to causes beyond their own control.		Due to their own action or negligence.									
	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
†1902-3	...	32	2	145	7	118	3	199	4	12	21	16	3	52	40	574
†1903-4	1	84	1	232	3	124	4	204	3	4	10	8	6	25	28	681
Totals	17	1,502	62	1,933	82	1,237	333	3,167	141	158	446	234	88	701	1,169	8,932

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

APPENDIX No. 21.
RETURN OF TRAFFIC AT EACH STATION.

STATIONS.	PASSENGERS.		HORSES, ETC., MAILS, RENTS, MISCELLANEOUS.		GOODS.		LIVE STOCK.	
	Outwards.		Outwards.		Outwards.		Outwards.	
	Number of Passengers.	Revenue.	Revenue.	Inwards.	Tons.	Revenue.	Tons.	Inwards.
		£ s. d.						
BENDIGO-EGHUCA LINE.								
Spencer-street (Country, &c.)	1,556,346	255,022 1 1	98,302 9 8	£ s. d.	385,179	432,288 4 1	522,216	£ s. d.
North Melbourne	588,325	7,315 0 10	641 7 1	77,800 17 6	..	..	..	1,339 12 8
Arden-street	588,945	7,682 19 9	817 19 5	606 13 3	12,112	2,649 19 5	63,697	..
Footscray West	..	..	88 19 5	817 19 5	20,537	1,899 19 11	1,888	..
Tottenham	42,519	436 7 4	..	117 13 6	..	..	..	..
Footscray	4,320	45 15 4	..	..	..	..	..	..
Tottenham	26,005	344 4 6	122 3 8	56 9 11	..	895 19 4	1,328	..
Braybrook Junction	58	1 1 11	..	..	522	..	..	..
Albion	15,644	296 3 1	65 13 11	..	..	405 4 2	180	..
St. Albans	2,453	94 16 5	56 13 9	45 19 8	5,032	24 11 3	162	..
Sydenham	2,939	139 8 10	67 5 3	63 15 1	74	86 11 7	255	..
Diggers' Rest	17,468	1,043 18 1	256 12 9	99 9 1	390	366 1 7	3,763	..
Sunbury	6,564	530 7 3	81 17 1	394 5 3	1,352	248 16 2	357	..
Lancefield Junction	4,552	490 15 8	68 15 2	132 8 2	610	206 6 8	480	..
Riddell	9,720	1,033 9 6	140 10 7	99 13 1	563	418 11 10	940	..
Gisborne	7,114	833 15 1	364 5 11	223 19 11	1,093	1,136 17 5	1,197	..
Macedon	15,837	1,867 6 7	510 16 3	293 10 9	5,300	2,817 11 4	2,737	..
Woodend	1,794	165 16 5	50 17 9	638 14 2	9,372	283 6 1	87	..
Carlsruhe	34,867	4,770 15 1	2,073 10 2	56 15 9	860	4,209 3 11	11,009	..
Kyneton	1,299	136 15 4	61 5 10	2,171 17 0	10,484	174 5 4	127	..
Redesdale Junction	7,786	890 9 9	235 7 11	62 2 6	544	1,054 14 0	1,019	..
Mainsbury	5,625	470 2 4	99 3 8	253 15 3	3,662	214 7 1	378	..
Taradale	4,017	289 18 4	133 11 1	110 13 4	923	440 17 8	261	..
Elphinstone	10,045	798 6 5	74 17 1	59 19 3	2,058	228 17 4	4,690	..
Chewton	54,757	7,420 4 0	1,189 18 7	84 4 4	703	4,723 17 3	14,852	..
Castlemaine	..	..	..	1,602 4 9	4,949	4,723 17 3	73	..
Barker's Creek	4,940	342 6 7	257 12 3	..	384	135 10 6	466	..
Harcourt	2,601	245 6 2	96 7 8	77 9 10	2,707	1,102 2 0	270 8 4	..
Ravenswood	4,352	519 12 3	53 2 2	48 5 6	2,881	377 19 6	155	..
Kangaroo	10,538	1,386 0 6	87 18 11	76 14 2	160	124 3 1	800	..
Golden Square	132,803	25,451 12 11	8,537 6 3	178 1 6	300	168 8 7	19,801	..
Bendigo	..	..	0 6 6	9,927 15 1	15,518	11,208 12 7	116,675	..
Epsom	788	33 11 8	13 17 1	0 17 0	542	334 9 0	171	..
Hundy	1,292	66 2 11	20 4 5	16 6 8	549	150 3 2	85	..
Bagshot	790	45 11 8	6 4 7	28 6 2	4,669	571 5 11	129	..
Wellsford	..	..	..	7 4 2	3,167	378 10 2	20	..

Goornong	..	..	4,914	531 5 0	132 1 6	197 3 1	9,604	2,140 6 0	1,110	606 1 10	87 2 9	119 15 4
South Elmore	..	..	1,339	136 4 4	30 14 6	46 3 0	5,270	1,223 16 6	140	89 7 9	0 11 0	1 5 0
Elmore	..	..	9,628	1,523 0 5	342 12 2	384 10 8	13,014	4,824 11 3	2,614	2,113 13 11	524 7 3	523 5 3
Rochester	..	..	8,388	1,705 14 10	332 19 1	477 6 5	12,427	7,251 9 7	3,867	3,549 18 9	834 19 9	790 15 5
Echuca	..	..	18,829	5,165 17 9	2,060 16 7	2,394 1 5	26,505	18,414 19 4	12,751	11,948 4 6	1,802 10 5	4,001 7 9
LANCETERFIELD LINE.												
Bolinda	..	..	622	20 7 11	10 0 0	15 1 3	597	141 12 9	48	28 2 5	8 10 3	5 15 9
Monegatta	..	..	677	24 12 10	13 12 6	22 19 2	217	75 2 11	172	94 13 2	..	..
North Monegatta	..	..	358	27 2 11	..	0 13 9	..	0 1 0	1	0 19 2	..	..
Ronsey	..	..	5,707	698 10 1	293 14 0	260 1 9	6,304	1,620 3 0	1,391	837 14 4	128 12 0	91 5 5
Lancefield	..	..	6,103	799 4 1	271 0 4	392 11 8	6,805	2,288 14 2	1,438	913 18 10	273 7 11	86 15 11
LANCETERFIELD AND KILMORE LINE.												
Mount William*	..	..	..	..	..	..	124	40 14 3	..	0 4 5	..	..
Goldie*	..	..	1	0 1 5	..	..	99	30 13 1	3	1 9 0	..	..
Springfield*	..	..	..	..	..	..	120	25 17 6	1	0 5 8	..	..
DAYLESFORD LINE.												
Tylden	..	..	1,198	131 6 0	31 2 0	42 9 11	1,939	555 19 7	283	167 17 2	..	7 8 7
Fern Hill	..	..	2,182	255 19 10	112 18 11	124 11 6	6,365	2,092 10 9	425	245 0 11	13 10 8	12 2 1
Trentham	..	..	3,809	807 2 4	186 15 10	255 15 1	10,720	2,840 1 3	1,532	1,018 17 6	9 10 6	35 9 8
Lyonville	..	..	3,295	210 18 1	34 1 9	44 12 1	16,690	2,801 19 6	200	122 11 1	..	..
Billarto	..	..	6,732	317 0 7	36 18 2	66 16 0	11,822	2,260 5 3	277	131 7 9	..	..
Must Creek	..	..	2,693	78 16 0	22 12 11	31 9 11	2,856	671 5 3	369	58 18 4	0 15 3	4 10 0
Daylesford	..	..	15,968	2,479 7 2	702 11 0	839 4 3	6,934	2,506 9 2	5,105	3,797 1 10	50 16 3	43 6 2
Woodburn	..	..	326	5 1 5	..	0 2 2	1,143	170 1 7	..	0 4 6	..	..
Sailor's Falls	..	..	436	27 10 0	22 1 1	23 2 8	2,251	294 11 9	28	14 12 1	..	..
Leonard	..	..	1,731	140 8 0	45 11 0	47 7 8	11,830	1,594 16 5	248	91 3 0	0 15 8	..
Wombat	..	..	2,731	148 13 8	18 2 5	29 8 11	4,298	604 17 3	241	90 11 6	..	..
Rocky Lead	..	..	2,185	131 2 7	39 19 1	50 1 3	2,956	454 2 10	169	76 8 2	0 10 6	..
Newlyn	..	..	2,046	235 6 3	119 0 10	143 14 4	8,194	3,708 15 9	770	411 6 2	130 3 8	56 18 2
Kingston	..	..	2,720	260 9 2	72 0 6	102 3 10	5,238	2,187 7 5	6,022	1,122 18 5	4 0 0	0 16 0
Allendale	..	..	11,948	1,005 2 4	110 9 0	211 2 0	1,511	562 18 0	27,638	5,749 14 10	3 3 1	7 19 1
Broomfield	..	..	2,059	112 6 8	10 6 1	19 8 7	..	..	..	0 1 4	..	0 10 0
REDESDALE LINE.												
De Graves	..	..	..	..	0 13 6	0 13 6	..	..	..	..	..	..
Edgecombe	..	..	155	6 0 8	5 0 6	5 6 11	3,185	808 1 0	12	2 14 2	..	..
Green Hills	..	..	113	9 19 3	6 17 0	8 17 5	273	99 18 2	37	12 19 0	..	..
East Metcalfe	..	..	151	7 8 10	9 12 3	12 8 10	519	191 2 2	53	31 14 6	2 15 0	1 5 0
Emberton	..	..	62	3 0 7	5 16 6	5 7 9	166	31 3 1	14	2 12 10	..	..
Barfold	..	..	291	20 0 10	37 15 10	56 0 7	2,062	723 1 10	187	91 0 9	38 4 0	1 15 6
Redesdale	..	..	1,283	207 17 2	193 0 3	224 5 11	6,519	1,968 17 8	437	239 1 4	4 4 6	3 6 0
SHELBORNE LINE.												
Muckleford	..	..	474	15 9 5	13 1 0	21 1 6	71	39 1 1	57	24 14 5	..	..
Maldon	..	..	13,506	1,712 19 11	302 4 1	520 5 11	501	327 11 1	5,604	3,785 5 11	..	54 18 3
Bradford	..	..	..	..	..	0 0 9	..	..	..	0 4 9	..	..
Shelbourne	..	..	228	28 12 3	123 6 10	150 15 0	4,726	1,694 0 10	1,178	881 3 1	..	13 11 0

* Open for only portion of the year.

No. 21.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS, ETC., HORSES, CARRIAGES, DOGS, MAILS, RENTS, MISCELLANEOUS.		GOODS.			LIVE STOCK.		
	Outwards.		Inwards.		Outwards.			Inwards.		
	Number of Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Tons.	
		£ s. d.								£ s. d.
MARYBOROUGH, DONALD, AND BIRCHIP LINE.										
Campbell	1,665	70 7 11	25 12 10	30 16 0	475	335 2 5	517	204 18 10	517	204 18 10
Guildford	2,629	197 12 1	53 16 6	55 11 3	288	255 17 3	804	542 12 4	804	542 12 4
Strangway	1,747	79 15 11	20 8 5	5 8 9	7	7 13 10	3	2 11 2	3	2 11 2
Newstead	5,283	732 19 2	104 8 9	143 19 9	1,174	637 2 0	1,289	875 4 7	1,289	875 4 7
Joyce's Creek	955	98 0 7	70 7 0	39 13 9	245	114 6 1	79	37 15 9	79	37 15 9
Moolert	2,976	346 11 2	37 5 6	88 15 6	2,598	1,297 16 8	17,209	4,303 0 10	17,209	4,303 0 10
Carisbrook	2,321	368 12 9	81 3 4	111 15 9	1,044	506 7 0	10,530	1,903 10 0	10,530	1,903 10 0
Maryborough	37,044	6,588 0 0	1,391 11 9	1,822 16 11	3,833	1,910 10 7	14,195	9,300 1 11	14,195	9,300 1 11
Simons	633	18 5 7	5 0 0	5 0 0	..	..	..	0 2 4	..	0 2 4
Havelock	1,627	51 2 4	12 7 8	16 5 5	195	138 17 7	1,195	433 8 1	1,195	433 8 1
Bet Bet	2,393	91 19 3	30 7 2	45 10 10	1,261	696 5 4	6,524	3,016 7 0	6,524	3,016 7 0
Dunolly	8,141	1,207 16 11	401 18 10	526 10 8	3,143	1,080 8 8	2,765	2,057 8 11	2,765	2,057 8 11
Goldsborough	2,363	92 3 5	41 3 4	37 10 1	751	227 15 0	210	119 14 1	210	119 14 1
Bealiba	3,780	502 17 0	120 10 8	134 1 9	16,297	4,111 11 0	1,097	953 19 2	1,097	953 19 2
Maffescionis Siding*	..	..	..	..	10,221	2,545 19 2	9	2 3 9	9	2 3 9
Emu	1,280	270 8 8	78 7 5	61 12 9	6,700	1,935 14 11	399	361 5 5	399	361 5 5
Carapoe	806	36 4 5	49 4 3	35 14 5	4,841	1,443 12 4	142	113 1 11	142	113 1 11
St. Arnaud	11,392	3,285 0 5	720 13 11	1,097 0 9	11,172	6,834 7 5	12,000	9,779 6 0	12,000	9,779 6 0
Sutherland	..	..	10 3 7	18 4 10	2,716	1,031 12 0	187	87 6 4	187	87 6 4
Swanwater	..	..	19 19 10	28 5 11	2,529	844 13 8	121	70 17 5	121	70 17 5
Cope Cope	1,346	261 5 3	54 1 1	102 13 8	2,860	1,823 7 4	965	861 12 9	965	861 12 9
Donald	5,133	1,627 19 7	517 8 8	693 14 11	10,233	6,823 0 10	4,563	5,111 16 10	4,563	5,111 16 10
Lake Buloke	15	3 8 8	5 10 0	5 10 0	..	0 1 0	22	6 19 10	22	6 19 10
Litchfield	180	15 4 5	3 17 4	18 19 10	5,673	4,103 3 1	281	199 19 10	281	199 19 10
Massey	114	9 19 0	4 8 10	11 3 8	1,205	851 19 6	87	42 0 11	87	42 0 11
Watchem	1,205	276 7 9	65 10 5	145 10 0	5,687	4,432 13 3	784	1,022 18 11	784	1,022 18 11
Morton Plains	104	10 12 10	10 13 4	16 16 8	2,301	1,665 17 5	105	62 4 4	105	62 4 4
Birchip	2,975	1,074 17 9	307 8 0	438 3 6	6,540	4,190 10 4	2,477	3,398 18 1	2,477	3,398 18 1
WOOMELANG LINE.										
Karyrie	16	5 15 8	10 0 0	12 15 5	431	256 9 4	44	25 0 1	44	25 0 1
Knabulla	27	3 16 9	16 2 1	21 13 3	3,049	2,477 5 9	107	46 16 11	107	46 16 11
Curyo	108	9 7 11	18 13 6	35 7 9	3,481	2,582 19 4	338	274 4 1	338	274 4 1
Watchupga	120	12 5 2	23 5 4	56 5 7	4,317	3,495 5 7	466	425 18 7	466	425 18 7
Woomelang	559	211 5 9	60 15 5	90 13 6	6,950	3,429 2 10	3,300	3,243 17 6	3,300	3,243 17 6
			</							

MILDURA LINE.											
Minapre	81	37	8	10	38	2	0	42	1	10	1,294
Gana	19	5	4	3	20	1	5	25	2	0	20
Gorya	5	0	14	9	..	1	8	0	9	6	..
Austral Gypsum Siding*	9	2	5	9	24	4	11	21	16	9	420
Ouyen	18	4	10	5	57	7	4	50	8	8	2
Hattah	25	6	4	11	10	9	9	21	9	11	40
Nowingi	246	267	14	1	7	1	5	6	12	5	43
Yatpool	120	118	2	10	126	2	11	133	5	7	13
Irymple*	60	41	2	3	620	12	0	732	13	6	132
Mildura*	2,168	2,260	3	4	..	..	..	..	..	..	2,005
											2,070
AVOCA LINE.											
Adelaide Lead	370	9	2	10	..	..	..	0	7	6	..
Bung Bong	273	12	0	8	23	11	2	29	5	1	177
Homebush	1,408	72	15	4	29	11	11	40	10	2	113
Avoca	5,068	1,120	1	1	353	1	11	407	12	1	2,406
Amphitheatre	1,634	133	5	6	132	14	5	76	15	11	1,616
Elmhurst	1,800	273	13	11	145	17	5	122	1	1	1,612
Eversley	192	22	18	9	14	13	4	12	10	0	190
Crowlands	132	13	4	4	83	14	6	24	10	4	859
Dunneworthy	13	0	16	1	..	1	5	1	5	4	246
Warra Yadin	24	1	12	1	6	15	2	8	16	3	37
											15
TALBOT LINE.											
Sulky	1,568	53	5	3	31	1	4	40	3	7	5
Bald Hills	2,011	57	17	8	..	..	..	3	17	2	5
Creswick	26,283	1,725	4	3	309	10	7	409	5	1	106
North Creswick	12,441	651	0	11	61	1	4	69	5	7	19
Tourello	1,079	110	3	11	42	8	11	42	15	9	131
Clunes	11,527	1,430	19	11	191	15	9	290	18	6	1,046
Talbot	8,817	928	7	9	185	7	6	261	4	7	765
											16
WAUBRA LINE.											
Daisy Hill	13	0	13	3	..	..	..	0	3	0	0
Waubra Junction	2,384	91	2	0	15	8	0	17	13	8	1
Pisgah	488	20	16	7	8	0	9	27	9	11	..
Midas	660	66	2	1	137	11	7	24	4	3	24
Mount Blowhard	4,929	270	17	9	49	0	5	64	6	11	1,654
Leamonth	6,195	402	4	5	67	11	5	98	3	3	1,679
North Leamonth	10	0	11	0	..	..	..	0	11	10	..
Addington	1,451	89	9	10	55	14	6	35	13	10	300
Waubra	4,923	433	3	11	262	11	0	239	8	9	1,094
											16
TARNAGULLA LINE.											
Painswick	3	0	11	6	15	0	3	15	0	0	50
Laurie	8	0	5	4	15	0	0	15	2	5	171
Tarnagulla	1,697	334	12	8	151	18	0	243	1	2	1,222
Llanelly	608	32	16	10	25	15	2	42	19	10	393
Arnold	197	18	12	9	24	5	10	34	16	2	996
Bullabul	24	2	1	11	15	14	1	16	4	7	341
											16

* Open for only portion of the year.

No. 21.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		HORSES, ETC., DOGS, MISCELLANEOUS.		GOODS.		LIVE STOCK.	
	Outwards.		Inwards.		Outwards.		Inwards.	
	Number of Passengers.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.
		£ s. d.						
WYCHEPROOF LINE.								
California Gully ..	..	..	3 12 0	25	4 19 1	34,973	5,655 1 6	..
Eaglehawk ..	11,917	937 4 7	225 2 9	594	379 4 11	45,398	10,283 3 10	..
Marong ..	6,629	429 17 9	55 0 5	558	255 15 10	831	324 19 0	1 1 6
Liechardt ..	830	58 19 10	16 17 6	1,197	321 0 0	175	116 19 1	0 19 6
Derby ..	766	62 8 3	23 8 9	1,260	208 4 9	156	76 5 4	29 11 11
Bridgewater ..	4,673	611 4 5	92 6 9	9,805	4,746 5 5	11,428	4,386 12 5	248 12 5
Inglewood ..	10,908	1,792 18 4	250 19 5	3,520	1,231 11 3	2,893	2,947 1 11	606 5 0
Kurting ..	700	70 13 3	38 4 11	9,620	1,621 4 2	191	130 16 11	91 9 3
Glenalbyn ..	736	64 2 2	40 11 0	10,410	1,712 9 11	85	54 7 8	74 16 11
Wedderburn Junction ..	1,770	323 6 2	78 0 1	2,791	648 7 10	85	64 17 4	1 1 0
Korong Vale ..	3,786	686 5 3	307 11 11	5,249	2,155 0 6	710	784 0 3	23 8 3
Wychitella ..	685	105 15 2	39 5 0	3,090	1,500 8 3	363	340 3 1	274 9 5
Buckrabanyle ..	899	153 11 11	36 15 5	2,985	1,943 8 6	383	360 12 8	107 19 2
Barakee ..	639	96 13 9	26 19 5	4,052	2,409 18 5	441	523 9 0	20 1 3
Charlton ..	4,124	1,176 19 1	366 5 2	7,868	5,821 19 11	3,260	4,269 18 9	12 1 0
Teddywaddy ..	242	17 2 6	13 4 5	1,991	1,309 9 2	148	83 13 10	277 17 5
Glenloth ..	927	145 4 2	35 5 5	2,814	1,843 13 5	337	382 17 3	196 18 3
Fairview ..	57	3 9 10	10 3 2	144	85 17 1	20	9 18 2	3 14 6
Wycheproof ..	4,230	1,369 16 0	435 11 11	7,777	5,420 5 0	2,978	3,189 10 6	43 8 7
							1,206 12 10	837 13 0
SEA LAKE LINE.								
Tyrell Creek ..	151	13 11 2	14 5 9	2,852	1,858 12 3	135	111 18 11	1 11 6
Nullawd ..	242	24 19 5	20 12 2	5,391	4,158 10 9	352	328 5 5	0 1 3
Kaneira ..	463	60 1 11	21 16 1	4,562	3,487 3 0	470	738 3 0	53 5 11
Berrillock ..	718	94 10 10	36 6 7	4,949	3,806 3 6	630	991 2 1	20 13 8
Boigbeat ..	182	20 14 6	3 12 2	1,865	1,482 16 6	59	82 3 4	..
Sea Lake ..	710	156 12 9	262 3 8	10,683	8,902 19 4	1,172	2,002 10 10	443 5 4
WEDDERBURN LINE.								
Wedderburn ..	2,001	542 8 4	136 6 10	14,017	4,443 12 8	2,203	2,524 19 0	33 16 8
								23 17 6
BOORT LINE.								
Borong ..	834	108 7 5	34 19 8	1,938	1,089 5 0	324	404 8 4	55 11 7
Mysia ..	649	150 3 7	61 12 9	1,219	915 9 4	480	334 10 0	217 19 0
Boort ..	3,187	975 0 9	280 8 3	9,750	5,985 19 8	2,006	2,468 16 6	1,167 8 1

QUAMBATOOK LINE.									
Barrapoort	161	14 3 1	26 16 4	47 14 7	5,022	3,465	7 1	364	229 10 3
Gredgwin	94	9 11 11	15 7 5	19 15 0	843	588 18 11		10 5 0	41 10 8
Oakvale	157	16 19 0	4 7 1	17 7 7	2,291	1,629 2 4		167 0 10	107 17 5
Quambatook	861	242 12 3	145 13 3	207 10 3	5,041	3,829 2 0			1,404 19 7
ULTIMA LINE.									
Cannie	150	20 13 4	3 5 9	7 7 2	1,895	1,367 15 0		325 11 3	101 8 0
Laibert	311	65 9 1	21 15 9	65 6 8	4,349	3,144 1 5			584 1 1
Meatman	95	13 7 4	2 16 1	13 2 9	3,871	2,962 10 9		0 1 6	107 9 3
Ultima	272	69 6 5	76 9 0	114 6 3	4,790	3,457 18 7			776 19 10
SWAN HILL LINE.									
Sydney Flat	632	23 5 0	3 7 5	9 11 3					
Myer's Flat	434	11 17 5	1 18 11	9 1 8					
Sebastian	1,378	92 1 6	24 17 4	49 7 7	3,429	691 6 8		0 14 4	213 14 11
Raywood	2,533	318 9 5	91 13 11	120 15 4	9,346	2,261 1 7		55 11 10	498 0 3
Tandara	1,279	185 11 11	46 12 7	81 10 9	3,746	1,531 0 11		127 17 0	338 15 7
Dingee	1,606	232 15 10	71 8 0	124 1 1	3,481	1,650 15 4		656 4 11	404 14 8
Prairie	1,000	184 8 0	24 19 7	67 4 2	4,638	2,732 4 10		35 10 9	393 18 2
Mitkano	2,232	464 9 9	358 3 10	433 15 2	3,063	1,829 1 2		858 3 7	547 7 0
Mologa	833	179 16 1	40 2 1	60 1 3	2,505	1,472 3 7		58 19 0	212 16 4
Pyramid Hill	3,491	912 14 11	264 6 7	373 14 11	5,977	3,707 19 1		729 7 0	2,316 2 11
Mincha	657	63 9 1	55 0 1	64 4 11	1,514	1,136 3 3		265 19 7	184 3 0
Macorna	1,859	472 15 3	44 8 11	122 3 5	2,867	2,643 14 0		558 7 8	1,757 3 8
Tragowel	438	52 1 6	29 7 2	54 2 8	283	321 1 6		33 18 5	103 7 9
South Kerang	6	3 5 9	12 16 0	13 16 5	214	33 4 3		16 11 11	3 7 0
Kerang	7,620	2,890 9 3	713 12 4	1,054 2 5	7,589	5,856 18 3		1,616 6 9	6,419 14 11
Reedy Lake	221	7 1 11	8 0 8	12 10 7	249	149 14 4		39 15 6	22 16 3
Lake Charm	1,334	112 19 1	23 13 4	51 4 2	519	431 0 9		163 2 6	181 7 3
Mystic Park	1,541	144 8 2	33 3 2	67 13 6	2,037	1,493 4 10		84 1 8	268 2 1
Lake Boga	1,941	368 5 6	78 3 8	147 4 3	4,640	3,557 17 9			773 5 0
Swan Hill	4,572	2,227 10 5	536 8 5	897 5 0	10,566	9,283 7 7		887 7 3	5,961 15 6
HEATHCOTE LINE.									
Strathfieldsaye			3 4 9	3 4 9		273 5 1			29 9 7
Axe Creek	533	26 14 8	2 2 3	8 6 6	2,245	1,027 12 10		4 19 0	197 14 11
Axedale	2,663	196 6 11	38 15 3	53 5 5	8,747	3,458 16 0		3 11 0	185 1 2
Knowsley	2,669	292 6 2	94 5 8	66 13 7	15,499	458 7 10			
Ingham					3,600	1,266 14 6		8 11 0	74 15 3
Derrinal	664	72 13 5	41 15 6	21 16 5	6,628	3,613 16 3		171 3 5	1,867 12 1
Heathcote	4,204	788 11 8	261 6 1	323 13 4	17,633	2,651 8 7		156 0 6	144 5 10
South Heathcote	1,073	173 19 8	137 6 3	44 16 7	14,519	2,600 0 7		328 9 7	260 0 7
Tooborac	1,144	131 18 6	376 17 7	116 10 10	7,923	1,790 13 11		188 16 0	138 4 11
Pyalong	778	124 11 2	178 5 9	62 5 8	199	87 16 4		16 17 10	117 0 9
High Camp	817	110 15 11	137 5 11	49 19 3	1,272	384 6 3		0 10 0	16 17 10
Morand	1,071	14 2 4	15 15 3	20 3 3	129	41 2 7			35
Willowmavin	77	2 14 0	3 11 9	3 14 0	407	126 14 3		135 8 4	25 12 3
Kilmore	2,526	622 12 10	484 10 8	497 13 7	1,280	587 4 5			21 6 11
Bylands	353	21 19 5	12 7 10	11 9 2	1,387	282 9 4			1,124 0 0
Leslie	43	2 18 2	5 16 9	3 6 8	1,181	198 13 5			3 8 0

No. 21.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS, ETC., DOGS, HORSES, CARRIAGES, MAILS, RENTS, MISCELLANEOUS.		GOODS.				LIVE STOCK.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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	Number of Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Re venue.	Tons.	Revenue.	Revenue.	Revenue.	Revenue.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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Koyuga	313	44	12	2	7	19	1	13	10	8	225	164	9	7	71	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0	11	342	13	0	57	0

Deep Lead	592	69	4	2	25	9	7	33	13	5	60	16	19	1	26	57	19	6	..	..	..	450	12	6
Glenorchy	2,011	290	8	10	79	9	3	106	4	6	1,249	749	16	0	443	344	13	11	..	..	..	4	16	4
Wal Wal	623	36	13	1	17	2	2	26	2	8	982	368	10	1	123	68	12	3	..	..	..	63	15	0
Lubeck	2,860	472	19	9	75	9	7	115	4	6	1,528	1,159	5	9	552	616	3	4	265	5	0	..	..	..
Hopfield	..	..	..	..	..	..	..	0	4	0	..	..	..	..	..	..	..	..	..	..	..	..	..	
Murtoa	12,402	2,672	8	7	321	19	7	494	7	1	5,792	3,665	6	0	3,779	3,270	9	11	377	13	11	344	19	6
Jung Jung	2,785	275	6	4	83	2	7	125	19	7	7,568	5,361	9	4	991	821	8	6	8	12	8	5	13	6
Dooen	1,167	44	14	4	71	3	9	89	17	8	4,160	2,986	4	0	384	294	14	8	52	12	7	139	9	9
Horsham	18,356	4,869	15	3	1,082	5	11	1,440	19	11	10,327	7,725	6	2	11,335	10,631	12	1	612	16	5	1,008	15	0
Pimpinio	2,532	186	1	8	44	10	4	68	16	7	4,802	3,489	15	8	478	267	13	1	11	10	0	5	18	3
Wail ..	1,431	76	10	9	47	8	7	56	19	6	3,678	2,598	7	7	248	158	8	3	7	11	0	..	..	..
Dimboola	9,236	1,966	11	2	485	7	3	675	14	4	6,308	5,238	0	6	2,708	3,096	16	9	166	18	2	110	10	2
Gerang Gerang	751	46	15	2	38	6	0	63	12	8	3,315	2,636	1	6	486	316	14	3	..	..	..	14	3	3
Kiatt ..	641	79	1	8	44	4	0	60	2	10	3,178	2,441	10	0	500	307	9	1	..	..	..	..	..	..
Salisbury	364	37	1	1	41	15	0	46	16	1	3,426	2,704	16	9	310	185	19	6	..	..	..	..	..	..
Nhill ..	5,674	1,925	5	10	335	11	1	630	14	11	11,250	8,951	3	8	6,585	6,715	11	11	742	8	7	160	15	0
Tarraanginnie	166	7	3	8	27	6	6	33	0	6	1,598	1,019	11	5	170	86	16	6	23	16	0	0	19	9
Diapur	967	98	7	5	60	2	1	93	14	3	4,454	3,353	4	2	874	642	18	3	1	0	0	9	9	7
Miran Piram	953	55	6	1	83	9	6	106	3	1	3,425	2,790	13	5	722	415	13	7	..	..	..	2	15	10
Kaniva	3,181	624	5	0	96	3	6	224	18	6	3,444	3,263	19	5	1,321	1,278	6	8	204	11	9	77	2	3
Lallimar	887	109	5	11	31	2	0	70	17	10	1,593	1,561	11	5	461	268	5	7	..	..	..	0	11	0
Leoor ..	..	..	..	..	11	6	3	12	18	10	..	..	..	..	..	0	3	6	..	..	..	..	..	..
Sevireton	4,790	1,350	17	7	912	18	1	1,988	6	1	1,075	478	8	4	561	378	4	11	133	13	6	130	15	9
WILLIAMSTOWN LINE.																								
South Kensington	133,341	1,017	6	10	38	11	5	59	8	3	29,853	3,034	2	11	55,919	36,659	8	7	..	..	..	..	..	..
Footcray	1,587,800	15,676	11	5	1,137	6	0	501	7	9	6,799	2,565	17	11	16,017	5,249	4	2	..	..	..	..	..	..
Yarraville	648,058	5,967	13	1	98	14	4	87	18	6	35,889	17,190	5	1	7,249	1,770	5	0	..	..	..	..	..	..
Spottiswoole	118,907	1,204	4	8	193	1	3	61	13	9	1,280	2,084	17	6	21,117	3,223	3	10	..	..	..	..	..	..
Newport	355,802	4,439	5	10	685	10	9	678	17	6	63,653	7,643	14	6	18,745	6,234	10	0	19	1	11	2,467	6	11
North Williamstown	432,054	6,140	14	6	280	1	6	217	7	9	813	106	3	2	4,915	1,466	1	11	..	..	..	..	..	..
Beach ..	272,657	4,061	11	3	84	6	7	99	6	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Williamstown	254,644	3,853	13	8	173	5	0	228	18	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Williamstown Pier	13,637	244	15	1	4,112	12	11	4,116	6	1	64,477	9,172	4	2	393,730	172,780	13	10	..	..	..	54	7	4
Williamstown Race-course	..	..	..	..	..	..	..	23	5	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..
BACCHUS MARSH LINE.																								
Austral Explosive Siding*	..	..	..	..	..	..	..	..	..	..	17	2	12	6	880	111	17	6	..	..	..	..	..	..
Deer Park	7,355	163	2	6	116	2	3	62	0	0	1,036	176	9	10	4,233	477	7	4	3	5	6	0	9	0
Rockbank	3,343	126	10	11	70	1	7	64	3	10	2,428	450	16	9	373	95	18	1	3	8	4	43	8	4
Melton	16,176	911	13	9	817	10	10	330	4	7	8,722	1,507	10	9	1,894	581	1	0	75	8	7	161	17	2
Stoughton Siding	..	..	..	..	..	..	..	..	..	..	545	82	0	0	1	0	4	0	..	..	..	..	..	..
Parvan	1,295	107	0	11	126	1	9	63	16	5	2,466	486	17	7	892	232	18	5	2	7	3	33	11	3
Bacchus Marsh	20,229	1,790	17	5	1,516	14	6	1,000	18	4	5,992	1,798	19	2	2,562	1,265	15	2	769	19	7	277	19	5
Rowlsley	131	10	0	1	37	17	5	50	10	11	2,443	432	4	3	172	56	11	6	..	..	..	..	..	..
Inglinton	917	106	13	4	108	16	7	57	3	2	179	69	4	9	49	25	6	5	14	4	6	3	3	4
Ballan	11,286	1,304	17	1	457	3	10	414	12	5	10,991	1,945	7	6	1,825	1,037	0	1	713	14	6	296	4	2
Bradshaw	513	38	17	2	13	7	8	15	19	5	..	..	..	..	2	2	10	0	..	..	..	..	..	..
Gordons	10,904	1,054	11	4	142	5	4	177	4	0	2,148	605	14	1	1,269	615	8	9	2	0	6	..	..	..
Millbrook	3,809	184	15	8	27	3	4	30	5	10	1,849	557	15	10	161	77	4	7	99	11	10	2	10	9
Wallace	5,724	416	5	6	55	15	5	61	12	6	1,411	1,411	2	0	498	232	5	7	38	3	4	47	1	0
Bungaree	4,578	334	2	1	82	11	9	109	8	11	6,886	2,104	9	5	487	248	3	0	3	4	3	2	19	3
Dunnstown	6,972	250	10	2	58	11	6	55	9	11	2,162	751	2	10	381	220	5	10	..	..	..	3	15	0

* Open for only portion of the year.

No. 21.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS	PASSENGERS.		HORSES, ETC., DOGS, MAILS, RENTS, MISCELLANEOUS.		GOODS.		LIVE STOCK.	
	Outwards.		Outwards.		Inwards.		Outwards.	
	Number of Passengers.	Revenue.	£	s. d.	Tons.	Revenue.	Revenue.	Revenue.
QUEENSLAND LINE.								
Geelong Show Grounds ..	..	1,352 9 0	..	3 11	..	651	..	..
South Geelong ..	15,594	18 0 6	254 3 11	194 10 6	..	9,452	2,088 15 2	8 5 7
Moolap ..	405	28 3 7	12 0 7	12 2 0	..	..	..	..
Leopold ..	446	27 3 3	10 0 0	10 2 3	..	385	..	..
Scarborough ..	233	371 2 7	11 4 0	11 5 6	..	52	..	..
Drysdale ..	4,491	39 6 1	242 7 4	169 17 1	..	5,449	365 15 8	66 2 5
Mannering ..	715	160 4 10	10 5 0	10 7 3	..	828	29 2 3	..
Marcus ..	1,285	135 16 4	115 17 6	33 17 11	..	..	..	1 11 0
Queenscliff ..	7,370	..	448 8 11	510 1 11	..	383	863 7 4	13 4 9
SOUTH-WESTERN LINE.								
Breakwater ..	..	34 8 5	0 15 6	0 15 6	..	716	..	..
Connawarre ..	690	63 12 2	18 3 3	19 13 11	..	..	174 13 6	..
Germanstown ..	662	30 12 8	19 9 4	20 5 8	..	..	6 6 11	..
Pettavel ..	391	231 19 0	19 1 0	20 9 0	..	399	37 6 2	..
Moriae ..	2,349	82 12 7	74 17 4	96 0 8	3,078	467 17 6	109 13 4	78 4 2
Buckley ..	901	738 8 7	42 17 3	34 2 6	1,050	179 12 8	39 13 11	1 4 0
Winchelsea ..	4,639	1,204 19 5	140 4 8	229 16 9	5,032	1,104 7 2	487 17 11	106 1 10
Birregurra ..	8,857	137 4 8	235 7 3	234 19 9	1,109	458 2 10	488 2 4	244 7 5
Warnacoort ..	758	424 5 10	39 3 9	41 13 10	828	454 0 7	114 7 7	..
Irrewarra ..	3,084	5,885 7 10	98 13 0	120 14 2	376	166 16 2	137	1,188 7 9
Colac ..	29,467	252 4 11	1,590 19 9	1,399 13 9	7,978	4,404 16 10	13,112	917 16 11
Larport ..	1,576	407 1 9	38 17 2	46 2 5	7,800	4,467 2 8	546	46 13 7
Puron Yallock ..	3,345	124 19 0	134 0 11	103 15 3	598	405 1 4	378	265 8 2
Stoneyford ..	1,538	405 15 11	92 8 4	35 18 7	92	84 15 6	142	2 6 3
Ponibornett ..	3,836	292 8 11	89 16 0	96 1 3	381	510 6 0	382 17 4	20 5 7
Weerite ..	1,391	4,947 16 6	36 9 2	71 7 2	285	273 12 5	190 3 0	106 16 1
Camperdown ..	19,268	19 11 7	824 8 7	1,181 12 7	2,590	2,792 14 1	445	425 3 5
Booreen ..	444	3,864 6 8	25 6 11	28 2 4	131	152 17 9	116	37 18 10
Terang ..	20,856	104 4 10	639 19 5	978 15 7	3,272	3,578 8 3	10,419	450 19 3
Garvoc ..	2,257	327 15 10	58 16 1	109 17 3	1,530	879 6 9	1,046	63 14 8
Pannure ..	2,845	82 8 11	49 2 9	61 14 9	4,751	997 9 0	558	6 4 0
Cudgee ..	1,435	70 17 4	43 17 6	49 0 1	142	46 2 4	171	..
Allansford ..	3,140	583 2 2	70 17 4	106 7 4	1,387	691 14 3	1,051	34 4 11
Warrnambool ..	32,212	7,447 7 8	1,806 16 10	2,048 6 4	24,933	7,114 6 7	36,660	336 18 10
Dennington ..	40	3 2 4	41 8 7	44 2 6	26	3 9 4	409	1 6 6
Illova ..	2,099	224 3 3	116 1 8	122 16 9	3,533	1,673 1 11	421	39 3 6
Koroit ..	14,737	1,938 18 4	377 2 3	430 12 5	8,213	4,722 3 2	2,129	75 2 2
Crossley ..	617	13 9 10	9 10 1	19 17 6	309	91 8 2	8	..
Kirkstall ..	450	12 14 1	11 3 3	16 4 2	20	6 18 8	17 8 11	..
Rossbrook ..	246	12 8 6	4 15 0	8 8	..	..	3 14 6	..

Moyne	..	..	284	8 11 6	..	799 6 1	2 0 0	970	140 1 1	31	9 2 4	..	..	60 11 8
Port Fairy	..	..	6,963	1,527 19 4	..	..	497 7 7	2,178	2,239 19 8	2,982	1,315 12 3	442 12 5	..	..
WENSLEYDALE LINE.														
Layard	..	..	..	..	..	..	..	633	92 6 1	2	0 14 0	..	..	..
Gherang	..	..	..	..	..	..	..	2,337	364 13 7	8	4 5 7	..	..	..
Wornbetc	..	..	..	..	..	..	..	2,938	495 15 7	11	4 12 5	..	..	..
Wensleydale	..	..	..	..	..	..	..	2,544	447 8 8	49	26 11 9	..	..	..
FORREST LINE.														
Whoord	..	..	..	..	..	12 15 2	12 15 3	635	118 6 2	16	8 4 2	..	..	..
Dean Marsh	..	..	1,521	215 6 9	..	80 17 8	156 9 10	4,476	1,050 13 1	416	285 3 2	38 17 11	21 16 6	..
Pennyroyal	..	..	341	14 12 8	..	38 1 0	50 1 3	336	143 7 7	82	48 17 7	4 8 6	..	..
Murroon	..	..	398	17 17 2	..	30 11 9	47 17 2	1,191	390 17 8	157	94 9 3	19 3 6	5 6 8	..
Barwon Downs	..	..	1,006	44 8 1	..	44 1 5	74 19 8	7,332	2,656 0 9	452	245 14 0	..	1 13 7	..
Gerangemete	..	..	304	7 5 7	..	22 12 3	30 16 4	400	167 12 7	42	30 10 1	..	..	..
Yeahter	..	..	189	24 16 0	..	21 12 0	25 1 5	114	73 16 8	27	16 19 8	..	..	..
Forrest	..	..	1,687	343 12 11	..	148 2 4	233 13 10	13,701	6,226 2 2	753	587 14 9	4 2 6	35 1 6	..
BEEAC LINE.														
On'lit ..	..	..	404	13 6 6	..	59 13 7	57 10 5	1,516	765 12 6	465	170 18 10	40 16 9	9 0 9	..
Kewis Lane	..	..	77	6 3 2	..	..	..	..	..	..	..	..	..	..
Beeac ..	..	..	3,420	570 5 11	..	206 10 10	287 4 10	1,678	914 0 6	3,593	1,243 2 5	297 1 2	42 13 2	..
BEECH FOREST LINE.														
Co-ran	..	..	523	15 1 1	..	10 3 5	10 4 11	..	0 2 2	..	0 5 0	..	..	..
Barongarook	..	..	612	22 3 0	..	10 1 9	11 12 2	31	11 16 5	12	6 17 11	..	..	..
Kawarren	..	..	324	19 16 4	..	10 3 6	21 15 4	1,553	207 12 0	125	30 19 7	0 13 4	0 10 0	..
Love's River	..	..	374	27 3 6	..	15 16 6	13 9 11	30	13 15 1	33	9 18 8	..	..	..
Gellibrand	..	..	1,813	158 18 3	..	36 16 2	38 17 1	1,295	390 13 6	205	126 5 7	1 10 0	0 10 0	..
Moo-banool	..	..	234	22 3 1	..	10 1 6	15 2 1	12	8 7 7	35	35 5 1	..	..	..
Winaba	..	..	335	31 7 7	..	10 9 9	14 0 2	10	11 19 6	13	9 17 1	..	..	..
Weeapoinah	..	..	457	46 8 6	..	11 10 10	18 15 7	3,401	1,869 18 8	90	42 14 6	..	..	..
Beech Forest	..	..	2,305	362 11 9	..	140 19 7	191 8 1	1,861	1,109 2 7	918	834 5 10	16 3 10	14 3 9	..
TIMBOON LINE.														
Narozhid	..	..	89	14 8 2	..	10 3 6	12 7 1	1	1 19 11	164	19 0 8	..	..	..
Gobden	..	..	516	54 17 9	..	162 16 11	142 19 3	923	1,157 15 1	3,065	1,941 15 7	86 0 2	10 1 3	..
Glenfyne	..	..	218	26 11 3	..	21 5 1	30 2 6	1,770	252 6 10	84	66 17 3	..	..	..
Timboon	..	..	981	182 10 4	..	108 5 6	245 10 10	5,767	1,180 12 9	553	431 13 5	2 2 9	..	..
MORTLAKE LINE.														
Mortlake	..	..	4,255	993 1 2	..	304 15 9	420 11 5	1,037	1,217 12 3	3,341	2,121 13 0	1,155 3 1	127 14 4	..
PENSURST LINE.														
Warrong	..	..	72	7 11 6	..	4 3 8	4 12 4	193	20 13 0	9	5 16 10	..	..	..
Woolthorpe	..	..	308	33 10 5	..	0 13 9	11 6 1	3,137	393 4 0	97	44 16 11	..	..	..
Hawkesdale	..	..	1,556	209 7 2	..	17 9 9	79 11 2	1,653	376 0 11	376	189 19 11	793 6 3	137 3 8	..
Minhamite	..	..	238	51 5 10	..	14 11 7	24 1 9	217	258 0 2	65	39 3 6	..	5 4 0	..
Purleet	..	..	529	108 6 8	..	1 13 11	15 16 2	63	81 6 10	74	43 19 1	..	14 10 6	..
Penshurst	..	..	4,895	740 1 6	..	329 13 8	483 1 0	843	1,064 2 0	1,567	996 0 2	1,132 12 4	22 19 4	..
Croxton East	..	..	203	12 3 1	..	2 18 8	4 9 11	218	108 1 5	38	23 5 7	..	..	..
Yatchaw	..	..	139	20 3 5	..	3 8 2	6 13 6	38	27 17 10	50	12 8 11	16 11 0	..	..

No. 21.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS, ETC., DOGS, HORSES, CARRIAGES, MAILS, RENTS, MISCELLANEOUS.				GOODS.				LIVE STOCK.						
	Outwards.		Outwards.		Inwards.		Outwards.		Inwards.		Outwards.						
	Number of Passengers.	Revenue.	£	s.	d.	£	s.	d.	Tons.	Revenue.	£	s.	d.	Revenue.	£	s.	d.
BUNINYONG LINE.																	
Eureka ..	2,381	28 8 5	10 0 0			10 0 0			4	0 10 11	487			104 5 2			620 13 2
Spencer Crossing ..	4,676	39 19 2	..			..			..	0 15 0	667			.. 5 2			..
Canadian ..	4,743	40 8 6	10 0 0			10 3 9			..					185 5 2			..
Yorke-street Crossing*	80	0 15 0	..			..			..					64 6 4			..
Mount Clear ..	1,941	21 18 6	1 3 4			1 13 9			..		175			..			..
Reid's Crossing ..	1,246	20 1 4	..			..			..					..			..
Mount Helen ..	1,098	19 11 11	..			0 2 9			..					..			..
Buninyong ..	60,562	1,278 17 6	132 10 8			178 11 5			1,817	1,082 13 5				993 8 2			3 18 0
LINTON LINE.																	
Ballarat Gardens ..	97	3 4 4	..			0 0 3			..					..			..
Cardigan ..	1,229	30 7 9	16 12 9			43 18 7			..					..			..
Trunk Leat ..	1,486	44 11 6	23 12 6			24 13 8			..		6			2 1 8			..
Haddon ..	2,522	97 7 11	28 15 2			30 12 5			98	91 9 4				115 6 6			..
Nightingool ..	427	17 9 5	..			..			..					..			..
Smythedale ..	6,408	441 19 1	75 7 10			108 5 6			31	27 0 10				453 18 5			..
Scarsdale ..	17,451	1,153 4 8	78 1 2			123 11 6			282	63 5 5				470 13 0			5 12 3
Newton ..	8,509	637 9 7	48 18 3			67 14 10			571	260 2 6				2,080 17 1			1 9 0
Happy Valley ..	892	82 5 9	15 0 0			15 2 1			..					..			..
Linton ..	6,694	939 0 0	167 8 6			288 14 0			1,635	1,414 10 11				1,277 13 3			273 9 8
PORTLAND LINE.																	
Maroona ..	1,163	216 2 9	103 6 8			141 2 11			4,593	2,712 16 9				1,018 6 10			45 1 6
Wickliffe-road ..	3,377	939 2 0	179 18 2			338 15 11			8,933	6,059 1 1				2,339 14 8			26 16 11
Green Vale Siding ..	1	0 4 4	1 13 4			1 13 4			1,265	798 18 0				35 10 1			..
Glen Thompson ..	2,888	605 9 11	123 5 10			166 10 6			2,675	868 5 7				608 13 4			87 5 9
Dunkeld ..	4,503	877 10 0	215 14 10			288 10 0			1,556	1,307 5 8				561 16 5			147 2 0
Montajup ..	309	17 7 6	0 3 6			11 9 0			12	4 18 4				9 10 1			..
Hamilton ..	25,572	6,997 18 11	1,913 6 1			2,308 19 11			5,576	4,193 9 8				6,750 15 7			317 7 3
Branxholme ..	5,864	898 11 9	142 3 2			214 12 4			701	514 9 3				489 13 1			12 13 11
Condah ..	3,451	507 1 6	96 1 11			155 11 4			909	636 6 5				446 11 11			262 4 8
Myamyn ..	908	72 7 8	10 4 8			25 14 6			61	20 0 8				93 3 9			..
Miltown ..	858	87 15 10	24 11 3			38 1 4			1,709	320 14 5				49 13 7			0 7 9
Heywood ..	4,017	719 19 3	81 6 0			180 2 4			4,562	1,538 19 6				659 12 5			8 19 3
Portland North ..	1,056	195 16 4	..			..			..					..			..
Portland ..	3,551	1,216 14 3	736 7 6			499 5 2			4,855	3,598 11 6				2,584 4 6			5 19 0
COLERAINE LINE.																	
Bochara ..	24	1 5 2	4 0 9			4 2 6			..	0 1 9				3 4 0			..
Wannon ..	798	49 5 5	23 11 8			53 4 6			206	90 12 8				57 13 8			2 10 6

Gritjirk	..	..	109	9 2 10	..	334 17 7	0 7 5	124	28 16 2	97	21 0 5	1,735 19 9	.. 66 19 6
Coleraine	..	..	5,179	1,355 0 8	..	..	530 15 6	2,340	2,342 3 4	2,859	2,652 17 10	..	..
CASTERTON LINE.													
Miakite	..	..	14	0 9 0	..	2 15 0	2 15 0	6	2 6 0	1	0 5 0	..	..
Grassdale	..	..	1,058	153 6 2	..	19 3 2	36 15 8	354	258 4 10	296	163 0 6	459 11 8	.. 4 1 9
Merino...	..	..	3,127	586 11 2	..	110 11 4	184 17 1	601	469 2 7	1,208	857 9 9	347 1 6	9 13 8
Henty	..	..	630	111 14 4	..	64 19 8	63 2 4	313	300 9 4	128	81 15 10	730 7 8	29 10 0
Sandford	..	..	2,197	332 9 2	..	79 2 2	112 10 9	414	399 14 10	160	225 14 9	2,258 19 10	29 1 10
Casterton	..	..	5,848	2,239 19 8	..	358 2 5	762 1 7	3,578	3,352 13 11	3,670	3,718 15 5	42 6 11	42 5 9
GRAMPIANS LINE.													
Fyau's Creek	..	..	..	..	..	..	..	77	15 17 1	..	.. 2 0	..	..
Grampians	..	..	..	..	..	..	..	321	52 6 1	..	..	..	..
RUPANYUP LINE.													
Jacksons	..	..	..	..	..	..	0 1 6	88	61 14 7	..	..	..	..
Rupanyup	..	..	1,404	282 16 10	..	168 16 10	274 1 8	9,227	6,356 6 1	1,900	2,383 12 2	524 1 10	.. 53 0 9
WARRACKNABEAL AND HOPETOUN LINE.													
Coromby	..	..	958	31 19 5	..	32 9 6	42 9 10	3,171	2,406 1 7	187	121 0 10	23 17 0	.. 55 18 0
Minyip	..	..	4,943	899 4 3	..	161 14 11	300 2 4	10,345	7,913 19 5	2,561	3,283 14 10	533 0 1	244 9 11
Nullan	..	..	383	17 12 3	..	25 16 0	32 15 9	1,193	878 16 5	46	36 0 11	..	..
Sheep Hills	..	..	1,883	347 12 3	..	85 15 6	134 19 9	8,956	6,783 12 5	946	1,126 18 8	94 12 2	124 4 9
Kellalac	..	..	2	0 2 10	..	0 1 0	0 8 0	408	320 17 11	..	0 6 3	..	..
Warracknabeal	..	..	9,849	2,686 18 11	..	451 9 2	767 1 9	12,516	9,971 13 7	5,774	8,679 10 5	340 0 6	755 17 0
Lah	..	..	323	21 17 1	..	37 2 9	42 12 11	3,511	2,708 15 6	194	92 2 1	..	..
Brim	..	..	1,073	94 14 7	..	72 17 3	111 16 8	7,056	5,793 8 7	1,121	953 17 1	9 3 0	10 11 0
Galaquil	..	..	608	43 6 10	..	31 5 4	45 7 9	4,580	3,674 10 5	275	186 15 0	..	7 19 4
Beulah	..	..	3,030	764 3 0	..	158 12 8	299 11 1	7,655	6,190 19 7	2,497	4,126 3 4	37 11 3	175 1 2
Rosebery	..	..	1,252	123 13 6	..	46 10 4	77 3 10	4,769	3,944 16 7	805	890 12 6	9 11 3	34 13 3
Goyura	..	..	563	36 6 5	..	32 6 6	54 19 4	2,571	2,101 12 4	263	265 5 5	..	..
Hopetoun	..	..	2,178	675 1 5	..	149 6 9	277 10 11	11,467	9,476 1 6	2,091	2,730 19 0	468 13 3	280 1 9
NORADJUHA LINE.													
Veetis East	..	..	367	23 2 11	..	17 5 0	20 9 4	1,661	897 1 9	130	76 18 9	..	6 14 6
Quantong	..	..	1,102	57 15 8	..	..	1 13 5	..	0 5 0	77	58 1 4	..	..
Natimuk East	..	..	229	13 4 5	..	8 19 0	8 19 0	..	..	..	..	..	..
Noradjuha	..	..	1,652	224 7 3	..	77 6 2	153 7 5	5,059	4,292 17 4	1,294	1,126 2 11	13 3 0	.. 14 4 7
GOROKE LINE.													
Natimuk	..	..	3,992	479 9 0	..	235 7 0	316 14 11	6,198	4,884 8 11	3,783	2,666 3 6	23 5 3	13 14 0
Arapiles	..	..	86	8 14 0	..	17 8 0	18 4 10	518	209 0 4	109	51 16 4	..	..
St. Mary's	..	..	272	35 1 9	..	21 0 0	31 9 9	1,756	924 3 3	377	169 1 4	..	.. 0 9 7
Gymbowen	..	..	469	80 1 1	..	27 14 1	57 9 8	909	329 4 9	369	277 1 1	1 0 0	1 0 0
Goroke	..	..	1,543	428 13 5	..	74 0 8	199 10 10	1,112	1,439 15 9	581	989 12 0	34 18 9	29 17 4
JEPARIT LINE.													
Antwerp	..	..	305	22 14 6	..	29 12 3	47 10 1	3,695	2,930 14 7	425	255 17 7	..	..
Tarranyurk	..	..	129	7 2 9	..	24 8 4	33 5 3	2,931	2,232 5 8	246	101 10 10	..	..
Jeparit	..	..	1,559	251 0 2	..	158 14 2	284 9 11	7,695	5,841 5 0	1,755	1,964 6 1	10 11 0	.. 4 7 6

* Open for only portion of the year.

No. 21.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.			PARCELS, ETC., HORSE-CARRIAGES, DOGS, MAILS, RENTS, MISCELLANEOUS.			GOODS.			LIVE STOCK.		
	Outwards.			Inwards.			Outwards.			Inwards.		
	Number of Passengers.	Revenue.		Revenue.	Tons.	Revenue.		Tons.	Revenue.		Revenue.	Inwards.
		£	s. d.			£	s. d.		£	s. d.		
RAINBOW LINE.												
Ellam ..	36	1	9 11	6 12 9	18 16 11	2,920	2,276 4 6	298	148 8 9	..	..	..
Pullet ..	21	1	0 8	2 13 5	7 2 5	1,238	1,069 7 1	97	65 10 2	..	..	..
Rainbow ..	967	272	5 0	60 0 1	164 9 6	12,564	10,486 12 0	1,744	1,996 11 7	0 19 3	6 15 0	..
NORTH EASTERN LINE.												
Kennington ..	725,241	5,356	17 9	122 15 8	187 9 9	12,861	3,694 2 9	26,589	15,720 0 5	87 18 1	8 15 0	..
Newmarket ..	829,172	6,768	13 10	1,234 0 10	1,199 3 5	20,277	2,153 8 11	41,468	23,203 16 10	11,453 15 3	75,646 19 0	..
Flemington Race-course ..	..	..	..	..	29 19 0	..	..	..	..	..	..	..
Shew Siding ..	1,477,924	13,081	18 3	162 14 4	183 5 2	76	126 2 11	213	115 1 3	288 14 1	456 11 5	..
Ascot Vale ..	1,019,161	10,454	18 8	202 14 2	253 9 4	..	..	..	..	..	..	..
Moonee Ponds ..	9,256	9 9	9 9	286 1 0	315 14 1	533	262 13 3	12,320	3,891 7 1	..	3 14 5	..
Essendon ..	735,816	..	..	9 0 0	9 4 6	..	..	..	..	..	..	..
North Essendon ..	13,552	204	3 5	16 5 7	28 12 3	..	..	..	..	..	..	..
Pascoe Vale ..	33,123	604	1 7	44 18 0	47 16 4	389	76 8 8	909	195 3 9	..	8 6 8	..
Glenroy ..	16,987	361	9 7	292 4 5	111 7 11	110	35 14 6	966	192 9 9	58 18 10	185 10 2	..
Broadmeadows ..	2,583	99	12 10	94 5 8	68 7 6	114	18 8 2	114	15 8 10	3 3 9	1 2 6	..
Somerton ..	4,799	241	4 10	205 12 0	91 13 2	655	132 3 6	803	254 12 2	68 17 2	402 15 6	..
Craigieburn ..	4,537	265	4 3	514 15 8	112 14 4	462	180 0 7	793	243 19 11	140 15 11	378 1 11	..
Donnybrook ..	1,946	149	9 10	113 9 3	61 6 0	79	36 16 2	117	51 12 11	5 4 1	222 16 1	..
Beveridge ..	6,535	642	16 9	151 0 8	160 1 5	3,620	661 10 1	543	257 8 3	651 10 1	412 3 9	..
Wallan ..	..	..	..	..	..	1,019	153 15 5	2	0 15 2	..	..	..
Merrit Merri Siding ..	811	76	11 7	14 19 6	17 11 0	..	..	..	..	..	..	..
Kilmore Junction ..	4,092	361	9 8	96 4 4	138 7 10	4,550	944 9 0	388	211 18 5	..	4 1 3	..
Wanlong ..	7,204	1,124	13 2	194 13 1	185 19 0	218	130 14 7	158	90 10 9	274 3 10	176 2 3	..
Kilmore East ..	7,120	1,091	10 0	200 12 3	312 18 7	5,914	1,758 0 8	6,199	2,212 18 1	166 15 1	128 5 2	..
Broadford ..	..	..	..	..	..	1,598	834 19 7	1,583	584 9 9	..	..	..
McDougall's Siding ..	..	..	..	..	..	3,796	887 14 8	3	0 12 4	..	..	..
Lowry Siding ..	7,064	1,066	17 8	231 11 8	261 5 9	1,141	463 15 3	266	209 14 10	74 19 6	5 15 3	..
Tallaroek ..	..	..	..	..	..	648	145 8 5	6	3 17 1	..	..	..
Schoolhouse Lane ..	22,542	4,231	15 3	2,056 0 3	2,176 1 7	13,725	4,225 10 2	3,291	2,204 5 9	621 0 6	546 8 1	..
Seymour ..	3,262	515	10 11	75 9 1	93 5 9	3,811	1,136 8 11	224	169 10 5	18 14 9	24 18 2	..
Mangalore ..	..	..	..	..	..	1,438	425 7 8	..	..	..	..	..
Mangalore Pits ..	4,091	493	13 1	81 15 6	184 18 6	4,256	1,686 8 0	953	705 1 1	279 5 5	48 9 10	..
Avenel ..	1,027	76	15 4	20 14 9	27 12 5	3,173	1,069 6 8	39	27 8 3	3 13 0	0 10 6	..
Monea ..	1,928	163	7 8	42 1 5	57 13 6	12,123	4,290 9 2	176	120 3 0	..	3 17 6	..
Burnt Creek ..	3,915	520	17 3	107 9 4	181 0 3	12,784	5,141 7 9	953	768 19 11	256 5 0	101 6 10	..
Longwood ..	489	23	10 3	17 17 6	20 12 10	6,698	2,585 7 10	32	12 7 6	..	..	..
Creighton ..	12,658	2,810	18 5	535 19 6	586 9 8	17,327	8,800 19 5	4,236	4,281 16 0	1,128 5 1	1,052 7 11	..
Euroa ..	368	20	11 6	8 4 3	15 15 8	312	145 0 8	50	47 10 2	..	0 10 3	..
Balmatun ..	..	..	..	..	..	..	..	..	..	..	..	..

Violet Town	..	5,813	949 17 3	205 13 11	269 11 7	13,985	6,862 12 6	1,972	1,643 8 10	447 8 0	686 5 5
Badaginnie	..	2,011	214 12 10	63 1 2	90 17 11	9,382	4,816 18 3	403	382 13 3	156 14 0	89 16 11
Benalla	..	24,810	5,454 8 6	1,324 17 9	1,667 2 4	11,089	6,212 7 1	5,571	6,517 3 0	1,353 5 6	637 7 3
Winton	..	1,026	74 18 8	52 11 11	65 8 1	3,753	1,932 9 5	79	71 15 6	..	1 6 6
Glenrowan	..	4,936	660 8 11	98 10 5	149 19 10	2,420	1,652 15 11	780	897 10 7	269 13 2	60 5 4
Wangaratta	..	31,745	6,428 5 4	1,140 5 11	1,571 2 2	9,872	5,410 17 2	14,237	11,844 10 3	1,023 10 8	1,123 4 5
Beechworth Junction	..	712	98 8 10	46 12 5	50 15 0	445	178 16 4	368	190 16 5	..	2 4 0
Springhurst	..	5,949	792 0 2	60 8 5	104 8 10	1,401	623 8 1	655	526 9 6	149 5 4	111 10 9
Chiltern	..	8,420	1,813 16 2	210 0 6	385 3 9	1,724	757 9 5	7,550	4,958 11 5	33 16 3	48 9 0
Barnawartha	..	2,417	438 6 9	65 10 7	122 1 7	1,442	948 13 9	604	734 10 4	926 9 11	50 8 11
Wodonga	..	14,762	3,030 6 5	1,863 6 4	1,352 11 8	6,242	6,874 8 8	7,211	7,137 11 4	9,801 17 8	5,704 13 7
TALLANGATTA LINE.											
East Wodonga	..	50	1 0 10	..	..	..	..	..	..	..	..
Bonegilla	..	142	4 16 4	..	..	..	..	..	..	..	..
Bethanga Road	..	3,116	527 7 7	106 3 8	170 4 4	572	953 17 11	1,575	2,719 0 9	1,103 8 11	41 5 9
Huon Lane	..	2,433	238 11 7	73 7 2	150 6 8	553	835 10 0	828	1,404 19 10	1,161 12 2	46 13 7
Bolga	..	196	24 8 3	15 3 5	21 6 6	22	44 19 7	10	18 16 2	..	2 2 0
Tatonga	..	..	..	..	..	..	..	..	..	850 19 10	0 12 0
Tallangatta	..	6,534	2,176 2 3	249 10 5	625 8 2	1,290	2,096 3 0	3,638	7,312 14 6	2,600 1 3	136 18 2
COBURG AND SOMERTON LINE.											
Macaulay Road	..	118,431	878 10 11	89 3 8	86 10 9	..	..	..	..	..	..
Flemington Bridge	..	128,049	982 4 1	72 3 3	69 14 11	..	..	..	..	..	..
Royal Park	..	49,635	429 6 6	40 1 11	85 1 10	..	..	..	..	..	..
South Brunswick	..	134,465	935 7 8	168 0 3	152 6 3	18,338	1,578 16 3	9,409	2,861 2 9	..	..
Brunswick	..	212,443	1,430 15 7	248 5 1	253 14 5	2,692	397 1 6	7,794	2,467 18 5	..	..
Moreland	..	124,704	897 4 3	177 13 0	158 0 7	9,266	622 18 8	20,152	8,996 14 7	..	..
Coburg	..	328,671	2,727 10 10	213 19 11	186 11 9	171	133 15 8	3,190	1,057 17 2	..	2 13 3
Ball Park*	..	27	0 5 0	..	0 1 3	..	..	6	0 16 6	..	..
North Coburg*	..	57	0 8 11	..	..	..	..	..	..	..	..
Fawkner*	..	34	0 9 7	..	0 2 3	..	..	..	..	..	..
Campbellfield*	..	287	5 2 9	2 15 6	1 1 6	58	8 0 5	279	26 4 4	..	..
Campbellfield North*	..	17	0 7 0	..	0 0 6	..	..	..	..	..	..
PRESTON AND WHITTLESEA LINE.											
North Carlton	..	96,021	833 19 7	128 12 5	285 2 1	3,356	982 2 4	11,366	3,775 19 5	..	..
North Fitzroy	..	180,571	1,723 19 11	377 8 11	607 19 4	1,578	1,191 8 1	8,738	3,012 12 6	1 15 0	..
Fitzroy	..	..	..	487 7 8	506 1 0	1,173	393 19 1	37,248	12,547 7 1	..	..
Northcote	..	105,630	879 4 5	64 14 9	66 13 7	..	..	..	..	..	..
Middle Northcote	..	148,512	1,131 9 3	110 13 9	62 8 2	17,273	3,087 8 0	3,898	1,279 11 0	3 15 6	..
Croxton	..	160,262	1,175 1 4	29 3 9	29 19 2	52	18 8 6	2,654	532 10 6	..	..
Thorbury	..	40,352	413 12 11	19 16 11	26 4 7	..	..	..	..	..	..
Preston—Bell Street	..	160,472	1,448 5 9	88 5 8	60 1 2	..	81 8 0	1,477	491 18 11	10 13 5	1,172 3 0
Murray Road	..	103,520	980 3 2	22 18 1	30 11 0	..	..	..	..	..	..
Regent Street	..	106,449	1,145 16 11	49 7 6	49 2 7	..	..	..	..	..	..
Reservoir	..	21,582	301 12 10	232 5 4	45 3 8	..	..	..	..	..	..
Thomasstown	..	..	..	16 4 2	45 3 8	4	4 17 11	136	25 16 0	18 19 0	70 16 4
Epping	..	7,420	170 1 9	281 8 3	15 13 9	..	2 15 9	35	14 9 6	..	1 1 1
South Morang	..	4,809	151 6 1	163 9 11	186 19 4	306	58 10 1	1,354	388 5 8	6 7 1	56 17 3
South Yan Yean	..	17,759	277 7 4	430 12 3	82 9 10	132	24 3 2	627	215 18 5	19 8 6	35 11 0
Nan Yean	..	4,751	186 15 2	333 2 5	137 14 9	463	90 7 8	819	302 9 1	36 11 1	19 15 9
Whittlesea	..	9,206	548 12 4	521 19 3	80 4 6	497	92 15 0	516	152 10 2	5 13 0	9 5 9
	..				242 11 2	5,461	938 3 0	1,406	729 7 10	96 11 2	85 2 9

* Open for only portion of the year.

No. 21.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS, ETC., DOGS, HORSES, CARRIAGES, MAILS, RENTS, MISCELLANEOUS.		GOODS.			LIVE STOCK.				
	Outwards.		Outwards.		Inwards.		Inwards.		Outwards.		Inwards.	
	Number of Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	Revenue.	
		£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	
MANSFIELD LINE.												
Trawool	894	46 15 3	53 6 3	55 14 1	601	265 15 7	167	80 19 3	..	..	0 12 6	
Fall's Siding	..	..	..	..	..	..	..	..	..	..	..	
Kerris-fale	1,040	54 18 3	92 10 3	47 16 2	202	191 17 6	163	137 0 9	13 6 8	9 10 3		
Homewood	683	44 1 3	94 7 4	43 19 11	180	153 13 10	59	51 19 7	97 18 4	11 11 4		
Yea	7,990	1,535 9 8	675 16 9	526 9 10	1,556	1,436 10 2	3,144	2,440 16 11	703 8 0	127 2 8		
Cheviot	250	9 1 2	34 8 0	46 2 7	7,425	3,104 16 10	286	130 8 2	..	..		
Molesworth	833	176 9 11	25 15 11	54 18 0	480	289 16 2	211	187 5 8	288 17 0	23 17 0		
Cathkin	2,124	577 12 2	67 15 4	88 7 2	2,096	965 18 6	163	214 7 11	1 7 6	5 14 0		
Alexandra Road	1,194	452 9 3	118 10 11	181 12 10	1,388	1,176 9 8	1,413	1,822 2 7	279 7 8	13 13 8		
Yarek	1,218	270 11 8	60 12 0	118 8 9	3,013	1,559 15 7	791	787 19 7	118 3 2	22 6 5		
Kanumbra	126	7 12 6	47 12 10	50 17 8	176	140 18 1	119	83 15 10	..	..		
Merton	1,242	191 16 11	110 11 2	138 10 4	1,024	755 19 2	235	262 7 7	58 7 10	3 15 6		
Woodfield	779	106 3 3	24 18 5	41 2 10	700	424 15 1	68	81 12 6	94 7 6	3 19 3		
Bonnie Doon	2,044	343 1 2	86 3 7	137 3 8	925	613 1 0	668	920 1 6	241 14 1	19 19 0		
Maindample	1,643	241 0 6	41 3 1	69 11 5	3,199	1,677 5 9	249	288 11 3	111 16 2	18 12 8		
Mansfield	3,622	1,811 1 0	297 10 8	545 7 10	2,760	2,663 19 1	3,436	5,269 1 3	952 12 11	74 12 1		
NUMURKAH LINE.												
Tabilk	1,463	205 7 5	75 1 5	88 7 5	8,983	3,040 2 0	350	250 14 9	38 18 5	16 2 8		
Nagambie	6,603	1,393 6 5	199 16 6	314 19 9	27,818	9,727 7 11	2,139	1,724 12 0	365 9 10	235 7 7		
Wahing	2,185	372 1 3	154 7 11	128 18 4	18,848	7,130 6 9	620	306 15 6	47 17 6	13 11 0		
Murchison East	7,411	1,616 13 9	413 17 4	241 2 1	6,504	2,815 14 3	577	583 10 7	657 10 0	293 19 10		
Arcadia	2,942	425 1 10	195 19 6	144 19 0	10,013	4,614 15 9	1,048	817 11 2	165 17 2	188 8 7		
Tooolamba	5,596	795 19 4	184 7 7	136 11 11	7,805	3,737 0 6	503	376 3 11	133 4 0	88 18 8		
Mooroopna	5,237	1,179 17 4	155 3 3	207 8 8	6,733	4,139 8 2	2,779	1,957 19 8	128 5 3	115 5 2		
Shepparton	17,263	3,808 18 1	1,156 13 10	1,368 11 2	9,080	5,252 9 4	7,697	7,981 7 1	1,264 7 0	1,020 9 9		
Congupna Road	472	24 19 4	27 9 0	33 6 9	2,680	1,313 1 7	68	34 13 5	..	4 16 3		
Tallygaroopna	1,941	289 0 9	61 16 0	107 7 8	7,443	4,130 5 2	852	760 2 5	83 14 10	51 12 7		
Wungihnu	2,822	365 17 4	67 13 4	112 12 5	3,726	2,172 8 8	630	598 6 9	278 17 3	72 9 6		
Numurkah	10,147	2,496 17 1	371 2 3	565 17 1	8,719	5,030 8 3	3,731	4,471 5 10	580 15 9	469 14 10		
COBRAM LINE.												
Katunga	788	151 9 4	50 15 5	79 7 10	6,332	3,754 9 2	332	400 19 4	156 16 4	113 8 3		
Strathnerton	1,561	381 0 2	79 6 5	133 10 3	6,094	3,766 1 8	718	732 18 1	335 1 10	383 18 5		
Yarroweyah	2,183	891 17 3	80 12 11	215 19 9	6,085	4,760 8 0	2,048	3,495 10 5	993 7 1	171 9 10		
Cobram	2,960	1,466 4 3	335 19 9	523 1 8	11,596	7,747 4 1	2,482	3,801 15 5	1,019 2 10	737 14 0		
RUSHWORTH LINE.												
Murchison	947	43 3 7	86 11 11	175 0 3	4,604	2,109 16 8	1,420	1,298 10 0	0 10 0	13 19 0		
Whroo Road	2	0 2 2	10 19 2	12 9 6	9,547	3,930 10 11	34	28 2 5	..	..		
Waranga	550	19 5 8	17 15 7	37 0 11	4,646	2,014 18 7	124	87 19 0	..	..		
Rushworth	3,251	1,055 18 7	248 7 11	427 14 2	23,302	11,094 12 4	3,669	3,764 3 7	335 19 4	79 17 11		

DOOKIE LINE.													
Pine lodge	..	..	16 2 4	31 19 10	41 5 1	2,422 9 11	176	74 11 3	2 13 6	20 14 0			
Cosgrove	..	..	90 15 9	59 17 0	67 16 8	3,750 16 8	578	415 3 1	120 19 9	133 14 5			
Dookie	..	..	759 7 9	207 17 8	317 2 4	1,580 12 3	2,576	2,035 2 5	348 13 9	119 1 2			
KATAMATITE LINE.													
Yabba South	..	78	2 14 11	7 10 0	7 12 9	949 4 3	10	1 3 6	..	..			
Yabba North	..	283	15 14 9	26 8 2	50 6 0	3,495 0 7	326	230 6 0	2 1 6	67 7 3			
Yonamite	..	203	16 2 4	1 17 6	27 16 5	1,121 3 5	202	124 6 3	..	..			
Katamatite	..	823	214 13 4	111 13 10	156 8 7	2,838 9 6	723	734 18 11	297 0 2	303 10 7			
NATHALIA LINE.													
Waia	..	884	61 14 7	42 14 9	64 16 3	4,101 18 3	360	304 2 6	106 16 8	24 10 6			
Nathalia	..	3,218	1,137 3 10	277 18 6	472 7 11	6,289 14 10	2,828	3,736 16 2	691 16 6	265 11 11			
PICOLA LINE.													
Barwo	..	35	0 16 10	0 12 0	0 12 0	..	..	..	..	..			
Picola	..	822	200 10 3	97 18 10	113 10 1	4,788 3 8	687	609 14 4	60 11 0	.. 8 16 6			
YARRAWONGA LINE.													
Nooramunga	..	745	65 16 0	10 18 6	16 13 10	169 2 10	24	16 12 10	7 16 8	..			
Goornabat	..	1,595	209 7 11	44 14 11	90 0 11	2,242 19 9	661	760 13 0	50 4 6	31 10 0			
Devenish	..	2,381	311 11 9	44 7 2	81 0 10	2,303 2 8	896	903 4 11	130 4 11	17 14 11			
St. James	..	2,846	607 2 8	176 15 9	214 0 9	3,748 3 2	1,361	1,328 6 9	235 8 9	141 7 1			
Tungamah	..	2,932	704 10 7	239 3 7	314 9 8	3,741 11 0	1,586	1,715 10 8	120 0 6	1,125 0 10			
Telford	..	724	181 18 3	40 6 0	58 8 2	2,711 15 9	242	224 0 7	49 10 7	99 11 11			
Yarrawonga	..	4,586	1,996 8 5	571 15 8	811 8 11	13,107 10 10	3,741	6,021 10 3	1,779 5 1	168 12 7			
WHITEFIELD LINE.													
Clarke	..	145	2 7 10	..	..	..	..	..	..	..			
Lacey	..	22	0 12 0	..	..	..	..	..	..	..			
Oxley	..	709	36 12 7	17 6 4	25 14 9	23 13 2	107	60 10 3	0 15 0	..			
Skellan	..	55	2 13 6	..	..	..	..	..	..	..			
Dockers	..	786	49 5 11	17 6 11	24 13 4	63 14 0	57	33 1 8	..	.. 5 7 0			
Byrne	..	202	12 11 5	..	..	..	..	..	..	..			
Moyhu	..	3,008	263 9 4	30 17 0	64 5 5	392 19 0	525	594 7 5	56 8 3	.. 6 4 3			
Angleside	..	180	11 18 1	..	..	..	..	..	..	..			
Claremont	..	153	11 12 2	..	..	..	..	..	..	..			
Edi	..	2,219	195 13 0	44 4 1	60 0 2	363 10 4	145	119 9 2	3 19 10	.. 1 17 10			
Milne	..	960	100 14 7	..	..	..	..	..	..	..			
Whitfield	..	3,627	530 10 1	154 8 3	223 6 2	1,155 18 8	563	525 19 6	27 16 9	.. 11 1 3			
BEECHWORTH LINE.													
Londrigans	..	469	29 2 9	1 16 2	18 11 9	191 5 3	159	93 2 3	..	.. 1 0 0			
Tarravangee	..	1,485	112 2 0	38 8 4	88 11 6	634 9 6	652	562 1 6	..	.. 5 16 2			
Everton	..	3,712	500 1 6	93 16 11	113 1 5	816 17 1	238	311 7 0	88 14 8	..			
Lee's Crossing	..	308	10 19 11	..	..	..	..	..	..	..			
Beechworth	..	11,964	2,833 18 0	511 3 10	833 2 1	2,164 9 11	7,448	7,709 1 4	.. 7 13 4	.. 40 11 5			

No. 21.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		HORSES, ETC., DOGS, MAILS, RENTS, MISCELLANEOUS.		GOODS.		LIVE STOCK.			
	Outwards.		Inwards.		Outwards.		Inwards.			
	Number of Passengers.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.		
	£	s.	d.	£	s.	d.	£	s.	d.	
MYRTLEFORD LINE.										
Wooragee	106	10	10	9	21	4	6	25	1	1
Yackandandah	1,993	312	7	6	41	12	10	175	15	1
Brookfield	193	10	5	10	0	1	3	1	18	6
Bowman	835	84	10	11	14	18	11	39	13	2
Palmerston	456	27	8	8	10	1	10	26	15	1
Myrtleford	3,728	892	5	11	251	0	4	338	13	9
BRIGHT LINE.										
Ovens Vale	468	23	4	8	5	0	8	20	4	2
Eurobin	410	24	12	8	4	16	7	17	4	6
Porepunkah	1,116	84	2	8	6	11	7	88	8	3
Bright	5,978	1,818	16	3	210	6	1	496	18	10
WAGGUNYAH LINE.										
Lilliput	1,022	42	14	1	1	5	10	3	19	8
Great Southern Consols	..	..	..	..	..	..	..	..	..	..
Rutherglen	14,375	2,810	17	7	264	3	11	637	16	2
Waggunyah	9,236	2,243	17	11	378	9	6	602	14	0
EASTERN LINE.										
Prince's-bridge (Country, &c.	261,012	40,465	1	8	..	..	..	7,047	9	3
Suburban	1,716,916	23,415	10	3	11,079	0	5	484	18	10
Hawkesburn	1,492,599	13,016	6	0	358	9	5	799	3	3
Toorak	584,192	6,633	3	1	529	11	9	307	14	6
Armadale	991,523	11,999	9	7	229	12	6	496	11	6
Malvern	1,049,680	13,455	19	1	274	16	1	1,005	4	8
Caulfield	503,914	7,876	14	3	1,512	7	2	24	8	1
Rosstown	52,156	673	1	4	18	2	0	74	4	1
Murrumbidgee	118,104	1,626	3	5	78	8	9	240	7	3
Oakleigh	267,471	4,633	14	4	276	16	4	44	10	10
Clayton	19,622	402	15	10	56	0	11	97	7	7
Spring Vale	20,607	488	10	11	118	10	0	153	7	6
Sandown Park	..	..	..	..	1	10	7	693	11	7
Dandenong	88,910	3,826	4	4	1,034	12	5	205	13	0
Hallam	2,096	95	0	8	172	13	2	121	7	9
Narre Warren	6,339	332	17	2	121	4	9	209	5	10
Berwick	11,570	825	3	4	72	7	11	355	10	9
Beaconsfield	4,993	355	10	9	216	8	3	53	1	5
Officer	1,998	142	18	9	147	16	11	179	6	4
Pakenham	6,923	697	14	5	..	..	..	..	..	..

Nar-nar-noon	..	2,793	304 9 10	53 14 3	123 13 8	2,698	575 9 10	945	441 1 11	152 19 0	54 5 5
Tynong	..	2,172	104 9 11	18 3 11	30 1 5	470	117 6 0	154	79 15 2	..	20 9 9
Garfield	..	3,692	403 5 9	50 15 1	97 14 1	2,162	583 6 10	898	443 7 5	2 1 1	18 5 9
Jefferson's Siding	..	..	..	..	f	903	112 19 10	..	..	7 1 4	..
Bunyip	..	7,185	731 18 5	81 17 5	166 17 10	5,628	1,733 16 8	1,592	773 2 2	..	32 4 6
Longwarry	..	5,495	473 19 9	473 3 6	176 15 11	5,476	1,286 11 2	725	434 4 10	95 11 9	36 8 1
Drouin	..	10,306	1,499 8 3	245 15 11	376 6 2	1,868	1,151 8 0	2,567	1,651 11 8	250 13 0	150 13 4
Warragul	..	27,974	3,808 2 1	1,110 12 4	1,299 18 10	3,635	1,855 14 6	6,006	3,225 17 10	1,567 11 3	476 3 2
Bloomfield	..	3,926	204 0 10	41 11 8	59 5 9	1,391	740 8 4	870	432 14 4	..	4 0 0
Darnum	..	4,254	290 16 10	34 9 2	69 12 11	1,791	422 0 7	593	230 14 9	..	3 16 3
Yarragon	..	8,240	862 14 7	111 0 8	179 11 4	819	622 18 0	1,958	1,160 10 7	265 0 8	75 19 4
Trafalgar	..	10,115	1,143 19 8	139 10 10	242 6 0	2,547	1,226 17 5	2,413	1,567 14 4	569 16 6	155 3 2
Moe	..	10,178	1,570 12 9	149 16 0	302 5 5	1,266	774 18 6	1,663	1,327 10 0	289 1 4	44 11 6
Morwell	..	13,666	2,024 18 5	275 0 8	354 15 5	2,486	1,374 12 10	2,723	2,236 12 9	2,569 19 6	163 5 2
Traralgon	..	17,122	3,072 19 3	526 10 2	714 11 9	1,280	1,307 7 2	4,678	3,792 16 2	3,216 9 9	184 1 7
Loy Yang	..	1,572	26 13 8	3 5 11	8 0 2	42	41 2 0	42	24 13 1	..	..
Flynn	..	1,472	169 12 5	50 13 0	55 19 8	201	160 11 9	419	144 8 7	420 18 7	17 3 7
Rosedale	..	5,635	842 2 5	145 18 3	236 2 3	374	411 5 4	800	665 8 10	845 19 11	50 5 11
Fulham	..	427	39 1 11	19 18 1	22 14 10	186	86 18 5	112	49 8 9	..	5 2 3
Sale	..	18,131	4,905 12 2	1,254 19 2	1,517 15 10	8,331	5,205 14 5	3,980	3,346 3 6	3,393 6 1	323 0 10
Montgomery	..	..	..	..	0 5 6	2,010	831 15 1	112	35 2 0	128 1 4	0 15 0
Stratford	..	9,076	1,092 6 10	198 2 8	288 7 6	1,097	622 11 3	1,059	748 3 10	1,146 14 7	134 1 7
Munro	..	1,410	116 8 3	11 9 2	23 4 3	227	163 16 11	105	44 12 0	..	3 3 6
Fernbank	..	3,401	263 13 8	30 19 0	55 18 1	390	233 11 2	333	178 10 6	103 3 0	2 8 3
Lindenow	..	7,066	938 15 7	85 1 7	120 4 10	3,757	2,188 12 4	1,154	632 1 7	491 9 9	71 14 8
Hillside	..	1,545	57 16 4	13 15 9	42 10 3	3,186	1,045 6 9	179	106 4 4	88 13 1	20 19 6
Barnsdale	..	12,834	5,804 18 5	794 0 0	1,148 1 6	4,288	4,002 16 9	4,378	3,414 9 4	3,950 6 4	646 3 3
FRANKSTON LINE.											
Glen Huntly	..	37,720	558 18 2	36 4 2	44 1 9	183	21 4 7	1,087	196 12 10	..	..
Ormond	..	63,816	880 19 7	60 3 3	43 4 5	30	14 2 6	604	136 13 6	..	..
McKinnon	..	31,780	519 18 0	19 16 3	20 15 7	..	..	..	..	1 2 0	..
East Brighton	..	48,156	788 8 3	58 6 9	48 15 4	297	59 7 4	4,175	576 15 8	2 1 0	..
South Brighton	..	37,581	647 12 2	145 2 11	56 7 0	678	97 4 7	4,945	663 9 4	..	1 2 6
Highbett	..	36,664	561 1 7	24 13 9	28 4 7	..	..	136	16 10 6	..	..
Cheltenham	..	90,859	1,751 9 6	121 17 0	144 14 5	485	122 4 10	5,349	717 10 7	1 13 6	3 14 0
Mentone	..	92,452	2,033 3 0	139 5 6	305 5 0	279	45 12 11	4,133	672 4 2	4 18 3	5 19 6
Mordialloc	..	87,421	2,157 12 0	381 2 11	495 4 8	831	173 11 2	3,022	480 4 6	2 10 6	6 1 3
Aspendale Park	..	3,478	101 10 11	1 14 0	201 19 2	..	..	..	..	..	..
Carrum	..	8,963	337 7 2	54 3 7	67 2 3	4,100	499 18 8	1,041	204 15 8	0 7 6	14 9 3
Frankston	..	28,521	1,231 9 1	332 19 9	398 17 0	23,546	2,211 9 5	1,659	569 11 5	3 15 4	49 6 5
MORNINGTON LINE.											
Langwarrin	..	1,428	65 10 2	21 18 4	107 3 11	340	61 18 9	160	81 4 5	..	..
Mornington Junction	..	5,272	333 5 8	53 2 1	47 13 0	443	154 8 7	300	82 5 9	7 12 3	22 8 10
Mooreduc	..	431	6 15 1	33 18 4	25 17 7	70	25 1 6	20	9 19 0	168 10 10	54 9 8
Mornington	..	6,488	805 0 4	393 17 3	403 5 10	449	192 18 6	1,241	514 14 9	14 3 3	19 8 0
STONY POINT LINE.											
Somerville	..	3,009	206 19 0	79 13 8	100 18 8	2,225	956 18 10	2,102	660 10 2	1 11 4	2 14 3
Tyabb	..	1,040	73 8 11	30 7 7	34 1 10	1,992	476 18 1	223	88 1 2	6 4 6	7 4 6
Hastings	..	2,067	188 3 8	112 0 10	129 14 10	1,022	331 18 3	476	271 8 1	0 7 6	16 19 6
Bittern	..	2,240	323 11 5	180 1 1	141 11 10	3,038	615 11 1	461	235 8 11	137 4 8	67 3 2
Crib Point	..	165	23 11 6	10 1 2	14 0 6	..	0 1 0	23	12 5 2	..	..
Stony Point	..	929	267 19 11	117 2 5	228 3 7	708	399 1 8	687	335 14	4 1 6	12 2 0

No. 21.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.			PARCELS, ETC., HORSES, CARRIAGES, DOGS, MAILS, RENTS, MISCELLANEOUS.			GOODS.			LIVE STOCK.		
	Outwards.			Inwards.			Outwards.			Inwards.		
	Number of Passengers.	Revenue.		Revenue.		Tons.	Revenue.		Tons.	Revenue.		Revenue.
		£	s. d.	£	s. d.		£	s. d.		£	s. d.	
SOUTH-EASTERN LINE.												
Lyndhurst	1,567	73	3 1	459	17 10	811	167	18 10	602	130	14 11	11 7 6
Canbourne	6,794	536	10 11	252	17 8	3,287	899	0 5	1,359	431	2 10	515 19 11
Clyde	2,766	255	15 7	273	3 9	1,403	398	2 0	379	127	6 3	21 3 8
Tooradin	2,867	289	0 1	73	13 9	538	155	13 9	946	239	6 10	10 10 6
Koo-wee-rup West	..	..	..	0	4 0	182	51	4 11	176	48	2 8	41 1 2
Koo-wee-rup	3,083	346	11 10	85	3 8	2,165	1,319	17 4	843	384	16 4	12 7 9
Monomeith	1,624	217	2 9	46	9 1	180	84	17 11	285	134	19 5	336 13 0
Caldermeade	1,378	193	5 5	20	0 7	97	49	10 10	324	167	11 11	317 19 2
Lang Lang	5,631	867	4 3	141	13 1	1,544	885	12 2	2,153	1,080	9 11	734 10 6
Nyora	3,853	599	13 4	88	7 8	817	624	8 8	1,198	816	9 5	894 12 10
Loch	8,397	1,181	14 8	193	2 8	1,855	1,001	3 9	1,736	1,064	17 11	1,462 1 6
Jeetho	3,334	348	15 6	43	19 0	412	294	9 6	546	394	1 1	311 10 11
Bena	3,275	402	3 4	88	1 5	780	604	10 2	999	531	16 1	1,137 3 3
Whitelaw	..	..	..	24	9 2	34	13	18 7	41	20	18 3	..
Korumburra	30,471	4,026	12 4	1,816	6 10	12,235	4,235	5 5	8,638	4,376	14 2	955 4 11
Kardella	4,162	206	12 8	39	18 9	267	134	12 10	167	151	8 8	26 9 2
Ruby	2,689	276	5 3	36	4 7	509	401	17 5	648	287	17 2	449 10 11
Leongatha	15,426	2,746	4 9	395	8 1	5,139	1,924	17 8	4,399	3,632	10 2	3,257 11 4
Koonwarra	1,129	105	13 1	42	3 9	595	321	7 11	227	180	2 11	156 16 3
Tarwin	1,586	164	19 0	30	9 6	175	98	13 3	164	123	10 1	299 0 2
Meenivan	3,105	426	9 8	44	9 7	839	597	12 4	727	668	19 5	22 13 6
Stony Creek	1,996	334	5 1	39	1 1	898	433	10 2	711	607	5 3	245 6 1
Buffalo	1,419	181	5 4	24	12 0	248	136	8 9	258	235	3 7	113 7 5
Boys ..	1	0	4 3	10	17 11	366	164	16 5	32	38	3 11	..
Fish Creek	3,454	422	7 1	51	7 3	540	432	2 1	712	550	5 2	394 4 2
Hodde Range	1,097	122	11 6	21	1 8	153	2,492	11 5	153	160	19 11	3 0 0
Foster ..	5,548	906	2 10	124	15 1	3,114	405	19 11	1,265	1,164	4 6	328 10 11
Franklin River	1,400	76	2 2	44	8 5	241	302	9 0	151	139	5 10	..
Toora ..	3,655	591	8 11	84	0 10	712	541	1 4	987	833	7 1	657 13 11
Agnes River	527	54	2 1	13	7 6	44	31	4 11	61	37	16 10	..
Welshpool	1,992	325	13 10	94	14 8	569	631	1 5	846	698	10 6	36 7 1
Hedley	446	45	1 1	12	6 10	283	80	1 7	82	53	13 7	..
Gelliondale	1,218	296	19 0	27	9 0	274	137	5 4	118	137	15 9	35 19 8
Alberton	3,997	1,319	18 6	190	3 11	1,655	1,939	0 4	1,475	1,432	8 11	122 4 10
Port Albert	802	152	8 2	264	16 2	477	469	17 2	154	90	16 10	1 4 6
Jumbunna	8,535	540	18 9	82	4 1	29,727	8,364	10 3	1,626	1,116	4 5	83 17 4
Outtrim North	5,061	144	18 10	..	..	..	..	..	..	..	..	..
Outtrim	4,509	792	16 0	137	2 9	18,172	4,561	6 8	1,476	1,306	6 2	..
												2 9 0

NEERIM SOUTH LINE.									
Lillico ..	323	6 11 10	2 13 8	3 18 9	611	202 18 6	94	38 19 4	.. 3 14 8
Bulu Bulu ..	1,370	44 2 8	23 10 11	58 4 6	960	437 13 7	955	393 16 1	.. 1 17 0
Bravington ..	324	10 15 5	0 9 6	2 5 10	36	21 18 11	15	6 1 11	.. 3 9 0
Rokeby ..	879	35 10 8	0 14 4	17 7 11	853	380 16 3	194	96 12 11	.. 11 4 0
Crossover ..	1,350	48 1 11	..	20 2 4	2,338	737 14 7	84	48 12 10	.. 54 5 3
Neerim South ..	4,707	662 10 3	183 18 5	276 13 4	3,874	1,862 4 7	1,293	1,107 0 0	422 17 5
THORPDALE LINE.									
Coalville ..	674	17 2 1	28 18 0	56 12 1	41	39 15 4	64	60 3 8	.. 3 1 0
Narracan ..	1,287	43 17 2	54 13 5	94 7 6	378	244 4 0	360	296 13 11	.. 27 5 4
Thorpdale ..	1,047	342 8 2	139 18 4	198 18 1	731	528 5 4	764	638 16 4	201 16 4
NORTH MIRBOO LINE.									
Hazelwood ..	38	1 8 0	0 15 8	1 7 6	93	34 4 0	98	15 14 5	.. 3 13 6
Yinnar ..	2,456	265 2 1	49 17 0	93 11 2	529	537 14 7	890	526 13 9	136 5 5
Boolara ..	3,833	441 0 9	67 5 5	144 7 7	789	582 18 10	1,075	777 12 7	135 1 11
Skinner's Siding ..	..	..	..	..	1,263	387 5 0	4	0 12 6	.. 14 8 0
Darlinmulla ..	1,787	110 3 8	27 12 5	55 0 9	1,188	299 17 6	116	108 17 7	.. 1 12 0
North Mirboo ..	3,305	795 9 0	280 9 3	362 16 10	783	835 16 10	1,992	1,661 13 4	693 15 0
HEYFIELD LINE.									
Glenagarry ..	2,728	308 16 8	50 12 9	85 1 3	901	449 15 1	308	305 3 0	969 1 0
Toongabbie ..	2,723	361 3 5	444 7 3	169 8 11	666	518 1 9	2,188	2,167 11 5	68 11 9
Toowarr ..	2,397	399 15 7	66 7 4	96 18 0	259	264 9 1	879	699 6 1	16 12 6
Dawson ..	3,046	47 1 7	20 10 9	27 13 8	17	23 16 3	10	8 15 1	64 11 4
Heyfield ..	3,612	747 17 9	281 4 1	354 13 7	869	793 1 6	1,473	1,232 4 2	1 1 6
MAFFRA LINE.									
Tinaubra ..	1,494	442 14 7	90 4 3	119 1 9	700	706 7 2	488	401 10 0	92 19 7
Maffra ..	6,083	1,476 8 7	276 13 11	449 0 2	2,041	1,434 10 11	2,971	2,300 12 9	148 2 2
BRIAGOLONG LINE.									
Boisdale ..	184	33 1 9	37 17 11	57 2 10	406	430 12 2	281	238 13 6	38 14 0
Bushy Park ..	36	5 11 3	23 13 11	26 5 9	82	42 17 3	29	12 7 8	.. 13 5 6
Briagolong ..	524	164 19 5	87 6 11	120 2 3	1,486	651 8 1	437	348 15 10	191 3 4
HAWTHORN LINE.									
East Richmond ..	773,388	5,365 5 0	133 12 5	90 17 6	..	..	..	..	..
Burnley ..	690,936	5,125 11 9	267 13 9	307 19 1	4,931	1,805 17 0	50,695	16,131 17 6	..
Hawthorn ..	991,676	9,391 16 10	301 17 7	331 16 5	536	271 13 6	18,478	3,906 5 6	..
HEALESVILLE LINE.									
Glenferrie ..	1,266,028	13,900 13 7	255 4 11	203 19 2	..	..	..	..	..
Auburn ..	1,197,651	13,417 10 2	175 2 2	179 13 3	..	..	..	..	..
Camberwell ..	1,113,302	14,832 5 1	427 7 1	466 17 5	..	255 11 7	23,666	4,491 16 1	.. 0 15 0
East Camberwell ..	162,588	2,097 11 2	41 5 2	45 0 8	..	..	..	..	..
Canterbury ..	421,356	5,605 10 5	132 15 10	207 16 0	91	22 18 0	5,826	905 9 0	..
Surrey Hills ..	305,386	4,463 8 7	84 14 11	167 10 7	125	48 13 5	4,804	924 6 1	.. 1 11 6
Mont Albert ..	95,737	1,378 0 1	27 4 9	32 19 8	..	..	..	..	..
Box Hill ..	290,480	4,625 5 6	223 7 6	153 5 2	359	127 12 7	6,481	1,278 17 1	.. 85 11 6
Blackburn ..	42,285	674 17 11	32 10 3	42 5 10	82	19 15 9	1,320	150 7 0	19 9 10
Tunstall ..	30,904	515 19 7	76 19 0	34 2 7	39	0 7 6	..	26 5 10	.. 0 16 9
Mitcham ..	43,804	817 1 6	108 15 1	83 17 1	..	388 14 6	5,372	804 12 4	.. 1 9 7
Rugwood ..	67,259	1,416 9 0	109 11 3	103 13 8	322	65 0 0	1,299	269 9 11	.. 8 19 9

No. 21.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS, ETC., HORSES, CARRIAGES, DOGS, MAILS, RENTS, MISCELLANEOUS.		GOODS.		LIVE STOCK.	
	Outwards.		Outwards.		Outwards.		Outwards.	
	Number of Passengers.	Revenue. £ s. d.	Revenue. £ s. d.	Revenue. £ s. d.	Tons.	Revenue. £ s. d.	Revenue. £ s. d.	Revenue. £ s. d.
HEALESVILLE LINE—continued.								
Croydon	15,477	570 12 0	130 17 1	112 4 6	1,382	232 11 3	313 7 5	2 11 6
Moorebark	4,345	154 11 11	170 8 2	52 10 4	1,470	230 5 1	88 16 6	6 19 6
Lillydale	30,786	1,619 8 7	619 8 4	461 18 7	12,084	2,076 7 3	1,025 7 8	281 16 10
Coldstream	2,612	167 5 0	328 16 5	82 2 10	1,676	254 9 2	123 2 2	13 1 1
Yering	3,542	204 19 6	303 2 6	95 19 3	687	213 16 3	183 12 6	10 4 6
Yarra Glen	8,365	620 7 4	191 13 11	200 3 11	4,099	935 10 10	612 18 10	88 3 5
Tarrawarra	527	39 6 0	19 19 6	21 19 10	99	24 1 9	9 4 10	
Healesville	9,422	1,115 0 6	411 1 6	568 16 11	2,707	748 9 7	1,406 3 8	33 2 9
COLLINGWOOD LINE.								
Jolimont	108,593	876 2 7	32 18 9	25 19 9	..	..	..	..
West Richmond	377,347	2,908 2 10	312 2 3	283 14 5	..	..	..	..
North Richmond	383,074	3,188 12 10	96 2 2	50 0 1	..	..	..	..
Collingwood Town Hall	345,991	2,874 19 5	92 7 9	63 4 10	..	..	..	..
Victoria Park	444,801	3,904 7 1	458 15 11	283 16 1	7,721	3,202 17 5	17,071 0 3	
HEIDELBERG LINE.								
Clifton Hill	745,515	6,156 2 10	204 19 3	154 18 5	1,071	91 16 7	..	..
Northcote South	292,201	2,135 15 0	56 0 7	67 14 3	..	..	..	..
Fairfield Park	257,012	1,939 3 0	57 4 5	57 16 4	..	..	..	..
Alphington	60,770	655 8 11	15 1 10	25 6 0	10,897	862 13 4	350 14 2	
Ivanhoe	41,560	604 7 3	13 13 0	35 0 3	..	..	86 8 10	
Heidelberg	154,161	2,537 2 4	239 15 5	169 6 4	106	37 2 4	61 16 7	
ELTHAM LINE.								
Greensborough	10,780	374 18 11	2 11 5	32 6 0	818	128 18 6	106 6 6	0 15 0
Eltham	15,547	617 9 2	10 5 9	63 1 8	256	61 0 11	192 4 0	3 13 6
GLEN IRIS LINE.								
Heyington	10,672	111 17 11	44 13 9	46 11 10	..	..	..	..
Kooyong	12,522	159 3 2	4 17 7	6 10 8	..	..	..	..
Tooronga	17,219	228 18 8	5 13 4	9 11 10	..	..	..	..
Gardner	13,940	231 6 1	11 10 10	4 9 2	21	5 10 3	79 15 7	
Glen Iris	11,238	192 13 1	12 11 7	19 5 8	..	..	..	..
Darling	6,880	122 4 5	13 14 5	14 1 0	..	..	..	..
KEW LINE.								
Barker's Road	204,339	2,264 11 10	38 15 7	39 11 9	..	..	..	..
Kew	632,326	7,417 14 10	307 5 2	333 9 6	184	156 2 11	2,553 10 11	1 7 6

OUTER CIRCLE LINE.									
Riversdale	11,844	142 18 11	6 0 0	6 1 2	..	..	..	..	..
Hartwell	40,212	568 11 1	20 10 5	8 5 9	..	..	..	..	..
Ashburton	13,893	218 6 7	21 6 9	6 3 2	..	..	0 15 0	..	..
Shenley	13,494	155 13 0	2 5 10	2 6 4	..	..	..	..	..
Balwyn	22,084	288 7 7	1 0 0	2 10 4	..	..	..	..	..
Deepdene	23,039	308 15 4	17 3 8	6 8 0	..	..	..	..	..
FERNTREE GULLY LINE.									
Baywater	12,832	463 16 8	132 8 4	109 14 5	1,592	219 1 11	280 10 9	1 13 6	18 6 2
Lower Ferntree Gully	5,416	248 6 1	240 6 0	74 5 7	430	64 9 0	151 10 9	1 0 0	12 5 6
Upper Ferntree Gully	13,141	621 6 3	219 2 7	225 1 3	1,439	332 3 3	480 1 8	43 5 11	42 17 4
GEMSBROOK LINE.									
Upwey	767	14 6 1	..	5 13 3	..	67 10 4	108 11 5	..	..
Monbulk	2,324	83 0 8	37 13 9	54 10 10	..	..	..	..	..
Selby	..	..	..	0 0 3	..	..	..	..	..
Menzie's Creek	931	63 1 6	43 10 9	44 15 9	..	149 1 6	119 14 10	..	..
Paradise Valley	141	10 6 10	15 2 11	21 16 6	..	..	..	..	..
Emerald	3,276	240 2 2	74 10 4	109 11 4	..	289 15 8	368 5 4	..	..
Cockatoo	927	70 14 9	34 5 10	40 3 1	761	168 7 11	58 15 2	..	..
Gembrook	1,408	163 13 2	130 15 0	188 2 6	1,224	310 9 5	344 7 6	..	..
WARBURTON LINE.									
Olinda Vale	4,813	212 19 6	51 1 10	59 15 2	1,310	285 0 9	157 5 3	..	2 11 0
Wandin	3,450	227 18 2	131 11 8	89 15 1	2,867	796 10 10	352 9 2	..	..
Seville	2,520	158 9 10	51 13 2	47 3 2	1,025	215 5 4	197 18 6	..	..
Killara	508	45 12 7	65 12 6	44 4 6	1,699	306 18 2	80 10 5	14 11 3	2 7 0
Woori Yallock	1,308	102 12 10	71 12 6	39 18 10	810	156 16 11	114 16 7	0 19 0	17 10 8
Launching Place	2,009	188 8 9	47 7 1	58 2 8	2,464	518 3 2	164 4 1	46 15 10	18 6 0
Yarra Junction	2,347	234 7 10	50 7 7	92 19 2	3,434	840 7 2	426 18 1	1 0 0	8 7 4
Richard's Siding	..	..	2 0 0	2 0 0	3,834	811 13 2	..	..	..
West Warburton	2,424	240 0 3	46 16 6	66 3 1	6,526	1,430 7 2	265 7 4	0 19 0	19 16 6
Warburton	4,630	596 16 7	276 17 6	396 8 5	10,648	3,112 6 4	810 3 2	5 18 10	112 10 11
PORT MELBOURNE LINE.									
Flinders-street (Country, &c.)	291,638	11,262 1 0	4,833 6 10	3,818 8 9	..	..	..	..	..
Montague	3,907,852	49,587 1 1	..	..	..	..	..	..	..
North Port	145,319	1,091 13 11	32 11 1	31 14 6	..	..	..	..	..
Graham-street	378,480	2,856 11 11	65 3 7	159 10 4	..	..	..	..	..
Port Melbourne	382,847	2,817 10 10	72 15 0	166 18 5	..	..	..	..	..
	194,390	1,969 8 1	3,855 15 9	4,123 17 7	119,977	19,819 2 4	39,007 0 11	3 2 3	1,139 4 2
ST KILDA LINE.									
South Melbourne	486,835	3,778 0 2	280 17 9	172 4 7	..	..	..	..	..
Albert Park	1,186,691	8,997 12 0	282 4 10	742 13 6	..	..	..	..	..
Middle Park	656,006	4,947 0 0	90 10 4	177 0 6	..	..	..	..	..
St. Kilda	961,146	8,287 12 6	352 16 7	460 0 11	1,430	114 14 8	3,367 14 3	..	..
BRIGHTON LINE.									
Richmond	1,783,262	16,550 7 0	630 2 4	756 6 10	..	..	..	..	..
South Yarra	1,590,089	14,923 19 6	701 2 11	702 10 8	..	..	..	..	..
Prahran	1,020,638	9,262 9 5	841 13 0	549 2 7	..	..	..	..	..
Windsor	946,228	9,080 2 11	622 19 4	451 11 1	..	370 13 9	11,866 15 11	..	..
Balaclava	875,955	8,217 1 2	196 10 6	235 9 11	..	..	..	..	..

No. 21.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS, ETC., HORSES, CARRIAGES, DOGS, MAILS, RENTS, MISCELLANEOUS.		GOODS.			LIVE STOCK.	
	Number of Passengers.	Outwards.	Outwards.	Inwards.	Outwards.		Inwards.	Outwards.	Inwards.
		Revenue. £ s. d.	Revenue. £ s. d.	Revenue. £ s. d.	Tons.	Revenue. £ s. d.	Tons.	Revenue. £ s. d.	Revenue. £ s. d.
BRIGHTON LINE—continued.									
Elsternwick ..	1,181,712	13,465 14 4	257 5 10	406 6 9	785	125 7 10	7,072	1,642 15 8	0 11 9
North Brighton ..	737,779	9,983 15 9	221 3 9	254 9 4	167	77 9 5	9,573	2,077 15 0	..
Middle Brighton ..	553,032	7,866 19 8	119 15 7	168 6 11	62	12 7 11	6,060	1,362 6 2	1 4 4
Brighton Beach ..	251,075	3,810 5 6	116 6 7	151 15 6	..	..	..	..	..
SANDRINGHAM LINE.									
Hampton ..	54,083	907 3 4	36 18 11	40 10 10	..	..	..	..	..
Sandringham ..	228,843	4,394 7 4	126 4 3	233 4 8	37	21 14 6	6,332	1,066 17 1	..
Traffic derived from Deniliquin and Moama Stations ..	1,755	1,226 8 3	323 3 4	491 3 2	5,876	5,131 16 5	3,231	4,975 5 7	1,295 2 1
Traffic derived from South Australian Stations ..	22,457	24,201 14 1	6,351 17 8	6,895 3 6	2,295	2,500 2 2	1,961	1,555 9 1	450 6 5
Traffic derived from New South Wales Stations ..	44,477	29,391 15 10	5,725 6 4	6,806 12 5	4,115	2,230 8 6	8,978	13,807 13 1	373 0 3
Traffic derived from Queensland Stations ..	1,037	865 10 8	14 16 10	25 18 0	..	..	..	..	..
Finders-street (Central) ..	38,204	16,594 16 6	0 2 6	0 2 6	..	..	..	..	..
Steamer <i>Queen</i> ..	27,525	602 13 0	..	..	..	..	..	..	..
Thos. Cook and Sons, to New South Wales, South Australia, &c. ..	10,183	3,499 19 3	..	..	..	..	..	..	..
Total	54,282,003	1,300,483 17 4	284,678 17 7	284,678 17 7	3,182,772	1,619,485 5 7	3,182,772	1,619,485 5 7	173,492 16 8

APPENDIX NO. 22.

REPORT OF THE COMMISSIONERS
ON
THE ROLLING STOCK, WAY AND WORKS, AND STORES,
Dated 31st March, 1904.

Since their assumption of office, the Commissioners have devoted considerable time to an inspection and an acquirement of as complete a knowledge as practicable of the state of the Rolling Stock, the Way and Works, the Stores, and the Equipment and Facilities generally of the Victorian Railways, and now have the honor to furnish the following report and recommendations in reference to (1) the Rolling Stock, (2) the Way and Works, and (3) the Stores.

ROLLING STOCK.

An Inventory of the whole of the Rolling Stock in existence at 1st July, 1903, has been made, and the result thereof will be found detailed in Appendix No. 1, and summarised in Table No. 1, as compared with the Rolling Stock which had been purchased or constructed at the expense of Capital from the inception of the Railways until that date. In Table No. 1 the Deficiency in the Rolling Stock at 1st July, 1903, and the estimated cost of making such Deficiency good, are also shown.

The bases on which the Inventory, and the Capital Account and other statements of Rolling Stock have been compiled are as follow:—

LOCOMOTIVES.—Tractive power in pounds, computed on the mean average pressure in the cylinders being equal to 80 per cent. of the boiler pressure.

CARRIAGE, VAN AND SUNDRY STOCK.—Internal floor area in square feet.

TRUCK STOCK.—Carrying capacity in tons.

TABLE No. 1.

	Rolling Stock as per Capital Account. Appendix No. 1.	Rolling Stock as per Inventory of 1st July, 1903. Appendix No. 1.	Deficiency.	Estimated Cost of making good the Deficiency.
Locomotives (tractive power)	7,458,775 lbs.	6,400,267 lbs.	1,058,508 lbs.	£188,080
Carriage Stock—(floor area)	332,696 sq. feet	304,761 sq. feet	27,935 sq. feet	102,170
Van and Sundry Stock („)	84,751 sq. feet	75,053 sq. feet	9,698 sq. feet	26,470
Truck Stock— (carrying capacity)	100,162 tons	93,295 tons	6,867 tons	87,230
				£403,950

As shown in the last Annual Report of the Commissioners, the sum of £139,238 had been advanced to the Department for the replacement of Rolling Stock prior to 1st July, 1903, and, up to that date, £44,217 of that amount had been debited to Working Expenses, leaving a balance of £95,021. The Rolling Stock provided with the £139,238 so advanced is included in the Inventory of 1st July, 1903.

In view of the fact that the cost of the Rolling Stock shown in the Capital Account was in the first instance charged to Capital, the Commissioners are of opinion that the outlay involved in making good the Deficiency therein is not properly chargeable to Capital, and should therefore be provided out of Revenue in addition to the £95,021 above referred to.

APPENDIX No. 22—Continued.

It would not be reasonable, however, that the Deficiency, which is the accumulation of many years, should be immediately made good out of Revenue, and it is therefore proposed that the amount required for the purpose, viz., £403,950, be advanced to the Commissioners, and repaid out of Revenue according as the finances of the Department may admit.

The Rolling Stock and Equipment which is required for the satisfactory and economical conduct of the traffic (Appendix No. 2), in addition to that which was in existence at 1st July, 1903 (Appendix No. 1), and inclusive of that required to make good the deficiency (Table No. 1), and the cost thereof are summarised in the following Table, No. 2:—

TABLE No. 2.

	Deficiency as per Table No. 1. The cost of making this good to be advanced to the Commissioners, and recouped by them out of Revenue as the finances admit.		Additional Rolling Stock and Equipment required after the Deficiency has been made good, to be Charged to Capital.		Total additional Rolling Stock and Equipment required.	
	Rolling Stock & Equipment.	Estimated Cost.	Rolling Stock and Equipment.	Estimated Cost.	Rolling Stock & Equipment.	Estimated Cost.
		£		£		£
Locomotives (tractive power) ...	1,058,508 lbs	188,080	71,632 lbs.	12,720	1,130,140 lbs	£200,800
Carriage Stock (floor area) ...	27,935 sq.ft.	102,170	77,519 sq.ft.	283,530	105,454 sq.ft.	385,700
Van and Sundry stock (floor area) ...	9,698 sq.ft.	26,470	7,036 sq.ft.	19,200	16,734 sq.ft.	45,670
Truck Stock (carrying capacity) ...	6,867 tons	87,230	4,233 tons	53,770	11,100 tons	141,000
Truck Covers (number) ...	...	...	3,000	11,250	3,000	11,250
Lashings (number) ...	...	...	12,000	1,400	12,000	1,400
Pintsch Gas for Existing Carriages and Vans ...	...	...	100 sets.	5,000	100 sets.	5,000
Westinghouse Brakes for Existing Trucks... ..	...	...	1,970 sets.	43,000	1,970 sets.	43,000
Footwarmers for Carriages ...	...	...	1,400	2,500	1,400	2,500
Upholstering Seats and backs of existing 2nd Class Bogie Carriages for country traffic ...	...	...	...	12,000	...	12,000
Machinery and Contingencies ...	...	...	...	30,000	...	30,000
	...	£403,950	...	£474,370	...	£878,320

The estimates of the cost of the additional Rolling Stock and Equipment have been based on the most favourable arrangements practicable being made for the supply of the labor and materials, and this should be kept in view by the Government in making provision for the funds required, so that the work may be carried on in accordance with a pre-determined programme, and be completed without interruption, and thus enable the cost to be kept within the estimates.

It will be the duty of the Commissioners to maintain, out of Revenue, the equivalent of the Rolling Stock shown in the Inventory as in existence at 1st July, 1903, in addition to the equivalent of the Deficiency specified in Table No. 1 as it is made good, and also the equivalent of any Rolling Stock and Equipment provided hereafter out of Capital, on the following bases:—

Locomotives	...	...	...	...	Tractive power.
Carriage, Van, and Sundry Stock	...	...	...	...	Floor area.
Truck Stock	...	...	...	...	Carrying capacity in tons.

WAY AND WORKS.

The Commissioners have now made a complete inspection of the Way and Works, and are able to state that the expenditure of the balance of the amount estimated as required for "Belated Repairs," viz., £131,087 in the year ending 30th June, 1904, and £50,000 in the year ending 30th June, 1905, or a total of £181,087, chargeable to the Working Expenses, will put the Way and Works in such condition that thereafter the vote for Working Expenses will not require to be augmented by reason of insufficient funds having been provided in the past for maintenance and renewals.

Attached hereto will be found a statement (Appendix No. 3) of the expenditure (£974,027) on account of Capital for additions and improvements to the Way and Works, which, exclusive of that in connection with Spencer-street Passenger Station, the Commissioners estimate was, at 31st December, 1903, required to provide suitable and adequate accommodation for the traffic, and admit of the efficient and economical working of the Railways.

The expenditure involved in the Strengthening of Bridges on various lines and in connection with Flinders-street Station and Yard, and in the provision of additional and improved facilities at Williamstown and Geelong for the shipment of grain, etc., is so large as to deserve special mention herein.

STRENGTHENING BRIDGES ON VARIOUS LINES (Item No. 3, Appendix No. 3).

On various important lines a large number of the bridges, originally of light construction, are, under the heavier rolling stock now in use, strained beyond the factor of safety which is consistent with good practice. The Commissioners, therefore, consider it essential that these bridges should, where practicable, be strengthened, or otherwise be replaced with stronger bridges, and that the work should be commenced forthwith and be completed as early as practicable.

The provision of stronger bridges will be a distinct betterment, because it will admit of the use of heavier engines capable of hauling greater loads, and thus increase the net earning power of the Railways. A proportion of the outlay involved will, therefore, be charged to Capital in accordance with the principle defined in Appendix No. 5. On account of this work, a sum of £147,000, included in Appendix No. 3, will be chargeable to Capital, and a further sum of £184,000 to Working Expenses.

FLINDERS-STREET STATION AND YARD (Item No. 22, Appendix No. 3).

The full benefit cannot be derived from the expenditure which has been made on this work, until the whole scheme has been completed. The Station and Yard in their present condition are a source of discomfort and inconvenience to the public and of expense to the Department, and the Commissioners are, therefore, of the opinion that, if the finances admit, the work should be completed without further delay.

Detail drawings and quantities for the Station as now contemplated have only lately been finished, and eight alternative estimates of cost (based on these drawings and quantities) will be found in Appendix No. 4.

The Commissioners favor a station as per Alternative Scheme No. 8, because with such a long frontage a four-story building will have better proportions than a building of three stories, and the rents of offices, etc., on the fourth floor will, it is believed, more than pay the additional amount required for interest on the cost of the extra story and for its maintenance. The difference in the cost of one roof over the platforms, lines of way, and Swanston-street footbridge, and of separate roofs over the platforms and footbridge only—viz., £48,500, is too large to justify the provision of the former

APPENDIX No. 22—Continued.

The cost of the whole work, including the re-arrangement of tracks, interlocking and signals, platforms and platform roofs, subways, etc., as per Alternative Scheme No. 8, is estimated at £440,000. Of this amount, £155,256 had been expended up to 31st December, 1903, and, of the balance, £55,600 will be charged to Working Expenses in accordance with the principles defined in Appendix No. 5, leaving £229,144 additional Capital funds to be provided to complete the whole scheme.

Until the finances admit of more being done, the Commissioners propose that the expenditure be restricted to an amount sufficient to complete the tracks, subways, platforms and platform roofs, and the basement and ground and first stories of the station building. This will provide the facilities required for the efficient conduct of the traffic and the accommodation needed for the public, and also a number of shops in the basement and ground floors facing Flinders-street, which it is estimated will bring in a considerable revenue. The provision of these facilities and accommodation will admit of the discontinuance of the use of the Princes Bridge Station except for special Excursion and Race Traffic, with an estimated saving in Working Expenses of over £6000 per annum.

The cost of carrying out this proposal is estimated at £190,744 in addition to the sum of £155,256, expended up to the 31st December, 1903, making a total expenditure of £346,000. If the work be put in hand at once the additional funds needed, viz., £190,744 will require to be provided as follows:—

	Prior to 31st December, 1904.	Years 1905 and 1906.	Total.
	£	£	£
Chargeable to Working Expenses	28,000	27,600	55,600
Chargeable to Capital	49,744	85,400	135,144
	£77,744	£113,000	£190,744

The Commissioners propose that the balance of the expenditure required to complete the whole scheme as per Alternative No. 8, viz., £94,000, be postponed until the finances admit of the necessary outlay.

ADDITIONAL AND IMPROVED FACILITIES AT WILLIAMSTOWN AND GEELONG FOR THE SHIPMENT OF GRAIN, Etc. (ITEM No. 31. APPENDIX No. 3).

The pier accommodation at Williamstown and Geelong should be increased, and electrically operated conveyors, hoists, traversers, etc., should be provided to permit of grain and other cargo being handled expeditiously and economically. For these purposes the sum of £60,000 is included in Appendix No. 3.

SPENCER-STREET PASSENGER STATION.

The present Station is inconvenient for the public, insufficient for the traffic, and discreditable both to the Department and the State, but in view of the large outlay involved in the construction of a suitable new station, and the re-arrangement and improvement of the tracks which would be required in connection therewith, the Commissioners feel that the work should not be undertaken until there is a considerable improvement in the finances, and the work when undertaken can be carried on to completion without interruption, and they have not, therefore, made any provision in Appendix No. 3 for the improvement of the accommodation for the passenger traffic at this station.

APPORTIONMENT OF EXPENDITURE AS BETWEEN WORKING EXPENSES AND CAPITAL.

In Appendix No. 5 the principles have been set forth on which the expenditure on Replacements and Renewals of Way and Works, as per Appendix No. 3, has been apportioned as between Working Expenses and Capital, and the Commissioners propose that these principles shall be followed in the future.

STORES.

In order to ascertain the condition and value of the Stores of the Department, the Commissioners arranged, shortly after their assumption of office, to have the stock of Stores valued by an independent Board, consisting of Messrs. Wm. Davidson, Inspector General of Public Works, Victoria (Chairman); John Parry, Comptroller of Stores, New South Wales Railways; and S. Fisher, Storekeeper, Tasmanian Railways.

This Board has reported that in its judgment the value of the stock as at 30th June, 1903, should be written down to the extent of £23,411, allocated as under :—

Way and Works Branch	...	...	...	...	...	£2,890
Rolling Stock Branch	...	...	...	...	...	20,521
Total	...	...	...	...	...	£23,411

but in view of the fact that a portion of the stock which the Board declared has depreciated in value will be utilised within a reasonable period, the Commissioners consider that no useful purpose will be served by writing down the value of such portion of the stock, because, in any case, they will be obliged to provide for the depreciation, and they have therefore allowed such portion of the stock to remain on the books at its present value. The amount which therefore requires to be written off is £12,568, chargeable to Working Expenses as under :—

Way and Works Branch	...	...	...	...	...	£2,890
Rolling Stock Branch	...	...	...	...	...	9,678
Total	...	...	...	...	...	£12,568

In addition to this deficiency of £12,568, the valuation of the Stores which was instituted in accordance with the provisions of Section 20 of the Railways Act 1896, No. 1439, showed a net shortage in values of £48,287, and, as nothing has yet been done to meet such depreciation, the total sum to be liquidated is therefore £60,855.

With regard to the deficiency of £2,890 chargeable to the Way and Works Branch, the Commissioners consider it may properly be met by an increase of the book value of certain scrap material which is at present assessed at about half of its selling value, while in respect of the balance of £57,965, chargeable to the Rolling Stock Branch, the Commissioners propose to write it off out of Revenue according as the finances of the Department may admit.

In order to provide for any deficiency that may arise between stock-takings in the future, the Commissioners propose as from 1st July, 1904, to establish a "Stores Depreciation Fund," and each month such fund will be credited and the Working Expenses debited with the equivalent of one per cent. of the value of the Stores issued from time to time.

Financial Summary.

	To be charged to Capital.	To be advanced to the Commissioners and recouped by them out of Revenue as the finances admit.	To be recouped out of Revenue as the finances admit.	To be charged to Working Expenses.
	£	£	£	£
Rolling Stock and Equipment as per Table No. 2 and Appendix No. 2	474,370	403,950	...	...
Way and Works as per Appendix No. 3—				
Item No. £				
Towards Strengthening Bridges 3 147,000				
Flinders-street Station and Yard 22 229,144				
Facilities for Shipment of Grain, &c. 31 60,000				
Other Items 537,883				
	974,027	...	...	...
Deficit in Value of Stores at 30th June, 1903 (see Page No. 65) ...	...	...	60,855	...
Advances already made to the Commissioners and remaining to be recouped at 30th June, 1903, as per last Annual Report—				
On account of Rolling Stock ... £95,021				
On account of Way and Works 54,848				
	...	...	149,869	...
Belated Repairs—Balance at 30th June, 1903 ...	...	...	...	181,087
	£1,448,397	£403,950	£210,724	£181,087
Total Additional Funds required, inclusive of £403,950 to be recouped	£1,852,347			
To be recouped out of Revenue as the finances of the Department admit (£403,950 of this is included in the Total Additional Funds required) ...	£614,674			
To be charged to Working Expenses ..	£181,087			
Total of amounts to be recouped out of Revenue, and to be charged to Working Expenses ...	£795,761			

The Expenditure required as above on Rolling Stock and Equipment, and on Way and Works should be sanctioned by Parliament to such extent annually, and the necessary funds be so provided that the construction in the State of the Rolling Stock and Equipment, and the more urgent of the works included in Appendix No. 3, may be prosecuted continuously, and completed as early as practicable.

In addition to the amounts to be recouped out of Revenue and to be charged to Working Expenses, as shown in the Financial Summary, totalling £795,761, it will be necessary, in accordance with the principles defined in Appendix No. 5, to charge a very large sum to Working Expenses concurrently with the expenditure on Way and Works chargeable to Capital as per Appendix No. 3. Of the total cost of two items alone—viz., £615,744 for Strengthening Bridges and Flinders-street Station and Yard—the proportion thus chargeable to Working Expenses is £239,600.

THOS. TAIT, CHAIRMAN	} VICTORIAN RAILWAYS COMMISSIONERS.
W. FITZPATRICK	
C. HUDSON	

The Honorable
The Minister of Railways.

APPENDIX No. 22—Continued.
SUB-APPENDIX No. 1.

LOCOMOTIVES.

NOTE.—The Tractive power is based on the mean average pressure in the cylinders being equal to 80 per cent. of the boiler pressure.

CAPITAL ACCOUNT. Rolling Stock Built or Purchased and charged to Capital from the inception of the Railways until 1st July, 1903.				Inventory of Rolling Stock in existence at 1st July, 1903.		
Class.	When Built.	No. in Class.	Original Tractive Power in pounds.	No. in Class.	Nominal Tractive Power in pounds.	Effective Tractive Power in pounds.
A (old)	1884	10	150,696	10	150,696	150,696
A (new)	1889 to '91	15	219,932	15	219,932	219,932
AA	1900 to '03	12	232,930	14	272,930	272,930
B	24-'62 to '64	32	331,140	32	331,140	129,360
	8-1872 to '81					
C	18-'71 to '78	26	225,720	26	225,720	94,480
	8-1880 to '83					
D	1887 to '88	20	280,500	20	280,500	280,500
DD	1902	1	10,000	1	20,000	20,000
E	1889 to '94	69	967,725	69	967,725	967,725
EE	1892 to '93	7	98,175	7	98,175	98,175
F	1-1874	21	181,564	21	181,564	184,564
	10-'77, 10-'80					
G	1877	2	16,875	2	16,875	2,950
H	1877 to '78	8	66,720	8	66,720	39,520
J	1860	5	42,900	5	42,900	22,000
K	1874	5	43,875	5	35,100	4,840
L	1861	10	97,600	10	97,600	29,000
M	1-'78, 9-'84	10	101,734	10	101,743	101,734
ME	1885 to '86	12	138,720	12	138,720	138,720
N	1859 to '68	5	35,648	5	35,648	5,320
O	24-1866 to '68	44	535,300	44	535,300	288,400
	24-1871 to '79					
P	1860	5	48,800	5	48,800	48,800
Q	1873 to '74	10	133,600	10	133,600	133,600
R (old)	21-1879 to '82	59	817,045	59	817,045	817,045
	38-1883 to '88					
R (Belgian)	1883	5	77,578	5	77,578	77,578
R (new)	1889 to '91	25	389,600	25	389,600	389,600
S	1882 to '83	10	117,000	10	117,000	96,880
T	1-'74, 18-'84 to '85	19	225,582	19	225,582	225,582
U	1874 to '75	9	93,497	9	93,497	57,020
V	1900 to '02	16	422,880	16	422,880	422,880
W	1880 to '83	12	149,877	12	149,877	149,877
X	1886 to '87	15	252,725	15	252,725	252,725
Y	1889	31	541,632	31	541,632	541,632
Z	1893	3	119,434	3	119,434	8,238
Narrow Gauge	1898 to 1901	6	60,840	6	60,840	60,840
Unclassed	1859 to '83	13	102,488	13	102,488	67,124
Class not known missing prior to 18 3		26	225,353 (est.)	...	...	...
Total Locomotive Stock		577½	7,458,775	553	7,274,647	6,400,267

§ 1 "K" Class sold.
NOTE.—The effective tractive power of the 108 locomotives shown in Appendices Nos. 1A and 1B is based on their value as scrap materials.

SUB-APPENDIX No. 1A. Obsolete locomotives now stored at Newport unsuitable for further service and not worth repair. Some of these locomotives have been out of running from seven to ten years.				SUB-APPENDIX No. 1B. Locomotives still in running on which further extensive outlay is not justified, and which should be retired from service when heavy repairs are required which will be within the next three years.			
	Class.	Number.	Age. Years.		Class.	Number.	Age. Years.
	"C"	18	30		"B"	24	40
	"G"	2	26		"O"	24	35
	"H"	4	26		"U"	4	29
	"J"	3	43		"Z"	2	10
	"K"	4	29				
	"L"	8	42				
	"N"	5	40				
	"S"	2	20				
	Unclassed	8	20 to 40				
	Total	54			Total	54	

APPENDIX No. 22—Continued.

SUB-APPENDIX No. 1—Continued.

CARRIAGE, VAN, AND SUNDRY STOCK.

CAPITAL ACCOUNT. Rolling Stock Built or Purchased and Charged to Capital from the inception of the Railways until 1st July, 1903.				Inventory of Rolling Stock in existence at 1st July, 1903.	
Class.	When Built.	No. in Class.	Internal Floor Area in square feet.	No. in Class.	Internal Floor Area, in square feet.
CARRIAGE.		STOCK.			
A	1858-93 ...	298	55,183	46	10,488
AB	1860-86 ...	168	32,520	43	9,485
B	1858-93 ...	282	50,894	440	64,434†
ABD	1859-83 ...	9	1,668	13	2,350
AD	1881-6 ...	41	7,290	2	366
BD	1878-87 ...	26	4,522	67	12,185
Alexandra ...	1901 ...	1	409	1	409
Edward ...	1901 ...	1	409	1	409
Inspection ...	1899 ...	1	555	1	555
State	1890 ...	1	555	1	555
Edinburgh ...	1880 ...	1	172	1	345¶
Ministerial No. 1	1889 ...	1	173		
Victoria ...	1887 ...	1	385	1	385
York	1890 ...	...	...	1	343
Boudoir ...	1883-9 ...	6	1,595*	6	1,595
Pioneer 1 ...	1893 ...	1	533	1	533
Pioneer 2 ...	1893 ...	1	533	1	533
AV	1897-9 ...	35	14,328	31	12,692
AV (J.S.) ...	1897-9 ...	...	...	4	818
BV	1898-9 ...	25	10,234	23	9,416
BV (J.S.) ...	1898-9 ...	...	...	2	409*
ABC	1899-1903 ...	36	14,724	56	22,918
AC	1888-9 ...	...	...	12	4,117
AA	1874-1902 ...	263	90,639	199	68,278
AA (J.S.) ...	1887 ...	...	...	3	613*
ABAB	1879-1902 ...	20	7,653	76	28,004
ABAB (J.S.) ...	1887 ...	12	1,795*	...	...
ABDABD ...	1891-2 ...	2	594	4	1,280
ADAD	1887-1901 ...	68	23,331	74	25,389
BB	1874-1892 ...	19	6,927	58	20,380
BB (J.S.) ...	...	...	...	3	614*
BDBD	1890-1901 ...	8	3,064	12	4,597
BB	...	...	...	1	285
BEBE	1886-90 ...	2	686	2	686
BB and BDBD N. Gauge	1898-1901 ...	10	1,295	10	1,295
Total Carriage Stock ...	...	1,339	332,696	1,196	304,761
VAN AND		SUNDRY	STOCK.		
D	1858-89 ...	317	55,612	228	40,715
E	1858-85 ...	27	4,168	16	2,579
DD	1888-92 ...	44	13,353	44	13,353
DV	1898 ...	2	775	2	775
DFDF	1901 ...	...	...	1	348
DD (J.S.) ...	1887 ...	2	298*	2	298*
DD (J.S.) ...	1887 ...	3	396*	3	200**
DD (J.S.) ...	1887-90 ...	4	488*	4	488*
EE (J.S.) ...	1887 ...	3	352*	3	352*
F	1858-93 ...	53	6,324	47	5,639
C	1858-1903 ...	6	795	8	1,117
WS	1859-1901 ...	...	...	69	5,737‡
Dynagraph ...	1858 ...	...	...	1	161
WMA	1877 ...	...	...	2	354
Casualty Vans ...	1858-1880 ...	...	...	3	558
TBO	1882 ...	...	...	1	189
FFF	1889-92 ...	6	2,190	6	2,190
Total Van and Sundry Stock ...	...	467	84,751	440	75,053

** Only one-quarter internal floor area allowed for 3 Joint South Australian Stock, on account of being obsolete.

* Only one-half internal floor area allowed on account of being Joint South Australian Stock.

† Only one-half internal area of 220 vehicles allowed on account of antiquated design, which precludes their use for ordinary traffic.

‡ Only one-half internal floor area of 69 old carriages and vans used as Workmen's Sleepers allowed.

¶ Combined into one car in 1899.

APPENDIX No. 22—Continued.

SUB-APPENDIX No. 1—Continued.

TRUCK STOCK.

CAPITAL ACCOUNT. Rolling Stock Built or Purchased and charged to Capital from the inception of the Railways until 1st July, 1903.				Inventory of Rolling Stock in existence at 1st July, 1903.	
Class.	When Built.	No. in Class.	Carrying Capacity, in tons.	No. in Class.	Carrying Capacity, in tons.
H	1862-1901 ...	950	4,955	306	2,216*
I	1860-1903 ...	7,516	66,344	6,859	64,922
K	1859-98 ...	480	3,374	275	2,145*
L	1871-1903 ...	395	3,441	375	2,875*
M	1864-97 ...	417	3,102	402	3,230*
N	1869-1901 ...	514	3,870	321	2,483
NN	1901 ...	1	26	1	26
O	1870-90 ...	213	1,921	187	1,785
OO	1899-1902 ...	6	240	6	240
P	1862-84 ...	24	120	24	120
Q	1871-78 ...	38	496	20	360
QB	1902 ...	1	34	1	34
QR	1889-92 ...	201	5,226	201	4,710
R	1880 ...	70	750	11	175
S	1880 ...	20	240	13	104*
T	1894-7 ...	130	1,300	130	1,300
TH	1881-86 ...	19	95	19	146
TT	1889-91 ...	31	620	31	513
U	1888-99 ...	237	2,370	460	4,498
G	1859-1900 ...	61	305	26	193
Water Tanks ...	1886-1902 ...	52	312	60	360
NARROW GAUGE.					
NQR	1898-1900 ...	70	700	70	700
NMM	1899-1901 ..	4	40	4	40
NTT	1899 ...	1	10	1	10
NUU	1899-1901 ...	7	70	7	70
Narrow Gauge Trucks at Newport	...	4	40	4	40
Trucks, classes cannot be traced	...	23	161	...	...
Total Truck Stock	...	11,485	100,162	9,814	93,295

* 330 tons taken off in respect of 71 trucks awaiting replacement, of which only the wheels, axles and other gear are on hand.

APPENDIX No. 22—Continued.

SUB-APPENDIX No. 2—Continued.

**Summary of Additional Locomotive, Carriage, Van and Sundry, and Truck
Stock required at 1st July, 1903, and the Estimated Cost Thereof,
inclusive of the Deficiency as per Table No. 1,**

(The estimated cost is based on the actual cost of Rolling Stock built at Newport Shops.)

LOCOMOTIVE STOCK.

Class.	Number Required.	Tractive Power each in pounds.	Total Tractive Power in pounds.	Estimated Cost each. £	Total Estimated Cost. £
DD (General)	50	20,000	1,000,000	3,400	170,000
AA (Heavy Passenger)	6	20,000	120,000	4,800	28,800
Narrow Gauge	1	10,140	10,140	2,000	2,000
Total additional Locomotive Stock required	57		1,130,140		200,800

CARRIAGE STOCK.

Class.	No. required.	Internal Floor Area each, in square feet.	Total Inter- nal Floor Area, in square feet.	Estimated Cost each. £	Total Estimated Cost. £
50 ft. 8-wheeled Vestibuled Corridor Cars for Country Service—					
First Class (AV)	40	409	16,360	1,800	72,000
Second Class (BV)	25	409	10,225	1,500	37,500
Composite (ABV)	50	409	20,450	1,700	85,000
50 ft. 8-wheeled Cars for Suburban Service—					
Second Class (BB)	52	383	19,916	1,100	57,200
Composite (ABAB)	16	409	6,544	1,200	19,200
First Class Smoking & Van (ADAD)	8	383	3,064	1,250	10,000
Second Class „ „ (BDBD)	25	383	9,575	1,100	27,500
70 ft. 12-wheeled Vestibuled Corridor Cars for Sydney Express trains—					
First Class	6	644	3,864	2,600	15,600
Second Class	6	644	3,864	2,400	14,400
Composite... ..	3	644	1,932	2,500	7,500
Dining (one spare)	2	644	1,288	2,800	5,600
70 ft. 12-wheeled Cars for Adelaide Express trains. Joint Stock (Victorian proportion of floor area and cost on mileage basis, viz., 60%, First and Second Class; Dining and Sleeping Cars full floor area and cost)—					
First Class... ..	6	644	2,318	1,560	9,360
Second Class	6	644	2,318	1,440	8,640
Dining	1	644	644	2,800	2,800
Sleeping	4	644	2,576	3,000	12,000
Narrow Gauge	4	129	516	350	1,400
Total additional Carriage Stock required	254		105,454		385,700

APPENDIX No. 22—Continued.

SUB-APPENDIX No. 2—Continued.

VAN AND SUNDRY STOCK.

Class.	Number Required.	Internal Floor Area each, in sq. ft.	Total Inter- nal Floor Area, in sq. ft.	Estimated Cost each. £	Total Estimated Cost. £
60 feet 12-wheeled Vestibuled Vans for Sydney Express trains—					
DV (Ordinary Luggage) ...	3	498	1,494	1,400	4,200
Mail Luggage ...	1	498	498	1,400	1,400
60 feet 12-wheeled Vestibuled Vans for Adelaide Express trains, Joint Stock (Victorian proportion of floor area and cost on mileage basis— viz., 60 per cent.)—					
Ordinary Luggage ...	4	498	1,195	840	3,360
Mail Luggage ...	3	498	896	840	2,520
50 feet 8-wheeled Vestibuled Vans for Country Service:—					
Ordinary Luggage (DV) ...	15	387	5,805	1,400	21,000
6-wheeled Ordinary Luggage Vans (D) ...	25	186	4,650	350	8,750
6-wheeled Horse Boxes ...	12	183	2,196	370	4,440
Total additional Vans and Sundry Stock required ...	63		16,734	...	45,670

TRUCK STOCK.

Class.	Number Required.	Carrying Capacity each, in tons.	Total Carrying Capacity, in tons.	Estimated Cost each. £	Total Estimated Cost, £
15-ton Medium ...	500	15	7,500	165	82,500
12-ton „ ...	100	12	1,200	165	16,500
Louvre ...	100	10	1,000	190	19,000
Refrigerator ...	10	10	100	300	3,000
Bogie Ballast ...	50	26	1,300	400	20,000
Total additional Truck Stock required	760		11,100		141,000

MISCELLANEOUS.

	Number required.	Estimated Cost each, £	Total Estimated Cost, £
Truck Covers ...	3,000	£3 15s.	11,250
Lashings ...	12,000	...	1,400
Pintsch Gas for existing Cars and Vans	100 sets	...	5,000
Westinghouse Brakes for existing Trucks	1,970 sets	...	43,000
Footwarmers for Carriages	1,400	...	2,500
Upholstering Seats and Backs of Existing 2nd Class Bogie Carriages for Country Traffic ...	...	...	12,000
Machinery and Contingencies ...	...	...	30,000
Grand Total ...	...	...	878,320

NOTE.—The cost of new Cars includes Pintsch Gas and Westinghouse Brakes.

APPENDIX No. 22—Continued.

SUE-APPENDIX No. 3.

**Statement of Expenditure on amount of Capital for Additions and
Improvements to Way and Works required at 31st December, 1903.**

No. of Item.	Purpose.	Amount Required. £
1	Additions and improvements to stations, yards, and sidings, including tracks, buildings, platforms, roads, trucking yards, weighbridges, drainage, sanitation, interlocking, signalling, and other safety appliances, &c.	141,000
2	Additions and improvements to accommodation and facilities for locomotives and cars, including sheds, ashpits, turntables, water supply, coaling plants, &c. ...	98,000
3	Towards strengthening bridges on various lines	147,000
4	Relaying various important lines with heavier rails	39,000
5	Additional Sleepers for strengthening various lines	31,000
6	Substitution of Cattle Pits for Gates at Public Road Crossings	5,000
7	Motor and other improved cars for repairing gaugs... ..	5,000
8	Additional and improved dwelling accommodation for employes	6,000
9	Melbourne—Additional electric light and power	6,000
10	Melbourne—Equipping machinery in workshop at Spencer-street for electrical driving, and for additional machinery	643
11	Melbourne—Tracks and facilities at and in connection with Victoria Dock	8,000
12	Melbourne—Additional and improved accommodation for Goods and other Traffic, including offices, sheds, platforms, tracks, roads, weighbridges, cranes and other facilities	58,000
13	Fencing	3,000
14	Melbourne and Suburbs—Towards Mortuary Stations	2,000
15	North Melbourne—Additional track for passenger engine movements	780
16	Newmarket—Additional cattle yards and tracks and better lighting at cattle yards	3,434
17	Agricultural Show Grounds—Flemington Racecourse Line—Additional and improved accommodation and facilities for passenger traffic	2,100
18	Electric Lighting of Piers at Williamstown and Geelong	1,072
19	North Geelong—Direct Connection between Melbourne and Ballarat lines and Sidings for Grain and other Traffic	3,661
20	Between Glen Thompson and Wickliffe Road—New Siding, Approaches, &c.	600
21	Towards reductions of grades	28,000
22	Melbourne—Completing new passenger station and yard at Flinders-street, as per Alternative Scheme No. 8	229,144
23	Melbourne—Enlargement of Ice Plant	3,750
24	Melbourne—Employes Institute	12,000
25	Newport—Dining-room for employes	1,500
26	Newport—Drainage of Workshops and Freezing Works	3,300
27	Clifton Hill—Loop line to connect Collingwood and Preston lines	8,000
28	Williamstown Pier (Station and Yard)—Additions and improvements to accommodation and facilities	4,661
29	Improving Colac and Beech Forest Narrow Gauge Line	8,000
30	Brighton Beach Baths, &c.	8,000
31	Improved and Additional Facilities at Williamstown and Geelong for the Shipment of Grain, &c.... ..	60,000
32	Contingencies, 5% on total of above items	46,382
	TOTAL	<u>£974,027</u>

APPENDIX No. 22—Continued.

SUB-APPENDIX No. 4.

Flinders Street Station and Yard.

- | | | | | | |
|--|-------|-----|-----|-----|----------|
| (1.) Station (three stories) complete with lines of way and platforms as now proposed, which is practically the design of August, 1900, with some extensions and re-arrangements | ... | ... | ... | ... | £489,000 |
| (2.) Station complete as in No. 1 but with separate roofs over the platforms and the Swanston-street footbridge, instead of one roof over all the platforms, lines of ways, and footbridge | .. | ... | ... | ... | £440,500 |
| (3.) Station complete as in No. 1 but with a building of four stories instead of three stories facing Flinders-street | ... | ... | ... | ... | £513,500 |
| (4.) Station complete as in No. 3 but with separate roofs over the platforms and Swanston-street footbridge, instead of one roof over all the platforms, lines of way, and footbridge | | ... | ... | ... | £465,000 |
| (5.) Station complete as in No. 1 but with cement instead of freestone facings on the front of the building above the ground story | ... | ... | ... | ... | £471,000 |
| (6.) Station complete as in No. 2 but with cement instead of freestone facings on the front of the building above the ground story | ... | ... | ... | ... | £422,500 |
| (7.) Station complete as in No. 3 but with cement instead of freestone facings on the front of the building above the ground story | ... | ... | ... | ... | £488,500 |
| (8.) Station complete as in No. 4 but with cement instead of freestone facings on the front of the building above the ground story | ... | ... | ... | ... | £440,000 |

**Apportionment of Expenditure on Replacements and Renewals of Way
and Works as between Working Expenses and Capital Account.**

**REPLACEMENT OF TIMBER IN BRIDGES BY MASONRY AND IRON OR STEEL
OR BY FILLING.**

The cost of replacement of the existing bridge in timber to its original strength shall be charged to Working Expenses, and the balance of the cost shall be charged to Capital Account. Working Expenses shall be credited with the value of the material released.

**REPLACEMENT OF TIMBER, IRON OR STEEL BRIDGES BY STRONGER BRIDGES OF
SIMILAR MATERIAL.**

The cost of replacement of the existing bridge in similar material to its original strength shall be charged to Working Expenses, and the balance of the cost shall be charged to Capital Account. Working Expenses shall be credited with the value of the material released.

**REPLACEMENT OF CULVERTS OR DRAINS BY LARGER OR LONGER CULVERTS OR
DRAINS, OR BY CULVERTS OR DRAINS CONSTRUCTED OF MORE PERMANENT
MATERIAL.**

The cost of replacement of the existing culvert or drain in similar material and to its original size or length shall be charged to Working Expenses, and the balance of the cost shall be charged to Capital Account. Working Expenses shall be credited with the value of the material released.

**REPLACEMENT OF TIMBER, IRON OR STEEL TURNABLES BY LONGER OR
STRONGER TURNABLES OF SIMILAR MATERIAL**

The cost of replacement of the existing turntable in similar material and to its original length and strength shall be charged to Working Expenses, and the balance of the cost shall be charged to Capital Account. Working Expenses shall be credited with the value of the material released.

**RENEWAL OF RAILS, POINTS, CROSSINGS, AND FASTENINGS WITH HEAVIER
MATERIAL.**

The cost of the weight of rails, points, crossings, and fastenings in excess of the original weight of those replaced, and the cost of any additional sleepers and ballast used, including the labor of putting the additional sleepers and ballast into the line shall be charged to Capital Account. The balance of the cost of the work, including any renewals of sleepers and ballast, shall be charged to Working Expenses, which fund shall be credited with the value of the material released.

**REPLACEMENT (COMPLETE OR PARTIAL) OF BUILDINGS, PLATFORMS, COALING
PLANTS, PIERS, WHARVES, FENCING, STOCK YARDS, WATER TANKS, CRANES
AND PIPES, ETC.**

The cost of the complete or partial replacement (as the case may be) of the existing structure shall be charged to Working Expenses, and the cost of any additions or improvements to the existing structure shall be charged to Capital Account. The value of material released by reason of the structure as replaced, being of less extent or efficiency than existed before the replacement, shall be credited to Capital Account, and the value of material otherwise released shall be credited to Working Expenses.

APPENDIX No. 22—Continued.

SUB-APPENDIX No. 5—Continued.

REMOVAL AND RE-ERECTION (COMPLETE OR PARTIAL) OF BUILDINGS, PLATFORMS, COALING PLANTS, PIERS, WHARVES, FENCING, STOCK YARDS, WATER TANKS, CRANES AND PIPES, ETC.

The cost of the complete or partial removal and re-erection (as the case may be) of the existing structure, including the cost of renovation, shall be charged to Working Expenses, and the cost of any additions or improvements to the existing structure, shall be charged to Capital Account. The value of material released by reason of the structure as re-erected, being of less extent or efficiency than existed before the removal, shall be credited to Capital Account, and the value of material otherwise released shall be credited to Working Expenses.

RE-ARRANGEMENT OF LINES OF WAY OR OF ROADWAYS.

The cost of the re-arrangement of lines of way or of roadway, with the same kind and strength of material as existed before the re-arrangement, shall be charged to Working Expenses. The value of any material released by reason of less length of lines of way, or of less area of roadway being provided than existed before the re-arrangement, shall be credited to Capital Account, and the value of any material otherwise released shall be credited to Working Expenses. In the event of a greater length of lines of way, or a greater area of roadway being provided, or of more permanent or heavier material being used than existed before the re-arrangement, the additional cost thereof shall be charged to Capital Account.

REGRADING, CATTLE PITTING AND OTHER NETT REVENUE PRODUCING WORKS.

The cost of regrading, substituting bridges, subways or cattle pits for gate crossings and other works by which a reduction in the Working Expenses, and thereby an increase in the net Revenue or Earning Power of the Railways will be effected, shall be apportioned between Working Expenses and Capital Account, in each case as it arises, according to the circumstances.

[2625/04]