

1908.

VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

FINANCIAL YEAR ENDING 30TH JUNE, 1908.

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, 1908.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 28th September, 1908.

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, our Report for the financial year ending 30th June, 1908.

Financial Results.

GROSS REVENUE	£3,873,368 6 5
WORKING EXPENSES (including Payment into Railway Accident and Fire Insurance Fund—£15,666 11s. 10d.) ...	2,285,896 18 7
NET REVENUE	£1,587,471 7 10
LESS DEFICIT—ST. KILDA and BRIGHTON ELECTRIC STREET RAILWAY	3,924 14 5
TOTAL NET REVENUE	£1,583,546 13 5
SPECIAL EXPENDITURES and CHARGES completing Liquidation of Extraordinary Liabilities taken over by the Commissioners at 1st July, 1903	47,058 2 2
BALANCE of TOTAL NET REVENUE	£1,536,488 11 3
INTEREST CHARGES and EXPENSES	1,483,807 0 0
SURPLUS CREDITED to CONSOLIDATED REVENUE ...	£52,681 11 3

Financial Comparison with Previous Year.

	Year 1906-7.			Year 1907-8.			Increase or Decrease.		
	£	s.	d.	£	s.	d.	£	s.	d.
Gross Revenue	4,012,641	8	4	3,873,368	6	5	-139,273	1	11
Working Expenses	2,076,672	14	7	2,285,896	18	7	+209,224	4	0
Net Revenue	1,935,968	13	9	1,587,471	7	10	-348,497	5	11
Deficit—St. Kilda and Brighton Electric Street Railway ...	7,802	10	4†	3,924	14	5†	-3,877	15	11
Total Net Revenue	1,928,166	3	5	1,583,546	13	5	-344,619	10	0
Special Expenditures and Charges in Liquidation of Extraordinary Liabilities taken over by the Commissioners at 1st July, 1903.									
Rolling-Stock applied in reduction of the Deficiency as at 1st July, 1903 ...	45,039	0	0	...			-45,039	0	0
To credit the Rolling-Stock Replace- ment Fund towards making good the Deficiency in the Rolling-Stock as at 1st July, 1903	100,000	0	0	...			-100,000	0	0
To recoup Loan Funds advanced prior to 1st July, 1903, for Renewals of Way and Works and Replacement of Rolling-Stock	20,710	7	10	17,638	16	0	-3,071	11	10
Balance at Credit of the Railway Acci- dent Fund at 1st July, 1903, not pre- viously debited to Working Expenses	...			29,419	6	2	+29,419	6	2
Total of Special Expenditures and Charges in Liquidation of Extraordinary Liabilities taken over by the Commissioners at 1st July, 1903	165,749	7	10	47,058	2	2	-118,691	5	8
Balance of Total Net Revenue ...	1,762,416	15	7	1,536,488	11	3	-225,928	4	4
Interest Charges and Expenses ...	1,483,284	3	0	1,483,807	0	0	+522	17	0
Surplus Credited to Consolidated Revenue	279,132	12	7	52,681	11	3	-226,451	1	4

† After providing for Expenditure towards replacing Damage by Fire—Year 1906-7, £9,941 2s. 2d.; Year 1907-8, £3,310 11s. 8d.

Results of Working for the Year 1907-8 compared with those of the Preceding Three Years.

	Year 1904-1905.	Year 1905-1906.	Year 1906-1907.	Year 1907-1908.
* Average mileage of Railways worked ...	3,384	3,394	3,395	3,396
* TRAFFIC TRAIN MILEAGE.				
Passenger—Country ...	1,662,438	1,758,823	1,926,570	2,152,890
" Suburban ...	2,645,556	2,772,669	2,992,283	3,153,831
Mixed ...	2,219,194	2,321,312	2,352,484	2,484,834
Goods (including Live Stock) ...	2,496,177	2,539,265	2,764,577	2,581,853
Total Traffic Train Mileage ...	9,023,365	9,392,069	10,035,914	10,383,408
Number of Passenger Journeys ...	59,702,050	65,088,394	70,170,089	74,907,425
Tons of Goods carried ...	3,382,788	3,376,987	3,650,538	3,349,760
Tons of Live Stock carried ...	245,449	299,030	315,254	405,101
* GROSS REVENUE.				
Passenger—Country ...	£ 827,776	£ 903,118	£ 989,285	£ 1,016,008
" Suburban ...	554,532	598,479	645,448	686,062
Parcels, &c. ...	141,811	142,844	151,465	154,291
Horses, Carriages, and Dogs ...	13,588	13,684	14,652	15,248
Mails ...	60,647	61,588	61,810	63,652
Goods ...	1,749,660	1,792,575	1,861,220	1,598,588
Live Stock ...	169,133	208,862	220,295	269,853
Rentals ...	53,038	55,711	56,161	57,063
Miscellaneous ...	12,081	10,758	12,305	12,603
Total Gross Revenue ...	3,582,266	3,787,619	4,012,641	3,873,368
Per mile of Railways worked ...	1,059	1,116	1,182	1,141
Per traffic train-mile run ...	7s. 11' 28d.	8s. 0' 79d.	7s. 11' 96d.	7s. 5' 53d.
* WORKING EXPENSES.				
Transportation Branch ...	£ 562,370	£ 588,123	£ 593,248	£ 612,719
Way and Works Branch ...	502,022	572,297	589,452	648,589
Rolling-Stock Branch—Working ...	488,240	481,483	521,083	573,990
" Repairs and Ordinary Renewals	274,931	306,842	323,858	382,477
General Expenses ...	43,575	50,278	49,032	52,455
Payment into Railway Accident and Fire Insurance Fund ...	...	...	...	15,667
Total Working Expenses ...	1,871,138	1,999,023	2,076,673(a)	2,285,897(a)
Per mile of Railways worked ...	553	589	612	673
Per traffic train-mile run ...	4s. 1' 77d.	4s. 3' 08d.	4s. 1' 66d.	4s. 4' 84d.
Percentage of Gross Revenue ...	52' 23	52' 78	51' 75	59' 02
* NET REVENUE AFTER PAYMENT OF WORKING EXPENSES ...				
Per mile of Railways worked ...	£ 1,711,128	£ 1,788,596	£ 1,935,968	£ 1,587,471
Per traffic train-mile run ...	3s. 9' 51d.	3s. 9' 71d.	3s. 10' 30d.	3s. 0' 69d.
NET REVENUE OF ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY ...	...	£ 308(b)	£ Deficit 7,802(c)	£ Deficit 3,925(c)
TOTAL NET REVENUE ...	...	1,788,904	1,928,166	1,583,546
SPECIAL EXPENDITURES AND CHARGES ...	£ 248,485	£ 117,542	£ 165,749(d)	£ 47,058(d)
BALANCE OF NET REVENUE ...	1,462,643	1,671,362	1,762,417	1,536,488
INTEREST CHARGES AND EXPENSES ...	1,461,994	1,472,397	1,483,284	1,483,807
SURPLUS credited to Consolidated Revenue ...	649	198,965	279,133	52,681

* Exclusive of St. Kilda and Brighton Electric Street Railway.

(a) For details see Appendix No. 20. (b) From 7th May to 30th June, 1906. (c) After providing for Expenditure towards replacing Damage by Fire, year 1906-7, £9,941 2s. 2d. ; year 1907-8, £3,310 11s. 8d. (d) For details see page 4.

Capital Expenditure.

The total expenditure charged to Capital Account at 30th June, 1908, was £41,986,090 15s. 1d., an increase for the year of £400,014 18s. 10d., made up as follows:—

EXPENDITURES ON CAPITAL ACCOUNT FOR THE YEAR.

For Details see Appendix No. 6.

Surveys and Construction of New Lines—

Strathmerton—Tocumwal Line Extension	...	...	£16,371	17	0
Moe—Walhalla Line	...	...	11,490	6	0
Surveys	...	...	10,263	3	11

Increase in Capital Expenditure on Surveys and Construction of New Lines

£38,125 6 11

Additions and Improvements on Existing Lines, and to Rolling-Stock—

Way and Works	...	...	£196,694	18	11
Rolling-Stock	...	...	45,459	9	5
			242,154	8	4

Add amount at credit of Rolling - Stock Replacement Fund at 30th June, 1907, taken credit for in that year in Liquidation of Deficiency in Rolling-Stock at 1st July, 1903 (see Annual Report for 1906-7, Appendix No. 9)

137,373 19 7

379,528 7 11

Less Repayments during the year (out of Railway Revenue) of Loan Funds advanced by the Treasury prior to 1st July, 1903, for Renewals of Way and Works and Replacement of Rolling-Stock (see Appendix No. 10)

17,638 16 0

Net Increase in Capital Expenditure for Additions and Improvements on Existing Lines and to Rolling-Stock

361,889 11 11

Net Increase in Expenditure on Capital Account

£400,014 18 10

Loan Funds.

The total amount of Current Loans allocated to the Railways, at 30th June, 1908, was £39,902,904 16s. (see Appendix No. 7), an increase for the year of £236,752 15s. 4d., made up as follows:—

		£	s.	d.
Additional Loans raised or transferred to the debit of the Railways by the Treasury	Act 1623 (3 per cent.)	35,806	15	6
	Act 1753 (3 per cent.)	1,800	0	0
	Act 1982 (3½ per cent.)	2,041,958	5	11
	Act 2026 (3½ per cent.)	500,000	0	0
	Act 2041 (3½ per cent.)	6,784	15	10
	Act 2116 (3½ per cent.)	150,000	0	0
			£2,796,349	17 3

Less Loans redeemed—

Act 739 by Act 1982	...	2,000,000	0	0
Act 1564, from Revenue	...	1,726	1	7
Act 1623, from Revenue	...	15,912	14	5
Act 1800 by Acts 1982 and 2026	...	541,958	5	11
			2,559,597	1 11

Net increase for the year in the amount of Current Loans allocated to the Railways

£236,752 15 4

The proceeds of Loans allocated to the Railways, after deducting Discount and Expenses, less Net Premiums received, were at 30th June, 1907, £38,394,112 14s. The proceeds of the net increase in the amount of Current Loans, viz., £236,752 15s. 4d., as shown above, were £236,578 7s. 1d., the difference, viz., £174 8s. 3d., representing the Net Discounts and Expenses. The Net Proceeds of Loans allocated to the Railways were therefore at 30th June, 1908, £38,630,691 1s. 1d. (see Appendix No. 7).

Interest Account.

The Interest during the year on Current Loans allocated to the Railways amounted to £1,475,971 0 0

And in addition the Railways were debited with the following amounts :—

(See Appendix No. 7.)

Expenses incurred by the Treasury in connexion with				
Payment of Interest	7,358	0	0	
Interest on certain items of Expenditure under				
Surplus Revenue Acts	4,430	0	0	
Interest on Moneys advanced from Revenue				
(Treasurer's Advance) pending provision of				
Loan Funds... ..	290	0	0	

£1,488,049 0 0

Less interest on the balances at credit of Railway				
Funds	4,242	0	0	

Total net amount for Interest and Expenses for the year 1907-8 £1,483,807 0 0

This amount (£1,483,807) is an increase of £523 on the net Interest and Expenses charged to the Railways for the year 1906-7, and is equivalent to 3·72 per cent. on the total amount of Current Loans allocated to the Railways.

Non-Interest Bearing Funds.

The amount provided out of Consolidated Revenue for the Construction, Equipment, Stores, &c., of the Railways, and on which no interest is charged, was at the 30th June, 1908, £3,809,715 5s. 7d., a decrease during the year of £40,224 8s. 1d., made up as follows :—

	£	s.	d.
Balance of Railway Accident Fund at 30th June, 1907, not now included in Non-Interest Bearing Funds ...	49,602	0	0
Less Amount expended under Surplus Revenue Acts chargeable to Consolidated Funds and debited to Sundry Works of Construction, &c.	£1,038	3	8
Less Amount expended under Appropriations and Votes chargeable to Consolidated Funds and debited to Sundry Works of Construction, &c.	8,339	9	3
	9,377	12	11

Total net decrease in the amount of Non-Interest Bearing Funds for the year £40,224 8 1

Extraordinary Liabilities as at 1st July, 1903, taken over by the Commissioners and Liquidated out of Railway Revenue.

As will be seen from the following statement, the Extraordinary Liabilities taken over by the Commissioners at 1st July, 1903, amounting to £795,761, and in addition a liability which existed at that date in connexion with the Railway Accident Fund amounting to £29,419 (see page 15) have now been completely liquidated.

	Liabilities as at 1st July, 1903.	Reductions during Year 1903-04.	Reductions during Year 1904-05.	Reductions during Year 1905-06.	Reductions during Year 1906-07.	Reductions during Year 1907-8.		Total Reductions to 30th June, 1908.
	£	£	£	£	£		£	
Related Repairs ...	181,087	102,754	71,333	7,000	Nil.	...	Nil.	181,087
Estimated cost of making good the Deficiency in Rolling-Stock ...	403,950	14,950	119,740	114,847	154,413	...	Nil.	403,950
Deficiency in the Value of Stores ...	0,855	8,053	52,802	Nil.	Nil.	...	Nil.	60,855
Loan Funds Advanced for Renewal of Way and Works and Replacement of Rolling-Stock ...	149,869	28,646	58,770	24,104	20,710	By Repayments out of Railway Revenue. (See Appendix No. 10.) ...	17,639	149,869
Railway Accident Fund (see page 15) ...	29,419	...	...	...	...	By Payments out of Railway Revenue	29,419	29,419
Totals ...	825,180	154,403	302,645	145,951	175,123	...	47,058	825,180

Comparison of Results for the Five Years ended 30th June, 1903, and 30th June, 1908.

In view of the completion during the year of the liquidation of the Extraordinary Liabilities above mentioned, we now submit the following statement of the Results obtained during the last five years in contrast with those obtained during the five years preceding the 30th June, 1903:—

	Last Five Years.	Preceding Five Years.	Increase.	Decrease
	£	£	£	£
Gross Revenue ...	18,694,035	15,651,389	3,042,646	...
Working Expenses ...	10,035,042	9,358,863	676,179	...
Net Revenue ...	8,658,993	6,292,526	2,366,467	...
Special Expenditures and Charges in Liquidation of Extraordinary Liabilities ...	698,390	160,630	537,760	...
Balance of Net Revenue...	7,960,603	6,131,896	1,828,707	...
Interest Charges and Expenses	7,417,237	7,333,574	83,663	...
Surplus Credited to Consolidated Revenue ...	543,366			
Deficit paid out of Consolidated Revenue ...	...	1,201,678		
Traffic Train Mileage ...	48,007,400	52,459,079	...	4,451,679
Number of Passengers Carried ...	324,149,961	262,105,154	62,044,807	...
Tons of Goods Carried ...	16,942,845	14,445,830	2,497,015	...
Tons of Live Stock Carried ...	1,521,265	1,241,705	279,560	...
Percentage of Working Expenses to Gross Revenue ...	53.68	59.80	...	6.12

Mileage of Railways and Tracks.

The mileage of railways open for traffic at 30th June, and the average mileage of railways open for traffic during the year, were each 3,401·07 miles, the same in both cases as in the previous year.

The mileage of tracks open for traffic at 30th June, 1908, was 4,316·76, and the average mileage of tracks open for traffic during the year was 4,316·37, as compared with 4,316·11 miles and 4,312·08 miles, respectively, in the previous year.

The details of the mileage of railways and tracks will be found in Appendix No. 22.

Gross Revenue.

The Gross Revenue for the year was less than that for the year 1906-7 by £139,273, equivalent to 3·47 per cent.

The increases and decreases from the different sources of Revenue were as follows:—

INCREASES.				Per cent.	Per cent.
Passengers—Country	...	£26,723	2·70	...	...
„ Suburban	...	40,614	6·29	£67,337	4·12
Parcels	...	...	...	2,826	1·86
Horses, Carriages, and Dogs	...	...	...	596	4·07
Mails	...	...	...	1,842	2·98
Live Stock	...	...	...	49,558	22·50
Rentals	...	...	...	902	1·61
Miscellaneous	...	...	...	672	9·36

DECREASES.				Per cent.
Goods	...	...	£262,632	14·11
Telegraph	...	...	374	7·30

The improvement in the Revenue from live stock traffic was due to the unusual movement of stock which took place in consequence of the dry weather which prevailed during a large portion of the year. The continued improvement in the Revenue from passenger traffic is an indication of the prosperity of the people generally.

The marked falling off in the Revenue from goods traffic was due to a partial failure of the grain and other crops owing to the unfavorable season and to reductions in rates made during the year and the relinquishment of the balance of the allowance due in accordance with the provisions of Section 14. Act No. 1439, to off-set the loss of Revenue owing to the carriage of agricultural produce at reduced rates. £188,003 of the total decrease in the Revenue from goods traffic, viz., £262,632, was in connexion with grain and its products, and £20,184 in dairy produce.

The Gross Revenue per train mile was 7s. 5·53d., being 6·43d. less than that for the previous year.

Working Expenses.

A detailed statement of the Working Expenses in contrast with those of the previous year will be found in Appendix No. 20.

The percentage of Working Expenses to Gross Revenue was 59·02 as compared with 51·75 in the previous year.

The increase in the Working Expenses, viz., £209,224, is mainly due to the additional train mileage run, higher average price of fuel, construction of new locomotives and boilers and of carriage stock for replacement purposes, large additional number of sleepers put into the track, more relaying, advance in the minimum and other wages, and the payment of £15,667 into the Railway Accident and Fire Insurance Fund.

The percentage of Working Expenses to Gross Revenue was, of course, further adversely affected by the decrease in the latter, and by the reductions in rates and fares made during the year.

Net Revenue.

The Net Revenue, after the payment of Working Expenses, was, including the St. Kilda and Brighton Electric Street Railway, equivalent to 3·97 per cent. on the Railway Debt of the State. After deducting £47,058 for Special Expenditures and Charges (see page 4) it was sufficient to meet the Interest Charges and Expenses and return £52,681 to the Consolidated Revenue.

Reductions in Rates and Fares.

In view of the satisfactory financial results obtained during the last three years and the entire liquidation of the Extraordinary Liabilities taken over by us at 30th June, 1903, it was deemed advisable to make reductions during the year in the charges for the carriage of goods and in the fares for the conveyance of passengers, equivalent respectively to approximately £47,000 and £67,000, a total of approximately £114,000 per annum.

In making these reductions, special consideration was given to the requirements of the country districts, and the producing interests have nearly all received some benefit.

The reductions which have been made in rates and fares since we took office, together with the relinquishment since then by us of the payments due under Section 14 of Act 1439, for the carriage of agricultural produce at reduced rates, which were made in accordance with the direction of the Government, represent a total loss of revenue of over £250,000 per annum.

Transportation Branch.

The increase in the expenses of the Transportation Branch was mainly due to additional payments for Personal Injury, to more train mileage run for the accommodation of passengers, and to an advance in the minimum wage of those engaged in labouring avocations.

There was an increase of 226,320 train miles run in Country passenger service, 161,548 miles in Suburban passenger service, and 142,350 miles in Mixed train service, and a reduction of 182,724 miles in Goods and Live Stock service.

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. 3.

The following is a comparison of the expenditure on the Maintenance and Renewal of Way and Works for the year as contrasted with that of each of the four preceding years :—

		Year 1903-4.	Year 1904-5.	Year 1905-6.	Year 1906-7.	Year 1907-8.
Expenditure ...	...	£448,959	£502,022	£572,297	£589,452	£648,589
Per mile of railway	Average mileage open for traffic	133	148	169	174	191
Per mile of track		121	135	154	158	174

The increase in the expenditure on the Maintenance and Renewal of Way and Works, viz., £59,137, is mainly due to the larger number of sleepers put into the track, to additional relaying, and to a higher minimum wage paid to those engaged in labouring avocations.

73·78 miles of track were re-laid with steel rails, as follows:—3 miles with new 100-lb. rails, 28·5 miles with new 80-lb. rails, and 4 miles with new 95-lb, 86-lb., and 78-lb. rails; 5·6 miles with serviceable 80-lb. rails, and 32·68 miles with serviceable 60-lb., 66-lb., and 75-lb. rails, which had been replaced by heavier rails on other lines.

389,219 sleepers were renewed, and 38,767 additional sleepers were put into the track, and 272·5 miles of fencing were renewed during the year.

Seventy-nine interlocking levers were installed at eight places. The total number of interlocking levers in use at 30th June, 1908, was 7,054 at 518 places, and the proportion of interlocked places 61·23 per cent. Five sets of staff or Annetts lock gear were provided at four intermediate non-staff stations.

A system of semi-automatic signalling has been installed between East Richmond and Hawthorn, and is now being thoroughly tested.

A new Station Building has been constructed, and the yard and other accommodation has been improved at Korumburra, and a new Station Building has been built at Koroit.

Considerable progress was made during the year with the important work of lengthening and raising passenger platforms, but much still remains to be done in this direction.

A number of the employes' residences belonging to the Department were improved during the year by the addition of another room, and by fencing, &c. It is the intention, as funds become available, to add another room to a number of the remaining smaller residences.

To enable repairing gangs to travel more quickly, and with less exertion over the lines, 177 additional light trollies, 86 additional tricycles, and 14 additional quadricycles were put into service during the year.

The work of strengthening bridges on important lines to admit of the use of more powerful locomotives has been continued on the North-Eastern and North-Western lines, and on the lines from Ballarat *via* Maryborough to Castlemaine, Footscray to Bendigo, and Newport to Geelong.

Supply of Steel Rails.

The contract which was entered into in August, 1907, for the supply of 8,485 tons of 80-lb. and 100-lb. steel rails at £6 17s. per ton, exclusive of duty, delivered into Departmental trucks at Williamstown Pier, has been nearly completed, and the quality of the rails which have been received is excellent.

In order to provide 60-lb second-hand rails for new light lines, a further contract for sufficient 80-lb. rails for 55 miles of track was entered into in April with Messrs. R. W. Cameron and Company, at £6 3s. 6d. per ton, exclusive of duty, delivered into Departmental trucks at Williamstown Pier. These rails will be rolled at the same mills—at Lorain, Ohio—as the rails received under the last contract above referred to, and the price of them, it will be observed, is 13s. 6d. per ton lower than under that contract. It is the intention to use these rails for relaying on existing lines, and to release a corresponding length of 60-lb. steel rails for new light lines, and provision has been made for this relaying in the Estimates for the year 1908-9.

Flinders-street Station.

The cost of the new Station and Yard at Flinders-street (including the building now under contract ; additions, regrading, and other alterations to lines of way in the vicinity of the Station and between the Viaduct to the West and Jolimont to the East ; platforms ; platform-roofs ; subways ; ramps ; interlocking ; signals ; widening and lengthening of Prince's-bridge, &c.) was estimated at £440,000, and construction is now so far advanced that we anticipate that the works submitted to Parliament in August, 1904, at the above estimated cost will be completed for about that amount.

The expenditure at the 30th June, 1908 (including £73,242 charged to Working Expenses, as follows :—Year 1903-4, £9,334 ; Year 1904-5, £23,908 ; Year 1905-6, £20,000 ; and Year 1906-7, £20,000), amounted to						£363,902
Leaving a balance to be expended of	...	...	...	...	...	76,098
Towards which Funds are available under Item 13 of Act No. 2117 amounting to...	...	...	...	...	...	49,595
So that additional Funds have yet to be provided to the extent of						26,503

Rolling-Stock Branch.

The whole of the Rolling-Stock in use, and the Machinery and Tools, were maintained in good working order and repair, and a certificate to that effect from the Chief Mechanical Engineer will be found in Appendix No. 2.

The following is a comparison of the expenditure of the Rolling-Stock Branch for Working and for Repairs and Renewals for the year, as contrasted with that of each of the four previous years :—

	Year 1903-4.	Year 1904-5.	Year 1905-6.	Year 1906-7.	Year 1907-8.
For Working ...	£455,543	£488,240	£481,483	£521,083	£573,990
Per Traffic train mile ...	11'92d.	12'99d.	12'30d.	12'46d.	13'27d.
For Repairs and Renewals...	£263,987	£274,931	£306,842	£323,858	£382,477

The increase in the cost of Working, viz., £52,907, was mainly due to additional train mileage run and higher average price of fuel.

The increase in the expenditure for Repairs and Renewals, viz., £58,619, is mainly accounted for by the construction of new locomotives and carriage stock for replacement purposes, and by an unusual amount of re-boiling having been done during the year, and by an advance in the minimum and other wages.

Inventories of Rolling-Stock in existence at 30th June, 1908, based on numbers and capacity respectively, will be found in Appendices Nos. 8 and 9.

In addition to the Rolling-Stock which was put out of existence during the year being removed from the Register (Appendix No. 8) and written off (Appendix No. 9), the Rolling-Stock remaining in service at 30th June, 1908, was further written down as follows:—18 carriages by one-half their floor area and 3 locomotives, waiting to be scrapped, by their full tractive power.

The amount at the credit of the Rolling-Stock Replacement Fund at 30th June, 1908, available for the replacement of Rolling-Stock, was £38,323.

The following new Rolling-Stock, built at the Newport Workshops, was put into service during the year:—

Locomotives.		Carriages.		Van and Sundry.		Trucks (additional and replacement).
12	...	21	...	26	...	240

In addition 8 electric tram cars were provided for the St. Kilda-Brighton Electric Street Railway, the bodies of which were constructed at the Newport Workshops. There are now on this line 10 combination motor cars, and 7 open and 4 closed trailer cars, making a total of 21 cars.

Up-to-date equipment of a similar type to that provided for the Melbourne-Albury express service, consisting of 6 first class, 6 second class, and 4 sleeping cars (each 71 feet long), and 2 mail sorting vans, 1 mail baggage van, and 4 luggage vans (each 60 feet long), was completed and put into use during the year on the Melbourne-Adelaide express trains. Of this stock the 6 second class cars and the 4 luggage vans were built by the South Australian Railways at the Islington Workshops. One mail baggage van 60 feet long was also provided for the Melbourne-Albury service during the year.

Forty-five 71-ft. cars of a similar type to the new express stock above referred to are under construction for use on some of the principal country trains; 18 of these will shortly be put into running.

Ten combined smoking cars and vans for suburban service were completed and put into use during the year.

Three 71-ft. dining cars for service on the Melbourne-Albury and Melbourne-Adelaide express trains are in hand, and one of the sleeping cars released from South Australian joint stock service is being converted into a sleeping and dining car for use on the Mildura line.

Ten 71-ft. combined mail sorting vans and second class cars, specially designed to meet the requirements of the Postal authorities, and ten 60-ft. luggage vans are also being provided for the principal country services.

It has been decided that the best way to provide the additional carriage stock required for the Melbourne suburban traffic is to lengthen the 45-ft. bogie suburban carriages by two compartments each, making them 57 feet long, at the same time strengthening and otherwise improving the bogies, underframes, &c. Four carriages so altered during the year have proved very satisfactory. These lengthened and strengthened carriages will be suitable for electric trains should the suburban lines be electrified, and as additional suitable carriage accommodation for the suburban traffic is much needed, not only to deal with the increasing business, but for the replacement of the old short fixed wheel base stock in ordinary service, this work of lengthening and improving the 45-ft. bogie suburban carriages should be proceeded with as fast as the funds can be made available and the capacity of the shops will permit.

The construction of locomotives at the Newport Workshops has been continued, and 9 locomotives for passenger and goods service ("DD" class), 1 heavy suburban locomotive ("DDE" class), 1 heavy express passenger locomotive ("A2" class), and 1 narrow gauge locomotive, were completed and put into use during the year, making a total of 56 locomotives constructed at Newport since 1903.

As stated in our last Annual Report, it has been found necessary to construct passenger locomotives with considerably increased power to provide for the continued expansion of the express and other passenger traffic, so as to obviate the necessity of using two locomotives to draw the heavier trains. The pattern locomotive of the "A2" class, which had been designed for this traffic, was completed and placed in running in December last, and has proved satisfactory in every way. Nine more locomotives of this class are now under construction, and 5 of them are expected to be in running in December next. Thirty of these locomotives should be provided.

In order to deal with the increasing number and weight of trains on the Melbourne suburban lines, it has become necessary to provide additional and more powerful locomotives for suburban traffic. In view of the possible early electrification of the suburban lines we were reluctant to incur any considerable expenditure in adding to the stock of locomotives of the suburban type, and therefore, in order to meet the requirements for more suburban motive power, it has been decided to adapt the "DD" type of locomotive for suburban service by the addition of a pair of trailing wheels and suitable water tanks and coal bunkers. In the event of the electrification of the suburban lines being carried out, these locomotives can be converted to "DD" tender locomotives with very little loss.

During the year 50 new boilers of increased capacity were constructed at Newport and fitted to locomotives, in addition to 12 made for new locomotives.

The usual heavy repairs and examinations of locomotive and stationary boilers have also been carried out.

Eight obsolete locomotives were broken up during the year, making a total of 121 broken up, sold, &c., since 1st April, 1904.

One hundred and thirty-nine trucks were equipped with the Westinghouse Brake during the year, and the total number so fitted at the 30th June, 1908, was 9,262, or 86 per cent., and with brake-pipes 1,558.

Forty carriages were equipped for Pintsch gas lighting during the year, and the total number so equipped at 30th June, 1908, was 930, or 74 per cent.

The use of incandescent mantles on Pintsch gas lamps in carriages has been continued with satisfactory results, and 220 carriages have been equipped during the year with these mantles in addition to the Melbourne-Albury and Melbourne-Adelaide express trains. It is anticipated that 300 additional carriages will be fitted with these mantles during the year 1908-9.

In order to provide accommodation and facilities for the increasing work at the Newport Shops, it has been found necessary to provide a considerable addition to the Blacksmiths' shop, to re-arrange and add to the sidings and turntables, to increase the motive power, and also to provide a further number of modern labour-saving machines, all of which are in progress.

On account of existing and anticipated difficulties in obtaining suitable seasoned timber for carriage-building purposes, it has become necessary to largely increase the stocks of Commonwealth and other timbers for seasoning purposes.

The construction and equipment of a dining-room for the employés at the Newport Workshops was practically completed during the year. It is the intention to lease this dining-room at a nominal rent to a committee representing the employés, who will make their own arrangements for catering. It is hoped that it will be possible to provide a substantial three-course meal with tea, coffee, &c., at 2d. per course, or 6d. per full meal. This will certainly be a great boon to the employés, and will be much appreciated by them.

Stores Branch.

The value of the Stock of Stores at 30th June, 1908, as per certificate from the Chief Storekeeper (see Appendix No. 4), was £379,983, being a reduction of £267,020 as compared with the value of the Stock of Stores as at 1st July, 1903.

St. Kilda and Brighton Electric-street Railway.

The capital expenditure at 30th June, 1908, on account of the construction of the Line was £42,050, and for Rolling-Stock was £15,473, a total of £57,523.

The revenue of the line for the year was £10,374, an improvement of £784 as compared with the previous year.

The Working Expenses amounted to £10,988, an increase of £3,537 as compared with the previous year, due to extraordinary repairs of the line, rolling-stock, equipment, and plant.

The result was a loss after paying Working Expenses of £614, but to this must be added the sum of £3,311 expended during the year for the completion of the replacement of the Rolling-Stock, Car Shed, Equipment, &c., destroyed by the fire, which took place in March, 1907, so that the net loss for the year, exclusive of interest on the Capital invested, was £3,925, and, including such Interest, was £6,065. The results of the working of this line for the year will be found in Appendix No. 21.

It is estimated that the Gross Revenue from this line for the year 1908-9 will be about £11,000, and the total Working Expenses about £8,000.

Carriage of Mails.

After prolonged negotiations, the Postmaster-General and the Victorian and other Australian State Railways have reached an understanding as to additional remuneration for the carriage of mails and the provision and running of mail sorting vans, which, in view of the increase in the volume of mail matter and the extension of the railway lines and services, the Railway administrations were fairly entitled to receive.

The new arrangement, which became effective as from the 1st January last, will remain in force for eight years from that date, subject to a re-adjustment at the end of the first four years, based on a re-weighing of the mails then to be made, and will continue thereafter, subject to twelve months' notice of termination.

The agreed scale of remuneration for the various lines is based, for the carriage of mails, on both the weight and the distance carried—in other words, on the ton mileage of mail matter—and for the provision and running of mail sorting vans (including the conveyance therein of mail sorters) on the floor area of the vans provided and the distance which they are run. As this basis constitutes an equitable method of calculating the services rendered by the Railways for the Postal Department, and as it has been adopted uniformly throughout the Commonwealth, it is confidently anticipated that the adjustment of the amount of the remuneration to be paid for those services from time to time in the future will not be accompanied by such complications and difficulties as in the past.

We have also arranged that, commencing 1st January, 1908, we shall be paid the full scale rates for the provision and conduct of Post-offices at Railway stations.

Under these new arrangements, the payments which will be received by us for services performed for the Postal Department will be increased by approximately £6,000 per annum as from 1st January, 1908.

Electrification of Melbourne-Suburban Lines.

In pursuance of an arrangement made in London, England, in June, 1907, with your approval, between the Chairman, acting on behalf of the Commissioners, and Mr. Charles H. Merz, M.I.C.E., the latter visited Melbourne in November last to inquire into the electrification of the Melbourne suburban lines, and a complete report from him on the subject, with plans, drawings, specifications, estimates of costs, and financial results, &c., will shortly be available.

In a report made to you on the 10th September, 1907, on his return from a visit to Europe and America, the Chairman gave the details of the arrangement entered into with Mr. Merz, and also some information obtained by him in the course of his travels in reference to the conversion of steam railways to electric traction, and some observations in regard thereto and in respect to the question of electrifying the suburban lines of Melbourne.

Accident at Sunshine Junction.

A deplorable accident occurred on the night of the 20th April—Easter Monday—at Sunshine Junction, the train due to leave Bendigo at 6.50 p.m. running into the rear end of the train due to leave Ballarat at 7.10 p.m., whilst the latter was at the platform under the protection of the home and distant signals.

It was holiday time, and both trains were full of passengers. Forty-four of those on the train from Ballarat were killed, and a large number of the passengers on both trains were more or less seriously injured.

Payments Received in Accordance with the Provisions of Section 14, Act No. 1439.

In accordance with the provisions of Section 14 of Act No. 1439, the following amounts have been received from the State Treasury, and are included in the Gross Revenue for the year :—

For decrease in the Revenue due to the carriage of Victorian coal at reduced rates	£5,578 16 5
For decrease in the Revenue due to the conveyance of miners in the Maryborough District at reduced fares	81 16 6
For decrease in the Revenue due to the conveyance at reduced rates of members of the Police Force whilst on leave	61 9 1

and under the provisions of the same section, the Treasury reimbursed us the sum of £1,962 11s. 4d., representing the enhanced cost of Victorian coals purchased during the year, owing to a direction of the Governor in Council fixing the prices to be paid for such coals.

The Revenue for the year does not include any payment on account of the carriage of agricultural produce at reduced rates under the provisions of Section 14 of Act No. 1439, any further payment on that account having been relinquished by us as from 30th June, 1907.

Railway Accident and Fire Insurance Fund.

Section 46 of the *Railways Act* 1250, 1st January, 1892, prescribed that—

1. The Commissioners shall establish a permanent Fund to be kept in the Treasury and to be called the Railway Accident Fund ;
2. The Commissioners shall pay into such Fund the sum of 10s. for every One hundred pounds sterling received by the Commissioners for fares for the conveyance of passengers and for charges for the conveyance of animals, goods, and parcels ;

and Act 2119, 16th December, 1907, altered the title of this Fund to "Railway Accident and Fire Insurance Fund," and provided that the payments into the Fund should be Ten shillings for every One hundred pounds sterling of the revenue of the Victorian Railways.

In accordance with this legislation, the Treasury established such a Fund, and made payments into it, and paid claims therefrom for personal injury, &c., but it has been the practice in the past for the Commissioners to charge the amounts paid in settlement of such claims direct to the Working Expenses of the Railways, and therefore the contributions to the Fund, equivalent to Ten shillings per cent. of the Revenue, have not hitherto been taken into account in the books of the Commissioners.

From the 1st July, 1908, however, the Working Expenses of the Railways will be debited and the Fund will be credited every month with a sum equivalent to Ten shillings per cent. of the Railway Revenue, and the amounts paid in settlement of claims for personal injury, &c., will be debited to and paid out of the Fund.

At the 30th June, 1908, the amount standing at the credit of the Fund at the Treasury was £45,085 18s., no part of which had been taken to debit in the Commissioners' accounts. In order that all amounts paid in future for the settlement of claims for personal injury, &c., may be debited directly against the Fund by the Commissioners, and that their books and those of the Treasury may in respect of this Fund hereafter be in accord, we have charged this amount, viz., £45,085 18s. to the Working Expenses for the year. Of this sum £15,666 11s. 10d. accumulated since 30th June, 1903, so that the balance, £29,419 6s. 2d. should be added to the Extraordinary Liabilities taken over by us at that date and now liquidated.

Legislation.

Copies of two Acts, Nos. 2119 and 2133, passed at the last session of Parliament will be found in Appendices Nos. 24 and 25.

ACT No. 2119.

This Act provides, *inter alia*—

That any officer or employé of the Commissioners who becomes insolvent, or applies to take the benefit of any Act for the relief of insolvent debtors, or compounds with his creditors, or assigns his salary for their benefit, shall forfeit his office unless he satisfies the Commissioners that such embarrassment has not been caused by any fraud, extravagance, or dishonorable conduct :

That the salaries and wages of officers and employés shall not be attached nor be legally assigned :

That the Railway Accident Fund, under the title of the " Railway Accident and Fire Insurance Fund," shall apply to loss or damage by fire to any property of the Commissioners, to loss or damage to any property in the custody or under the control of the Commissioners for the safe-keeping of which they are responsible, and to loss or damage by fire to property other than that of the Commissioners caused by locomotives or by the neglect of employés whilst burning off :

That the sale, exchange or transfer of railway tickets in the State shall be restricted to persons duly authorized, and the counterfeiting or unauthorized alteration of railway tickets is prohibited, and fixes penalties for the contravention of these provisions :

That all officers and employés shall be exempt from acting as jurors.

ACT No. 2133.

Under this Act two Funds are to be established as from 1st July, 1908, viz. :—

A Railway Interest Reserve Fund, limited to £300,000, which shall be available and used only for the payment of interest on Railway Loan Funds to the extent to which the Net Revenue may be insufficient to do so.

A Railway Additions and Improvements Fund, limited to £200,000, which shall be available and used only for such additions and improvements on existing lines as may be sanctioned by Parliament.

Each of such Funds is to be credited with one-half of any Surplus Revenue earned by the Railways after the interest on the Railway Loan Funds and the pensions and gratuities have been provided for until its authorized limit is reached, and in the event of either or both of these Funds being drawn upon, Surplus Revenue subsequently earned is in like manner to be paid into them to the extent required to restore them to their authorized limit.

The existence of an Interest Reserve Fund of £300,000 to meet a deficit (in, for instance, a drought year) in the interest charges on the Railway Debt, which constitutes nearly four-fifths of the debt of the State, will afford a much desired stability in the finances, and will, it is anticipated, render it unnecessary in the future to take such drastic measures as have had to be taken in the past in order to meet the interest obligations, viz., to increase rates and fares at a time when the producers and consumers and other patrons of the Railways can least afford to pay such increased charges, and to subject the officers and employés to short time working and percentage deductions of their salaries and wages. The existence of such a Fund will, it is hoped, in the future enable some further reductions to be made in the Railway charges without the fear that in an unfavorable year there will not be sufficient Funds to meet the interest obligations of the Railways.

The Additions and Improvements Fund will permit of many of the additions and improvements to the existing Railway property and equipment, which it is continually necessary to make in order to cope with the development of traffic and for safe and efficient working, being carried out without increasing the Railway Loan Debt or the annual interest charges thereon. The investment of additional Loan Funds in respect of the existing railways will thus be restricted to important and substantial improvements, such as double tracking, regrading, additional rolling-stock, &c.

Capital Expenditure incurred in respect of Lines now Closed for Traffic, and Surveys of Lines not constructed on which Interest is charged against the Railways.

Lines Closed for Traffic.				Mileage.	Approximate Capital Cost.
Dunkeld to Peshurst (dismantled)	...	...	...	15·87	£50,000
Canterbury Loop Line (dismantled)	...	...	...	0·20	160,000
Ashburton to Oakleigh	...	...	...	2·37	
Fairfield Park to Deepdene	...	...	...	3·34	
Darling to Waverley	...	...	...	0·84	
Lancefield to Kilmore	...	...	...	18·10	117,207
Fawkner Cemetery to Somerton	...	...	...	5·28	53,217
Totals				46·00 miles	£387,424
Surveys of lines not constructed				...	326,724
Total Capital Expenditure incurred for Lines now closed for traffic, and for Surveys of Lines not constructed on which interest is charged against the Railways					£714,148

Pensions and Gratuities.

The amounts paid in pensions and gratuities, which are not included in the Working Expenses, were £96,807 and £6,257 respectively, a total of £103,064, as compared with £94,926 and £15,955 respectively, a total of £110,881 in the previous year. The number of officers and employes in the service at 30th June, 1908, entitled to pension or compensation on retirement was 1,886, a reduction of 100 as compared with the preceding year (see Appendix No. 18).

Acknowledgment of Services of Staff.

It is with great pleasure that we again place on record our appreciation of the good service rendered during the year by the officers and employes generally.

Appendices.

In the Appendices, a list of which is given on page 18, will be found the Balance-Sheet for the year, and Capital, Revenue, and Expenditure Accounts and Statements, also statistical and other information, maps, photographs, and statistical diagrams.

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.

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7	23	Statement of Loans allocated to the Railways and of Interest Charges and Expenses.
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9	27	Inventory of Rolling-Stock. Capacity, &c.
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16	36	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.
17	39	Statement showing Date of Opening, Length, and Authority for Construction of each Line.
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		Map of the Victorian Railways.
		„ Melbourne Suburban Lines.
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APPENDIX No. 1.

HEADS OF BRANCHES.

Secretary	Mr. L. McCLELLAND.
Chief Mechanical Engineer ...	„ T. H. WOODROFFE.
Chief Engineer of Way and Works ...	„ C. E. NORMAN.
General Superintendent of Transportation...	„ S. JONES.
Chief Accountant ...	„ J. W. HACKER.
Chief Storekeeper ...	„ G. H. SUTTON.
Telegraph Superintendent ...	„ W. A. HOLMES.
General Passenger and Freight Agent ...	„ E. B. JONES.
Auditor of Receipts ...	„ W. G. RITCHIE.

APPENDIX No. 2.

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 1907-8, maintained in good working order and repair.

T. H. WOODROFFE,

Chief Mechanical Engineer.

APPENDIX No. 3.

CERTIFICATE RESPECTING WAY AND WORKS.

I hereby certify that the whole of the permanent way, stations, buildings, piers, wharfs, and other works on the Victorian Railways were, during the year 1907-8, maintained in good working condition and repair.

C. E. NORMAN,

Chief Engineer of Way and Works.

APPENDIX No. 4.

CERTIFICATE RESPECTING STORES.

I hereby certify that the Stock of Stores has been carefully and systematically inspected during the year, and that its value at 30th June, 1908, was £379,982 16s. 7d.

GEO. H. SUTTON,

Chief Storekeeper.

APPENDIX

Dr.

GENERAL BALANCE-SHEET AT

	No.		£	s.	d.	£	s.	d.	£	s.	d.
	Appendix.	Page.									
To Funds provided for the Construction, Equipment, Stores, &c., of the Railways—											
INTEREST BEARING.											
Proceeds of Current State Loans	7	25	38,630,691	1	1						
Surplus Revenue	...	...	63,540	15	7						
						38,694,231	16	8			
NON-INTEREST BEARING.											
Proceeds of Sale of State Lands	...	...	2,825,740	6	1						
Consolidated Revenue provided for Redemption of State Loans	...	...	344,200	0	0						
Surplus Revenue	...	...	186,441	14	9						
Accrued Interest on Loan Moneys expended on certain lines during their construction and debited to the capital cost of such lines	...	...	21,619	0	0						
Consolidated Revenue provided under Appropriations and Votes	...	...	431,714	4	9						
						3,809,715	5	7			
Replacement of Rolling-Stock Account	...	...	...						42,503,947	2	3
									38,322	19	10
Railway Accident and Fire Insurance Account	...	...	...						45,085	18	0
Sundry Creditors	...	...	...						142,562	2	7
Interest Charges and Expenses for the Year	7	25	...						1,483,807	0	0
Surplus credited to Consolidated Revenue	...	3	...						52,681	11	3
Total	...	...	...						44,266,406	13	11

Audited and found correct,

F. H. BRUFORD,
Auditor-General.

No. 5.

30TH JUNE, 1908.

Cr.

	No. of		£	s.	d.	£	s.	d.	£	s.	d.
	Appendix.	Page.									
By Railways, Existing Rolling-Stock, and Equipment ...	16	38	...			41,659,366	17	9			
„ Surveys for proposed Railways. ...	...	...	...			326,723	17	4			
									41,986,090	15	1
„ Stores and Materials on hand	11	29	...			379,982	16	7			
Less amount at credit of Stores Depreciation Account ...	11	29	...			806	2	10			
									379,176	13	9
„ Balance at credit of Railway Stores Suspense Account ...	11	29	...			140,732	14	10			
„ Balance in hands of Agent-General, London...	11	29	...			73,189	7	2			
									213,922	2	0
„ Balance at credit of Rolling-Stock Replacement Fund ...	9	27	...			...			38,322	19	10
„ Balance at credit of Railway Loans Repayment Fund ...	...	...	...			679	12	11			
„ Balance at credit of Trust Fund—Surplus Railway Land	...	...	...			2,525	5	0			
									3,204	17	11
„ Balance at credit of Railway Accident Fund ...	...	...	...			...			45,085	18	0
„ Balance at credit of the following Accounts :—											
Sundry Repayments to Treasury ...	...	...	...			4,255	1	10			
Preliminary Deposits ...	...	...	...			932	10	6			
Bills Receivable ...	...	...	...			3,347	4	4			
Trust Funds—Cash and Securities ...	...	...	...			40,590	15	0			
									49,125	11	8
„ Balance at credit of Railway Capital Funds ...	...	...	...			...			9,299	7	9
„ Sundry Debtors ...	...	...	...			...			5,073	2	4
„ Suspense Account.—Amount to be subsequently borne by Consolidated Revenue ...	...	...	...			...			616	14	4
„ Net Revenue for the Year after payment of Working Expenses and Special Expenditures and Charges	...	4	...			...			1,536,488	11	3
Total ...	...	...	...			...			44,266,406	13	11

JOHN W. HACKER,

Chief Accountant.

APPENDIX No. 6.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING 30TH JUNE, 1908.

	Loan Application Acts, &c.	Surplus Revenue Acts.	Public Works Department's Votes.	Total.	Total Amount.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
SURVEYS AND CONSTRUCTION OF NEW LINES.					
Strathmerton-Tocumwal Extension	16,209 17 0	...	162 0 0	16,371 17 0	
Moe-Walhalla Line	450 13 0	841 13 0	10,198 0 0	11,490 6 0	
Surveys... ..	10,236 11 11	...	26 12 0	10,263 3 11	
Totals	26,897 1 11	841 13 0	10,386 12 0	38,125 6 11	38,125 6 11
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES.					
Provision of new and additions and improvements at existing stations, offices, yards, docks, piers, and works, including tracks, buildings, road approaches, trucking yards, weighbridges, safety appliances, drainage, sanitation, &c.	30,364 6 8	397 8 4	...	30,761 15 0	
Additional and improvements to accommodation for locomotives and cars, including shops, sheds, ash-pits, turn-tables, water supply, coaling plants, &c. ...	8,438 13 9	...	...	8,438 13 9	
Bridges, including additions and improvements and strengthening	9,980 4 3	Cr. 5 8 11	...	9,974 15 4	
Relaying various lines with heavier rails (cost of increase in weight only)	4,886 1 6	...	...	4,886 1 6	
Additional sleepers and ballast for strengthening various lines	19,085 3 0	...	...	19,085 3 0	
Level crossings—additions and improvements, including cattle pits and stops... ..	437 4 6	...	...	437 4 6	
Additional cars for repair gangs and shelters for gang cars	3,122 15 7	...	...	3,122 15 7	
Additional and improved dwelling accommodation for employés	3,671 8 8	...	...	3,671 8 8	
Melbourne—Additional electric lighting and power ...	398 4 4	...	...	398 4 4	
Additional Pintsch gas plant	1,092 16 4	...	...	1,092 16 4	
Additional fencing	1,563 9 2	...	...	1,563 9 2	
Melbourne—Additional accommodation and facilities for goods traffic	1,086 17 3	...	...	1,086 17 3	
Melbourne—Towards new station and other improved accommodation at Flinders-street	75,404 12 1	2,106 7 1	...	77,510 19 2	
Korumburra—New station and improved yard and other accommodation	5,182 19 9	...	...	5,182 19 9	
Melbourne (Spencer-street)—Paving and draining yard and other accommodation	838 17 0	...	...	838 17 0	
Towards additional weighbridges and sidings	3,289 11 6	...	...	3,289 11 6	
Additional and improved station accommodation at Burnley and East Camberwell	2,664 15 5	...	...	2,664 15 5	
Ballast crushing and loading plants	4,165 1 8	...	...	4,165 1 8	
Towards equipping Melbourne Suburban Lines with track locking	930 19 1	...	...	930 19 1	
St. Kilda to Brighton Electric Street Railway—additional car sheds, &c.	3,413 9 10	1 17 6	...	3,415 7 4	
Newport Workshops—Additions and extensions of shops, sidings, &c.	2,570 3 7	...	...	2,570 3 7	
Protection from fire of railway buildings and other property	3,037 10 4	...	...	3,037 10 4	
Improvements of facilities for watering locomotives at North Melbourne	1,674 15 1	...	...	1,674 15 1	
Additional telegraph and telephone lines	1,632 0 11	...	...	1,632 0 11	
Melbourne—Enlargement and equipment of Way and Works Shops	1,183 13 0	...	...	1,183 13 0	
Wangaratta—Improved station-yard and other accommodation	607 1 2	...	...	607 1 2	
Equipping Ararat to Hamilton Line for Electric Staff Working	1,008 6 9	...	...	1,008 6 9	
Newport Workshops Machinery—Loco. Shops, £5,607 13s. 4d ; Signal Shops, £739 13s....	6,347 6 4	...	...	6,347 6 4	
Sundry other expenditures	6,055 1 2	46 11 0	...	6,101 12 2	
	204,133 9 8	2,546 15 0	...	206,680 4 8	
Less credits on account of sales of land, materials, &c., originally charged to Capital Account	...	...	...	9,985 5 9	196,694 18 11
ROLLING-STOCK:					
Locomotives	1,276 3 4	...	...	1,276 3 4	
Carriage stock	27,155 19 1	...	...	27,155 19 1	
Van and sundry stock	7,386 2 1	...	...	7,386 2 1	
Truck stock	7,169 17 2	...	...	7,169 17 2	
Other equipment	1,302 16 8	...	...	1,302 16 8	
Rolling-Stock for the St. Kilda and Brighton Electric Street Railway... ..	1,168 11 1	...	...	1,168 11 1	
	45,459 9 5	...	...	45,459 9 5	45,459 9 5
Add amount at credit of Rolling-Stock Replacement Fund at 30th June, 1907, taken credit for in that year in Liquidation of Deficiency in Rolling-Stock at 1st July, 1903. See Annual Report for 1906-7. Appendix No. 9)	...	...	...	137,373 19 7	280,279 15 3
Less repayments during the year (out of Railway Revenue) of Loan Funds advanced by the Treasury prior to 1st July, 1903, for Renewals of Way and Works and Replacement of Rolling-Stock (see Appendix No. 10)	...	...	...	17,638 16 0	119,735 3 7
Net Expenditure charged to Capital Account for the year	...	...	...	...	400,014 18 10

APPENDIX No. 7.

STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1908, AND OF THE INTEREST CHARGES AND EXPENSES PAID DURING THE YEAR.

Act.	Rate of Interest per cent.	Principal.	Interest Charges.	Expenses in connexion with payment of Interest.	Total Interest Charges and Expenses.	Loans redeemable.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	
45 Viet. No. 717	4	...	55,380 0 0	323 0 0	55,703 0 0	
46 Viet. No. 739	4	2,000,000 0 0	80,000 0 0	437 0 0	80,437 0 0	Redeemed—See page 24.
47 Viet. No. 76c	4	3,758,788 0 3	150,352 0 0	785 0 0	151,137 0 0	In London—1st October, 1913
48 Viet. No. 805	4	3,251,172 4 3	130,047 0 0	666 0 0	130,713 0 0	In London—1st October, 1919
49 Viet. No. 845	4	4,610,110 6 11	184,404 0 0	1,043 0 0	185,447 0 0	In London—1st October, 1920
56 Viet. No. 1287	4	2,107,000 0 0	84,280 0 0	481 0 0	84,761 0 0	In London—After 1st January, 1911, upon one year's notice, and upon Parliament by Act providing funds for repayment; if not sooner redeemed, on 1st January, 1926 (altered to this date by Act No. 1305)
56 Viet. No. 1296	4	464,672 1 0	18,587 0 0	...	18,587 0 0	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
53 Viet. No. 1032	3½	3,150,000 0 0	110,250 0 0	708 0 0	110,958 0 0	In London—1st October, 1923 (altered to this date by Act No. 1057)
52 Viet. No. 989	3½	4,914,615 13 0	172,012 0 0	1,105 0 0	173,117 0 0	In London—1st October, 1923
54 Viet. No. 1196	3½					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 Viet. No. 1217	3½	1,666,666 13 4	58,333 0 0	375 0 0	58,708 0 0	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 Viet. No. 1562	3	700,000 0 0	21,000 0 0	155 0 0	21,155 0 0	In London on or after 1st January, 1929, upon notice; if not sooner redeemed, on 1st January, 1949
60 Viet. No. 1451	3½	6,638 19 9	216 0 0	...	216 0 0	Payable out of Consolidated Revenue in amounts of £25,000 each year, commencing 1st January, 1899
62 Viet. No. 1560	3	3,080,389 7 4	92,412 0 0	649 0 0	93,061 0 0	On or after 1st January, 1929, upon one year's notice; if not sooner redeemed, on 1st January, 1949
60 Viet. No. 1468	3	1,130,372 18 0	41,465 0 0	...	41,465 0 0	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
62 Viet. No. 1564	3	24,426 18 10				Payable out of Consolidated Revenue in amounts of £25,000 each year, commencing 1st July, 1900
63 Viet. No. 1623	3	229,305 11 7				Payable out of Consolidated Revenue in amounts of £10,000 each year, commencing 1st July, 1901. See Act 1564, Section 5
Carried forward	...	31,094,158 14 3	1,198,738 0 0	6,727 0 0	1,205,465 0 0	

APPENDIX No. 7—*continued.*STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1908, AND OF THE INTEREST CHARGES AND EXPENSES PAID DURING THE YEAR—*continued.*

Act.	Rate of Interest per cent.	Principal.	Interest Charges.	Expenses in connexion with Payment of Interest.	Total Interest Charges and Expenses.	Loans redeemable.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Brought forward	...	31,094,158 14 3	1,198,738 0 0	6,727 0 0	1,205,465 0 0	
64 Vict. No. 1659	3	500,000 0 0	15,000 0 0	...	15,000 0 0	Payable out of Consolidated Revenue in amounts of £10,000 each year, commencing 1st July, 1901.
1 Edw. VII. No. 1753	3	284,464 1 2	7,402 0 0	...	7,402 0 0	See Act 1564, Section 5 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	541,958 5 11	9,484 0 0	...	9,484 0 0	Redeemed. See below
No. 1560	3½	3,180,126 14 0	111,304 0 0	631 0 0	111,935 0 0	1st October, 1929, or at any time thereafter to 1st October, 1949
4 Edw. VII. No. 1901	3	36,890 2 3	1,107 0 0	...	1,107 0 0	1st January, 1934, or at any time thereafter to 1st January, 1954
Treasury Bonds Act 1982	3½	5,345,513 14 8	106,288 0 0	...	106,288 0 0	1st April, 1916
5 Edw. VII. No. 1990	3½	258,966 13 10	9,065 0 0	...	9,065 0 0	{ Bonds, 1st April, 1916 { Stock, 1st April, 1926
6 Edw. VII. No. 2026	3½	1,045,000 0 0	17,583 0 0	...	17,583 0 0	Payable out of Consolidated Revenue at any time after twenty years, but not later than thirty-five years from date of issue
Edw. VII. No. 2041	3½	6,784 15 10	...	...	...	{ Stock, 1st October, 1917. { Debentures. At any time after 20 years from date of Debenture, upon 6 months' previous notice being given, but not later than 35 years from date of issue
7 Edw. VII. No. 2116	3½	150,000 0 0	...	...	...	Debentures. At any time after 20 years from date of Debenture, upon 6 months' previous notice being given, but not later than 35 years from date of issue
		42,443,863 1 11	1,475,971 0 0	7,358 0 0	1,483,329 0 0	
42 Vic., 617 Melbourne and Hobson's Bay Railway Debentures		1,000 0 0				
		42,444,863 1 11	1,475,971 0 0	7,358 0 0	1,483,329 0 0	
Deduct amounts under— Act 739, redeemed, £2,000,000 0 0 Act 1800, £541,958 5 11		2,541,958 5 11				
		39,902,904 16 0	1,475,971 0 0	7,358 0 0	1,483,329 0 0	

APPENDIX No. 7—continued.

STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1908, AND OF THE INTEREST CHARGES AND EXPENSES PAID DURING THE YEAR—continued.

Act.	Principal.	Interest Charges.	Expenses in connexion with Payment of Interest.	Total Interest Charges and Expenses.	—
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Brought forward ...	39,902,904 16 0	1,475,971 0 0	7,358 0 0	1,483,329 0 0	
Interest charged on certain items under Surplus Revenue Acts }	...	4,430 0 0	...	4,430 0 0	
Interest on Moneys advanced from Revenue (Treasurer's Advance) pending provision of Loan Funds }	...	290 0 0	...	290 0 0	
	39,902,904 16 0	1,480,691 0 0	7,358 0 0	1,488,049 0 0	
Less Interest on the balances at credit of Railway Funds }	...	4,242 0 0	...	4,242 0 0	
	39,902,904 16 0	1,476,449 0 0	7,358 0 0	1,483,807 0 0	
Total amount of current loans allocated to the Railways at 30th June, 1908		Note.—The total interest, exclusive of expenses incurred in connexion with the payment of interest, viz., £1,475,971, is equivalent to 3·70 per cent. on the total amount of current loans allocated to the Railways at 30th June, 1908.			
Less Discount and Expenses on the Sale of Debentures— £1,726,142 9 5					
Deduct Net Premiums on Debentures— £453,928 14 6					
	1,272,213 14 11				
Total Net Proceeds of Current Loans allocated to the Railways at 30th June, 1908	38,630,691 1 1	Note.—The total interest, exclusive of expenses incurred in connexion with the payment of interest, viz., £1,475,971, is equivalent to 3·82 per cent. on the total net proceeds of loans allocated to the Railways at 30th June, 1908.			

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1908—NUMBERS.

LOCOMOTIVES.

Class Letter	...	...	A	AA	A ²	B	C	D	Dd	DDe	E	Ee	F	H	J	M	O	P	R	T	V	W	X	Y	Z	Combined Shunting Engine and Steam Crane.	Unclassi- fied.	Narrow- Gauge.	Total.		
In existence, as per Register of																															
Rolling-stock, at 30th June,																															
1908																															
...	...	...	10	15	20	1	7	4	20	60	1	67	9	21	3	2	22	24	5	64	25	19	16	13	15	31	2	1	3	8	488
Old New																															
Old New																															

CARRIAGE, VAN, AND SUNDRY STOCK.

[illegible]

Class Letter	VAN STOCK.										SUNDAY STOCK.										Total.	Combinaion Type.	Open Trailers.	Class d Trailers.	Motor Buses.
	Boogie Mail	Spring Vans.	Mail Vans.	Boogie.	6 wheels.	4 wheels.	Luggage Vans.	Boogie Vestib.	Boogie Express.	Hearse.	Horse Boxes.	Boogie Horse Boxes.	Workmen's Sleeping Carts or Glundly replaced.	Breakdown Vans.	Dynamograph Van.	Travelling Bookings Office.									
In existence as per Register of Rolling-stock at 30th June, 1908	1	1	15	48	243	4	(5)	7	2		9	46	13	6	111	3	1	1	511	10	7	4	6		
Joint Stock	1	2	.	...	...	...	...	...	4		...	...	...	...	...	...	...	...	7						
																			518						

APPENDIX No. 8—continued.

TRUCK STOCK.

Class Letter	...	In existence, as per Register of Rolling-stock, at 30th June, 1908	...	BROAD-GAUGE.																NARROW-GAUGE.						Total.	PRIVATE STOCK.							
				High-sided Covered.	Medium.	Low-sided.	Sheep.	Cattle.	N	N Ballast.	Hogie Ballast Rail and Hopper.	O	Hopper Coal (Iron).	Oo	Powder.	Hogie Low-sided.	Hogie Boiler and Timber.	QR	Medium Movable sides.	R	Hogie High-sided Covered.	Refrigerators.	T	Tn	Tr			U	G	Carriage Trucks.	Water Tank Trucks.	—	Weighbridge Trucks.	Mm
...	...	...	...	117	7,579	219	556	402	117	46	187	6	24	20	1	201	11	5	100	10	31	590	17	04	6	—	4	93	8	10,764	4			

(1) Includes one 70-ft. Corridor Car with no vestibule—(2) Includes 133 Holiday Cars.—(3) Includes 1 Holiday Car.—(4) "State Cars, Nos. 1, 2, 3," "Edinburgh," "Victoria," "York," "Inspection."—(5) Holiday Vans.

APPENDIX No. 9.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1908.—CAPACITY, ETC.

	Built or purchased and charged to Capital from the inception of the Railways up to 30th June, 1908.	In existence at 30th June, 1908 (a).	Deficiency.	Surplus.	Cost of making good Deficiency.	Value of Surplus.
Locomotives (tractive power)	8,143,111 lbs.	8,052,584 lbs. (b)	90,527 lbs.	...	£	£
Carriage Stock (floor area) ...	353,393 sq. ft.	341,234 sq. ft. (c)	12,159 sq. ft.	...	13,579	...
Van and Sundry Stock (floor area) ...	95,456 sq. ft.	92,473 sq. ft. (d)	2,983 sq. ft.	...	48,636	...
Truck Stock (carrying capacity) ...	108,938 tons	115,580 tons (e)	...	6,642 tons	9,873	...
					...	73,062
					72,088	73,062

Amount at Credit of Rolling-stock Replacement Fund at 30th June, 1908, available for replacement of Rolling-stock

(a) Equivalent tractive power, floor area, and tonnage is included in these figures to represent the expenditure charged to Working Expenses and Rolling-stock Replacement Fund on rolling-stock under construction, but not completed at 31st June, 1968.

(b) Tractive power of 13 old locomotives out of service and awaiting scrapping at 1st June, 1968, written off: 2 old locomotives to be scrapped shortly, written down to the tractive power, represented by their value as scrap materials.

(c) 422 old vehicles written down to half internal floor area. Only 46 per cent. of internal floor area of 16 cars, and 50 per cent. of 2 sleeping cars included, on account of these vehicles being owned jointly with the South Australian Railways.

(d) 87 vehicles written down to half internal floor area. Only 60 per cent. of internal floor area of 4 luggage vans and 3 mail vans, included on account of being owned jointly with the South Australian Railways.

(e) 95 old "1" and 158 old "N" trucks written down to half tonnage

T. H. WOODROFFE, Chief Mechanical Engineer.

APPENDIX No. 10.

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

Act.	Repayable as under.	Expenditure.			Amount Repaid to 30th June, 1908, out of Votes for Working Expenses.			Balance of Expenditure to be Repaid out of Surplus Railway Revenue at 30th June, 1908.		
		Year.	Renewals of Way and Works.	Replacement of Rolling-stock.	Total.	Year.	Renewals of Way and Works.	Replacement of Rolling-stock.	Total.	Total.
1451 Section 3, 21st September, 1896	In nine yearly instalments of £7,500, and one of £5,175 11s. 6d.	1896-7	3,234 0 10	31,775 17 5	35,009 18 3					
		1897-8	5,418 1 4	12,417 16 2	17,835 17 6					
		1898-9	4,723 9 4	2,386 18 9	7,110 8 1	1898-9	1,500 0 0	6,000 0 0	7,500 0 0	
		1899-0	Nil	11,135 3 2	11,135 3 2	1899-0	1,500 0 0	6,000 0 0	7,500 0 0	
		1900-1	Nil	1,584 4 6	1,584 4 6	1900-1	1,500 0 0	6,000 0 0	7,500 0 0	
1566 Section 2, 19th October, 1898	Out of Revenue as the finances admit.	1901-2	Nil	1,584 4 6	1,584 4 6	1901-2	1,500 0 0	6,000 0 0	7,500 0 0	
		1902-3	13,375 11 6	59,300 0 0	72,675 11 6	1902-3	1,500 0 0	6,000 0 0	7,500 0 0	
		1903-4	54,430 18 10	1,380 1 10	55,811 0 8	1903-4	1,500 0 0	6,000 0 0	7,500 0 0	
		1904-5	15,197 7 9	15,881 18 1	31,079 5 10	1904-5	1,500 0 0	6,000 0 0	7,500 0 0	
		1905-6	5,962 8 0	19,394 0 1	25,356 8 1	1905-6	1,500 0 0	6,000 0 0	7,500 0 0	
1766 Section 2, 23rd December, 1901	Out of Revenue as the finances admit.	1906-7	536 9 3	10 0 0	546 9 3	1906-7	1,500 0 0	6,000 0 0	7,500 0 0	
		1907-8	76,127 3 10	36,666 0 0	112,793 3 10	1907-8	1,500 0 0	6,000 0 0	7,500 0 0	
		1908-9	Nil	17,991 18 8	17,991 18 8	1908-9	1,500 0 0	6,000 0 0	7,500 0 0	
		1909-0	Nil	3,782 7 0	3,782 7 0	1909-0	1,500 0 0	6,000 0 0	7,500 0 0	
		1910-1	Nil	21,774 5 8	21,774 5 8	1910-1	1,500 0 0	6,000 0 0	7,500 0 0	
1805 Section 2, 9th December, 1902	Out of Revenue as the finances admit.	1911-2	2,845 12 2	21,497 7 10	24,343 0 0	1911-2	1,500 0 0	6,000 0 0	7,500 0 0	
		1912-3	2,845 12 2	21,497 7 10	24,343 0 0	1912-3	1,500 0 0	6,000 0 0	7,500 0 0	
		1913-4	2,845 12 2	21,497 7 10	24,343 0 0	1913-4	1,500 0 0	6,000 0 0	7,500 0 0	
		1914-5	2,845 12 2	21,497 7 10	24,343 0 0	1914-5	1,500 0 0	6,000 0 0	7,500 0 0	
		1915-6	2,845 12 2	21,497 7 10	24,343 0 0	1915-6	1,500 0 0	6,000 0 0	7,500 0 0	
Totals	...	...	92,348 7 6	139,237 13 6	231,586 1 0	...	92,348 7 6	139,237 13 6	231,586 1 0	Nil

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.

APPENDIX No. 11.

RAILWAY STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1908.

Dr.

Cr.

	£	s.	d.		£	s.	d.
To Stores and Materials on hand when Account was authorized at 30th June, 1896 (Act 1439, Section 20) ...	559,440	16	2	By Stores issued for Belated Repairs (in accordance with Act 1820, Section 3) ...	...	...	...
" Cash Advanced by Treasury ...	180,000	0	0	" Cash in Treasury ...	140,732	14	10
" Sundry Outstanding Accounts at 30th June, 1908 ...	83,657	19	7	" Cash with Agent-General in London ...	73,189	7	2
					213,922	2	0
				" Repayment of Treasury Advances—			
				In March, 1904 ...	55,000	0	0
				In March, 1905 ...	60,000	0	0
				In May, 1906 ...	30,000	0	0
				In June, 1906 ...	35,000	0	0
					180,000	0	0
				" Stores and Materials on hand at 30th June, 1908...	379,982	16	7
				Less Amount at Credit of Stores Depreciation Account ...	806	2	10
					379,176	13	9
					£823,098	15	9

£823,098 15 9

APPENDIX No. 12.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEAR
ENDING 30TH JUNE, 1907 AND 1908.

	Year ending 30th June, 1907.		Year ending 30th June, 1908.	
	Number of Journeys.	Revenue.	Number of Journeys.	Revenue.
		£		£
Country Passengers, 1st Class	853,189	283,964	895,411	292,531
do. do. 2nd do.	3,839,288	606,420	4,023,553	621,675
do. Season Tickets, 1st Class	690,689	81,799	722,111	83,579
do. do. 2nd do.	282,061	15,740	319,542	16,248
do. Weekly Workmen's, 2nd Class	93,012	1,362	147,128	1,975
Totals for COUNTRY PASSENGERS	5,758,239	989,285	6,107,745	1,016,008
Metropolitan—Suburban Passengers { 1st } within 20 miles of Melbourne { Class }	15,236,387	225,013	16,356,756	241,632
do. do. 2nd Class	19,990,332	198,095	20,743,834	205,387
do. Season Tickets, 1st do.	15,361,645	124,803	16,746,626	134,041
do. Building Tickets (Free), 1st Class	186,440	...	418,434	...
do. Season Tickets 2nd Class	9,233,471	47,822	9,444,025	49,257
do. Building Tickets (Free), 2nd Class	63,066	...	159,348	...
do. Weekly Workmen's, 2nd Class	3,532,895	25,895	4,072,857	29,860
Totals for METROPOLITAN—SUBURBAN PASSENGERS	63,604,236	621,628	67,941,880	660,177
Race and Special Picnic Traffic, within 20 miles of Melbourne { Passengers, 1st Class do. 2nd do. }	340,754 466,860	12,813 11,007	365,154 492,646	14,164 11,721
Totals for RACE AND SPECIAL PICNIC TRAFFIC	807,614	23,820	857,800	25,885
Total	70,170,089	1,634,733	74,907,425	1,702,070
ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY	1,030,242	9,514	1,146,484	10,350
Grand Totals	71,200,331	1,644,247	76,053,909	1,712,420

APPENDIX No. 13.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE
FOR YEARS ENDING 30TH JUNE, 1907 AND 1908.

Kind of Goods.	Year ending 30th June, 1907.		Year ending 30th June, 1908.	
	Tons carried.	Revenue. £	Tons carried.	Revenue £
3rd Class	26,877	64,367	22,204	51,481
2nd Class	37,683	76,389	39,213	78,666
1st Class	57,553	78,625	56,098	73,348
"C" Class	52,616	67,703	49,018	56,784
"B" Class	61,910	51,778	67,600	54,433
"A" Class	73,093	50,695	72,010	49,898
Miscellaneous Class	128,237	23,937	151,275	26,758
Fish	3,215	4,653	3,393	5,267
Fruit and Vegetables	39,914	27,465	35,123	24,985
Butter	28,850	41,069	26,285	28,632
Other Dairy Produce	29,691	31,625	22,645	23,878
Wine	7,565	6,805	7,801	7,010
Wool	74,280	113,171	73,037	103,163
Sugar	23,256	31,777	23,621	29,623
Kerosene	14,937	13,114	11,405	10,202
Flour, Bran, Sharps, and Pollard	182,852	81,456	163,188	67,529
Wheat	553,641	282,848	272,205	115,699
All other Grain	71,675	26,947	54,929	20,020
Hay, Straw, and Chaff	165,420	46,285	267,624	84,923
Potatoes	72,669	28,001	86,912	35,205
All other Agricultural Produce	144,924	52,787	85,811	32,353
Hides, Skins, and Tallow	19,618	17,919	19,762	18,776
Fertilizers	85,000	24,918	95,259	27,582
Coal	190,617	48,797	163,194	38,521
Firewood	647,570	151,653	603,842	137,539
Timber	247,236	104,826	235,058	95,125
Bark	4,887	3,242	4,056	2,614
Stone, Lime, and Bricks	242,239	38,069	281,851	44,568
Machinery and Castings	16,738	27,784	16,658	22,902
All other Goods	345,775	224,334	338,683	214,112
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Un- loading, and Weighing	...	18,181	...	16,992
Total Tonnage of Goods carried and Total Revenue derived therefrom	3,650,538	1,861,220	3,349,760	1,598,588
Live Stock	315,254	220,295	405,101	269,853
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom	3,965,792	2,081,515	3,754,861	1,868,441

APPENDIX No. 14.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1893, TO 30TH JUNE, 1908.

Year.	Mileage of Railways Open for Traffic at end of Year.	Average Mileage of Railways Open for Traffic during 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 Passenger, &c., and Live Stock Traffic.				From Goods Traffic.	Total.				
£	£	Number.	Number.	Number.	Number.	Number.	Number.	£	£	£	s. d.							
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	5/8.03		
1897-8	3,113	3,123	38,602,304	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	5/11.00		
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	5/11.83		
1900-01	3,237	3,228	40,145,404	12,402	533	1,157	9,283	528	11,066,016	54,704,062	3,381,860	1,625,903	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	5/11.62		
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	5/11.09		
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	1,792,078	3,438,141	1,020	7/5.96		
1904-05	3,394	3,384	41,279,045	12,162	520	1,214	10,366	443	9,023,365	59,702,050	3,628,237	1,663,473	1,918,793	3,582,266	1,059	7/11.28		
1905-06	3,394	3,394	41,398,037	12,194	511	1,228	10,490	461	9,392,069	65,088,394	3,676,017	1,786,182	2,001,437	3,787,619	1,116	8/0.79		
1906-07	3,396	3,395	41,533,136	12,230	497	1,233	10,625	494	10,035,914	70,170,089	3,965,792	1,931,126	2,081,515	4,012,641	1,182	7/11.96		
1907-08	3,396	3,396	41,928,567	12,346	488	1,246	10,764	518	10,383,408	74,907,425	3,754,861	2,004,927	1,868,441	3,873,368	1,141	7/5.53		

* The estimated value of services performed for the State for which no payment was received, in each of the years 1896-7 to 1899-1900, viz., £20,000; in 1900-1901, £31,000; in 1901-1902, £34,000 in 1902-1903, £61,160; is not included in the Gross Revenue.

Exclusive of St. Kilda and Brighton Electric Railway.

APPENDIX No. 14—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1893, TO 30TH JUNE, 1908.

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES (INCLUDING COMPENSATION.)				EXPENDITURE: WAY AND WORKS BRANCH.				EXPENDITURE: ROLLING-STOCK BRANCH.				GENERAL EXPENSES.			RAILWAY ACCIDENT AND FIRE INSURANCE FUND.		
	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES (INCLUDING COMPENSATION.)		EXPENDITURE: WAY AND WORKS BRANCH.		EXPENDITURE: ROLLING-STOCK BRANCH.		EXPENDITURE: ROLLING-STOCK BRANCH.		EXPENDITURE: ROLLING-STOCK BRANCH.		EXPENDITURE: ROLLING-STOCK BRANCH.		GENERAL EXPENSES.			RAILWAY ACCIDENT AND FIRE INSURANCE FUND.		
	Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Maintenance and Renewals.	Average Per Mile open.	Per Train Mile run.	Per Cent. of Gross Revenue.	Repairs and Renewals.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.	Per Train Mile run.
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	s. d.		£	s. d.
1893-4	566,542	1/140	20.78	320,981	108	0/760	11.77	197,052	0/1030	15.97	435,307	0/466	7.23	37,684	0/089	1.38		
1894-5	520,937	1/107	20.18	331,198	107	0/831	12.83	177,032	0/979	15.13	390,536	0/444	6.86	43,486	0/109	1.68		
1895-6	493,754	1/118	20.57	365,848	117	0/977	15.23	187,927	0/961	14.99	359,915	0/502	7.83	49,294	0/131	2.05		
1896-7	501,719	1/105	19.18	381,293	122	0/992	14.57	193,731	0/935	13.75	359,763	0/504	7.41	47,901	0/124	1.83		
1897-8	534,850	1/189	20.50	408,857	131	0/1062	15.67	204,802	0/952	14.04	366,393	0/532	7.85	51,280	0/133	1.97		
1898-9	550,365	1/165	19.16	479,292	154	0/1184	16.68	228,615	0/985	13.87	398,807	0/565	7.96	51,862	0/128	1.80		
1899-00	571,770	1/157	18.89	496,959	156	0/1180	16.43	241,429	0/1028	14.31	432,850	0/573	7.97	57,093	0/135	1.89		
1900-01	616,945	1/138	18.48	506,988	157	0/1100	15.19	262,818	0/1129	15.60	520,527	0/570	7.87	56,018	0/121	1.68		
1901-02	671,588	1/258	19.94	490,438	150	0/1043	14.56	268,543	1/027	17.13	576,921	0/571	7.98	43,385	0/093	1.29		
1902-03	592,807	1/185	19.46	437,840	131	0/1021	14.37	241,625	1/016	17.10	521,090	0/565	7.93	44,498	0/099	1.40		
1903-04	586,015	1/333	17.04	448,959	133	0/1175	13.06	263,987	0/1192	13.25	455,543	0/691	7.68	47,807	0/125	1.39		
1904-05	562,370	1/296	15.70	502,022	148	1/135	14.01	274,931	1/099	13.63	488,240	0/731	7.67	43,575	0/116	1.22		
1905-06	588,123	1/303	15.53	572,297	169	1/262	15.11	306,842	1/030	12.71	481,483	0/784	8.10	50,278	0/129	1.33		
1906-07	593,248	1/219	14.78	589,452	174	1/210	14.69	323,858	1/046	12.99	521,083	0/774	8.07	49,032	0/117	1.22		
1907-08	612,719	1/216	15.82	648,589	191	1/299	16.75	382,477	1/127	14.82	573,990	0/884	9.88	52,455	0/122	1.35	15,667	0/036

Exclusive of St. Kilda and Brighton Electric Street Railway.

+ Stores Branch Expenses have been apportioned to the other Branches as follows:—Year 1901-2, £12,214 18s. 6d.; 1902-3, £11,958 19s. 4d.; 1903-4, £12,318 1s. 1d.; 1904-5, £11,901 1s. 5d.; 1905-6, £13,242 8s. 8d.; 1906-7, £13,862 2s.; 1907-8, £14,747 0s. 3d.

APPENDIX No. 14—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1893, TO 30TH JUNE, 1908.

Year.	TOTAL WORKING EXPENSES.			NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.						SPECIAL EXPENDITURES AND CHARGES PAID OUT OF THE YEAR'S RAILWAY REVENUE.					Balance of Net Revenue after Pay-ment of Working Ex-penses and Special Ex-penditures and Charges.	Per Cent. on Capital Cost.	Per Cent. on Rail-way Loans.	NET INTEREST CHARGES AND EX-PENSES FOR THE YEAR.	BALANCE AFTER PAYING EX-PENSES, SPECIAL EXPENDITURES AND CHARGES AND UN-INTEREST CHARGES AND EX-PENSES FOR THE YEAR.		AMOUNT PAID FOR PENSIONS AND GRATUITIES NOT INCLUDED IN FOREGOING.	
	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.	Related Repairs.	Repay-ments of Capital Funds advanced in previous years.	In reduc-tion of Deficiency in Rolling Stock at 1st July, 1908.	To make good De-ficiency in Value of Stores.	Total of Special Ex-penditures and Charges.								
																			£	s.		d.
1893-4	1,557,566	522	3.0.85	57.13	1,168,593	392	2/3.64	3.10	3.21	...	...	...	...	...	1,168,593	3.10	3.21	1,460,849	292,256	...	...	93,620
1894-5	1,463,189	475	3.0.70	56.68	1,118,402	363	2/4.06	2.95	3.04	...	...	...	...	...	1,118,402	2.95	3.04	1,418,847	300,445	...	...	84,509
1895-6	1,456,738	467	3/2.89	60.66	944,654	303	2/1.22	2.48	2.57	...	...	...	...	...	944,654	2.48	2.57	1,438,603	493,949	...	...	94,695
1896-7	1,484,407	475	3/2.60	56.74	1,131,528	362	2/5.43	2.95	3.08	...	...	...	...	...	1,131,528	2.95	3.08	1,447,452	315,924	...	...	83,958
1897-8	1,566,073	501	3/4.68	60.03	1,042,823	334	2/3.09	2.70	2.84	...	...	...	...	...	1,042,823	2.70	2.84	1,437,269	394,446	...	...	83,720
1898-9	1,708,941	547	3/6.22	59.47	1,164,788	373	2/4.78	2.98	3.13	...	7,500	...	...	7,500	1,157,288	2.96	3.11	1,472,090	314,802	...	...	81,284
1899-00	1,799,801	565	3/6.73	59.49	1,225,361	385	2/5.10	3.09	3.25	...	7,500	...	...	7,500	1,217,861	3.07	3.23	1,430,448	212,587	...	...	95,239
1900-01	1,963,296	608	3/6.58	58.82	1,374,501	426	2/5.81	3.42	3.62	...	21,500	...	...	21,500	1,353,001	3.37	3.56	1,464,809	111,808	...	...	90,443
1901-02	2,050,875	628	3/7.62	60.90	1,316,968	403	2/4.00	3.24	3.43	...	21,500	...	...	21,500	1,295,468	3.19	3.37	1,492,695	197,227	...	...	93,744
1902-03	1,835,950	550	3/6.84	60.26	1,210,908	363	2/4.25	2.96	3.11	78,913	23,717	...	...	102,630	1,108,278	2.70	2.84	1,473,532	365,254	...	...	93,507
1903-04	1,802,311	535	3/11.16	52.42	1,635,830	485	3/6.80	3.97	4.15	84,555	28,646	6,355	...	119,556	1,516,274	3.68	3.84	1,515,755	...	519	...	100,536
1904-05	1,871,138	553	4/1.77	52.23	1,711,128	506	3/9.51	4.15	4.34	54,752	58,769	83,448	51,516	248,485	1,462,643	3.54	3.71	1,461,994	...	649	...	102,656
1905-06	1,999,023	589	4/3.08	52.78	1,788,596	527	3/9.71	4.32	4.51	5,617	24,104	87,821	...	117,542	1,671,362†	4.03†	4.22†	1,472,397†	...	198,965†	...	99,637
1906-07	2,076,673	612	4/1.66	51.75	1,935,968	570	3/10.30	4.66	4.88	...	20,710	145,039	...	165,749	1,762,417†	4.24†	4.44†	1,483,284†	...	279,133†	...	110,881
1907-08	2,285,897	673	4/4.84	59.02	1,587,471	468	3/0.69	3.79	3.98	...	17,639	...	*29,419	47,058	1,536,488†	3.66†	3.85†	1,483,807†	...	52,681†	...	103,064

* Railway Accident Fund, see page 15.

† Inclusive of St. Kilda and Brighton Electric Street Railway.—7th May till 30th June, 1906, Net Revenue, £308. Year 1906-7, Net Loss £7,802, inclusive of £9,941 on account of Damage by Fire. Year 1907-8, Net Loss £3,925, inclusive of £3,311 on account of Damage by Fire.

APPENDIX No. 15.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDING 30TH JUNE, 1908.

Year ending 30th June.	New Lines and Surveys.	Additions and Improvements on Existing Lines.	Rolling-Stock.	Total.
	£	£	£	£
1889	1,996,656	644,963	335,833	2,977,452
1890	1,776,972	762,700	640,843	3,180,515
1891	880,408	524,784	566,403	1,971,595
1892	308,127	192,397	243,159	743,683
1893	146,478	143,355	87,230	377,063
1894	210,202	44,365	31,624	286,191
1895	104,877	38,153	30,613	173,643
1896	25,892	153,219	6,834	185,945
1897	24,186	127,214	69,851	221,251
1898	12,551	177,512	82,839	272,902
1899	112,436	206,318	135,393	454,147*
1900	190,626	290,656	121,086	602,368*
1901	203,077	167,914	115,594	486,585*
1902	171,123	154,315	142,942	468,380*
1903	208,200	85,952	66,557	360,709*
1904	33,273	72,458	136,479	242,210
1905	44,301†	39,750	Cr. 21,710	62,341†
1906	31,657†	81,837	34,110†	147,604†
1907	34,250†	112,979	12,199†	159,428†
1908	38,125	187,722†	174,168†	400,015†
Total ...	6,553,417†	4,208,563†	3,012,047†	13,774,027†

* Includes expenditure out of Funds temporarily Advanced by the Treasury to be repaid out of Revenue. (See Appendix No. 10.)

† Includes St. Kilda and Brighton Electric Street Railway.

APPENDIX No. 16.

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, 1908.

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, Mel- bourne to Essendon Junction) ...	100·89	...	100·89	1,902	18	1 in 50	4,832,243 10 10	47,896	
Bendigo to Echuca (including at Echuca portion of cost of Bridge over River Murray and cost of wharf) ...	2·06	53·07	55·13	758	314	1 " 52	699,898 13 8	12,494	
* 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	65,388 3 10	4,510	
† Lancefield to Kilmore ...	...	18·10	18·10	1,734	1,160	1 " 40	117,097 9 2	6,466	
Kilmore Junction to Bendigo (Cattle Siding) ...	...	67·82	67·82	1,450	526	1 " 50	392,930 19 10	5,794	
Carlsruhe to Daylesford ...	0·38	22·17	22·55	2,469	1,791	1 " 50	176,568 3 8	7,830	
Daylesford Junction to North Creswick ...	...	23·11	23·11	2,292	1,429	1 " 40	181,467 14 1	7,852	
Kyneton (Redesdale Junction) to Redesdale ...	...	16·25	16·25	1,636	973	1 " 50	89,764 2 11	5,524	
Castlemaine to Dunolly ...	0·38	46·46	46·84	948	579	1 " 40	394,741 1 6	8,427	
Dunolly to St. Arnaud (including cost of Cara- pooee Ballast Pits Tramway) ...	0·28	32·73	33·01	943	611	1 " 50	170,554 18 9	5,167	
St. Arnaud to Donald ...	...	23·86	23·86	868	374	1 " 50	100,942 11 5	4,231	
Donald to Birchlip ...	...	32·30	32·30	394	330	1 " 100	76,426 19 5	2,366	
Birchip to Cronomby (Woomelang) ...	...	26·45	26·45	351	260	1 " 75	38,700 7 0	1,463	
Woomelang to Mildura ...	...	110·15	110·15	334	128	1 " 75	248,850 18 4	2,259	
Dunolly to Inglewood ...	...	24·24	24·24	794	457	1 " 50	95,777 12 c	3,951	
Castlemaine (Maldon Junction) to Maldon ...	...	10·24	10·24	1,177	890	1 " 40	61,853 18 5	6,040	
Maldon (Laanecoorie Junction) to Shelbourne ...	...	9·89	9·89	1,126	649	1 " 50	68,347 4 1	6,911	
Maryborough to Ballarat ...	0·26	41·47	41·73	1,525	732	1 " 40	285,881 19 11	6,851	
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	71,703 4 9	5,219	
Maryborough to Avoca ...	...	14·93	14·93	885	721	1 " 40	63,509 4 1	4,254	
Avoca to Ararat ...	...	39·04	39·04	1,215	763	1 " 50	173,656 4 10	4,448	
Bendigo to Inglewood ...	0·80	28·13	28·93	779	443	1 " 70	188,564 11 9	6,518	
Inglewood to Charlton ...	...	42·82	42·82	639	422	1 " 50	185,536 6 10	4,333	
Charlton to Wycheproof ...	...	16·48	16·48	521	356	1 " 50	87,971 9 10	5,338	
Wycheproof to Sea Lake ...	...	47·89	47·89	357	172	1 " 94	72,055 9 5	1,505	
Wedderburn Junction to Wedderburn ...	...	4·86	4·86	660	554	1 " 50	18,594 12 1	3,826	
Korong Vale to Boort ...	...	17·86	17·86	459	296	1 " 50	75,799 12 8	4,244	
Boort to Quambatook ...	...	21·96	21·96	419	287	1 " 75	43,170 15 8	1,966	
Quambatook to Ultima ...	...	30·31	30·31	371	256	1 " 100	47,842 3 10	1,578	
Eaglehawk to Kerang ...	...	72·99	72·99	742	255	1 " 70	302,059 11 8	4,138	
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ...	...	35·16	35·16	286	225	1 " 100	162,005 10 0	4,609	
Footscray to Williamstown (including cost of piers at Williamstown) ...	5·50	0·37	5·87	66	8	1 " 100	528,088 9 4	89,964	
* Newport to Braybrook Junction ...	...	4·29	4·29	110	48	1 " 92	27,080 2 2	6,312	
Newport to Geelong (including cost of Geelong Pier) ...	2·90	35·61	38·51	113	11	1 " 81	1,192,753 15 11	30,427	
* 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	373,208 1 0	7,150	
* Geelong Race-course Branch ...	...	1·96	1·96	43	10	1 " 50	141,356 4 4	5,029	
Colac to Camperdown ...	...	28·11	28·11	569	405	1 " 50	368,353 17 8	8,625	
Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ...	0·90	41·81	42·71	550	13	1 " 50	86,919 18 7	9,286	
Warrnambool to Koroit ...	...	9·36	9·36	245	19	1 " 50	96,972 8 1	8,551	
Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) ...	...	11·34	11·34	208	11	1 " 60	114,069 4 9	5,505	
Geelong (Queenscliff Junction) to Queenscliff ...	...	20·72	20·72	264	10	1 " 50	39,284 18 5	3,598	
* Mount Moriac to Wensleydale ...	...	10·92	10·92	752	361	1 " 50	147,319 9 6	7,422	
Birregurra to Forrest ...	...	19·85	19·85	579	363	1 " 40	47,232 4 11	5,429	
Irrewarra to Beac ...	...	8·70	8·70	432	390	1 " 66	70,252 15 0	2,369	
† Colac to Beech Forest ...	...	29·66	29·66	1,748	225	1 " 30	112,592 16 8	5,044	
Camperdown (Curdie's River Junction) to Timboon ...	...	22·32	22·32	673	52	1 " 40	55,545 2 1	4,568	
Terang to Mortlake ...	...	12·16	12·16	447	414	1 " 60	1,898,687 3 9	35,683	
North Geelong to Ballarat ...	41·45	11·76	53·21	1,725	47	1 " 52	419,612 14 0	7,340	
* North Geelong Loop Line ...	...	0·22	0·22	53	46	1 " 57	181,305 6 8	9,618	
Ballarat to Ararat ...	4·33	52·84	57·17	1,517	960	1 " 50	347,684 1 3	5,019	
Ararat to Stawell ...	...	18·85	18·85	1,086	761	1 " 100	107,567 8 5	5,012	
Stawell to Horsham ...	1·18	52·26	53·44	761	423	1 " 100	347,684 1 3	5,019	
* Stawell to Grampians ...	...	15·84	15·84	815	621	1 " 30			
Horsham to Dimboola ...	0·36	21·10	21·46	477	361	1 " 50	107,567 8 5	5,012	
Dimboola to Serviceton (including cost of 1·16 miles constructed beyond Serviceton; also por- tion of cost of the Warranook Ballast Pits Tramway) ...	1·35	61·87	63·22	631	315	1 " 50	400,975 5 0	6,343	
Braybrook Junction to Parwan ...	...	21·65	21·65	466	119	1 " 50	267,820 16 5	12,370	
Parwan to Gordons ...	...	27·46	27·46	1,877	341	1 " 48	352,575 19 3	12,840	
Gordons to Warrenheip ...	0·09	12·78	12·87	1,940	1,707	1 " 50	128,595 6 0	9,992	
* 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	66,143 5 6	9,670	
* Ballarat Cattle-yards Branch ...	...	2·92	2·92	1,523	1,446	1 " 60	12,911 6 10	4,422	
Ballarat (Linton Junction) to Scarsdale ...	...	13·12	13·12	1,516	1,157	1 " 50	59,828 7 4	4,560	
Scarsdale to Linton ...	...	7·97	7·97	1,189	1,022	1 " 40	77,415 14 11	9,713	
* Burrumbeet Race-course Junction to Burrum- beet Race-course ...	...	1·14	1·14	1,297	1,256	1 " 50	3,443 4 1	3,020	
Carried forward ...	164·24	1,601·10	1,765·34	...	...	...	17,337,747 5 4	...	

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ 2 ft. 6 in. gauge.

APPENDIX No. 16—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.	
	Miles.	Miles.	Miles.	Feet.	Feet.		£ s. d.	£	
Brought forward ...	164'24	1,601'10	1,765'34	...	...	...	17,337,747	5 4	
Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant) ...	...	66'06	66'06	1,028	572	1 in 50	331,044	8 5	5,011
Hamilton to Portland (including cost of sidings to piers at Portland) ...	...	53'82	53'82	606	11	1 " 40	294,369	18 11	5,470
† Dunkeld to Koroit ...	...	48'99	48'99	834	207	1 " 60	169,377	12 4	3,457
Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) ...	...	18'10	18'10	727	590	1 " 60	79,978	18 6	4,419
Hamilton (Coleraine Junction) to Coleraine ...	...	23'01	23'01	668	301	1 " 40	110,344	9 11	4,796
Bransholme to Casterton ...	...	32'09	32'09	572	149	1 " 40	177,457	11 1	5,530
Lubeck to Rupanyup (including portion of cost of the Warranook Ballast Pits Tramway) ...	...	9'77	9'77	487	455	1 " 147	44,757	14 10	4,581
Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway) ...	...	31'20	31'20	464	360	1 " 66	146,228	16 3	4,687
Warracknabeal to Beulah ...	...	21'92	21'92	359	288	1 " 80	53,516	7 8	2,441
Beulah to Hopetoun ...	...	16'01	16'01	290	258	1 " 100	34,142	6 10	2,133
Horsham to Noradjuha ...	...	19'95	19'95	488	395	1 " 50	79,827	11 5	4,001
Natimuk (East Natimuk) to Goroke ...	...	28'32	28'32	624	394	1 " 50	64,197	19 8	2,267
Dimboola to Jeparit ...	...	21'59	21'59	387	268	1 " 75	40,667	5 9	1,884
Jeparit to Albacutya (Rainbow) ...	...	18'47	18'47	388	263	1 " 75	31,093	7 11	1,683
Essendon Junc. to Essendon ...	3'50	...	3'50	148	14	1 " 67	168,604	12 5	33,721
* Flemington Race-course Branch ...	1'50	...	1'50	70	42	1 " 96			
Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway) ...	61'12	120'87	181'99	1,147	105	1 " 50	2,251,400	7 9	12,371
Wodonga to River Murray (including portion of cost of Bridge over River Murray) ...	1'94	...	1'94	538	312	1 " 75	50,425	3 3	25,992
North Melbourne to Coburg ...	5'07	...	5'07	202	13	1 " 50	209,872	11 6	41,395
† Coburg to Somerton ...	...	7'16	7'16	530	202	1 " 50	71,998	5 2	10,056
Royal Park (Junction) to Clifton Hill ...	2'28	0'11	2'39	136	103	1 " 50	155,842	6 2	65,206
Fitzroy Branch ...	0'07	0'88	0'95	119	85	1 " 79	76,973	11 4	81,025
Fitzroy (Whittlesea Junction) to Whittlesea ...	0'94	21'12	22'06	639	119	1 " 50	251,347	15 10	11,394
Northcote Loop Line ...	0'13	...	0'13	128	119	1 " 70	8,467	7 11	65,134
Tallaroak to Yea ...	...	23'69	23'69	698	488	1 " 40	152,953	4 3	6,456
Yea to Mansfield and Alexandra-road ...	...	55'82	55'82	1,304	557	1 " 40	336,347	15 11	6,026
Mangalore to Shepparton ...	0'29	44'96	45'25	499	372	1 " 100	268,510	17 5	5,934
Shepparton to Numurkah ...	2'16	18'60	20'76	376	348	1 " 206	84,059	7 0	4,049
Numurkah to Cobram ...	0'20	21'45	21'65	376	355	1 " 165	83,825	19 3	3,872
Murchison East to Rushworth ...	...	12'87	12'87	476	391	1 " 80	69,705	13 0	5,416
Toolamba to Tatura ...	...	6'83	6'83	385	371	1 " 108	28,478	3 4	4,170
Tatura to Echuca ...	...	34'07	34'07	377	320	1 " 122	155,107	15 10	4,553
Shepparton to Dookie ...	...	14'84	14'84	500	372	1 " 100	54,135	16 5	3,648
Dookie to Katamatite ...	...	17'02	17'02	490	383	1 " 69	38,900	19 6	2,286
Numurkah to Nathalia ...	...	13'79	13'79	356	335	1 " 330	52,029	12 4	3,773
Nathalia to Picola ...	...	6'75	6'75	335	325	1 " 264	13,409	16 6	1,987
Strathmerton to Tocumwal ...	...	9'85	9'85	390	358	1 " 330	17,791	9 1	1,806
Strathmerton to Tocumwal Extension ...	...	...	...	...	...	...	18,382	7 7	In progress.
Benalla to St. James ...	...	20'33	20'33	583	450	1 in 75	78,610	2 7	3,867
St. James to Yarrawonga ...	...	19'86	19'86	514	414	1 " 50	97,155	13 9	4,892
¶ Wangaratta to Whitfield ...	...	30'49	30'49	811	481	1 " 80	38,856	19 0	1,274
Wangaratta (Beechworth Junction) to Beechworth ...	...	22'26	22'26	1,831	502	1 " 30	164,339	6 5	7,383
Beechworth to Yackandandah ...	...	12'84	12'84	1,912	981	1 " 30	96,759	16 10	7,536
Everton to Myrtleford ...	...	16'56	16'56	989	581	1 " 40	77,107	17 3	4,656
Myrtleford to Bright ...	...	18'54	18'54	1,004	688	1 " 50	111,731	12 1	6,027
Springhurst to Wahgunyah ...	...	13'95	13'95	623	454	1 " 50	73,791	19 1	5,290
Wodonga to Tallangatta ...	...	25'71	25'71	726	530	1 " 40	188,063	11 6	7,315
Spencer-street to Flinders-street ...	0'76	...	0'76	33	17	1 " 40	149,317	6 4	185,944
Hobson's Bay Lines (Flinders-street to Port Melbourne, St. Kilda, Brighton, Hawthorn, and including works, Prince's-bridge to Chapel-street, and pier at Port Melbourne) ...	16'33	...	16'33	53	9	1 " 66	2,331,973	4 10	142,803
Prince's-bridge to Collingwood ...	2'22	...	2'22	85	23	1 " 62	194,235	0 0	87,493
Collingwood to Heidelberg ...	0'92	4'57	5'49	196	68	1 " 50	201,340	5 0	36,674
Heidelberg to Eltham ...	...	8'35	8'35	303	110	1 " 40	56,288	14 3	6,741
Brighton Beach to Sandringham ...	2'20	...	2'20	58	20	1 " 97	76,807	15 5	34,913
South Yarra to Oakleigh ...	7'05	...	7'05	184	22	1 " 50	292,654	6 1	41,511
Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branch to the Great Morwell Coy's mine) ...	11'76	106'46	118'22	513	8	1 " 50	1,098,692	18 8	9,294
Sale to Stratford (Junction) ...	...	8'97	8'97	64	33	1 " 66	42,739	14 0	4,765
† Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines) ...	0'20	10'10	10'30	249	72	1 " 50	297,365	15 0	28,870
‡ Caulfield to Frankston ...	9'86	10'02	19'88	166	10	1 " 50	196,757	15 1	9,897
Frankston to Stony Point (including cost of sidings to pier at Stony Point) ...	...	18'85	18'85	327	10	1 " 50	104,569	15 11	5,547
Mornington Junction to Mornington ...	...	7'67	7'67	194	60	1 " 50	63,448	16 1	8,272
Frankston Cemetery Line ...	...	...	...	...	...	...	330	16 11	
* Spring Vale Cemetery Line ...	...	1'60	1'60	231	145	1 in 50	9,158	15 11	5,724
Dandenong (Great Southern Junction) to Port Albert ...	0'17	117'11	117'28	746	10	1 " 40	965,786	5 6	8,235
Korumburra to Coal Creek ...	...	0'89	0'89	735	630	1 " 30	5,761	7 11	6,473
Carried forward ...	294'91	2,916'21	3,211'12	...	...	...	30,618,968	5 0	

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Including portion since dismantled.

¶ aft. 6in. gauge

APPENDIX No. 16—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.	
	Miles.	Miles.	Miles.	Feet.	Feet.		£	s. d.	£	
Brought forward ...	294·91	2,916·21	3,211·12	...	...	...	30,618,968	5 0		
Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line) ...	...	2·25	2·25	765	573	1 in 30	11,541	8 9	5,130	
Korumburra (Jumbunna Junction) to Jumbunna	...	3·74	3·74	796	619	1 " 30	20,155	0 4	5,389	
Jumbunna to Outtrim ...	...	2·40	2·40	649	539	1 " 40	28,127	2 7	11,720	
Welshpool to Welshpool Jetty ...	...	3·23	3·23	57	6	1 " 100	2,960	14 6	917	
Warragul to Neerim South ...	...	13·49	13·49	681	349	1 " 40	123,852	4 7	9,181	
Moe (Junction) to Thorpdale ...	...	10·67	10·67	798	219	1 " 40	116,186	11 7	10,889	
Moe to Walhalla ...	...	...	...	...	...	...	48,000	11 4	In progress.	
Morwell to North Mirboo ...	...	20·16	20·16	784	184	1 in 40	152,726	0 8	7,576	
Traralgon to Heyfield ...	...	22·06	22·06	262	93	1 " 50	121,803	7 9	5,521	
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale) ...	0·52	49·30	49·82	296	9	1 " 50	277,960	9 4	5,579	
Maffra to Briagolong ...	...	11·79	11·79	238	109	1 " 50	60,524	10 7	5,134	
Burnley to Waverley Road ...	...	5·23	5·23	111	33	1 " 60	171,045	6 8	32,705	
Hawthorn to Lilydale ...	11·82	8·20	20·02	484	41	1 " 40	376,224	7 3	18,792	
Lilydale to Healesville ...	0·26	15·11	15·37	351	230	1 " 40	215,936	8 1	14,049	
Hawthorn (Kew Junction) to Kew ...	...	0·96	0·96	119	41	1 " 40	76,125	3 9	79,297	
Ringwood to Upper Ferntree Gully ...	...	7·44	7·44	436	314	1 " 40	61,606	16 5	8,280	
Ferntree Gully to Gembrook ...	...	18·22	18·22	1,057	412	1 " 30	57,915	12 4	3,179	
Lilydale to Warburton ...	...	23·97	23·97	738	289	1 " 37½	101,180	16 10	4,221	
St. Kilda and Brighton Electric Street Railway, St. Kilda Station to Brighton Beach ...	...	5·13	5·13	59	7	1 " 21½	42,050	7 10	8,197	
Total mileage of lines constructed§	307·51	3,139·56	3,447·07	...	...	...	32,684,891	6 2		
Less mileage closed for traffic at 30th June, 1908 : Double. Single. Total.										
Dunkeld to Peshhurst (dis- mantled 19th February, 1898) ...	15·87	15·87								
Lancefield to Kilmore ...	18·10	18·10								
Fawknor Cemetery to Somer- ton ...	5·28	5·28								
Oakleigh to Fairfield Park— Fairfield Park to Deepdene	3·34	3·34								
Ashburton to Oakleigh	0·20	2·17	2·37							
Canterbury Loop Line (dismantled) ...	0·20	0·20								
Buruley to Waverley Road— Darling to Waverley Road	0·84	0·84								
	0·20	45·80	46·00							
Total mileage open for traffic at 30th June, 1908—	307·31	3,093·76	3,401·07							
Works, Melbourne to Essendon Junction ...	...	...	...	...	...	...	1,616,144	14 5		
Railway Offices, Spencer-street ...	...	...	...	...	...	...	161,501	8 1		
Sheds and Workshops, Williamstown ...	...	...	...	...	...	...	154,054	10 9		
Sheds and Workshops, Newport (including cost of Machinery and Equipment) ...	...	...	...	...	...	...	397,463	3 11		
General Construction Account (Capital Ex- penditure common to all lines) ...	...	...	...	...	...	...	378,547	17 7		
Rolling-stock, Broad-gauge ...	...	...	...	...	...	...	6,211,239	15 0		
Rolling-stock, Narrow-gauge ...	...	...	...	...	...	...	40,051	2 6		
Rolling-stock, Electric Street Railway ...	...	...	...	...	...	...	15,472	19 4		
Grand Total ...	307·31	3,093·76	3,401·07	...	...	...	41,659,166	17 9		

† See lines closed for traffic.

§ Gauge of lines constructed—3,365·47 miles 5ft. 3in. ; 81·60 miles 2ft. 6in.

¶ 2ft. 6in. gauge.

NOTE.—All tracks to piers, wharfs, 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 in Appendix No. 22.

APPENDIX No. 17.

STATEMENT SHOWING DATES OF OPENING AND LENGTH IN MILES OF THE
DIFFERENT SECTIONS OF THE VICTORIAN RAILWAYS.

Date of Opening.	From—	To—	Length in Miles.	Authorization Act—
				Number.
1854—Sept. 13	Flinders-street ...	Port Melbourne	16.33	20.1.53
1857—May 13	Flinders-street ...	St. Kilda		19.3.56
1859—Feb. 8	Prince's-bridge ...	Richmond		43
" Dec. 12	Richmond ...	Cremorne		43
" " 19	Windsor ...	North Brighton		42
1860—Sept. 24	Richmond ...	Pic-nic Station		43
" Dec. 22	Cremorne ...	Windsor ...		43
1861—April 13	Pic-nic Station ...	Hawthorn...		43
" Dec. 21	North Brighton ...	Brighton Beach	38.51	127
1857—June 17	Williamstown Junction ...	Geelong ...		36
1859—Jan. 17	Footscray ...	Williamstown Pier	5.87	150
" Feb. 10	Melbourne ...	Sunbury ...	23.95	36
1860—Oct. 21	Essendon Junction ...	Essendon ...	3.50	331
1861—July 8	Sunbury ...	Woodend ...	24.70	36
1862—April 11	North Geelong Junction ...	Ballarat ...	53.21	36
" " 25	Woodend ...	Kyneton ...	8.32	36
" Oct. 21	Kyneton ...	Bendigo ...	43.90	36
1864—Sept. 19	Bendigo ...	Echuca ...	55.13	36
1867—Nov. 30	Newmarket Junction ...	*Race-course	1.50	331
1872—April 18	Essendon ...	Schoolhouse lane	54.00	331
" Aug. 26	Schoolhouse-lane ...	Seymour ...	2.29	331
" Nov. 20	Seymour ...	Longwood ...	23.39	331
1873—March 20	Longwood ...	Violet Town	20.54	331
" Aug. 18	Violet Town ...	Benalla ...	16.14	331
" Oct. 28	Benalla ...	Wangaratta ...	24.04	331
" Nov. 21	Wangaratta ...	Wodonga ...	41.60	331
1874—July 7	Castlemaine ...	Maryborough	33.02	415
" " 1	Ballarat ...	Creswick ...	11.05	415
" Aug. 11	Ballarat ...	Beaufort ...	28.74	415
" Oct. 6	Maryborough ...	Dunolly ...	13.81	415
" Nov. 16	Creswick ...	Clunes ...	11.19	415
1875—Feb. 2	Clunes ...	Maryborough	19.49	415
" April 7	Beaufort ...	Ararat ...	28.64	415
" July 7	Beechworth Junction ...	Everton ...	12.05	475
1876—Feb. 15	Ararat ...	Scallan's Hill	17.85	475
" April 14	Scallan's Hill ...	Stawell ...	1.00	475
" Sept. 19	Bendigo ...	Bridgewater ...	24.49	475
" " 30	Everton ...	Beechworth ...	10.21	475
" Oct. 21	Maryborough ...	Avoca ...	14.92	475
" Nov. 18	Bridgewater ...	Inglewood ...	4.44	475
" " 25	Geelong ...	Winchelsea	25.64	475
1877—March 13	Winchelsea ...	Birregurra ...	12.79	475
" April 24	Ararat ...	Dunkeld ...	47.02	475
" June 1	Sale ...	Morwell ...	39.10	475
" July 27	Birregurra ...	Colac ...	11.81	475
" Oct. 8	Oakleigh ...	Bunyip ...	38.77	475
" " 29	Dunkeld ...	Hamilton ...	19.05	475
" Dec. 1	Moe ...	Morwell ...	8.76	475
" " 19	Hamilton ...	Portland North	52.81	475
" " 19	Portland North	Portland Pier	1.00	475
1878—Feb. 1	Race-course Junction ...	*Geelong Race-course	1.96	580
" March 1	Moe ...	Bunyip ...	31.59	475
" Sept. 3	Dunolly ...	Bealiba ...	12.16	580
" Dec. 17	Stawell ...	Murtoa ...	35.49	580
" " 23	Bealiba ...	St. Arnaud ...	20.85	580
1879—Jan. 29	Springhurst ...	Wahgunyah ...	13.95	580
" Feb. 5	Murtoa ...	Horsham ...	18.00	580
" April 2	South Yarra ...	Oakleigh ...	7.05	604
" May 7	Warrenheip ...	Gordons ...	12.86	580
" " 21	Geelong ...	Queenscliff ...	20.71	580
1880—Jan. 13	Mangalore ...	Shepparton ...	45.24	603
" " 13	Toolamba ...	Tatura ...	6.83	636
" Feb. 16	Carlsruhe ...	Trentham ...	10.82	606
" March 17	Trentham ...	(Daylesford (includ- ing extension))	11.73	606 671
Carried forward			1193.81	

* Trains run only as required for traffic.

APPENDIX No. 17—*continued.*

STATEMENT SHOWING DATES OF OPENING AND LENGTH IN MILES OF THE
DIFFERENT SECTIONS OF THE VICTORIAN RAILWAYS—*continued.*

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.	
				Number.	
		Brought forward ...	1,193'81		
1881—June 7	Lancefield Junction ...	Lancefield ...	14'50	660	
" Aug. 11	Waubra Junction ...	Ballarat Race-course ...	2'10	682	
" Sept. 1	Shepparton ...	Numurkah ...	20'74	682	
" Dec. 19	Caulfield ...	Mordialloc ...	9'85	682	
1882—Jan. 26	St. Arnaud ...	Cope Cope ...	16'33	682	
" April 3	Hawthorn ...	Camberwell ...	2'09	682	
" " 15	Inglewood ...	Korong Vale ...	20'20	682	
" " 22	Cope Cope ...	Donald ...	7'52	682	
" July 1	Horsham ...	Dimboola ...	21'45	682	
" Aug. 1	Mordialloc ...	Frankston ...	10'02	682	
" Dec. 1	Camberwell ...	Lilydale ...	17'94	682	
" " 15	Eaglehawk ...	Raywood ...	13'42	682	
1883—April 20	Korong Vale ...	Charlton ...	22'62	682	
" June 14	Wodonga ...	River Murray ...	1'04	682	
" " 21	Raywood ...	Mitiamo ...	22'44	682	
" July 2	Korong Vale ...	Boort ...	17'86	682	
" " 2	Colac ...	Camperdown ...	28'10	682	
" Aug. 1	Ballarat ...	Scarsdale ...	13'11	682	
" Sept. 3	Benalla ...	St. James ...	20'33	682	
" Oct. 1	Charlton ...	Wycheproof ...	16'47	682	
" Nov. 13	Traralgon ...	Heyfield ...	22'06	682	
" " 16	Tallaroak ...	Yea ...	23'69	682	
" Dec. 17	Everton ...	Myrtleford ...	16'56	682	
1884—Feb. 12	Mitiamo ...	Pyramid Hill ...	12'59	682	
" " 15	Branxholme ...	Henty ...	23'19	682	
" April 2	Braybrook Junction ...	Melton ...	15'64	682	
" June 16	Castlemaine ...	Maldon ...	10'24	682	
" Sept. 1	Henty ...	Casterton ...	8'90	682	
" " 9	North Melbourne ...	Coburg ...	5'07	682	
" Oct. 25	Pyramid Hill ...	Kerang ...	24'54	682	
1885—April 10	Morwell ...	Boolarra ...	12'11	682	
" " 6	Race-course Junction ...	*Williamstown Race-course	0'69	860, 889, 962 & 1381	
" Sept. 8	Boolarra ...	Darlimurla ...	4'44	682	
1886—Jan. 1	Lal Lal Station ...	*Lal Lal Race-course	2'00	821 and 1381	
" " 7	Darlimurla ...	North Mirboo ...	3'61	682	
" April 1	Melton ...	Parwan ...	6'00	682	
" May 6	St. James ...	Yarrowonga ...	19'86	821 and 1381	
" " 12	Murtoa ...	Warracknabeal ...	31'20	821 " 1381	
" Nov. 15	Ballarat Cattle-yards Junction ...	*Ballarat Cattle-yards	2'92	821 " 1381	
" Dec. 22	Gordons ...	Ballan ...	7'37	821 " 1381	
1887—Jan. 19	Dimboola ...	Serviceton ...	63'19	821 " 1381	
" " 19	North Creswick ...	Rocky Lead ...	12'65	821 " 1381	
" Feb. 16	Parwan ...	Bacchus Marsh ...	2'54	821 " 1381	
" March 18	Heyfield ...	Maffra ...	10'92	821 " 1381	
" April 21	Wedderburn Junction ...	Wedderburn ...	4'86	821 " 1381	
" " 23	Camperdown ...	Terang ...	13'87	821 " 1381	
" June 1	Rocky Lead ...	Daylesford Junction ...	10'46	821 " 1381	
" " 1	Lubeck ...	Rupanyup ...	9'77	821 " 1381	
" Aug. 19	Tatura ...	Echuca ...	34'07	821 " 1381	
" " 25	Horsham ...	Noradjuha ...	19'95	821 " 1381	
" Sept. 2	Brighton Beach ...	Sandringham ...	2'20	821 " 1381	
" " 24	Braybrook Junction ...	*Newport ...	4'29	821 " 1381	
" Nov. 8	Maffra ...	Stratford ...	6'11	821 " 1381	
" Dec. 19	Hawthorn ...	Kew ...	0'96	821 " 1381	
1888—May 8	Royal Park Junction ...	Clifton Hill ...	2'39	821 " 1381	
" " 8	Nicholson-street ...	Fitzroy ...	0'95	821 " 1381	
" " 8	Clifton Hill ...	Collingwood ...	0'90	821 " 1381	
" " 8	Clifton Hill ...	Alphington ...	2'35	682	
" " 8	Alphington ...	Heidelberg ...	2'24	821 and 1381	
" " 8	Moe Junction ...	Thorpdale ...	10'67	821 " 1381	
" " 8	Sale Junction ...	Stratford Junction ...	8'97	821 " 1381	
" " 8	Stratford ...	Bairnsdale ...	32'79	821 " 1381	
" " 15	Lilydale ...	Yarra Flats ...	7'35	821 " 1381	
" Oct. 1	Numurkah ...	Nathalia ...	13'79	821 " 1381	
" " 1	Numurkah ...	Cobram ...	21'65	821 " 1381	
" " 1	Shepparton ...	Dookie ...	14'84	821 " 1381	
" " 1	Kilmore Junction ...	Kilmore ...	9'51	821 " 1381	
" " 1	Bendigo ...	Heathcote ...	27'64	821 " 1381	
" " 1	Pisgah Junction ...	Waubra ...	13'74	821 " 1381	
" " 1	Frankton ...	Mornington Junction ...	5'02	821 " 1381	
" " 1	Dandenong (Great Southern Junction)	Tooradin ...	15'91	821 " 1381	
" Nov. 20	Inglewood ...	Dunolly ...	24'24	821 " 1381	
" " 20	Hamilton (Coleraine Junction) ...	Coleraine ...	23'01	821 " 1381	
		Carried forward ...	2,179'32		

* Trains run only as required for traffic

APPENDIX No. 17—continued.

STATEMENT SHOWING DATES OF OPENING AND LENGTH IN MILES OF THE
DIFFERENT SECTIONS OF THE VICTORIAN RAILWAYS—continued.

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.	
				Number.	
1889—March 1	Yarra Flats ...	Brought forward ..	2,179'32	821 and 1381	
" Aug. 7	Maffra ...	Healesville ...	8'02	821 "	1381
" " 7	Irrewarra ...	Bringolong ...	11'79	821 "	1381
" Sept. 10	Mornington Junction ...	Beeac ...	8'70	821 "	1381
" " 10	Mornington Junction ...	Mornington ...	7'67	821 "	1381
" " 10	Wodonga ...	Hastings ...	8'09	821 "	1381
" " 12	Ballarat East ...	Huon-lane ...	14'07	821 "	1381
" Oct. 8	Whittlesea Junction ...	Buninyong ...	6'84	821 "	1381
" " 8	Coburg ...	Preston Reservoir ...	4'78	821 "	1381
" Nov. 12	Yea ...	†Somerton ...	7'16	821 "	1381
" Dec. 3	Heathcote ...	Molesworth ...	10'68	821 "	1381
" " 4	Bacchus Marsh ...	Tooborac ...	10'56	821 "	1381
" " 4	Ringwood ...	Ballan ...	17'54	821 "	1381
" " 17	Hastings ...	Upper Fern Tree Gully ...	7'44	821 "	1381
" " 23	Preston Reservoir ...	Stony Point ...	5'74	821 "	1381
1890—Feb. 4	Terang ...	Whittlesea ...	17'29	821 "	1381
" " 4	Terang ...	Mortlake ...	12'16	821 "	1381
" " 4	Koroit ...	Warrnambool ...	28'82	821 "	1381
" " 4	Koroit ...	Warrnambool ...	9'36	821 "	1381
" March 17	Mount Moriac ...	Port Fairy ...	11'34	821 "	1381
" " 24	Burnley ...	*Wensleydale ...	10'92	821 "	1381
" May 12	Warragul ...	†Oakleigh ...	6'29	821 "	1381
" " 30	Kerang ...	Rokeby ...	8'12	821 "	1381
" " 30	Camberwell ...	Swan Hill ...	35'16	821 "	1381
" June 17	Molesworth ...	†Waverley Road ...	4'25	821 "	1381
" July 18	Huon-lane ...	Cathkin ...	2'74	821 "	1381
" Aug. 22	Kilmore ...	Bolga ...	6'61	821 "	1381
" " 22	Dunkeld ...	Tooborac ...	20'10	821 "	1381
" " 22	Hamilton ...	†Koroit ...	48'99	821 "	1381
" Sept. 1	Murchison East ...	Penshurst ...	18'11	821 "	1381
" " 16	Cathkin ...	Rushworth ...	12'87	821 "	1381
" Oct. 10	Scarsdale ...	Alexandra Road ...	4'41	821 "	1381
" " 17	Myrtleford ...	Linton ...	7'97	821 "	1381
" Nov. 10	Cathkin ...	Bright ...	18'54	821 "	1381
" " 11	Tooradin ...	Merton ...	15'47	821 "	1381
" " 18	Ararat ...	Loch ...	23'53	821 "	1381
1891—Jan. 15	Kyneton (Redesdale Junction) ...	Avoca ...	39'04	821 "	1381
" March 24	Fairfield Park ...	Redesdale ...	16'25	821 "	1381
" " 24	Maldon (Laanecoorie Junction) ...	†Riversdale (including ‡Canterbury loopline)	4'99	821 "	1381
" May 7	Merton ...	Shelbourne ...	9'89	821 "	1381
" June 2	Loch ...	Maindample ...	13'86	821 "	1381
" " 5	Birregurra ...	Korumburra ...	9'89	821 "	1381
" July 23	Beechworth ...	Forrest ...	19'85	821 "	1381
" " 24	Bolga ...	Yackandandah ...	12'84	821 "	1381
" Oct. 6	Maindample ...	Tallangatta ...	5'02	821 "	1381
" Nov. 23	Spencer-street ...	Mansfield ...	8'64	821 "	1381
" Dec. 17	Korumburra ...	§Flinders-st. (Viaduct) ...	0'76	821 "	1187
1892—Jan. 13	Leongatha ...	Leongatha ...	0'19	821 "	1381
" March 18	Rokely ...	Port Albert ...	58'75	821 "	1381
" April 5	Curdie's River Junction ...	Necrim South ...	5'36	1030 "	1300
" " 6	Lancefield ...	Timboon ...	22'32	821 "	1381
" Oct. 28	Korumburra ...	†Kilmore ...	18'10	821 "	1381
" Nov. 22	Dookie ...	Coal Creek ...	0'89	1240 "	1255
1893—Jan. 5	Warracknabeal ...	Katamatite ...	17'02	1529	
" March 28	Donald ...	Benlah ...	21'92	1273	
1894—March 6	Benlah ...	Birchip ...	32'30	1273	
" May 7	Korumburra (Jumbunna Junction) ...	Hopetoun ...	16'01	1316	
" " 14	Bendigo Cattle-yards Junction ...	Jumbunna ...	3'74	1240 and 1294	
" June 1	Korumburra (Strezlecki Junction) ...	*Bendigo Cattle-yards	0'89	1030 "	1381
" " 19	Dimboola ...	Strezlecki ...	2'25	1240 "	1294
" July 31	Natimuk (East Natimuk) ...	Jeparit ...	21'59	1312	
" Aug. 7	Boort ...	Goroke ...	28'32	1292	
1895—March 8	Wycheproof ...	Quambatook ...	21'06	1312	
1896—Feb. 5	Jumbunna ...	Sea Lake ...	47'89	1383	
" Dec. 15	Nathalia ...	Outtrim ...	2'40	1371 and 1420	
1899—March 14	Wangaratta ...	Piecha ...	6'74	1293	
" Sept. 18	Birchip ...	¶Whitfield ...	30'49	1492	
" Nov. 2	Jeparit ...	Woomelang ...	26'45	1550	
1900—March 1	Quambatook ...	Rainbow ...	18'47	1558	
" Dec. 18	Upper Fern Tree Gully ...	Ultima ...	30'30	1555	
" " 26	Bungaree ...	¶Glenbrook ...	18'22	1549	
1901—Oct. 21	Melbourne ...	*Race-course ...	1'53	1682	
" Nov. 13	Lilydale ...	Collingwood ...	2'22	1590	
1902—March 1	Colac ...	Warburton ...	23'97	1586	
" June 5	Heidelberg ...	¶Beech Forest ...	29'66	1594 and 1760	
		Eltham ...	8'35	1299	
		Carried forward ...	3,299'78		

* 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. 17—*continued.*STATEMENT SHOWING DATES OF OPENING AND LENGTH IN MILES OF THE
DIFFERENT SECTIONS OF THE VICTORIAN RAILWAYS—*continued.*

Date of Opening.	From—				To—	Length in Miles.	Authorization Act.	
							Number.	
					Brought forward ...	3,299·78		
1903—Jan. 15	Woomelang ...	...	...	...	Hattah ...	68·79	1679	
" May 25	Hattah ...	...	...	...	Nowingi ...	11·94	1679	
" Sept. 30	Nowingi ...	...	...	...	Yatpool ...	16·19	1679	
" Oct. 27	Yatpool ...	...	...	...	Mildura ...	13·23	1679	
" Dec. 21	North Geelong Loop Line	...	...	...	* ...	0·22	1884	
1904—Jan. 1	Burrumbeet Race-course Junction	...	...	...	* Burrumbeet Race-course	1·14	1879	
" Feb. 7	Springvale Cemetery ...	...	...	...	* ...	1·60	1763	
" Dec. 5	Northcote Loop Line ...	...	...	...	...	0·13	1904	
1905—Feb. 28	Strathmerton ...	...	...	...	Tocumwal ...	9·85	1958	
" June 26	Welshpool ...	...	...	...	* Welshpool Jetty ...	3·23	1911	
	Stawell ...	...	...	...	* Grampians ...	15·84		
1906—May 7	St. Kilda ...	...	...	...	§ Park-street, Middle Brighton	4·07	1956 and 1973	
1906—Dec. 22	Park-street, Middle Brighton ...	...	...	...	§ Brighton Beach ...	1·06	2035	
Total mileage ...						3,447·07		
Less mileage closed for Traffic at 30th June, 1908—						Miles.		
Dunkeld to Penshurst (Dismantled), 19th February, 1898 ...						15·87		
Lancefield to Kilmore ...						18·10		
Fawkner Cemetery to Somerton ...						5·28		
Oakleigh to Fairfield Park—								
Fairfield Park to Deepdene ...						3·34		
Ashburton to Oakleigh ...						2·37		
Canterbury Loop Line (Dismantled) ...						0·20	591	
Burnley to Waverley Road—								
Darling to Waverley Road ...						0·84		
						46·00		
Total mileage open for Traffic, at 30th June, 1908 ...						3,401·07		

NOTE—All tracks to piers, wharfs, 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 in Appendix No. 22.

* Trains run only as required for traffic.

§ 5 ft. 3 in. gauge.

¶ 2 ft. 6 in. gauge.

APPENDIX No. 18.

RETURN SHOWING THE NUMBER OF OFFICERS AND EMPLOYÉS IN THE RAILWAY
SERVICE AT 30TH JUNE, 1907, COMPARED WITH THE NUMBER AT 30TH JUNE,
1908, ENTITLED TO COMPENSATION, OR PENSION, ON RETIREMENT.

Branch.					At 30th June, 1907.	At 30th June, 1908.	Decrease.
Secretary's ...	...	...	...	...	10	10	...
Rolling Stock ...	...	...	...	...	678	640	38
Way and Works ...	...	...	...	...	525	492	33
Transportation and Traffic ...	...	...	...	...	697	668	29
Accountancy ...	...	...	...	...	34	34	...
Telegraph ...	...	...	...	...	24	24	...
Stores ...	...	...	...	...	15	15	...
Total (Commissioners' Staff) ...					1,983	1,883	100
Railway Construction Branch (Board of Land and Works) ...					3	3	...
Grand Total ...					1,986	1,886	100

APPENDIX No. 19.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1ST JULY, 1898, TILL 30th JUNE, 1908.

Year.	Passengers Killed or Injured.				Employees Killed or Injured whilst in the Execution of their Duty.				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.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1898-9	...	14	4	86	...	42	9	125	...	1	6	11	14	10	3	332
1899-00	...	14	2	115	4	98	4	107	...	4	10	15	14	14	3	421
1900-1	...	15	3	136	8	95	3	112	1	1	6	7	20	15	5	452
1901-2a	...	200	2	155	3	109	5	140	1	5	5	9	14	14	8	704
1902-3	...	32	2	145	6	123	3	159	1	3	4	12	21	16	3	547
1903-4	...	84	1	232	3	148	2	140	1	...	3	4	10	10	7	657
1904-5	...	23	4	184	3	131	2	118	...	2	4	10	9	11	3	500
1905-6b	...	195	9	162	4	144	5	161	...	2	9	23	25	7	8	720
1906-7	...	31	6	200	1	144	10	140	1	2	7	18	14	13	16	595
1907-8c	...	44	2	278	4	141	2	151	...	...	5	22	19	12	14	1,105
Totals	47	1,074	35	1,693	36	1,175	45	1,353	5	20	59	131	160	122	70	6,033

This Return only includes casualties in connexion with Train Working and the movement of Rolling Stock.
a Including Jolimont accident. b Including Belgrave accident. c Including Sunshine accident.

APPENDIX No. 20.

DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1907-8 COMPARED WITH THE YEAR 1906-7, EXCLUSIVE OF THE ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY.

	1906-7.	1907-8.
	£	£
TRANSPORTATION BRANCH.		
General Superintendence and Staff	35,835	38,156
Stationery, Printing, and Advertising	21,308	23,815
Stores Expenses	1,648	1,023
STATION, YARD, AND SIGNAL SERVICE—		
Salaries, Wages, and Expenses of Staff	406,493	413,288
Fuel	1,096	1,411
Light	12,015	12,318
Uniforms	3,472	3,106
Other Supplies	15,023	14,326
Sanitary and Other Expenses	4,228	4,414
TOTAL COST OF STATION, YARD, AND SIGNAL SERVICE	£442,327	£448,863
Guards and Conductors—Wages and Expenses	62,307	65,863
„ „ Uniforms and Supplies	1,057	1,248
Gatekeeping	18,179	17,795
Loss and Damage to Property and Goods	3,344	3,720
Injury to Persons	4,680	9,766
Other Expenses	2,563	2,470
TOTAL EXPENSES OF TRANSPORTATION BRANCH	£593,248	£612,719
Percentage of Gross Revenue	14.78	15.82
Per Traffic Train Mile	14.19d.	14.16d.
WAY AND WORKS BRANCH.		
General Superintendence and Staff	£ 26,034	£ 28,936
Stationery, Printing, and Advertising	2,645	3,223
Stores Expenses	6,529	4,635
	£35,208	£36,794
MAINTENANCE OF WAY—		
Superintendence and Staff	£ 13,166	£ 13,850
General Labour	239,573	254,253
Track Materials	76,786	115,911
Fences, Gates, Cattle Guards, Roadways, Signs, &c.	29,418	31,654
Tools and Supplies	7,328	10,919
Flood and Fire Claims	766	2,719
Other Expenses	..	..
TOTAL COST OF MAINTENANCE OF WAY	£367,037	£429,306
Per Mile of Railway worked	£108.11	£126.42

APPENDIX No. 20—*continued.*DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1907-8, ETC.—*continued.*

	1906-7.	1907-8.
WAY AND WORKS BRANCH—<i>continued.</i>		
MAINTENANCE OF WORKS—	£	£
Superintendence and Staff	8,229	8,678
Bridges, Culverts, and Drains	37,676	46,472
Piers and Wharfs	3,357	4,425
Weighbridges, Scales, Lifting Cranes, Turntables, Traversers, Grain Conveyors, &c.	4,929	6,965
Buildings, Platforms, and Fixtures	69,351	67,769
Stock Yards	3,832	4,059
Water Supply	8,655	10,370
Signals and Interlocking	17,860	19,231
Telegraph Lines	9,616	10,432
Machinery, Tools, and Supplies	3,515	3,907
Other Expenses	187	181
Flinders-street New Station	20,000	..
TOTAL COST OF MAINTENANCE OF WORKS	£187,207	£182,489
TOTAL EXPENSES OF WAY AND WORKS BRANCH	£589,452	£648,589
Percentage of Gross Revenue	14·69	16·75
Per Mile of Railway worked	£173·62	£190·99
Per Traffic Train Mile	14·10 <i>d.</i>	14·99 <i>d.</i>
ROLLING STOCK BRANCH.		
	£	£
General Superintendence and Staff	11,603	12,352
Stationery, Printing, and Advertising	2,587	2,735
Stores Expenses	10,332	11,224
LOCOMOTIVE WORKING—		
Superintendence and Staff	13,088	13,511
Running Sheds {Staff	34,829	36,520
{Supplies	2,643	1,841
Drivers and Firemen	187,305	194,785
Coal, Wood, and Kindlers for Locomotives	177,537	214,005
Handling and Inspection of Coal, Wood, and Kindlers for Locomotives	14,836	16,573
Water for Locomotives and Running Sheds	14,897	14,559
Oil, Tallow, Waste, and other Running Supplies for Locomotives	9,669	9,984
Fire Claims	735	2,692
Other Expenses	54	56
TOTAL COST OF LOCOMOTIVE WORKING	£455,593	£504,526
Per Locomotive Mile	9·22 <i>d.</i>	9·77 <i>d.</i>
Per Traffic Train Mile	10·90 <i>d.</i>	11·66 <i>d.</i>
INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS—		
	£	£
Labour	27,088	27,931
Lubricants	1,211	1,171
Light	10,268	11,376
Ice	956	1,056
Other Expenses	1,445	1,619
TOTAL COST OF INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS	£40,968	£43,153
Per 1,000 Car Miles	73·11 <i>d.</i>	75·25 <i>d.</i>
TOTAL COST OF WORKING ROLLING STOCK BRANCH	£521,083	£573,990

APPENDIX No. 20—continued.

DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1907-8, ETC.—continued.

	1906-7.	1907-8.
ROLLING STOCK BRANCH—continued.		
REPAIRS AND RENEWALS OF ROLLING STOCK—	£	£
Superintendence and Staff	6,804	7,445
Repairs and Renewals of Locomotives	133,581	174,227
" " Passenger Cars and Vans	69,383	86,289
" " Trucks	78,187	66,451
" " Covers	6,033	11,602
" " Machinery and Tools	13,027	14,828
Power, Heat, Light, &c., for Shops	15,905	20,331
Other Expenses	938	1,304
TOTAL COST OF REPAIRS AND RENEWALS OF ROLLING STOCK ..	£323,858	£382,477
Per Traffic Train Mile	7·74d.	8·84d.
TOTAL EXPENSES OF ROLLING STOCK BRANCH ..	£844,941	£956,467
Percentage of Gross Revenue	21·06	24·70
Per Traffic Train Mile	20·21d.	22·11d.
GENERAL EXPENSES.		
	£	£
Salaries and Expenses, Commissioners' and Secretary's Offices	13,576	13,580
" " Chief Accountant's Office	13,557	14,994
" " Auditor of Receipts' Office	13,855	14,767
Estate Office	1,511	1,677
General Office Expenses	1,192	1,273
Legal and Medical Expenses	2,434	2,555
Stationery, Printing, and Advertising (General)	1,468	1,411
Other General Expenses	1,439	2,198
TOTAL GENERAL EXPENSES ..	£49,032	£52,455
Percentage of Gross Revenue	1·22	1·35
Per Traffic Train Mile	1·17d.	1·22d.
Payment into Railway Accident and Fire Insurance Fund	..	£15,667
Percentage of Gross Revenue	..	0·40
Per Traffic Train Mile	..	0·36d.
TOTAL WORKING EXPENSES ..	£2,076,673	£2,285,897
Percentage of Gross Revenue	51·75	59·02
Per Traffic Train Mile	49·66d.	52·84d.
Per Mile of Railway Worked	£612	£673

APPENDIX No 21.

RESULTS OF WORKING OF THE ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY FOR THE YEAR 1907-8, COMPARED WITH THE YEAR 1906-7.

	1906-7.	1907-8.
Average Mileage of Railway Worked...	4'62	5'13
Car Mileage ...	303,777	335,007
Number of Passengers carried ...	1,030,242	1,146,484
Average Fare paid per Passenger ...	2'21d.	2'16d.
GROSS REVENUE—	£	£
Passengers ...	9,514	10,350
Parcels ...	1	1
Miscellaneous ...	75	23
TOTAL GROSS REVENUE ...	£9,590	£10,374
Per Passenger Car Mile ...	7'58d.	7'43d.
Per Mile of Single Track ...	£2,075'76	£2,022'22
ORDINARY WORKING EXPENSES—	£	£
Transportation Account ...	3,061	3,413
Way and Works Account ...	496	863
Rolling-Stock Account ...	810	2,338
Power Account ...	1,958	2,980
General Expenditure ...	906	1,394
Motor Omnibus Temporary Service ...	220	...
TOTAL WORKING EXPENSES ...	£7,451	£10,988
Per cent. of Gross Revenue ...	77'70	105'92
Per Passenger Car Mile ...	5'89d.	7'87d.
Per Mile of Single Track ...	£1,612'77	£2,141'91
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES ...	£2,139	Loss £614
SPECIAL EXPENDITURES—		
Replacement of Rolling-Stock, Car Shed, and Equipment, destroyed by fire, and contingencies in connexion therewith ...	£9,941	£3,311
NET DEFICIT FOR YEAR, EXCLUSIVE OF INTEREST, AS BELOW ...	£7,802	£3,925
INTEREST ON THE TOTAL CAPITAL COST ...	£1,980	£2,140
NET LOSS FOR YEAR, INCLUSIVE OF INTEREST, AS ABOVE ...	£9,782	£6,065

APPENDIX No. 22.

MILEAGE OF RAILWAYS AND TRACKS.

		Mileage open for Traffic at 30th June.								
		Railways.						Tracks.		
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Main Tracks.	Sidings.	Total.
Year 1907	5' 3" gauge ...	3'15	2'22	2'45	303'44	3003'08	3314'34	3645'09	579'07	4224'16
	2' 6" gauge ...	...	...	...	...	81'60	81'60	81'60	4'75	86'35
	Total ...	3'15	2'22	2'45	303'44	3084'68	3395'94	3726'69	583'82	4310'51
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	5'13	5'13	5'13	47	5'60
	Grand Total ...	3'15	2'22	2'45	303'44	3089'81	3401'07	3731'82	584'29	4316'11
Year 1908	5' 3" gauge ...	3'15	2'22	2'45	299'49	3007'03	3314'34	3641'14	583'12	4224'26
	2' 6" gauge ...	...	...	...	...	81'60	81'60	81'60	4'94	86'54
	Total ...	3'15	2'22	2'45	299'49	3088'63	3395'94	3722'74	588'06	4310'80
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	5'13	5'13	5'13	83	5'96
	Grand Total ...	3'15	2'22	2'45	299'49	3093'76	3401'07	3727'87	588'89	4316'76
		Average Mileage open for Traffic during the Year.								
		Railways.						Tracks.		
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Main Tracks.	Sidings.	Total.
Year 1906-7	5' 3" gauge ...	3'15	2'22	2'45	303'67	3002'10	3313'59	3644'57	576'15	4220'72
	2' 6" gauge ...	...	...	...	...	81'60	81'60	81'60	4'73	86'33
	Total ...	3'15	2'22	2'45	303'67	3083'70	3395'19	3726'17	580'88	4307'05
	Electric Street Railway 5' 3" gauge ...	...	...	...	...	4'62	4'62	4'62	41	5'03
	Grand Total ...	3'15	2'22	2'45	303'67	3088'32	3399'81	3730'79	581'29	4312'08
Year 1907-8	5' 3" gauge ...	3'15	2'22	2'45	301'14	3005'38	3314'34	3642'79	581'21	4224'00
	2' 6" gauge ...	...	...	...	...	81'60	81'60	81'60	4'89	86'49
	Total ...	3'15	2'22	2'45	301'14	3086'98	3395'94	3724'39	586'10	4310'49
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	5'13	5'13	5'13	75	5'88
	Grand Total ...	3'15	2'22	2'45	301'14	3092'11	3401'07	3729'52	586'85	4316'37

The mileage of Sidings as shown does not include 50·5 miles of Sidings which are not owned by the Department, about 6 miles of which are maintained by us and at our expense, and about 7·75 miles of which are maintained by us, but cost of maintenance is repaid to the Department.

Owing to alterations between Gheringhap and Bannockburn 3·95 miles of Double Track has been converted into Single Track.

APPENDIX No. 23.

RETURN OF TRAFFIC AT EACH STATION.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS AND TELEGRAPH.		RENTALS.		MISCELLANEOUS.		GOODS.			LIVE STOCK.			
	Outwards.		Inwards.		Outwards.		Inwards.		Revenue.		Revenue.		Outwards.		Tons.	Revenue.		Inwards.	
	Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.			Revenue.		Revenue.	
	Number of Passenger Journeys.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Addington	2,047	126 6 0	6 18 8	16 16 8	0 5 6	0 3 3	..	..	4 6 7	£ s. d.	2,132	972 3 3	141	64 8 6	..	4 15 5	12 2 0	..	..
Adelaide Lead	247	14 6 2	..	1 12 10	..	..	..	..	..	..	..	..	..	0 1 6	..	..	3 0 1	..	..
Agnes	541	35 14 1	2 6 1	9 2 11	0 4 0	..	..	..	..	..	..	..	..	38 8 10	..	..	676 11 7	..	..
Alberton	5,686	2,078 0 1	110 19 11	330 19 5	34 11 3	50 0 9	..	..	20 3 2	0 17 6	1,767	1,903 3 3	4,646	3,027 4 7	..	2,967 3 11	..	..	..
Albert Park	1,741,028	12,069 13 3	289 15 4	640 3 3	2 13 0	0 3 6	..	..	..	..	..	..	..	..	..	..	..	..	..
Albion Siding	102	1 16 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Alexandra Road	2,635	923 9 4	63 3 2	204 12 4	8 7 6	12 9 0	..	..	19 4 10	0 3 6	10,504	1,102 10 5	56	7 3 2	..	..	182 19 2	..	..
Allenford	4,352	554 1 4	35 13 0	63 11 4	29 11 0	11 0 3	..	..	23 15 9	..	1,841	1,363 5 11	1,859	2,157 16 8	..	588 10 10	51 19 3	..	..
Allendale	13,512	885 18 8	44 10 1	149 1 7	5 6 3	5 15 9	..	..	7 7 2	0 0 3	2,216	1,497 6 4	888	450 14 10	..	352 15 0	13 15 4	..	..
Alphington	123,438	1,206 17 9	1 6 7	17 19 10	0 16 9	..	..	..	4 15 0	..	14,686	1,335 2 9	364	76 14 4	..	0 13 0	..	..	..
Alphington — Building	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ambridge (Free)	10,690	147 13 2	16 1 4	46 2 5	0 4 0	0 5 0	..	..	5 14 11	..	2,019	966 19 11	570	442 19 5	..	..	8 7 3	..	..
Ambridge	1,841	27 1 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Anglo-Saxons	439	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Angliers Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Antwerp	1,088	61 2 9	7 6 7	34 10 1	..	0 2 0	..	..	32 6 8	..	3,859	489 15 4	650	81 0 11	..	..	6 3 6	..	..
Arapiles	286	20 11 1	0 7 1	3 2 2	..	0 1 0	..	..	7 0 0	..	3,155	1,547 11 9	867	582 6 2	..	..	..	..	..
Ararat	35,281	8,044 7 8	480 3 1	832 10 1	81 3 8	91 14 0	..	..	554 7 11	1 15 10	519	173 0 11	114	50 10 5	..	..	..	..	..
Arcadia	3,558	535 9 6	40 1 7	68 19 9	8 17 6	5 3 0	..	..	64 4 5	..	4,081	2,705 5 0	9,932	7,330 3 7	..	800 17 9	476 6 8	..	..
Arden-street	..	..	..	..	..	..	..	..	558 9 0	..	12,738	5,372 4 7	3,435	1,320 6 6	..	407 15 6	60 11 9	..	..
Armadale	1,301,932	14,911 19 5	225 4 4	292 5 3	13 6 9	1 0 6	..	..	42 6 0	0 16 8	7,634	1,714 13 9	61,148	21,041 7 7	..	..	..	..	..
Armadale	880	65 18 11	7 18 8	9 10 0	0 8 0	0 0 6	..	..	..	..	1,217	328 19 0	125	75 2 11	..	..	..	..	..
Arncliffe	551	31 18 2	8 6 0	19 10 6	0 1 0	0 2 3	..	..	2 7 1	1 4 0	7,057	1,525 15 8	248	175 1 4	..	1 12 0	0 10 0	..	..
Ascot Vale	1,787,386	14,857 19 0	135 13 0	211 14 1	6 18 4	1 19 3	..	..	19 7 6	..	..	..	..	..	..	..	..	..	..
Asburton	24,244	318 6 4	6 14 7	8 0 9	1 7 6	0 2 0	..	..	3 6 8	..	..	..	..	..	..	..	..	..	..
Aspendale	19,900	453 13 5	8 14 8	33 8 3	1 7 6	159 3 9	..	..	..	..	..	..	..	..	..	..	..	..	..
Auburn	1,569,575	16,383 10 7	189 7 3	218 18 0	8 19 2	0 10 9	..	..	16 8 0	1 0 3	..	..	..	..	..	..	..	..	..
Auburn — Building	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Aurora	2,700	74 3 0	47 11 8	34 15 1	0 6 0	0 3 9	..	..	9 12 6	..	..	153 9 5	214	112 5 0	..	..	0 18 3	..	..
Avenel	1,169	633 4 10	46 3 11	119 4 1	36 13 3	50 11 9	..	..	14 3 1	..	3,616	1,393 15 1	1,546	855 7 6	..	333 17 11	27 15 0	..	..
Avoca	7,536	1,082 12 1	105 1 0	267 8 4	6 2 3	1 1 9	..	..	16 6 3	0 4 6	10,628	3,955 7 3	3,251	2,898 0 2	..	139 9 1	39 4 3	..	..
Axedale	2,601	182 5 9	9 18 7	28 17 8	0 13 6	4 9 3	..	..	13 15 10	0 0 3	8,461	1,198 12 9	491	239 1 10	..	5 19 0	18 15 0	..	..
Baarmutha	288	8 17 5	..	..	..	..	..	..	9 6 9	..	..	..	..	..	..	..	..	..	..
Bacchus Marsh	23,507	1,971 9 5	715 17 8	325 1 5	192 4 4	209 11 6	..	..	453 14 4	1 12 0	9,634	2,468 14 4	4,526	1,723 11 1	..	887 8 6	211 11 4	..	..
Badgaminie	3,059	267 1 5	36 9 10	66 12 9	13 5 6	5 11 6	..	..	40 15 8	..	13,811	6,208 6 1	1,016	521 17 3	..	212 0 10	31 9 0	..	..
Bagsnot	1,359	71 10 1	1 19 0	9 13 0	0 1 6	0 2 5	..	..	2 0 0	..	1,913	627 13 3	169	60 4 4	..	..	5 19 9	..	..
Bairnsdale	16,530	6,527 10 8	378 0 11	900 4 7	93 12 3	70 4 5	..	..	58 14 7	0 16 9	..	5,077 5 1	8,247	5,193 0 5	..	2,413 18 5	995 15 6	..	..
Balaclava	1,178,758	10,537 16 6	210 13 4	295 5 7	8 19 2	0 19 6	..	..	19 19 2	1 0 10	..	..	..	..	..	..	..	..	..
Bald Hills	2,630	64 19 7	0 1 0	6 16 9	0 4 6	0 3 9	..	..	..	..	..	..	..	..	..	..	..	..	..
Balham	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ballan	11,188	1,180 19 1	176 0 1	186 15 10	26 4 3	28 16 9	..	..	0 15 0	..	..	..	..	..	..	..	..	..	..
Ballarat	296,088	41,719 17 5	4,784 15 11	5,249 12 5	336 11 7	454 5 11	..	..	40 4 9	101 13 1	6,247	1,259 11 9	2,065	1,041 12 6	..	1,937 6 8	302 6 4	..	..
Ballarat East	29,199	2,554 4 5	299 19 7	675 8 2	15 9 0	3 13 0	..	..	2152 16 8	42 14 8	37,921	26,806 3 10	118,098	47,921 19 5	..	3,289 13 6	12,043 5 4	..	..
Balmatam	356	16 6 0	2 9 1	10 0 1	..	..	..	..	255 16 8	0 5 0	2,475	1,171 3 4	46,083	14,638 10 1	..	..	15 7 4	..	..
Balwyn	41,350	462 5 0	..	5 13 9	..	..	..	..	6 5 0	..	2,561	1,066 7 5	..	48 14 0	..	..	..	..	..
Balwyn — Building	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bannockburn	3,060	839 16 8	89 3 5	167 13 4	4 6 7	6 8 1	..	..	13 2 0	..	5,156	1,090 2 8	2,758	756 9 6	..	157 2 0	228 15 10	..	..
Barongbrook	1,007	31 14 4	0 6 5	4 17 2	0 1 0	..	..	..	9 6 6	..	5,560	1,090 2 8	34	10 1 11	..	..	..	..	..

No. 23.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS AND TELE-GRAPH.	RENTALS.	MISCEL-LEANOUS.	GOODS.			LIVE STOCK.		
	Outwards.		Inwards.		Outwards.					Inwards.		Outwards.		Inwards.	
	Revenue.		Revenue.		Revenue.					Revenue.		Revenue.		Revenue.	
	£	s. d.	£	s. d.	£	s. d.				£	s. d.	£	s. d.	£	s. d.
Banool ..	326	24 11 11	7 8 8	1 3 3	1 3 3	1 3 3	0 10 0	0 10 0	78	22 2 5	31	17 1 10	0 11 0	0 11 0	
Barfold ..	342	21 10 4	18 0 3	0 6 9	0 6 9	0 6 9	0 10 0	0 10 0	1,919	645 6 3	200	82 9 2	3 6 0	3 6 0	
Barnwartha ..	4,012	616 4 10	108 2 4	3 0 3	3 0 3	3 0 3	0 10 7	0 10 7	1,549	954 11 6	1,192	1,219 1 6	767 15 4	120 3 9	
Barker ..	245,350	2,618 17 3	32 5 6	0 10 6	0 10 6	0 10 6	0 10 7	0 10 7	..	14 1 1	84	25 19 4	..	..	
Barker's Creek Siding ..	621	98 15 6	19 18 9	0 3 0	0 3 0	0 3 0	0 15 0	0 15 0	..	628 4 3	371	336 19 10	182 0 10	24 18 10	
Barrakee ..	172	28 18 2	2 11 1	0 1 0	0 1 0	0 1 0	0 12 0	0 12 0	1,459	701 1 1	372	211 15 7	2 9 6	2 9 6	
Barroport ..	9	0 4 8	43 7 5	1 12 9	1 12 9	1 12 9	6 14 1	6 14 1	7,295	2,844 6 1	1,646	304 6 7	4 8 6	4 8 6	
Barvo ..	1,243	583 9 6	137 2 5	3 17 2	3 17 2	3 17 2	1 0 5	1 0 5	2,008	288 12 1	1,646	437 17 0	32 15 9	32 15 9	
Bayswater ..	16,462	5,703 0 0	165 0 9	9 18 6	9 18 6	9 18 6	0 14 2	0 14 2	..	143 12 10	792	272 7 5	0 19 3	7 15 6	
Beach ..	429,143	5,703 0 0	165 0 9	9 18 6	9 18 6	9 18 6	0 14 2	0 14 2	16,693	4,560 12 0	1,899	1,506 0 4	111 9 2	130 8 4	
Beaconsfield ..	5,507	403 18 11	86 9 6	3 17 2	3 17 2	3 17 2	0 14 2	0 14 2	3,531	3,543 3 6	3,531	2,445 6 3	775 10 6	96 7 7	
Bealiba ..	4,400	562 18 8	47 3 1	1 11 1	1 11 1	1 11 1	0 14 2	0 14 2	3,841	1,726 18 9	5,868	2,224 1 0	210 5 9	56 4 5	
Beaufort ..	13,226	2,039 7 6	323 3 5	1 11 1	1 11 1	1 11 1	0 14 2	0 14 2	1,648	5,382 17 10	1,648	1,406 9 2	102 13 0	74 10 6	
Becac ..	3,903	533 19 9	208 19 6	6 11 8	6 11 8	6 11 8	0 14 2	0 14 2	8,709	3,86 13 10	4,446	2,223 13 11	19 9 8	62 11 10	
Beech Forest ..	3,752	639 2 10	137 5 8	0 5 6	0 5 6	0 5 6	0 14 2	0 14 2	1,260	23 18 9	7,545	6,973 16 11	11 3 6	2,588 16 9	
Beechworth ..	1,001	115 12 4	574 9 5	0 11 6	0 11 6	0 11 6	0 13 9	0 13 9	4,428	2,121 7 0	884	187 1 5	11 3 6	2,588 16 9	
Beechworth Junction ..	11,900	2,693 16 5	36 2 7	0 18 3	0 18 3	0 18 3	0 13 9	0 13 9	1,850	428 13 8	4,382	1,101 5 4	11 3 6	2,588 16 9	
Beelworth ..	3,223	129 16 7	75 0 4	0 18 3	0 18 3	0 18 3	0 13 9	0 13 9	..	..	..	..	..	..	
Belgrave ..	287,637	2,275 4 1	48 19 7	2 5 8	2 5 8	2 5 8	0 13 9	0 13 9	..	..	..	..	..	..	
Bel ..	7,500	368 7 10	56 16 6	9 16 2	9 16 2	9 16 2	0 13 9	0 13 9	..	..	..	..	..	..	
Bel .. Building	4,355	6,641 4 8	766 16 6	77 15 3	77 15 3	77 15 3	1 16 3	1 16 3	465	324 14 9	1,215	465 15 9	1,167 7 1	376 5 1	
Bena ..	30,539	32,442 14 5	4,824 4 4	340 9 10	340 9 10	340 9 10	3 18 7	3 18 7	9,875	5,564 6 2	7,718	7,640 13 8	1,677 17 11	583 9 5	
Bendalla ..	183,708	2,244 10 7	38 10 8	2 9 6	2 9 6	2 9 6	0 16 0	0 16 0	27,817	16,377 7 18	129,974	55,045 2 11	3,934 15 8	6,905 5 0	
Bendish ..	2,244	107 4 7	38 10 8	2 9 6	2 9 6	2 9 6	0 16 0	0 16 0	267	303 12 8	290	198 3 5	..	2 1 2	
Bentleigh ..	67,292	1,016 6 7	26 0 9	0 5 6	0 5 6	0 5 6	0 5 2	0 5 2	334	601 18 2	3,064	497 3 5	1 19 3	1 14 6	
Berrillock ..	1,033	209 17 1	79 15 1	3 0 4	3 0 4	3 0 4	0 5 2	0 5 2	986	661 8 6	1,783	1,417 14 2	219 18 7	246 6 9	
Bet Bet ..	2,240	940 9 6	17 16 1	2 4 3	2 4 3	2 4 3	0 5 2	0 5 2	1,218	1,433 11 8	1,783	1,417 14 2	219 18 7	246 6 9	
Bethanga ..	3,202	353 6 6	111 2 8	1 0 0	1 0 0	1 0 0	0 5 2	0 5 2	1,322	1,433 11 8	1,783	1,417 14 2	219 18 7	246 6 9	
Bethula ..	4,077	907 3 5	53 9 3	3 16 9	3 16 9	3 16 9	0 5 2	0 5 2	5,126	3,098 15 2	3,590	3,070 8 4	1,038 4 1	28 11 5	
Beveridge ..	2,243	138 10 8	178 4 9	1 0 0	1 0 0	1 0 0	0 5 2	0 5 2	3,826	1,968 3 6	1,888	3,772 17 11	776 5 3	202 12 2	
Birchip ..	5,196	1,783 4 11	256 5 11	13 0 9	13 0 9	13 0 9	0 5 2	0 5 2	3,045	1,968 3 6	4,686	4,618 19 6	1,056 11 4	125 14 10	
Birregurra ..	11,459	1,401 12 6	163 0 11	18 2 9	18 2 9	18 2 9	0 5 2	0 5 2	1,201	595 13 5	2,039	839 10 4	367 4 9	126 10 10	
Bittern ..	2,655	388 7 10	149 19 5	12 16 3	12 16 3	12 16 3	0 5 2	0 5 2	2,756	590 13 5	574	334 18 7	225 5 0	398 18 4	
Blackburn ..	91,961	1,261 10 1	24 5 9	0 9 9	0 9 9	0 9 9	0 5 2	0 5 2	93	26 5 4	2,005	276 5 2	..	348 15 4	
Blackburn--Building	4,332	213 18 6	51 4 0	1 2 6	1 2 6	1 2 6	0 5 2	0 5 2	..	..	..	..	..	..	
Bloomfield ..	3,871	271 4 11	33 17 8	0 1 3	0 1 3	0 1 3	0 5 2	0 5 2	2,047	741 17 5	1,130	405 15 5	..	6 7 3	
Blowhard ..	5,552	4 2 2	1 1 9	0 0 6	0 0 6	0 0 6	0 5 2	0 5 2	6,704	3,001 4 10	2,146	531 2 4	20 7 1	9 18 7	
Bochara ..	95	38 2 11	12 9 10	0 0 6	0 0 6	0 0 6	0 5 2	0 5 2	42	3 2 11	..	0 1 0	..	8 13 0	
Boilebeat ..	164	66 10 2	15 17 7	0 0 6	0 0 6	0 0 6	0 5 2	0 5 2	403	235 19 1	240	141 4 0	156 2 0	13 7 3	
Boisale ..	276	47 3 3	12 1 8	0 0 6	0 0 6	0 0 6	0 5 2	0 5 2	449	509 4 6	472	232 14 7	20 13 10	0 5 9	
Bolga ..	254	62 0 1	11 0 5	0 0 6	0 0 6	0 0 6	0 5 2	0 5 2	60	39 18 2	34	24 14 2	..	6 16 6	
Bolinda ..	640	62 0 1	11 0 5	0 0 6	0 0 6	0 0 6	0 5 2	0 5 2	1,634	286 1 1	55	0 3 6	..	6 16 6	
Bonegilla ..	35	1 5 3	23 13 11	0 0 6	0 0 6	0 0 6	0 5 2	0 5 2	715	499 7 4	905	915 5 9	234 7 6	88 6 2	
Bonnie Doon ..	2,415	367 2 10	86 18 10	6 1 6	6 1 6	6 1 6	0 5 2	0 5 2	1,635	1,004 1 9	1,310	1,238 5 5	248 17 2	76 10 4	
Boolarra ..	4,390	503 2 8	135 8 10	12 8 3	12 8 3	12 8 3	0 5 2	0 5 2	160	201 15 2	135	65 6 9	586 5 6	91 14 4	
Booran ..	688	27 4 7	11 11 1	0 0 6	0 0 6	0 0 6	0 5 2	0 5 2	4521	2,425 14 10	2,552	2,309 2 0	1,168 8 2	118 10 1	
Boort ..	4,195	1,071 12 8	233 17 8	10 16 3	10 16 3	10 16 3	0 5 2	0 5 2	1,723	701 0 6	553	459 16 4	190 17 11	5 14 1	
Boring ..	949	128 4 6	40 19 1	1 12 0	1 12 0	1 12 0	0 5 2	0 5 2	1,431	448 16 1	378	343 8 10	158 4 6	208 4 8	
Bowman ..	987	85 8 0	31 18 11	0 7 0	0 7 0	0 7 0	0 5 2	0 5 2	1,431	448 16 1	378	343 8 10	158 4 6	208 4 8	
Box Hill ..	381,610	5,907 18 11	184 2 3	7 9 4	7 9 4	7 9 4	0 5 2	0 5 2	..	..	..	..	..	..	
Box Hill -- Building	31,744	..	..	..	..	..	0 5 2	0 5 2	..	..	..	..	..	..	
Tickets (Free) ..	..	..	..	..	..	..	0 5 2	0 5 2	..	..	..	..	..	..	

No. 23.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS AND TELEGRAPH.		RENTALS.		MISCELLANEOUS.		GOODS.		LIVE STOCK.	
	Outwards.		Inwards.		Outwards.		Inwards.		Revenue.		Revenue.		Outwards.		Inwards.	
	Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.	
	Number of Passenger Journeys.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Clifton Hill	1,041,988	8,221 8 6	207 11 1	134 18 0	4 6 1	0 14 0	..	40 5 0	25 8 11	0 5 0	..	3,667	1,926 8 5	3,552	1,493 10 9	405 4 1
Clyde	13,423	1,498 0 5	151 3 8	230 13 2	10 9 0	9 1 0	..	25 8 11	6 10 9	..	..	644	237 8 10	446	154 7 8	168 1 1
Cobden	1,538	29 15 2	6 1 1	49 14 6	0 1 3	0 1 3	..	26 14 7	143 7 7	..	..	394	143 7 7	164	113 7 7	..
Coburn	4,507	43 18 1	60 12 8	138 16 5	0 3 6	11 15 3	..	9 16 0	1,073	1,119 11 11	1,073	1,073	1,747 10 10	2,298	64 6 1	38 5 9
Coburn	4,122	1,836 7 3	96 14 10	345 14 2	20 6 9	36 1 9	..	71 16 0	2,885 11 5	2,885 11 5	2,885 11 5	3,168	2,885 11 5	4,360	2,691 9 9	1,851 6 8
Coburn	585,570	4,178 14 4	67 16 5	75 11 9	7 11 3	1 0 6	..	63 14 5	368	210 6 9	2,904	368	847 18 1	4 10 0	0 11 6	..
Coburn — Building Tickets (Free)	3,060	..	..	..	..	..	..	7 10 0	4,310	1,024 4 8	..	..	150 4 8	..	..	..
Cockatoo	2,355	6,481 0 3	1,236 1 4	923 12 2	150 1 10	141 0 6	..	436 14 4	10,601	4,802 2 10	13,283	10,601	7,329 11 4	2,616 12 7	1,923 7 3	..
Coldstream	2,869	165 14 2	254 6 7	54 14 0	..	12 12 7	..	0 17 2	965	157 7 4	669	965	157 7 4	4 8 0	24 4 11	..
Coleraine	6,607	1,658 4 6	87 19 7	313 13 0	19 1 9	23 7 0	..	82 6 6	3,153	2,649 1 1	2,669	3,153	2,689 5 5	1,752 0 5	403 0 11	..
Collingwood	448,800	3,615 0 7	107 13 10	113 8 3	1 14 6	0 5 3	..	5 0 1	..	0 12 11	..	..	414 1 8	711 7 0	172 6 9	..
Condamine	3,735	487 0 3	20 19 3	81 15 4	6 12 0	4 1 9	..	11 14 11	1,304	759 11 1	1,304	1,304	414 1 8	42 8 9	3 13 1	..
Congupna	564	29 10 11	2 2 4	9 3 1	0 9 0	0 12 6	..	41 6 9	887	383 19 5	55	887	42 8 9	0 17 6	3 13 1	..
Cope Cove	1,836	372 0 5	20 8 9	70 16 8	3 12 6	1 14 3	..	20 17 0	6,336	3,661 2 0	1,207	6,336	892 0 11	1,026 4 6	129 16 9	..
Coram	658	16 15 10	..	0 1 2	..	..	..	..	..	..	..	..	123 0 8	..	..	..
Corony	724	21 4 9	11 11 3	11 7 2	0 1 0	0 18 3	..	17 4 8	2,807	1,536 8 10	201	2,807	123 0 8	..	..	..
Cosgrove	994	151 0 8	40 10 4	40 10 4	..	6 18 3	..	5 5 0	1,767	1,076 16 7	982	1,767	620 11 4	298 2 7	29 13 8	..
Cowie	678	42 0 1	23 1 11	2 8 10	0 2 0	..	..	7 6 8	..	..	..	..	1,187 8 3	644 7 0	56 15 6	..
Cowwarr	2,863	414 10 3	25 15 11	82 12 3	17 1 3	9 4 6	..	3 19 8	312	304 6 10	1,355	312	312 19 1	86 13 5	55 19 1	..
Craigburn	6,158	275 19 1	168 0 6	69 4 1	7 17 3	2 6 4	..	11 19 2	4,348	834 16 1	2,091	4,348	606 18 10	373 18 8	283 19 6	..
Cranbourne	7,389	507 1 5	217 3 2	127 9 3	6 7 3	11 8 0	..	9 1 3	5,638	2,110 9 9	4,797	5,638	42 16 6	1 5 0	12 12 6	..
Craigton	305	5 15 11	2 1 8	5 6 5	0 4 10	0 1 3	..	9 1 3	729	326 19 2	19	729	1,824 13 11	9 7 11	4 14 1	..
Craigton	44,214	1,937 12 9	104 5 4	201 3 8	10 7 0	10 1 3	..	20 10 3	1,316	715 6 2	32	1,316	14 18 2	..	2 10 9	..
Crib Point	102	10 14 10	0 1 0	7 12 2	..	0 4 6	..	9 0 0	1,786	507 1 0	92	1,786	48 6 9	..	0 7 6	..
Crossley	868	13 7 10	0 6 7	26 13 1	11 19 9	29 2 3	..	12 10 9	711	618 12 9	423	711	322 11 11	13 3 9	17 19 9	..
Crowlands	2,191	64 11 2	1 8 3	17 10 10	2 2 2	1 11 6	..	30 3 8	45	16 17 4	4,052	45	836 1 3	..	..	..
Croxton	455,992	2,923 11 11	34 14 1	73 8 10	3 12 3	2 9 3	..	18 4 10	2,045	299 7 11	2,492	2,045	547 15 0	0 7 6	23 13 9	..
Croydon	32,643	1,086 19 3	182 13 4	150 14 4	0 12 6	0 3 6	..	12 0 0	355	191 3 5	75	355	52 2 4	1 17 3	8 13 10	..
Cudgee	2,016	119 2 5	10 2 5	28 17 5	..	0 8 0	..	12 0 0	448	364 19 2	565	448	312 1 3	119 14 4	54 13 7	..
Curyo	550	34 15 5	2 15 8	28 17 5	..	..	..	..	..	..	..	..	..	..	..	..
Daisy	50	1 5 5	0 14 5	0 14 5	..	..	..	..	..	..	..	..	..	..	..	..
Dandenong	132,033	4,874 4 1	896 4 10	509 11 5	80 1 3	31 4 6	..	278 3 6	3,827	865 5 0	8,547	3,827	1,973 17 2	1,541 18 10	1,517 2 2	..
Darling	2,194	86 13 0	7 4 10	28 13 5	..	0 4 0	..	2 3 0	728	187 19 6	78	728	85 9 2	..	5 1 0	..
Darling	8,317	139 15 4	0 15 10	1 13 10	..	..	..	13 3 2	..	..	..	..	..	..	..	..
Darling — Building Tickets (Free)	3,240	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Darwin	3,240	319 2 11	279 5 1	93 3 1	3 2 9	3 0 0	..	17 18 6	483	219 7 7	1,403	483	406 0 0	304 3 5	162 14 0	..
Dawson	4,266	34 9 0	0 19 11	4 7 1	..	..	..	0 8 4	7	12 6 1	29	7	15 8 1	15 8 1	5 1 0	..
Daylesford	23,914	3,600 2 7	337 17 8	543 8 10	30 10 6	32 1 0	..	53 1 4	4,993	2,209 10 10	6,997	4,993	4,269 3 7	145 0 5	118 10 5	..
Dean Marsh	1,934	317 3 8	30 18 8	123 12 6	1 3 3	1 16 6	..	13 14 9	1,341	413 5 0	596	1,341	364 5 1	10 12 5	11 8 6	..
Deerpole	37,860	47 1 1	43 16 4	12 8 11	..	..	..	12 15 0	..	..	..	..	..	..	..	..
Deep Lead	447	51 12 10	2 14 4	7 13 2	0 5 4	0 4 0	..	8 3 6	1,357	187 8 11	49	1,357	58 14 3	..	..	..
Deep Leads Mines	2,418	83 3 6	71 9 0	27 4 5	0 8 6	0 10 6	..	14 19 11	9	3 11 8	358	9	69 14 4	..	6 2 4	..
Derby	5,743	139 14 4	7 9 9	5 743	0 6 0	4 17 6	..	25 13 6	54	6 1 7	206	54	85 6 0	..	7 4 4	..
Derwent	1,578	114 2 11	8 14 7	22 3 10	0 9 9	0 7 3	..	7 5 0	4,903	1,076 16 7	355	4,903	163 10 3	122 2 10	49 10 1	..
Derwent	753	82 5 1	4 9 4	11 13 8	0 7 3	0 7 3	..	5 1 10	5,552	1,033 14 9	222	5,552	105 2 7	103 12 10	103 12 10	..
Devonish	3,418	423 11 6	36 4 4	73 7 10	6 11 0	8 12 3	..	11 4 0	3,646	1,908 15 4	1,097	3,646	815 13 0	399 10 10	17 7 5	..
Diapur	1,812	158 11 10	11 0 4	54 4 4	0 8 6	0 8 0	..	36 5 9	5,173	2,070 3 4	994	5,173	768 18 2	1 1 0	3 4 5	..
Diggers' Rest	4,658	208 15 7	36 3 7	29 1 8	1 18 3	14 5 3	..	16 17 2	308	70 16 2	507	308	132 2 5	2 10 6	23 19 11	..
Dimboola	18,871	3,604 13 5	166 9 11	372 4 10	19 11 9	17 4 3	..	111 0 11	6,900	3,693 19 3	4,079	6,900	5,618 16 1	438 17 8	69 13 4	..

Dingee	2,025	19 12 8	70 3 7	5 19 6	4 10 0	9 2 0	0 15 6	1,345	618 10 4	1,121	491 6 1	1,077 17 7	410 8 10
Ditchley	13	0 18 5	1 5 1	0 12 0	0 13 6	17 17 8	0 5 0	787	429 9 2	100	12 11 0	...	0 19 9
Dober	1,568	14 18 8	24 12 9	0 12 0	0 13 6	...	0 5 0	243	64 16 1	121	53 2 1	...	0 10 0
Docker	1,151	3 2 5	9 8 7	...	...	...	...	7,338	4,278 4 8	7,401	5,579 9 9	1,228 0 2	76 7 9
Donald	8,182	174 6 7	391 10 1	21 11 9	25 3 3	69 9 6	0 5 0	491	2,047 7 4	1,907	233 15 2	368 17 11	298 2 9
Donnybrook	5,295	266 6 7	64 18 11	3 18 3	11 14 6	17 13 8	0 5 0	3,768	2,308 6 8	1,374	494 1 7	620 10 8	30 13 1
Doon	2,295	9 4 11	41 8 5	0 4 6	8 9 9	20 13 3	0 3 0	1,604	1,126 6 4	2,587	2,177 13 11	413 15 2	64 9 6
Doon	3,536	73 18 4	200 17 11	9 0 0	11 7 6	71 17 1	0 3 0	1,892	1,130 10 4	5,154	0 1 0	392 14 9	380 5 10
Dowling	1,778 2 11	1 9 7	1 5 9	19 17 9	25 8 9	88 14 11	...	1,845	1,297 5 8	1,838	2,169 4 7	191 8 5	144 5 5
Drocin	6,268	46 10 8	64 12 10	13 11 0	0 17 9	30 17 6	0 3 0	311	208 2 6	383	589 16 1	200 19 6	65 15 7
Drysdale	250	1 5 11	8 17 5	0 15 6	0 2 0	6 10 0	...	1,290	1,114 12 3	891	709 18 7	964 2 1	1,641 8 10
Dunosa	5,720	48 0 2	117 0 4	27 11 3	26 18 6	53 5 7	0 0 9	7	5 18 10	59	16 5 6	1 0 0	...
Dunkeld	39	...	0 1 0	...	...	34 19 9	0 6 0	2,372	923 14 10	1,115	222 13 2	81 8 3	33 4 3
Dunstons	6,481	7 6 4	22 15 8	6 4 6	0 16 3	12 9 3	0 6 0	7,892	2,035 5 4	2,821	1,920 3 2	...	...
Dunolly	11,316	103 17 7	250 2 0	6 7 3	6 4 9	...	...	1,714	240 10 11	51	10 4 1	0 17 6	3 8 6
Dwyer	231	...	...	...	...	...	...	9,305	1,527 2 5	50,590	10,839 3 7	...	...
Dysart	11,250	161 9 3	331 7 0	3 17 3	2 7 3	29 7 0	0 4 0	794	277 17 6	77	32 6 8	...	21 0 0
East Camberwell	410,798	45 18 6	65 6 5	2 15 3	0 9 6	46 9 6	0 5 0	...	...	...	...	...	...
East Metcalfe	214	4 11 8	8 7 7	...	0 3 0	16 15 2	0 5 0	...	...	...	...	...	...
East Metcalfe	323	17 10 1	0 10 8	...	...	5 15 3	0 17 6	...	...	...	...	...	...
East Richmond	962,191	149 12 4	88 2 9	2 4 0	0 1 0	...	...	...	...	...	...	...	...
East Wodonga	15	...	...	...	...	...	...	...	...	...	...	...	...
Echuca	24,143	379 5 8	783 9 10	104 3 6	55 7 9	331 3 1	1 1 6	28,191	25,353 10 9	19,845	17,142 17 5	7,310 12 3	2,420 7 1
Edgemoor	55	1 0 2	0 1 6	...	0 0 9	6 17 8	...	2,570	632 14 9	10	1 3 2	10 19 8	1 14 6
Edi	2,218	9 10 8	22 7 6	0 15 6	0 10 0	12 15 0	...	3,046	753 3 6	233	129 4 8	5 7 11	39 0 4
Elaine	6,177	38 1 2	109 6 5	3 15 6	1 19 6	17 15 6	...	6,237	1,689 0 9	1,305	547 5 0	...	5 12 0
Ellam	102	0 0 3	12 6 1	...	0 0 6	5 3 8	...	2,037	1,146 12 3	428	204 3 0	...	...
Ellinamite Siding	...	...	...	...	...	...	...	659	89 15 3	3	1 17 7	...	...
Elmhurst	1,675	42 17 0	85 10 6	1 1 0	1 2 6	23 17 6	0 0 6	2,500	1,102 10 7	675	624 11 2	153 15 5	96 14 3
Elmore	12,895	101 13 1	274 15 3	17 15 3	27 16 3	45 7 11	0 3 0	10,740	3,547 13 6	4,193	2,498 15 0	1,580 14 7	286 19 11
Elphinstone	4,638	31 0 5	30 18 0	0 8 7	0 19 10	1 18 0	1 3 8	3,467	704 11 4	318	137 18 4	104 11 3	276 9 4
Elphinstone	1,451,869	220 5 4	429 11 5	7 0 1	1 18 6	72 16 0	...	231	74 14 1	13,133	2,363 16 10	3 16 9	1 7 6
Eltham	24,001	16 8 0	70 0 2	...	0 4 0	0 10 2	...	295	85 5 1	496	179 9 5	0 16 6	2 10 6
Eltham — Building	720	...	...	...	...	...	...	...	...	...	...	...	...
Emberton	96	1 5 8	0 10 9	...	...	...	...	246	36 12 10	4	1 10 1	...	1 6 6
Emerald	3,875	131 18 6	121 4 4	1 1 0	2 3 3	17 12 0	...	552	346 12 6	1,050	482 13 0	...	...
Emu	1,146	14 6 4	45 7 2	2 5 0	6 0 6	0 10 10	...	3,473	1,396 3 6	512	393 5 5	5 1 6	8 1 8
Epping	11,410	43 4 5	34 16 5	2 10 6	69 5 2	14 9 8	...	59	21 2 1	1,663	433 19 7	10 15 0	9 14 4
Epsom	978	1 16 5	6 6 3	0 4 0	0 4 0	0 5 0	...	695	455 5 9	511	236 19 0	...	...
Essendon	901,516	166 0 1	214 4 4	22 9 7	49 9 2	97 11 0	0 14 9	770	329 3 6	14,175	4,022 2 5	...	...
Essendon — Building	24,120	...	...	...	...	...	...	...	...	...	...	...	...
Eureka	23 8 4	230 15 5	425 18 7	0 0 6	38 12 11	...	...	20,495	8,998 18 0	422	89 3 9	1,337 11 0	1,356 8 5
Euroa	2,800 3 11	3 19 2	20 15 5	1 12 3	1 12 3	15 0 7	1 0 10	5412	198 5 11	5,412	3,859 11 11	1,337 11 0	196 12 6
Eurobin	516	29 15 11	64 12 5	0 7 0	1 11 3	4 15 8	...	658	741 8 10	118	162 8 9	0 16 6	1 13 0
Evelyn	5,955	69 3 3	64 12 5	0 7 0	1 11 3	4 15 8	...	4,792	241 4 3	580	164 8 9	1 7 6	4 9 0
Evansley	229	0 14 0	1 12 9	0 6 0	0 6 0	34 11 2	...	439	446 4 9	334	170 6 3	51 5 1	8 9 9
Everton	4,432	22 4 3	50 1 2	10 0 9	0 10 0	42 4 2	...	1,363	446 4 9	239	562 15 0	1 13 0	0 17 3
Fairfield Park	457,989	23 5 1	36 5 9	1 12 3	0 4 6	...	...	47	10 17 2	1,786	27 15 11	...	...
Fair View	81	...	0 9 2	...	...	...	...	63	19 2 11	43	473 1 11	...	...
Federal Manure Siding	3,936	356 3 11	67 4 2	0 4 0	0 14 9	7 6 2	...	3,134	1,031 1 7	3,445	328 5 5	104 10 8	24 13 0
Fern Hill	2,082	16 7 9	66 17 7	4 4 6	0 12 10	31 18 11	...	501	385 11 3	659	286 11 6	0 9 6	...
Fern Hill	3,915	61 13 6	114 14 4	0 16 0	5 7 3	306 19 1	...	1,553	2,421 11 1	403	14,872 9 5	438 0 3	473 2 3
Fitzroy	145,045	21 8 9	20 17 7	1 1 0	0 8 9	8 2 5	...	596	450 13 7	970	758 7 10	239 10 1	40 5 11
Flemington-bridge	1,537	165 0 4	20 9 4	2 5 6	0 8 9	11 10 0	...	...	78 10 11	182	108 5 2	...	...
Footscray	1,927,273	803 10 5	445 15 3	18 3 10	6 2 0	203 9 11	8 18 3	10,590	2,963 3 9	21,919	6,362 17 11	...	0 13 3
Footscray West	1,25,057	912 9 8	74 7 0	5 15 6	1 5 6	22 4 4	...	10,590	2,148 8 0	4,341	267 18 0	...	0 13 3
Forrest	2,276	28 17 7	138 18 2	4 9 9	1 19 3	88 11 8	...	11,222	6,016 18 10	740	573 18 3	13 0 6	19 10 7
Forster	6,456	1,044 4 6	85 5 10	9 9 0	27 17 3	59 9 0	...	942	571 1 4	1,620	1,408 10 8	438 0 9	189 15 0
Frankston	33,921	165 17 1	326 11 1	15 5 0	20 10 2	22 17 8	0 7 6	44,010	4,334 12 3	2,889	803 12 8	15 2 7	112 1 6
Fulham	361	81 14 6	7 8 2	...	0 10 0	13 11 6	...	71	46 10 11	76	43 18 6	...	...
Fulham	...	...	...	...	...	...	...	66	16 1 1	317	140 12 9	0 10 0	4 15 0
Fylan's Creek	905	64 12 2	18 5 11	0 6 0	1 9 6	12 14 8	...	1,063	437 11 9	851	182 1 1	...	3 12 0
Galaquil	36	0 0 10	4 1 4	0 13 3	0 3 6	0 14 2	0 5 5	34	19 10 11	...	...	...	...
Gardenvale	187,548	18 15 5	23 2 3	...	...	...	...	...	...	...	...	...	...
Gardenvale — Building	3,882	...	...	...	...	...	...	...	...	...	...	...	...
Gardenvale — (Free)	18,743	35 8 11	9 12 10	...	...	10 4 0	...	...	...	...	...	...	...

No. 23.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES AND DOGS.		MAILS AND TELEGRAPH.		RENTALS.		MISCELLANEOUS.		GOODS.		LIVE STOCK.	
	Outwards.		Inwards.		Outwards.		Inwards.		Revenue.		Revenue.		Outwards.		Inwards.	
	Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.	
	Number of Passenger Journeys.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Kerrisdale..	878	77 18 8	26 1 4	227 1 8	1 1 0	7 3 4	2 0 9	1 13 0	0 1 0	167 17 0	0 3 9	396	230 7 6	11 10 9	4 19 6	..
Kew—Building Ticks (Free)	837,546	8,717 9 8	176 3 9	227 1 8	7 3 4	1 13 0	2 0 9	1 13 0	167 17 0	0 3 9	176	143 19 9	6 13 6	..	..	..
Kiaia	5,450	85 16 8	7 3 7	26 15 0	0 16 6	0 13 6	0 13 6	0 13 6	34 1 2	..	2,082	761 8 10	0 9 0	..	..	..
Kihara	1,152	88 14 0	263 14 11	43 0 5	2 5 0	2 5 0	2 5 0	2 5 0	59 13 9	0 4 9	1,885	685 4 4	3 0 0	45 4 7	..	..
Kihore	3,986	433 18 1	74 13 9	207 13 0	27 1 9	27 1 9	27 1 9	27 1 9	40 6 0	0 11 0	1,009	242 15 8	140 4 1	206 10 3	..	..
Kihore East	10,635	1,341 16 3	81 19 3	64 1 0	45 3 0	45 3 0	45 3 0	45 3 0	0 15 0	..	..	496 14 3	496 14 3	155 7 4	..	..
Kihore Junction	846	72 16 2	3 16 10	7 6 1	0 3 0	0 3 0	0 3 0	0 3 0	24 1 6	..	8,540	3,976 6 0	455 6 11	180 7 0	..	..
Kingson	3,682	276 21 3	14 8 0	51 7 3	5 3 3	5 3 3	5 3 3	5 3 3	24 1 6	..	6,100	3,976 6 0	11 10 10	4 8 9	..	..
Kinabula	188	12 0 5	1 15 8	14 8 0	..	..	..	..	12 18 6	..	378	121 18 10	..	..	..	..
Kirkstall	409	13 4 2	11 0 11	32 5 8	2 12 6	2 12 6	2 12 6	2 12 6	20 11 6	..	152	71 5 0	89 0 4	12 0 7	..	..
Kiwake	2,378	191 18 8	24 2 6	56 8 3	4 7 0	4 7 0	4 7 0	4 7 0	8 5 1	..	511	239 13 6	179 1 0	84 12 7	..	..
Koonwarra	1,309	119 6 4	59 14 0	107 12 4	7 0 3	7 0 3	7 0 3	7 0 3	24 0 6	..	3,305	995 15 3	27 19 0	28 4 0	..	..
Koo-wee-rup	4,782	507 9 7	7 13 6	1 16 5	0 6 6	0 6 6	0 6 6	0 6 6	10 6 11	..	558	146 9 3	23 4 11	52 0 7	..	..
Koo-wee-rup West	101	2 1 3	4 0 4	5 1 5	..	..	..	..	..	..	..	..	..	..	..	..
Koorong	21,271	290 13 6	4 0 4	5 1 5	..	..	..	..	..	..	..	..	..	..	..	..
Koorong—Building Ticks (Free)	12,800	862 5 9	53 12 2	119 10 11	8 1 11	8 1 11	8 1 11	8 1 11	208 12 3	0 5 6	1,528	1,287 3 0	382 13 1	129 10 9	..	..
Korung Vale	4,379	2,441 4 0	117 10 6	204 9 10	90 10 6	90 10 6	90 10 6	90 10 6	164 0 2	..	14,559	9,182 11 5	1,292 3 6	140 9 4	..	..
Korumbura	16,425	3,793 6 8	398 17 7	378 12 7	48 18 5	48 18 5	48 18 5	48 18 5	952 7 4	-0 10 6	6,237	2,848 16 9	997 1 0	1,688 5 8	..	..
Koyga	287	30 15 4	3 11 3	10 10 11	0 19 0	0 19 0	0 19 0	0 19 0	0 15 0	..	130	182 6 9	483 10 3	337 18 9	..	..
Kurling	838	63 3 1	10 6 3	13 18 1	0 8 0	0 8 0	0 8 0	0 8 0	0 2 0	..	8,179	1,317 17 0	254 16 0	72 11 0	..	..
Kyabram	8,743	1,769 1 8	371 15 6	371 15 6	28 17 6	28 17 6	28 17 6	28 17 6	48 14 2	0 15 3	5,719	3,083 8 0	828 19 2	115 3 3	..	..
Kyaukon	38,758	4,804 15 8	450 1 3	692 14 11	80 3 9	80 3 9	80 3 9	80 3 9	949 5 5	1 7 3	13,846	5,396 15 10	1,390 11 8	1,366 17 9	..	..
Lacey	40	1 15 11	2 8 5	8 14 10	0 2 0	0 2 0	0 2 0	0 2 0	16 8 6	..	1,385	753 19 8	..	..	..	..
Lah	488	39 18 8	43 7 2	142 16 8	8 0 0	8 0 0	8 0 0	8 0 0	25 8 2	0 4 1	1,271	1,018 8 2	298 12 6	12 15 6	..	..
Lake Boga	3,046	555 3 1	0 0 6	0 4 10	0 7 6	0 7 6	0 7 6	0 7 6	0 17 4	..	884	685 7 7	657 9 7	173 3 2	..	..
Lake Buloke	2,406	136 15 1	11 15 3	58 13 1	0 10 6	0 10 6	0 10 6	0 10 6	11 17 3	..	1,231	367 7 7	591 14 5	51 11 11	..	..
Lake Charm	614	188 13 8	15 5 0	50 3 8	0 7 6	0 7 6	0 7 6	0 7 6	6 0 0	..	1,494	1,154 6 9	4 7 6	7 5 3	..	..
Labert	4,925	297 2 8	21 2 1	25 2 3	0 7 6	0 7 6	0 7 6	0 7 6	28 14 6	..	4,017	694 16 10	..	..	..	..
Lal Lal	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Lamrock	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Lancaster	8,980	1,022 9 8	69 2 4	167 8 11	41 0 0	41 0 0	41 0 0	41 0 0	101 12 3	0 5 0	1,858	2,566 3 7	368 15 3	101 17 1	..	..
Lancaster Junction	6,343	338 13 8	29 15 3	34 4 2	3 15 9	3 15 9	3 15 9	3 15 9	27 0 4	..	1,009	275 13 4	351 10 4	25 19 4	..	..
Lang Lang	5,762	844 18 10	90 14 7	194 9 10	17 13 6	17 13 6	17 13 6	17 13 6	30 17 7	..	1,267	623 13 8	535 1 0	443 17 8	..	..
Langwarrin	5,905	844 18 11	6 12 10	39 12 8	0 9 6	0 9 6	0 9 6	0 9 6	1 18 8	..	341	177 14 8	0 7 6	21 1 0	..	..
Lara	9,771	719 15 4	70 16 7	119 2 6	10 10 9	10 10 9	10 10 9	10 10 9	97 12 2	..	16,035	3,154 9 1	232 14 6	88 6 8	..	..
Larport	1,737	239 6 5	19 5 9	27 1 2	0 9 9	0 9 9	0 9 9	0 9 9	2 12 0	..	5,523	2,744 8 2	38 17 0	26 16 3	..	..
Larport	2,619	205 16 6	9 13 6	16 11 8	2 11 6	2 11 6	2 11 6	2 11 6	25 18 9	..	6,698	462 12 1	365 7 3	9 18 9	..	..
Laure	1,885	209 6 6	42 4 11	44 9 6	1 0 0	1 0 0	1 0 0	1 0 0	6 13 9	..	2,619	462 12 1	216 14 2	87 2 0	..	..
Laure	33	1 5 7	0 3 8	0 18 1	..	..	..	..	..	..	5,815	1,186 4 1	2 1 6	..	..	..
Laure	192 0 7	52 6 3	52 6 3	33 0 1	3 3 6	3 3 6	3 3 6	3 3 6	39 6 0	0 0 6	3,192	2,628 9 1	..	..	..	..
Laydon	7,373	452 1 11	17 3 11	76 9 8	3 1 6	3 1 6	3 1 6	3 1 6	25 15 0	..	1,42	3,037 9 3	6 14 3	3 11 0	..	..
Leamonth	7,302	70 4 1	3 11 6	10 11 0	0 2 0	0 2 0	0 2 0	0 2 0	11 19 10	..	6,933	438 6 4	0 8 2	2 14 8	..	..
Leear	1,036	183 14 4	20 18 5	19 13 9	0 6 9	0 6 9	0 6 9	0 6 9	0 10 0	..	1,224	1,364 12 1	0 13 8	0 19 3	..	..
Leonard	16,028	2,750 16 9	257 9 1	396 13 1	30 4 6	30 4 6	30 4 6	30 4 6	105 17 0	0 11 9	9,430	2,210 11 0	2,807 1 0	2,168 17 10	..	..
Leopold	757	37 5 6	12 4 2	3 0 8	0 4 0	0 4 0	0 4 0	0 4 0	..	..	7,472	142 7 5	..	1 6 9	..	..
Leslie	54	2 1 5	0 13 1	2 2 3	..	..	..	..	..	..	535	49 13 10	..	3 8 5	..	..
Leithbridge	5,285	411 10 8	22 18 5	53 8 5	0 19 0	0 19 0	0 19 0	0 19 0	42 10 9	..	4,013	949 10 3	2 9 6	9 19 0	..	..
Llandilo	..	..	0 6 9	2 7 10	..	..	..	..	..	..	5,028	88 18 6	..	..	..	..
Lilloo	684	12 9 9	..	..	..	..	..	..	..	..	215	..	..	..	..	..

No. 23.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS AND TELEGRAPH.		RENTALS.		MISCELLANEOUS.		GOODS.		LIVE STOCK.	
	Number of Passenger Journeys.	Revenue.	Outwards.		Inwards.		Outwards.		Inwards.		Revenue.		Outwards.		Inwards.	
			Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.		
Other ..	2,476	£ s. d. 193 15 7	£ s. d. 175 8 1	£ s. d. 49 5 6	£ s. d. 2 19 3	£ s. d. 0 13 6	£ s. d. 12 0 8	£ s. d. 14 2 0	£ s. d. 0 7 11	£ s. d. 0 6 2	742	£ s. d. 184 2 3	394	£ s. d. 147 4 6	£ s. d. 3 12 0	£ s. d. 10 19 0
Ordnance ..	490	17 15 1	16 16 5	19 2 2	4 3 9	7 2 6	4 3 9	14 10 0	0 7 11	0 6 2	2,591	1,026 14 11	523	118 12 4	5 7 9	30 2 7
Ordnance — Building Tickets (Free)	87,355	1,126 18 6	73 4 10	48 18 1	1 7 4	4 3 9	0 5 9	..	..	..	29	12 16 2	899	187 7 2	..	..
Oatrum North ..	1,380	107 19 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Oatrum ..	4,065	511 17 2	82 1 4	132 9 8	1 17 0	8 9 0	12 0 8	12 0 8	12 0 8	..	21,034	5,486 1 0	1,156	961 7 8	0 13 9	0 13 9
Oatrum ..	3,899	40 19 4	5 8 0	19 3 2	..	0 13 6	15 19 0	15 19 0	15 19 0	..	112	38 9 3	348	340 4 11	7 7 2	7 7 2
Oatrum ..	172	27 4 11	5 14 3	25 10 5	..	0 1 0	4 1 0	4 1 0	4 1 0	..	827	365 17 0	184	151 2 6	3 5 0	3 5 0
Oatrum ..	559	47 10 11	2 15 3	9 1 1	..	0 1 0	8 4	8 4	8 4	..	118	34 8 7	84	36 12 3	..	..
Oatrum ..	992	1 15 8	0 0 6	16 14 10	12 1 6	14 16 5	23 0 7	23 0 7	23 0 7	0 0 6	3,946	681 14 10	6	3 2 6	..	..
Oatrum ..	16	946 5 5	155 18 5	16 14 10	12 1 6	14 16 5	23 0 7	23 0 7	23 0 7	0 0 6	3,946	681 14 10	6	3 2 6	..	..
Oatrum ..	9,866	29 12 3	4 5 7	18 4 1	9 14 6	10 2 0	12 9 0	12 9 0	12 9 0	0 3 6	3,191	884 3 0	1,947	799 7 9	1,120 0 7	1,120 0 7
Oatrum ..	657	361 10 4	17 6 3	45 14 8	0 1 6	10 9 11	18 13 9	18 13 9	18 13 9	..	496	134 14 9	56	45 18 10	1 16 6	1 16 6
Oatrum ..	3,749	41 2 6	3 16 7	16 9 5	0 1 6	10 9 11	18 13 9	18 13 9	18 13 9	..	3,795	1,048 4 8	406	220 1 6	7 15 0	7 15 0
Oatrum ..	703	39 1 11	17 9 2	3 18 0	0 4 6	3 18 0	10 1 0	10 1 0	10 1 0	..	775	175 19 8	591	163 2 4	34 2 8	34 2 8
Oatrum ..	1,286	90 2 6	0 1 0	17 11 1	0 4 3	0 4 6	..	..	..	..	..	..	..	..	..	..
Oatrum ..	42,807	495 19 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Pascoe Vale—Build- ing Tickets (Free)	2,160	14 14 1	6 14 10	17 5 4	0 3 0	0 1 6	15 16 9	15 16 9	15 16 9	..	516	197 2 6	147	67 14 5	0 18 3	0 18 3
Pennycroft ..	369	1075 11 0	79 12 4	225 12 9	100 11 3	43 9 0	86 10 5	86 10 5	86 10 5	..	1,430	1,478 1 3	2,583	1,444 2 2	87 9 11	87 9 11
Pennycroft ..	6,295	54 5 2	4 19 8	4 16 0	0 2 0	0 8 0	9 10 0	9 10 0	9 10 0	..	355	1,478 1 3	2,583	1,444 2 2	87 9 11	87 9 11
Pennycroft ..	639	342 13 9	80 6 3	100 12 0	5 18 6	2 16 0	23 13 1	23 13 1	23 13 1	..	3,969	2,542 14 7	1,356	819 17 3	274 11 11	274 11 11
Pennycroft ..	1,340	30 1 4	16 3 4	48 6 11	1 3 6	1 9 6	39 19 10	39 19 10	39 19 10	..	3,340	1,940 13 5	775	489 9 4	173 13 2	2 13 3
Pennycroft ..	273	293 11 0	14 2 1	10 9 10	2 5 6	4 15 2	56 6 0	56 6 0	56 6 0	..	1,682	512 17 11	251	92 4 5	234 11 6	251 10 9
Pennycroft ..	4,314	422 9 3	23 17 4	51 6 2	1 7 6	6 16 9	3 15 7	3 15 7	3 15 7	..	678	397 9 3	795	374 14 0	330 18 10	330 18 10
Pennycroft ..	392	114 6 5	0 1 0	1 5 8	20 5 6	6 16 9	3 15 7	3 15 7	3 15 7	..	413	487 17 11	577	330 13 1	90 5 6	195 0 3
Pennycroft ..	3,802	383 10 1	151 9 1	69 8 8	5 19 3	6 0 10	1 5 0	4 0 1	4 0 1	..	1,164	419 12 10	800	1,307 15 5	0 10 6	229 9 4
Pennycroft ..	1,869	141 0 3	21 6 11	120 8 9	..	..	..	..	..	..	..	..	..	..	..	..
Pennycroft ..	1,949	181 5 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Pennycroft ..	4,636	1,404 17 9	546 8 4	296 14 8	11 18 0	8 10 0	2 6 6	18 5 6	18 5 6	..	5,026	3,777 13 4	3,971	2,820 3 10	18 1 0	2,210 18 6
Pennycroft ..	928	145 11 2	54 7 4	43 17 0	0 11 0	2 6 6	40 17 3	40 17 3	40 17 3	..	413	423 4 7	194	164 3 6	0 7 6	4 5 0
Pennycroft ..	6,509	1,660 18 9	335 9 5	5 2 6	40 17 3	40 17 3	40 17 3	40 17 3	40 17 3	..	2,725	1,977 10 10	2,768	552 15 10	180 0 0	180 0 0
Pennycroft ..	241,407	2,424 10 7	189 13 5	139 2 8	1 19 0	1 1 6	34 8 0	34 8 0	34 8 0	0 6 9	123,942	27,469 4 6	145,967	47,218 1 4	3 15 6	907 10 10
Pennycroft ..	1,256,266	10,984 6 9	1,319 9 4	683 19 5	5 1 4	0 8 6	11 10 3	11 10 3	11 10 3	0 15 0	1,376	918 8 9	2,375	759 3 0	379 0 9	63 6 4
Pennycroft ..	1,716	297 12 8	13 3 5	68 14 10	4 8 6	5 19 6	11 10 3	11 10 3	11 10 3	0 15 0	1,376	918 8 9	2,375	759 3 0	379 0 9	63 6 4
Pennycroft ..	38	4 6 8	1 16 5	19 0 6	0 3 0	0 5 3	9 2 9	9 2 9	9 2 9	0 3 4	1,467	750 3 2	258	100 13 11	..	3 18 9
Pennycroft ..	500	89 8 4	5 3 5	19 0 6	0 3 0	0 5 3	9 2 9	9 2 9	9 2 9	0 3 4	1,467	750 3 2	258	100 13 11	..	3 18 9
Pennycroft ..	1,400	161 13 8	2 6 0	48 4 6	2 13 9	5 13 9	18 5 6	18 5 6	18 5 6	0 1 2	1,52	114 3 1	111	83 9 9	3 18 9	3 18 9
Pennycroft ..	4,548	1,169 16 3	87 12 5	213 8 7	9 10 10	18 5 6	46 5 2	46 5 2	46 5 2	0 4 3	1,768	1,335 2 4	2,660	2,604 18 8	210 14 8	210 14 8
Pennycroft ..	1,245	354 8 7	43 14 9	100 3 1	1 4 9	8 7 3	21 9 3	21 9 3	21 9 3	0 4 3	1,768	1,335 2 4	2,660	2,604 18 8	210 14 8	210 14 8
Pennycroft ..	1,685	97 6 11	2 4 10	15 17 9	0 9 6	1 2 0	35 6 8	35 6 8	35 6 8	0 2 9	1,707	505 14 1	264	285 15 4	43 6 2	43 6 2
Pennycroft ..	3,103	829 11 9	170 7 4	370 17 5	6 5 3	4 5 3	35 6 8	35 6 8	35 6 8	0 2 9	1,707	505 14 1	264	285 15 4	43 6 2	43 6 2
Pennycroft ..	3,291	1,444 19 1	60 15 3	263 11 9	7 1 0	4 15 9	29 14 11	29 14 11	29 14 11	0 2 9	587	395 19 10	5,141	932 16 7	10 16 10	19 17 5
Pennycroft ..	3,250	192 9 0	13 13 0	23 17 0	0 15 6	1 5 9	29 14 11	29 14 11	29 14 11	0 2 9	587	395 19 10	5,141	932 16 7	10 16 10	19 17 5
Pennycroft ..	5,234	462 10 7	80 15 11	84 19 0	2 12 6	1 5 9	29 14 11	29 14 11	29 14 11	0 2 9	587	395 19 10	5,141	932 16 7	10 16 10	19 17 5
Pennycroft ..	1,013	94 17 7	5 14 5	10 8 6	0 1 8	3 18 0	30 7 0	30 7 0	30 7 0	0 2 0	3,920	1,217 12 1	1,680	845 10 7	116 4 9	116 4 9
Pennycroft ..	1,831	198 10 8	30 6 2	87 19 5	0 11 3	4 0 0	47 12 6	47 12 6	47 12 6	0 10 0	505	157 18 11	1,279	143 18 11	2 31 0	8 15 6
Pennycroft ..	388	12 5 6	2 13 8	10 16 2	0 1 6	0 1 6	47 12 6	47 12 6	47 12 6	0 10 0	505	157 18 11	1,279	143 18 11	2 31 0	8 15 6
Pennycroft ..	173,601	1,610 16 6	47 14 0	30 14 9	0 14 5	0 5 9	47 12 6	47 12 6	47 12 6	0 10 0	505	157 18 11	1,279	143 18 11	2 31 0	8 15 6
Pennycroft ..	11,256	23 13 7	1 2 9	0 4 8	..	..	..	..	..	..	..	..	..	..	..	..
Pennycroft ..	1,640	369 6 8	20 0 8	29 12 7	103 9 4	11 1 9	3 7 4	3 7 4	3 7 4	1 10 0	1,62	29 17 5	2,986	450 10 7	67 9 6	33 5 6
Pennycroft ..	26,466	900 3 6	905 9 7	17 3 4	17 3 4	2 16 6	2 0 0	2 0 0	2 0 0	2 16 8	7,805	1,773 7 7	801	323 5 6	..	..
Pennycroft ..	2,238,654	20,395 19 9	33 16 11	38 9 5	8 17 6	6 9 0	11 0 9	11 0 9	11 0 9	..	2,976	1,695 10 6	756	286 10 8	143 8 0	5 10 3
Pennycroft ..	5,485	530 17 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..

No. 23.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS AND TELEGRAPH.		RENTALS.		MISCELLANEOUS.		GOODS.		LIVE STOCK.	
	Outwards.		Inwards.		Outwards.		Inwards.		Outwards.		Inwards.		Outwards.		Inwards.	
	Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Stavell	22,130	5,797 15 8	443 2 1	842 8 5	61 17 7	49 1 10	..	..	44 0 3	0 13 9	25,126	8,853 7 0	13,878	10,197 4 6	533 18 7	533 18 7
St. James	3,556	591 14 6	41 8 9	112 7 8	3 0 6	13 4 10	..	..	46 15 2	0 13 9	3,536	1,960 17 5	1,617	1,140 15 5	223 3 11	223 3 11
St. Kilda	1,665 257	14,194 17 7	214 12 3	301 1 4	4 19 6	1 12 6	..	..	240 9 0	1 3 4	134	58 11 0	12,276	2,429 14 7	539 8 10	19 19 6
Stranraer	2,241	86 15 2	3 14 6	8 4 10	0 3 0	0 0 6	..	..	..	..	15	20 9 3	10	4 19 6	..	..
Stratford	10,093	1,260 15 7	98 15 5	206 0 1	32 16 3	21 0 3	..	..	59 8 0	18 10 0	1,894	1,094 16 3	1,420	978 7 7	24 11 4	24 11 4
Stratford-on-Avon	5,512	438 15 9	32 11 5	92 16 1	15 12 6	0 0 3	..	..	15 19 7	..	1,138	769 10 7	1,530	919 3 4	77 13 6	77 13 6
Stoney Creek	1,739	145 5 11	16 11 7	28 12 1	0 18 3	1 2 6	..	..	6 11 7	..	143	155 6 10	623	503 4 11	0 16 8	0 16 8
Stony Point	1,745	305 19 11	33 2 11	77 18 11	14 12 3	14 4 6	..	..	1 10 3	..	269	286 17 7	623	503 4 11	129 2 11	129 2 11
Stony Point	3,292	351 2 7	171 8 8	167 2 9	2 6 9	7 2 9	..	..	10 13 0	..	575	297 7 7	797	312 15 5	19 5 7	19 5 7
Salford	1,402	44 12 5	0 1 3	4 14 8	4 11 6	8 10 6	..	..	8 11 0	..	79	36 7 0	46	15 11 8	0 10 0	0 10 0
Sandwich	24,000	4,403 7 1	193 3 5	273 7 5	48 13 6	3 1 3	..	..	56 6 11	0 4 5	824	284 9 10	5,149	1,217 7 10	306 11 1	306 11 1
Sandwich	59,450	1,000 13 10	124 15 2	52 16 9	2 7 6	3 1 3	..	..	38 15 9	..	3,598	3,048 9 3	9,784	2,045 4 0	2 9 4	2 9 4
Sandwich	4,200	5,506 8 1	92 4 10	124 1 1	6 16 11	1 8 9	..	..	23 4 10	0 13 4	143	80 17 10	6,205	1,142 2 10	7 11 9	7 11 9
Sandwich	409,238	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Sandwich	7,020	9 13 9	0 2 8	9 18 10	..	..	..	..	9 12 0	..	2,790	1,151 14 0	..	173 14 10	129 13 6	129 13 6
Sandwich	8,356	3,378 13 1	203 15 1	651 9 2	45 19 2	68 1 3	..	..	101 6 10	0 9 3	1,752	2,077 9 2	345	7,587 5 7	612 14 3	612 14 3
Sandwich	2,311	17 19 9	0 4 4	17 8 6	0 10 0	0 17 1	..	..	17 15 8	..	1,468	632 18 8	176	113 1 1	2 8 6	2 8 6
Sandwich	4,444	167 10 4	14 6 10	4 19 10	0 10 0	0 7 0	..	..	0 10 0	..	2	42 13 9	617	113 1 1	21 19 4	21 19 4
Sandwich	1,408	114 18 2	22 15 8	35 12 8	18 9 0	13 15 3	..	..	36 3 10	..	3,226	1,202 17 10	591	250 5 8	11 12 10	11 12 10
Sandwich	1,935	229 8 7	9 14 3	2 14 3	..	..	..	..	9 3 11	..	113	66 1 9	107	47 7 7	..	..
Sandwich	10,534	953 2 0	104 13 7	194 8 9	5 11 3	5 4 13	..	..	31 7 0	..	2,444	1,146 1 4	2,597	1,284 14 0	36 12 1	36 12 1
Sandwich	9,990	2,244 3 0	190 17 8	477 18 2	73 14 3	47 0 11	..	..	96 16 5	0 1 6	1,813	2,897 2 10	4,396	6,940 19 5	1,975 2 7	1,975 2 7
Sandwich	3,993	35 12 0	35 12 0	100 9 0	15 8 0	42 9 6	..	..	114 18 2	0 5 2	3,995	1,132 17 8	582	320 18 7	60 11 0	60 11 0
Sandwich	2,951	438 8 0	32 17 9	178 14 3	1 2 9	1 5 6	..	..	41 19 5	..	3,051	1,392 18 0	1,287	879 2 8	26 6 11	26 6 11
Sandwich	2,277	249 16 9	14 14 7	59 12 1	..	0 9 8	..	..	10 6 8	..	2,466	850 8 5	873	397 15 2	53 18 1	53 18 1
Sandwich	30	1 1 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Sandwich	6,777	422 6 6	47 0 7	68 19 7	0 14 6	6 2 9	..	..	12 18 5	..	755	200 6 6	303	227 19 5	4 0 5	4 0 5
Sandwich	2,718	604 5 1	45 1 10	149 16 8	0 18 6	6 19 3	..	..	3 15 0	0 0 6	6,701	1,616 4 4	1,584	1,365 8 4	7 7 8	7 7 8
Sandwich	202	17 13 9	1 5 5	12 7 13	0 2 6	0 1 3	..	..	9 17 9	..	1,146	236 16 8	250	101 4 2	6 11 6	6 11 6
Sandwich	237	17 13 9	1 5 5	12 7 13	0 2 6	0 1 3	..	..	11 7 4	..	1,875	1,053 19 4	390	237 6 6	7 9 2	7 9 2
Sandwich	895	62 5 5	9 0 10	11 10 6	13 5 2	12 1 0	..	..	10 8 4	..	155	47 16 3	34	10 1 7	0 7 6	0 7 6
Sandwich	2,028	119 11 7	9 1 3	48 4 10	5 7 9	0 17 6	..	..	12 1 10	..	1,494	553 2 1	577	362 4 10	2 13 7	2 13 7
Sandwich	1,563	188 17 3	28 9 9	60 13 9	..	..	..	..	10 17 11	..	282	253 12 10	157	111 2 5	0 9 3	0 9 3
Sandwich	5,950	1,131 9 6	102 11 6	257 13 9	12 9 6	20 9 9	..	..	75 15 9	0 2 0	4,964	2,038 9 9	2,929	2,438 12 9	138 2 9	138 2 9
Sandwich	285	15 3 5	1 18 1	8 14 2	8 3 0	0 2 0	..	..	12 0 0	..	590	253 13 7	196	98 3 1	230 7 7	230 7 7
Sandwich	926	88 1 3	4 14 1	20 19 4	8 3 0	0 16 9	..	..	17 19 0	..	358	400 2 2	203	148 6 10	15 13 0	15 13 0
Sandwich	20	3 18 4	0 14 8	1 8 8	..	..	..	..	..	..	..	..	..	..	..	..
Sandwich	26,492	4,659 6 1	306 9 3	635 7 2	37 9 0	150 0 2	..	..	132 0 1	..	3,219	3,323 2 0	10,864	5,170 5 1	1,243 2 2	1,243 2 2
Sandwich	171	1 16 0	1 11 4	24 4 8	1 3 7	0 0 6	..	..	6 14 7	1 0 0	64	3 3 9	821	175 18 9	..	..
Sandwich	251,898	1,817 19 9	16 19 2	24 4 8	..	..	..	..	8 19 9	..	..	..	..	..	..	..
Sandwich	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Sandwich	1,802	250 13 2	27 5 5	131 13 9	0 17 9	0 8 9	..	..	61 12 0	0 11 3	1,151	680 10 11	994	751 18 4	106 8 3	106 8 3
Sandwich	1,886	177 5 8	32 19 0	143 10 2	27 16 7	3 13 0	..	..	37 2 1	..	3,359	864 8 1	439	365 1 0	63 2 6	63 2 6
Sandwich	1,873	463 10 5	35 4 2	74 19 9	20 0 0	14 5 6	..	..	35 13 5	0 4 9	548	3,102 1 4	4,857	4,960 6 1	437 17 8	437 17 8
Sandwich	2,243	1,070 13 8	52 5 11	227 14 1	17 1 3	18 17 9	..	..	35 1 8	0 10 0	1,058	862 13 1	1,196	696 1 4	23 19 4	23 19 4
Sandwich	2,105	239 15 7	26 4 10	72 3 3	2 7 0	54 13 6	..	..	54 13 6	..	10,229	2,229 12 6	2,114	937 0 10	37 4 4	37 4 4
Sandwich	3,271	454 3 1	10 15 9	79 2 2	2 7 0	10 12 9	..	..	21 19 1	..	3,313	1,552 11 0	882	608 3 8	100 14 9	100 14 9
Sandwich	7,929	938 19 2	32 8 11	116 17 8	27 16 0	29 14 9	..	..	21 19 1	..	3,313	1,552 11 0	2,400	2,347 11 6	3 3 6	3 3 6
Sandwich	3,984	618 15 8	35 4 11	116 17 8	27 16 0	29 14 9	..	..	21 19 1	..	3,313	1,552 11 0	2,400	2,347 11 6	3 3 6	3 3 6
Sandwich	4,332	710 11 6	43 15 4	163 19 8	10 2 0	4 8 6	..	..	27 10 9	..	660	510 2 2	1,200	1,001 12 0	204 11 9	204 11 9

APPENDIX No. 24.

Act No. 2119.

To further amend the Laws relating to the Victorian Railways.

[16th December, 1907.]

BE it enacted by the King's Most Excellent Majesty by and with the advice and consent of the Legislative Council and the Legislative Assembly of Victoria in this present Parliament assembled and by the authority of the same as follows (that is to say):—

Short title and construction.
Nos. 1135, 1250, 1439, 1825, 1946, 2034.

1. This Act may be cited as the *Railways Act 1907*, and shall be read and construed as one with Part II. of the *Railways Act 1890* which Act and any Acts amending the same and this Act may be cited together as the *Railways Acts*.

Officers, &c. becoming insolvent.

2. If any officer or employé of the Commissioners become insolvent or apply to take the benefit of any Act now or hereafter to be in force for the relief of insolvent debtors, or by any deed or other writing compound with his creditors, or make an assignment of his salary for their benefit he shall be deemed to have forfeited his office unless he satisfies the Commissioners that such embarrassment has not been caused or attended by any fraud extravagance or dishonorable conduct.

Railway Accident and Fire Insurance Fund.

Repeal.

3. Sections forty-five and forty-six of the *Railways Act 1891* and section three of the *Railways Act 1904* are hereby repealed.

Limit of damage &c. recoverable against Commissioners as carriers.
No. 1250 s. 45 (1).

4. In any action brought against the Commissioners or any of their officers or employés for any wrongful act neglect or default of the Commissioners as carriers of passengers the court or the jury shall not find or assess nor shall judgment be given or entered for the plaintiff for damages for any sum of money exceeding Two thousand pounds sterling.

Railway Accident and Fire Insurance Fund.
Ib. s. 46 (1).

5. (1) The Commissioners shall establish a permanent fund to be kept in the Treasury and to be called the *Railway Accident and Fire Insurance Fund* and all moneys standing to the credit of the *Railway Accident Fund* at the date of the commencement of this Act shall be deemed and taken to be part of the *Railway Accident and Fire Insurance Fund*.

See No. 1250 s. 46 (2).

(2) Subject to this section the Commissioners shall pay into such fund the sum of Ten shillings for every One hundred pounds sterling of the revenue of the Victorian Railways.

No. 1250 s. 46 (3).

(3) No money shall be paid into the said fund when the same amounts to the sum of One hundred thousand pounds sterling, but whenever by payments thereof such fund is at any time reduced below such sum then as often as the same occurs payments pursuant to this section shall be resumed until such sum is again reached.

Application of fund.

6. There shall be paid out of the said fund—

- (a) The amount of damages recovered in any action or actions at law arising out of any injury caused to any person other than an officer or employé of the Commissioners (whether resulting in the death of such person or not) by any wrongful act neglect or default of the Commissioners or any of their officers or employés and the costs of the action, or
- (b) Any amount that may without action at law be allowed by the Commissioners as compensation for any injury caused as aforesaid, or
- (c) Any damages arising out of or in consequence of such injury to any person other than an officer or employé of the Commissioners, or
- (d) Any amount which may from time to time be authorized by the Commissioners as compensation to any officer or employé of the Commissioners for injury sustained while in the execution of his duty and for damages arising out of or in consequence of such injury or in the event of death being caused thereby such compensation as may be allowed by the Commissioners to the widow children or other near relatives dependent upon such officer or employé, or
- (e) The amount of any loss or damage by fire to any buildings plant stores or properties of the Commissioners, or
- (f) The amount of any loss in connexion with or damage to any goods parcels luggage or other property in the custody or under the control of the Commissioners for the safe keeping of which they may be responsible, or
- (g) The amount of any sum allowed or payable by the Commissioners in respect of loss or damage caused by railway engines or by the neglect or default of employés whilst engaged in burning off within railway boundaries.

Temporary advance from the Public Account.
No. 1250 s. 45 (2).

7. If at any time the balance to the credit of the said fund is not sufficient for the payment of any amounts authorized to be paid thereof as aforesaid, then the said amounts may be temporarily issued and applied out of the Public Account and the amounts so temporarily issued and applied shall as soon as practicable be refunded and paid back into the Public Account out of the moneys in the said fund.

Restrictions with regard to Pay of Officers and Employés.

8. (1) No order shall be made by any Court Judge or Justice for the attachment of the salary or wages or pay of any officer or employé within the meaning of the Railways Acts. Railway pay not attachable
- (2) No assignment made after the coming into operation of this section by any such officer or employé of the whole or any part of his salary or wages or pay as an officer or employé of the said Board or Commissioners shall have any force or validity anything in any law or practice to the contrary notwithstanding. or assignable. No. 1142 s. 63 (6)
- (3) This section shall come into operation on the first day of January One thousand nine hundred and eight. Commencement.

Sale of Railway Passenger Tickets.

9. In the following sections of this Act—
- (a) “agent” means any agent person firm partnership corporation or association of any kind but does not include officers or employés of the Commissioners, and Meaning of agent.
- (b) “ticket” or “tickets” means any ticket pass symbol or evidence of a right to travel as a passenger upon any railway in Victoria of whatever substance such ticket is made.
10. Nothing contained in this Act shall be deemed to prevent any officer or employé of the Commissioners selling or exchanging or issuing any ticket in the ordinary course of official duty. Sales by officers and employés.
11. (1) Subject to such terms and conditions as the Commissioners think fit they may authorize any agent for any specified time to sell or issue tickets in the State of Victoria. Authority of agent.
- (2) The Commissioners shall provide every agent so authorized with a certificate setting forth the authority of such agent to sell or issue tickets, and such certificate shall be signed and issued by the Secretary for Railways.
- (3) The Commissioners may at any time cancel the authority of any agent to sell or issue tickets and such agent shall on demand deliver up his certificate to the Secretary for Railways.
- (4) No agent shall do any act in connexion with the selling or issuing of tickets unless thereto authorized as aforesaid by the Commissioners.
12. Every agent authorized as aforesaid shall have a fixed office or place of business, and such agent shall keep the said certificate posted up in a conspicuous position in such place of business. Place of business.
13. (1) Unless authorized by the Commissioners so to do no person shall sell or exchange or transfer or offer to sell or exchange or transfer in the State of Victoria the whole or any part of any ticket. Unlawful to sell railway tickets without authority.
- (2) No legal proceedings shall unless expressly authorized in writing by the Attorney-General be taken against any person for a contravention of this section.
14. (1) No person shall—
- (a) set up establish maintain conduct or operate or assist in any office or place of business within Victoria for the sale exchange or transfer of the whole or any part of any ticket; or Or to have place of business for sale, &c., of railway tickets
- (b) occupy or be employed in any office or place of business within Victoria upon or within or in connexion with which is attached or displayed any sign bearing the words “Railway Ticket Office” or “Railway Tickets” or “Ticket Broker” or any word or words or combination of words intended or calculated to advertise or notify to the public that the whole or any part of any railway ticket or pass or evidence of a right to travel as a passenger upon Victorian railways is or may be sold bought or exchanged or transferred therein.
- (2) Sub-section (1) of this section does not apply to an agent authorized under this Act by the Commissioners whilst acting pursuant to such authority or to any servant of such agent.
15. No person shall—
- (a) without lawful authority or excuse make or bring into Victoria or assist in making or bringing into Victoria any ticket; or Prohibition on unlawful importation, &c. of tickets
- (b) counterfeit or assist in counterfeiting any ticket.
16. No person shall without lawful authority or excuse place erase omit or alter or assist in placing erasing omitting or altering any printed written engraved lithographed or stamped word letter mark or figure on or from a ticket.
17. (1) In any prosecution for a contravention of the provisions of section thirteen of this Act the onus of proof that he has not been guilty of such a contravention shall be on the defendant. Onus of proof.
- (2) Any person who is guilty of a contravention of any of the provisions of this Act shall be deemed guilty of an offence and shall on conviction thereof before a court of petty sessions be liable to a penalty for a first offence of not more than Twenty pounds and for a second or subsequent offence to a penalty of not more than Forty pounds or to imprisonment for any term of not more than three months or to both such penalty and imprisonment. Penalties.

Service on Juries.

18. All officers and employés of the Commissioners shall be exempt from serving as juror under any law whatsoever. Exemption from jury service.

APPENDIX No. 25.

Act No. 2133. •

To establish Two Permanent Railway Reserve Funds.

[23rd December, 1907.]

BE it enacted by the King's Most Excellent Majesty by and with the advice and consent of the Legislative Council and the Legislative Assembly of Victoria in this present Parliament assembled and by the authority of the same as follows (that is to say):—

Short title
construction
and
commence-
ment.

Nos. 1135, 1250,
1439, 1925, 1946
2034.

1. (1) This Act may be cited as the *Railway Funds Act* 1907, and shall be read and construed as one with Part II. of the *Railways Act* 1890 which Act and any Acts amending the same and this Act may be cited together as the *Railways Acts*.

(2) This Act shall commence and come into operation on the first day of July One thousand nine hundred and eight.

Interpretation
of terms.

2. In this Act—

- (a) the word "interest" includes all charges and expenses connected therewith ;
- (b) the expression "net railway revenue" for any year means so much of the gross revenue of the railways during that year as remains after the deduction therefrom of the working expenses of the railways for that year ;
- (c) the expression "Railway Loan Funds" means the total amount of outstanding public loans secured on the Consolidated Revenue of Victoria expended for railways and allocated or charged to the Commissioners ;
- (d) the expression "surplus railway revenue" for any year means the net railway revenue in such year after deducting therefrom all interest in respect of that year on Railway Loan Funds ; and
- (e) The word "year" means financial year.

Railway
Interest
Reserve Fund.

Application of
fund.

3. (1) The Commissioners shall establish a permanent fund to be kept in the Treasury and to be called the *Railway Interest Reserve Fund*.

(2) Any moneys standing to the credit of such fund shall be available and used only for the purpose of paying thereout interest on *Railway Loan Funds* to the extent to which the net railway revenue for any year may be insufficient to pay such interest.

Railway
Additions and
Improvements
Fund.

Application of
fund.

4. (1) The Commissioners shall also establish a permanent fund to be kept in the Treasury and to be called the *Railway Additions and Improvements Fund*.

(2) Any moneys standing to the credit of such fund shall be available and used only for the purpose of paying thereout such expenditure as Parliament may authorize for additions and improvements on existing railways and for equipment and rolling-stock.

Application of
surplus
revenue of
railways.

5. The surplus railway revenue for any year after deducting therefrom all superannuation or retiring allowances compensation and gratuities paid for such year in respect of railway service as Commissioners officers or employes shall be placed one-half to the credit of the said *Railway Interest Reserve Fund* until it amounts to the limit of Three hundred thousand pounds, and one-half to the credit of the said *Railway Additions and Improvements Fund* until it amounts to the limit of Two hundred thousand pounds.

Payments into
funds.

6. (1) Whenever by payments thereout either of such funds is reduced below the said limit of such fund then as often as the same occurs payments out of the surplus railway revenue into such fund shall subject to the deductions as aforesaid be resumed until the said limit is again reached.

Pro rata
payments.

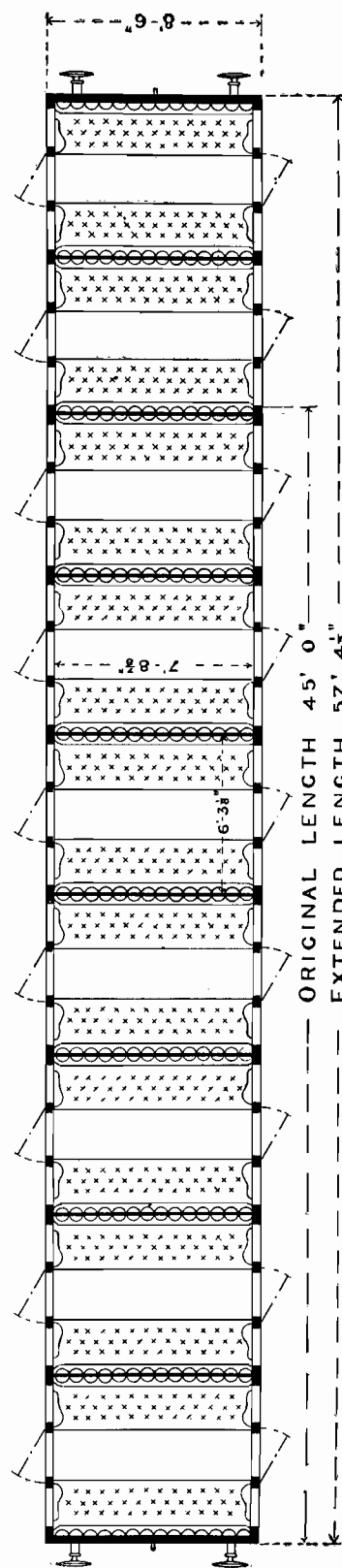
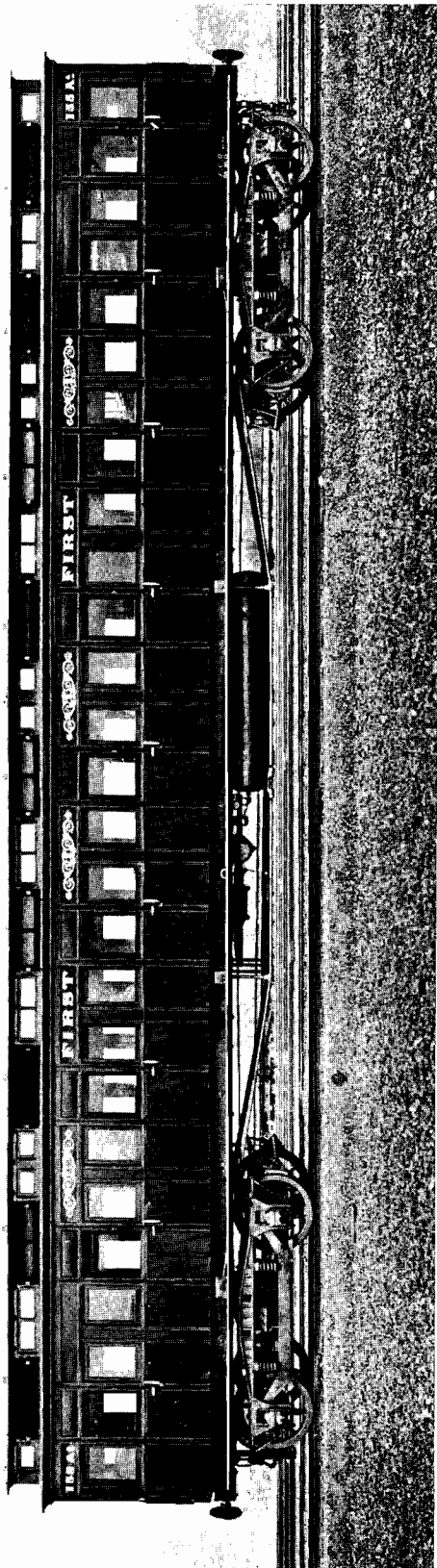
(2) In the event of the surplus railway revenue after deductions as aforesaid for any year not being sufficient to restore each of the said funds to the said limit thereof the payments to be made into each such fund out of the surplus railway revenue shall be *pro rata* to the extent of the amount necessary to reach the limit thereof.

Application
of interest
on funds.

7. All interest accruing from the said two funds shall from time to time be applied towards the payment of interest on the *Railway Loan Funds*.

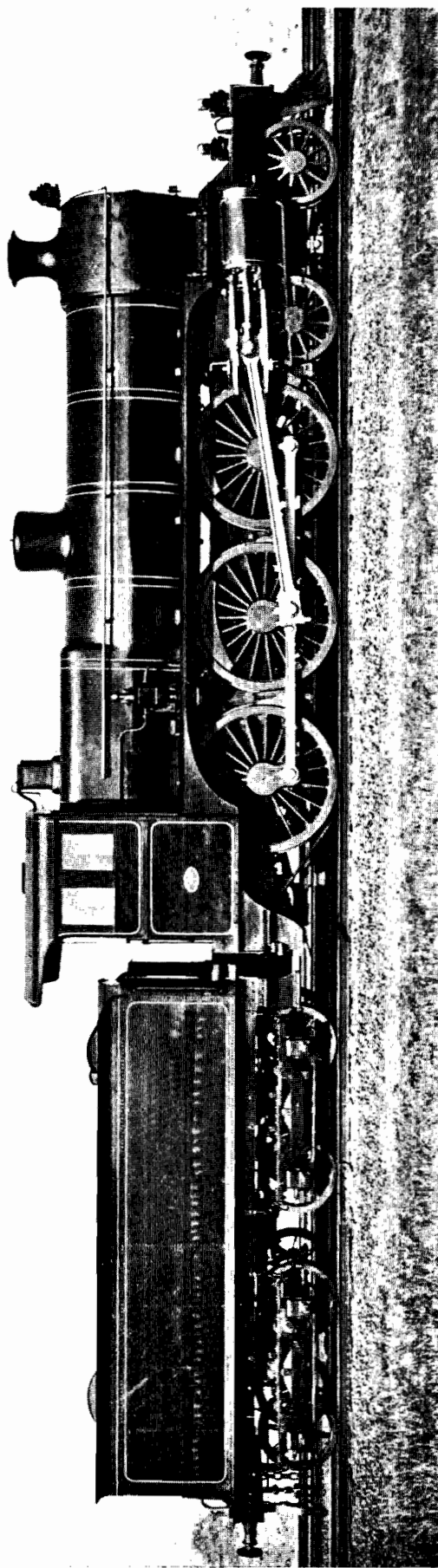
References to
Auditor-
General.

8. The respective amounts for any year of the gross net or surplus railway revenue or working expenses or interest on *Railway Loan Funds* or of the said superannuation or retiring allowances compensation and gratuities or of the amount at any time of the *Railway Loan Funds* shall for the purposes of this Act be finally and conclusively determined by the Auditor-General whenever requested by the Treasurer or the Commissioners.

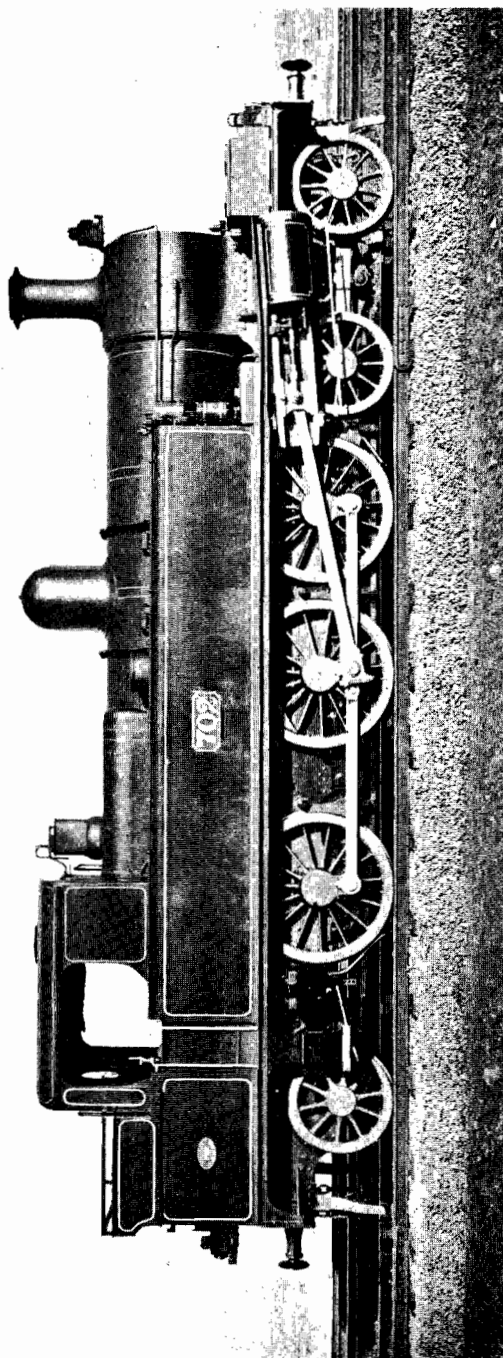


SUBURBAN CAR, FIRST CLASS, LENGTHENED BY TWO COMPARTMENTS.

Original Seating Capacity, 70 Passengers. Altered Seating Capacity, 90 Passengers.

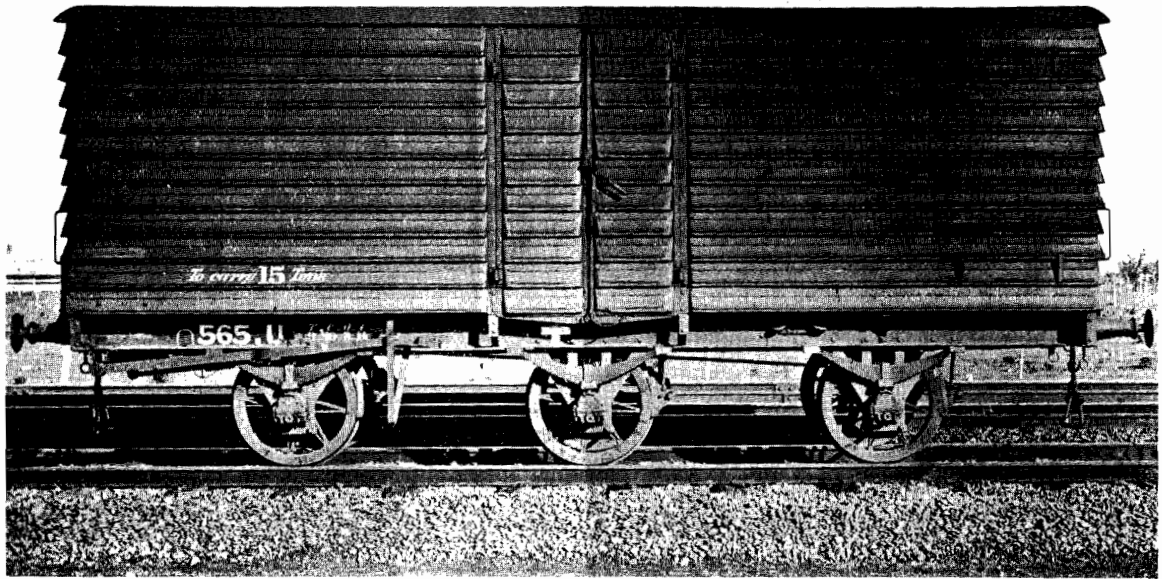


EXPRESS AND PASSENGER LOCOMOTIVE, A2 CLASS. TRACTIVE POWER 25,480 LBS.

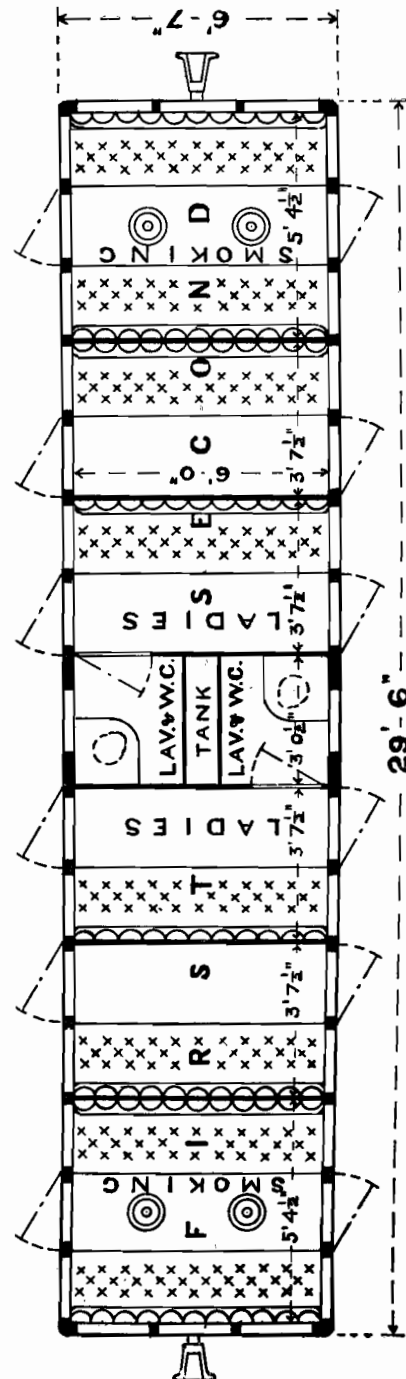
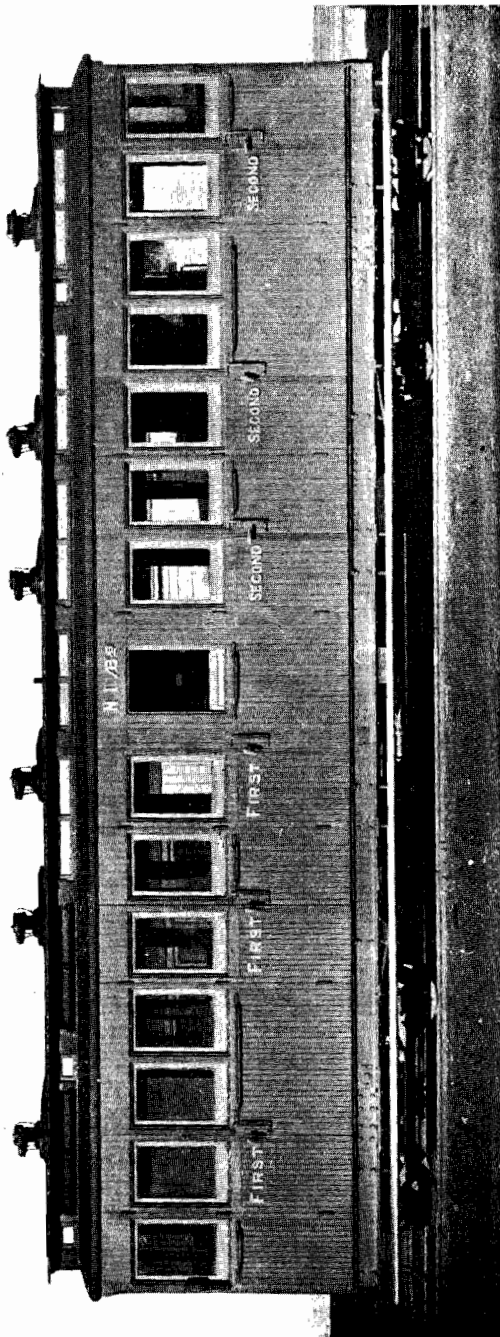


SUBURBAN PASSENGER LOCOMOTIVE, DDE CLASS.

Adapted from Dp Class. Tractive Power 20,780 lbs.



LOUVRE TRUCK FOR USE ON PASSENGER TRAINS.



COMPOSITE CAR FOR 2 FT. 6 IN. GAUGE LINES.

Seating Capacity, 32 Passengers.

DIAGRAM N° 1

AVERAGE MILEAGE WORKED

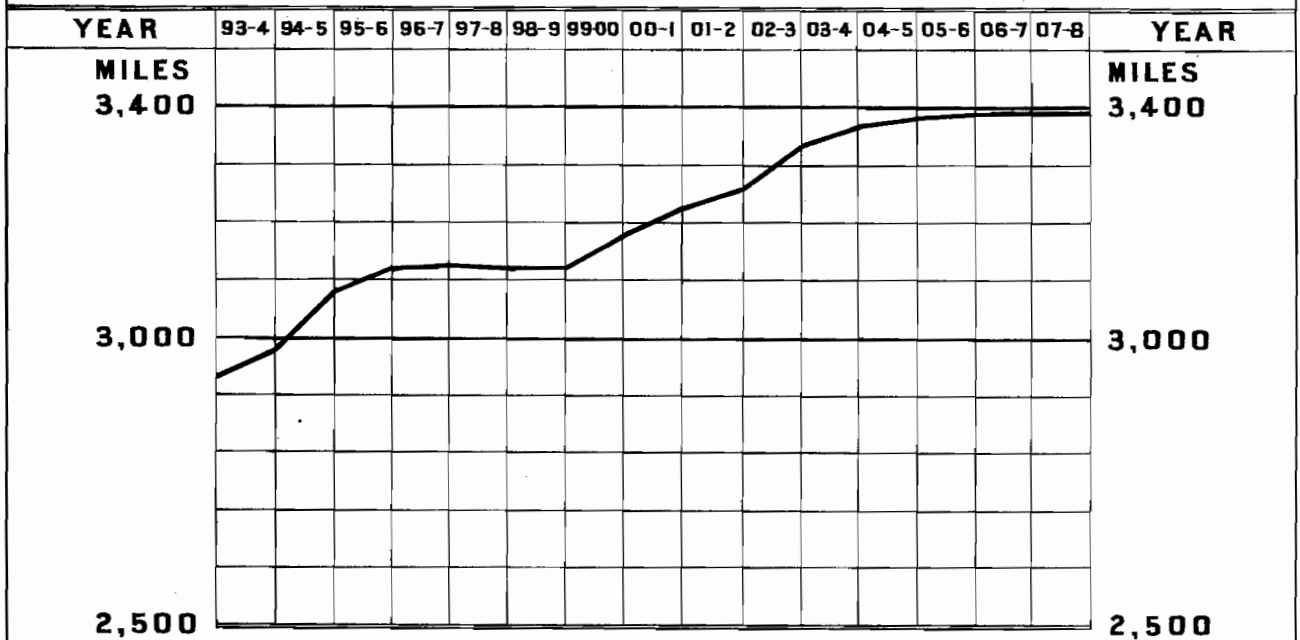


DIAGRAM N° 2

AVERAGE COST PER MILE

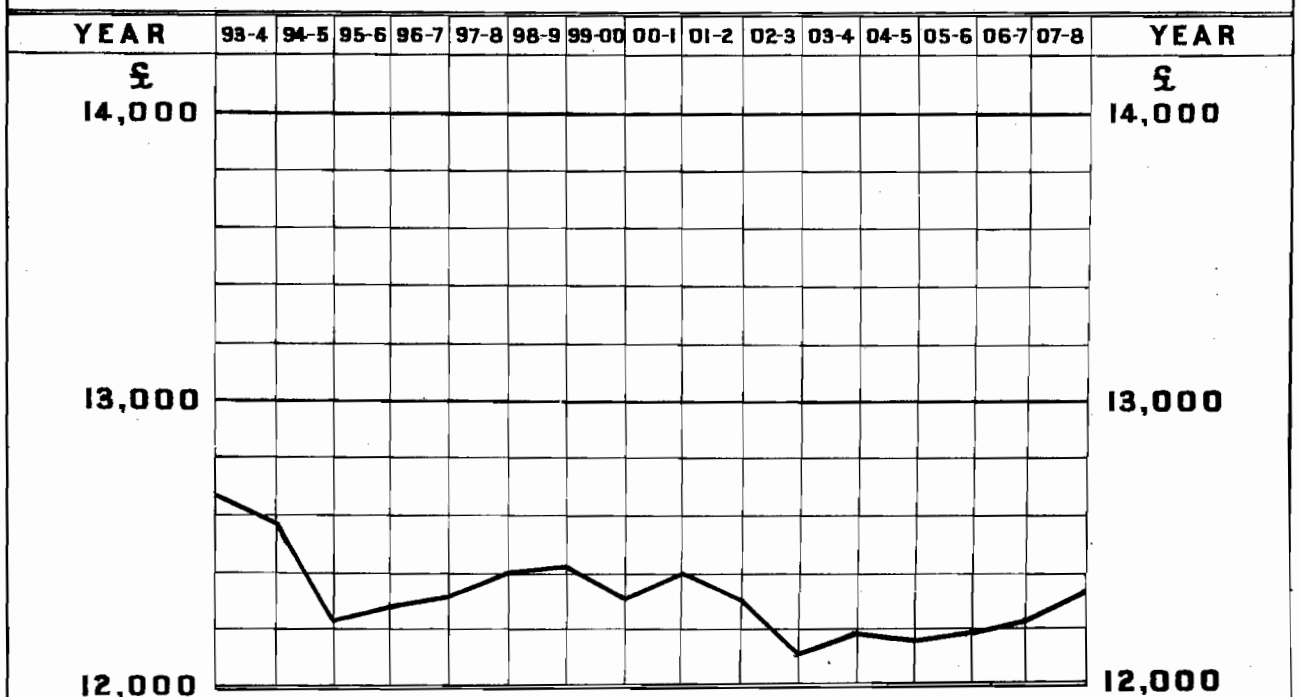


DIAGRAM N° 3

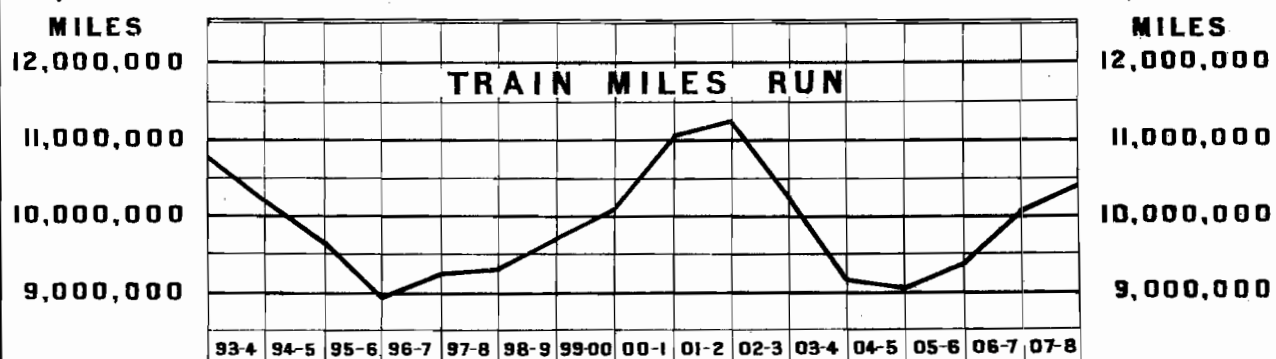
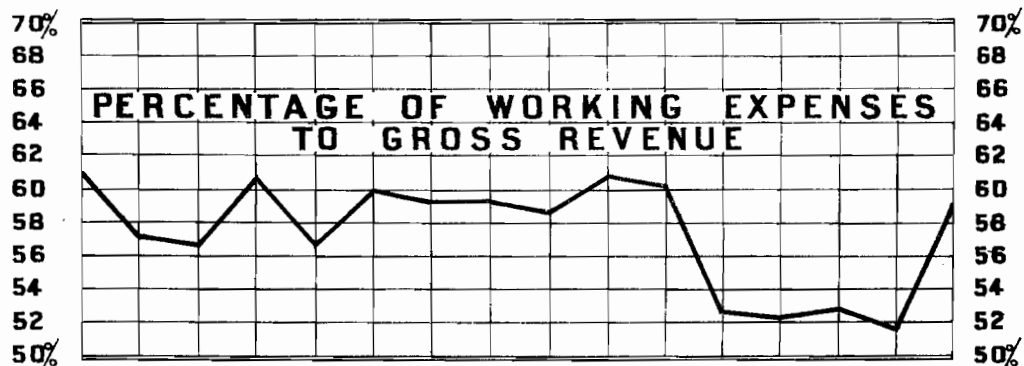
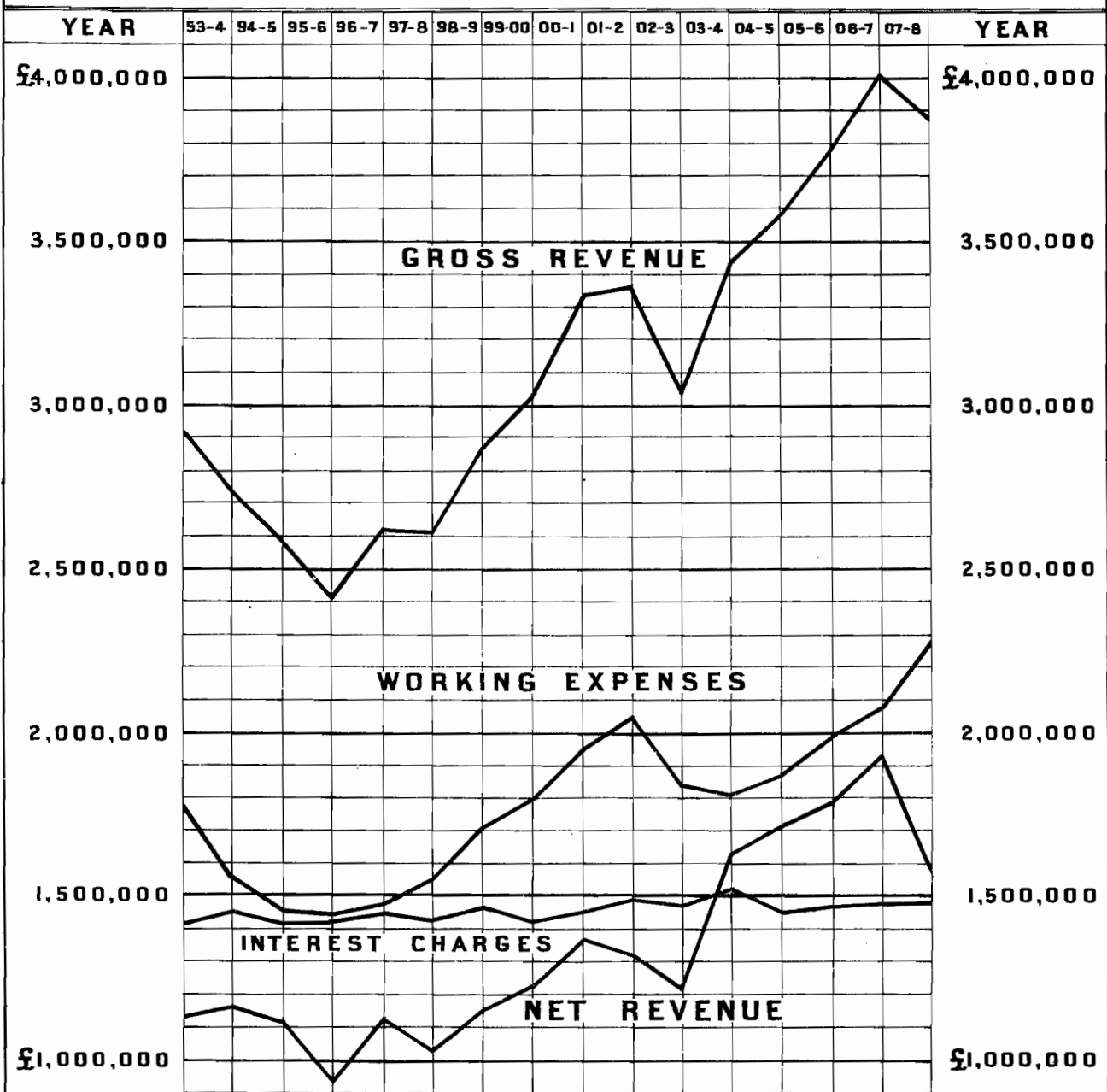


DIAGRAM N° 4

PER AVERAGE MILE OF RAILWAY OPEN

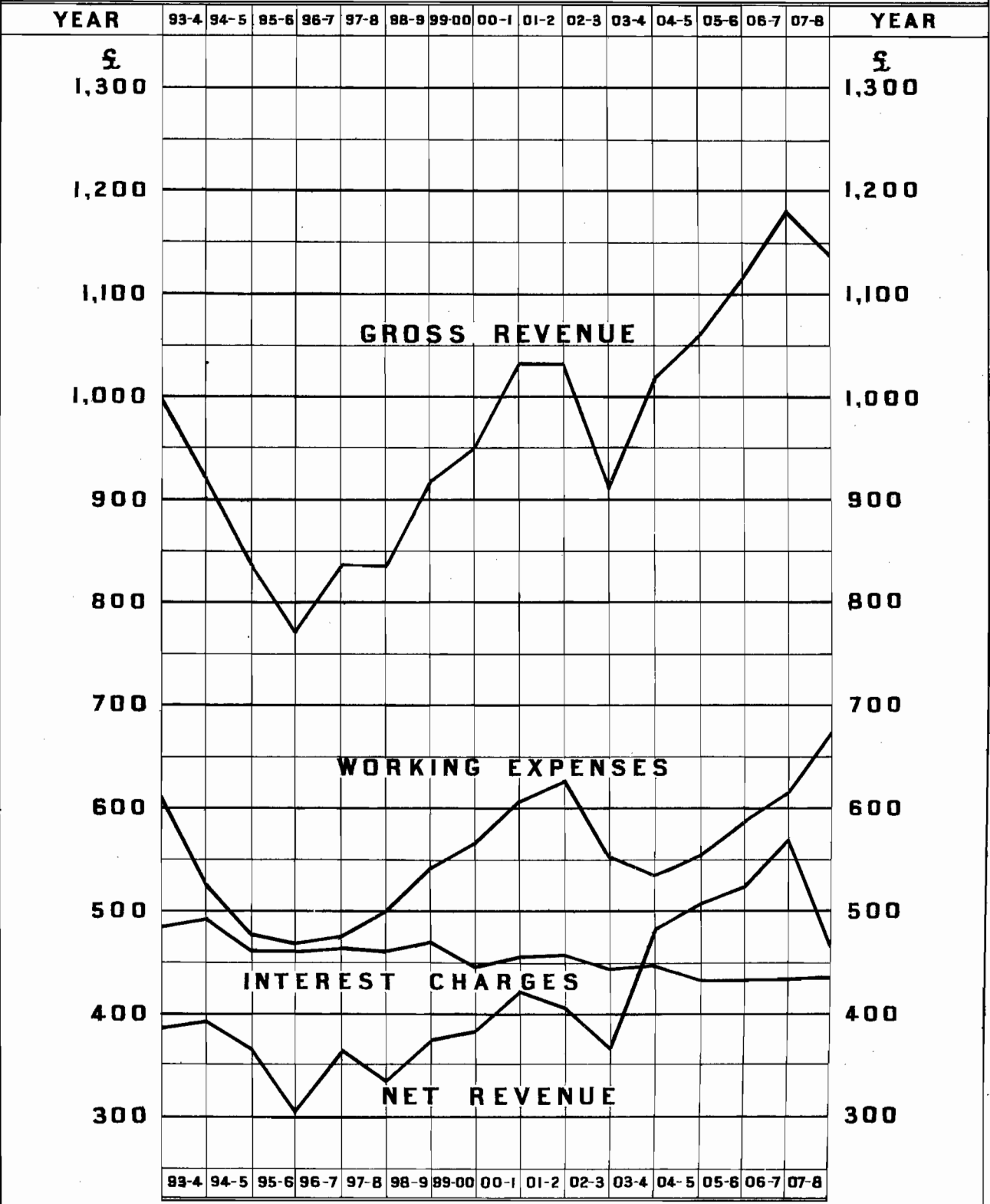
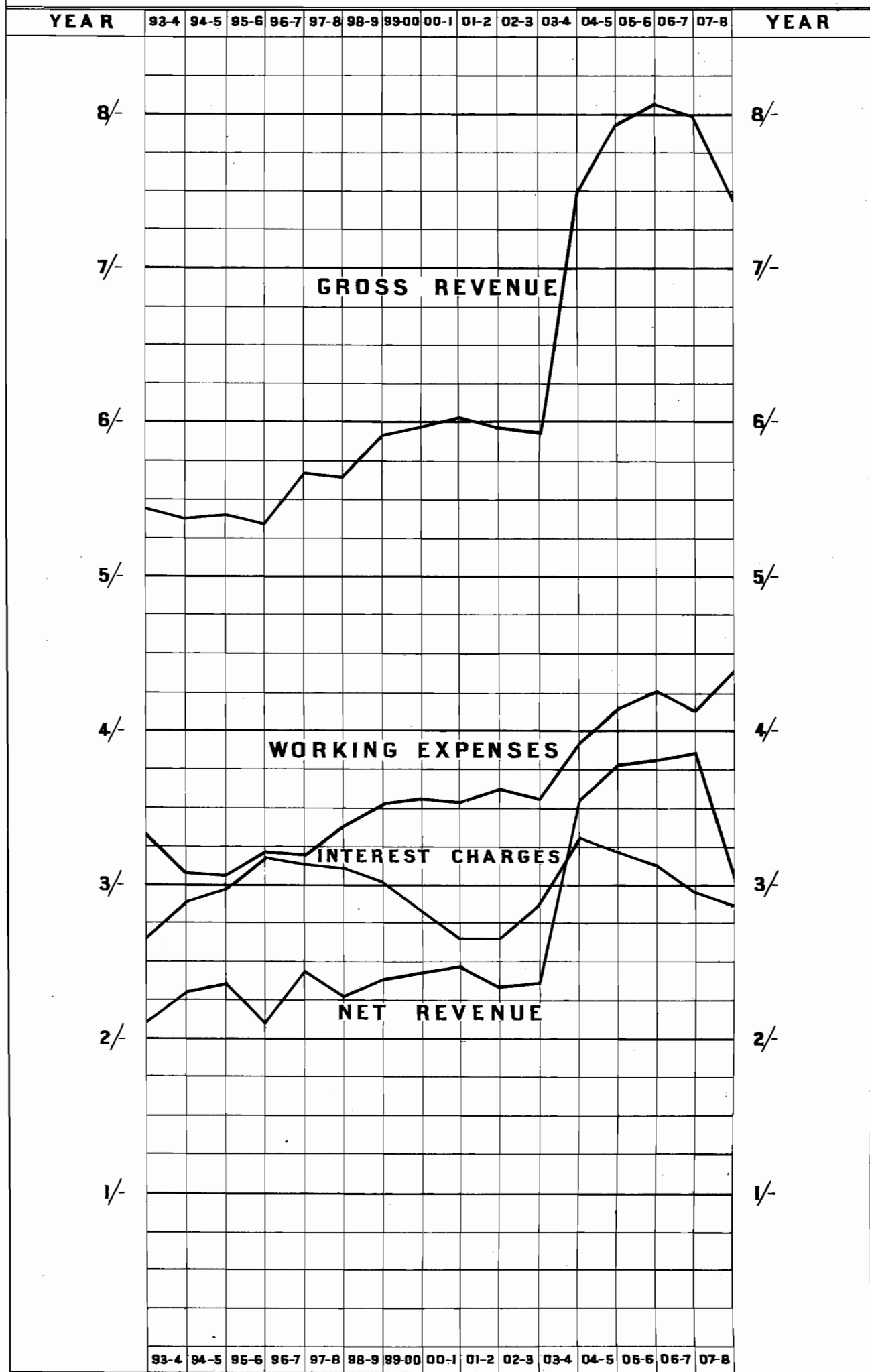


DIAGRAM Nº 5

PER TRAIN MILE RUN





Railway Map
OF
VICTORIA
Showing Victorian Government Railways
(in Red)
1908
SCALE OF MILES
0 10 20 30 40 Miles



Victorian Railways
MAP OF
MELBOURNE SUBURBAN LINES
1908

SCALE OF MILES
MILES 1 2 3 4 5



SOUTH AUSTRALIA

QUEENSLAND

NEW SOUTH WALES

VICTORIA

Railway Map
OF PART OF

AUSTRALIA

SHOWING THE THROUGH CONNECTIONS
From South Australia to Queensland
(in Red)

1908

SCALE OF MILES
MILES 50 25 0 50 100