1909.

VICTORIA.

VICTORIAN RAILWAYS.

REPORT

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

FINANCIAL YEAR ENDING 30TH JUNE, 1909.

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, 1909.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 27th September, 1909.

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, 1909.

Financial Results.

GROSS REVENUE			**£4,178,124 7 0**
WORKING EXPENSES (including Special Payment into Railway Accident and Fire Insurance Fund of £69,972 5s. 0d.)			**£2,409,438 17 5**
NET REVENUE			**£1,768,685 9 7**
Add NET REVENUE of ST. KILDA and BRIGHTON ELECTRIC STREET RAILWAY			**£1,866 0 6**
TOTAL NET REVENUE			**£1,770,551 10 1**
INTEREST CHARGES and EXPENSES ...	**£1,430,093 0 0**		
PENSIONS and GRATUITIES	**£105,414 17 4**		
			£1,535,507 17 4
SURPLUS CREDITED to CONSOLIDATED REVENUE ...			**£235,043 12 9**

Financial Comparison with Previous Year.

——	Year 1907-8.			Year 1908-9.			Increase or Decrease. + −		
	£	s.	d.	£	s.	d.	£	s.	d.
Gross Revenue	3,873,368	6	5	4,178,124	7	0	+304,756	0	7
Working Expenses	2,285,896	18	7	2,409,438	17	5*	+123,541	18	10
Net Revenue	1,587,471	7	10	1,768,685	9	7	+181,214	1	9
Net Revenue of St. Kilda and Brighton Electric Street Railway	Deficit 3,924	14	5†	1,866	0	6	+ 5,790	14	11
Total Net Revenue	1,583,546	13	5	1,770,551	10	1	+187,004	16	8
Special Expenditures and Charges in Liquidation of Extraordinary Liabilities taken over by the Commissioners at 1st July, 1903	47,058	2	2	...			— 47,058	2	2
Balance of Total Net Revenue ...	1,536,488	11	3	1,770,551	10	1	+234,062	18	10
Interest Charges and Expenses ...	1,483,807	0	0	1,430,093	0	0	— 53,714	0	0
Pensions and Gratuities	...			105,414	17	4‡	+ 105,414	17	4
Total Interest Charges and Pensions and Gratuities	1,483,807	0	0	1,535,507	17	4	+ 51,700	17	4
Surplus Credited to Consolidated Revenue	52,681	11	3	235,043	12	9	+ 182,362	1	6

* Including Special Payment into Railway Accident and Fire Insurance Fund of £69,972 5s.

† After including Expenditure towards making good Damage by Fire amounting to £3,310 11s. 8d.

‡ In conformity with the provisions of Act No. 2133, Pensions and Gratuities, as from 1st July, 1908, are payable out of the Net Revenue of each year to the extent to which it is available after the payment of the interest charges on the Railway Debt of the State.

Results of Working for the Year 1908-9 compared with those of the Preceding Three Years.

—	Year 1905–1906.	Year 1906–1907.	Year 1907–1908.	**Year 1908–1909.**
* Average mileage of Railways worked	3,394	3,395	3,396	**3,397**
* TRAFFIC TRAIN MILEAGE.				
Passenger—Country	1,758,823	1,926,570	2,152,890	**2,351,597**
" Suburban	2,772,669	2,992,283	3,153,831	**3,259,024**
Mixed	2,321,312	2,352,484	2,494,834	**2,522,366**
Goods (including Live Stock)	2,539,265	2,764,577	2,581,853	**3,157,591**
Total Traffic Train Mileage	9,392,069	10,035,914	10,383,408	**11,290,578**
Number of Passenger Journeys	65,088,394	70,170,089	74,907,425	**81,020,620**
Tons of Goods carried	3,376,987	3,650,538	3,349,760	**3,783,699**
Tons of Live Stock carried	299,030	315,254	405,101	**383,087**
* GROSS REVENUE.	£	£	£	£
Passenger—Country	903,118	989,285	1,016,008	**1,039,243**
" Suburban	598,479	645,448	686,062	**746,844**
Parcels, &c.	142,844	151,465	154,291	**166,689**
Horses, Carriages, and Dogs	13,684	14,652	15,248	**16,201**
Mails	61,588	61,810	63,652	**66,330**
Goods	1,792,575	1,861,220	1,598.588	**1,814,821**
Live Stock	208,862	220,295	269,853	**252,356**
Rentals	55,711	56,161	57,063	**57,365**
Dining Car Service	...	..	...	**5,852**
Miscellaneous	10,758	12,305	12.603	**12,423**
Total Gross Revenue	3,787,619	4,012,641	3,873,368	**4,178,124**
Per mile of Railways worked	1,116	1,182	1,141	**1,230**
Per traffic train-mile run	8s. 0·79d.	7s. 11·96d.	7s. 5·53d.	**7s. 4·81d.**
* WORKING EXPENSES.	£	£	£	£
Transportation Branch	488.123	593,248	612,719	**641,431**
Way and Works Branch	572,297	589,452	648,589	**625,602**
Rolling-Stock Branch—Working	481,483	521,083	573,990	**620,669**
" Repairs and Renewals ...	306,842	323,858	382,477	**372,766**
General Expenses	50,278	49,032	52,455	**58,108**
Payment into Railway Accident and Fire Insurance Fund	...	...	15,667	**90,863**(*a*)
Total Working Expenses	1,999,023	2,076,673	2,285,897(*b*)	**2,409,439**(*b*)
Per mile of Railways worked	589	612	673	**709**
Per traffic train-mile run	4s. 3·08d.	4s. 1·66d.	4s. 4·84d.	**4s. 3·22d.**
Percentage of Gross Revenue	52·78	51 75	59·02	**57·67**
* NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£ 1,788,596	£ 1,935,968	£ 1,587,471	£ **1,768,685**
Per mile of Railways worked	527	570	468	**521**
Per traffic train-mile run	3s. 9·71d.	3s. 10·30d.	3s. 0·69d.	**3s. 1·59d.**
NET REVENUE OF ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY	£ 308(*c*)	£ Deficit 7,802(*d*)	£ Deficit 3,925(*d*)	£ **1,866**
Total Net Revenue	1,788,904	1,928,166	1,583,546	**1,770,551**
SPECIAL EXPENDITURES AND CHARGES ...	£ 117,542	£ 165,749	£ 47,058	£ ...
BALANCE OF NET REVENUE	1,671,362	1,762,417	1,536,488	**1,770,551**
INTEREST, CHARGES, AND EXPENSES ...	1,472,397	1,483,284	1,483,807	**1,430,093**
PENSIONS AND GRATUITIES	...	...	...	**105,415**
Total Interest Charges and Pensions and Gratuities	1,472.397	1,483.284	1,483,807	**1,535,508**
SURPLUS credited to Consolidated Revenue ...	198,965	279,133	52,681	**235,043**

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

(*a*) Includes Special Payment of £69,972 5s. (*b*) For details see Appendix No. 20. (*c*) From 7th May to 30th June, 1906. (*d*) After including Expenditure towards making good Damage by Fire, in year 1906–7, £9,941 2s. 2d.; and in year 1907–8, £3,310 11s. 8d.

Comparison of Results for the Six Years ended 30th June, 1903, and 30th June, 1909.

—	Preceding Six Years.	Last Six Years.	Increase.	Decrease.
	£	£	£	£
Gross Revenue	18,260,285	22,872,159	4,611,874	...
Working Expenses	10,924,936	12,444,481	1,519,545	...
Net Revenue	7,335,349	10,427,678	3,092,329	...
Special Expenditures and Charges in Liquidation of Extraordinary Liabilities ...	160,630	698,390	537,760	...
Balance of Net Revenue	7,174,719	9,729,288	2,554,569	...
Interest Charges and Expenses and Pensions and Gratuities (in year 1908-9 only) ...	8,770,843	8,952,745	181,902	...
Surplus Credited to Consolidated Revenue	...	776,543	...	...
Deficit paid out of Consolidated Revenue	1,596,124	...	...	...
Traffic Train Mileage	61,698,736	59,297,978	...	2,400,758
Number of Passengers Carried ...	305,195,903	405,170,581	99,974,678	...
Tons of Goods ,, ...	16,672,727	20,726,544	4,053,817	...
Tons of Live Stock ,, ...	1,423,473	1,904,352	480,879	...
Per Mile Worked—	£	£	£	
Gross Revenue	948	1,125	177	...
Working Expenses	567	612	45	...
Net Revenue	381	513	132	...
Per Traffic Train Mile—				
Gross Revenue	5s. 11.03d.	7s. 8.57d.	1s. 9.54d.	...
Working Expenses	3s. 6.50d.	4s. 2.37d.	0s. 7.87d.	...
Net Revenue	2s. 4.53d.	3s. 6.20d.	1s. 1.67d.	...
Percentage of Working Expenses to Gross Revenue	59·83	54·41	...	5.42

Mileage of Railways and Tracks.

The mileage of railways open for traffic at 30th June, 1909, was 3414·91 miles, and the average mileage of railways open for traffic during the year was 3401·95, as compared in each instance with 3401·07 miles in the previous year.

The mileage of tracks open for traffic at 30th June, 1909, was 4337·68 miles, and the average mileage of tracks open for traffic during the year was 4320·58, as compared with 4316·76 and 4316·37 miles respectively in the previous year.

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

New Lines Opened for Traffic.

The Rupanyup to Marnoo line, 15·38 miles in length, was opened for traffic on 15th June, 1909.

Under an agreement with the State of New South Wales the Strathmerton to Tocumwal line was extended across the Murray River and a station established in that State. This involved a deviation of the line beyond 8·20 miles from Strathmerton and an increase of ·42 miles in the total length of the line.

The State of New South Wales is to contribute one-half of the cost of the line beyond 8·20 miles from Strathmerton, a distance of 2·07 miles, and one-half of the cost of the station and other accommodation and facilities at the terminus on the north side of the Murray River.

Line Closed for Traffic.

The Geelong Race-course line, a distance of 1·96 miles, was dismantled on 28th May, 1909.

New Lines Under Construction, or Authorized, at 30th June, 1909.

The following new lines, aggregating 145·62 miles, were in course of construction :—

5-FT. 3-IN. GAUGE.		2-FT. 6-IN. GAUGE.	
Line.	Mileage.	Line.	Mileage.
Mildura to White Cliffs	6·92	Moe to Walhalla	26·20
Ultima to Cullingollah	20·14	Beech Forest to Crowe's	14·28
Alexandra Road to Alexandra ...	4·33		
Ouyen to Kow Plains	57·00		
Nyora to Woolamai	16·75		
	105·14		40·48

The following new lines, aggregating 55·75 miles in length were authorized, but the construction of them had not been commenced :—

5-FT. 3-IN. GAUGE.		2-FT. 6-IN. GAUGE.	
Line	Mileage.	Line.	Mileage.
Beeac to Newtown	35·75	Whitfield to Tolmie District ...	20·0
	35·75		20·0

Capital Expenditure.

The total expenditure charged to Capital Account at 30th June, 1909, was £42,544,376 14s. 2d., an increase for the year of £558,285 19s. 1d., made up as follows:—

EXPENDITURE ON CAPITAL ACCOUNT FOR THE YEAR.

For Details see Appendix No. 6.

Surveys and Construction of New Lines—			
Mildura—White Cliffs	£7,261 8 3		
Ouyen—Kow Plains	16,951 5 11		
Ultima—Chillingollah	25,290 3 2		
Beech Forest—Crowe's	242 19 6		
Rupanyup—Marnoo	24,311 4 4		
Alexandra Road—Alexandra	20,548 17 9		
Nyora—Woolamai	127 6 3		
Moe—Walhalla	33,616 7 2		
	£128,349 12 4		
Less net credit Strathmerton—Tocumwal Extension ...	7,470 17 6		
	£120,878 14 10		
Surveys	9,097 0 8		
Net Increase in Capital Expenditure on Surveys and Construction of New Lines		£129,975 15 6	
Additions and Improvements on Existing Lines, and to Rolling-Stock—			
Way and Works (net)	£269,752 2 1		
Rolling-Stock	158,558 1 6		
Net Increase in Capital Expenditure for Additions and Improvements on Existing Lines and to Rolling-Stock		428,310 3 7	
Net Increase in Expenditure on Capital Account		£558,285 19 1	

Loan Funds.

The total amount of Current Loans allocated to the Railways, at 30th June, 1909, was £40,693,942 0s. 0d. (see Appendix No. 7), an increase for the year of £791,037 4s. 0d., 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.) ...	28,354	4	9	
	Act 1753 (3 per cent.) ...	11,200	0	0	
	Act 2041 (3½ per cent.) ...	37,529	4	10	
	Act 2167 (3½ per cent.) ...	713,953	14	5	
Increase for the year in the amount of Current Loans allocated to the Railways					£791,037 4 0

The proceeds of Loans allocated to the Railways, after deducting Discounts and Expenses, less Net Premiums received, were £39,387,789 16s. 4d., as at 30th June, 1909, an increase for the year of £757,098 15s. 3d.

The difference between the increase in the proceeds of the Loans allocated to the Railways and the increase in the total amount of Current Loans so allocated, viz., £33,938 8s. 9d., represents the Net Discount and Expenses for the year, of which £33,766 16s. 1d. was incurred in connection with the Loan placed on the London Market in May last under the Authority of Act 2167. (See Appendix No. 7).

Interest Account.

(See Appendix No. 7.)

The Interest during the year on Current Loans allocated to the Railways amounted to	£1,424,516 0 0	
And in addition the Railways were debited with—		
Expenses incurred by the Treasury in connection with Payment of Interest amounting to ...	5,577 0 0	
Total amount for Interest and Expenses for the year 1908-9		£1,430,093 0 0

This amount (£1,430,093) is less by £53,714 than the net Interest and Expenses charged to the Railways for the year 1907-8, and is equivalent to 3·51 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 interest is not charged, was at 30th June, 1909, £3,875,132 7s. 4d. (see Appendix No. 5), an increase of £65,417 1s. 9d., made up as follows :—

	£	s.	d.
Amount transferred from Interest Bearing to Non-Interest Bearing Funds, in conformity with the Provisions of Act 2133	63,540	15	7
Amount expended under Surplus Revenue Act 1904 chargeable to Consolidated Funds and debited to Construction Works	645	18	10
Amount expended under Vote 171 chargeable to Consolidated Funds and debited to Construction Works ...	1,230	7	4
Total increase in the amount of Non-Interest Bearing Funds for the year	£65,417	1	9

Gross Revenue.

The Gross Revenue was more than that for the year 1907–8 by £304,756, equivalent to 7·86 per cent.

The increases and decreases from the different sources of revenue were as follow :—

INCREASES.

		Per cent.		Per cent.
Passengers—Country ...	... £23,235	2·28	...	...
,, Suburban ...	... 60,782	8·85	£84,017	4·93
Parcels	... ...	...	12,398	8·03
Horses, Carriages, and Dogs	... ...	...	953	6·25
Mails	... ...	...	2,678	4·20
Goods	... ...	...	216,233	13·52
Rentals	... ...	...	302	·52
Miscellaneous ...	... ...	...	67	·85
Dining Car Service ...	... ...	...	5,852	...

DECREASES.

		Per cent.
Live Stock	£17,497	6·48
Telegraph	247	5·19

The improvement in the revenue from both Country and Suburban Passenger traffic, notwithstanding the reductions in fares which became operative on 1st March, 1908, and in the Parcels revenue, was no doubt attributable mainly to the general prosperity and the consequent greater spending power of the community. A portion of the increase in the revenue from passengers was derived from extra traffic occasioned by the visit of the United States Fleet to Melbourne in September, 1908.

The marked improvement in the revenue from Goods Traffic was practically all attributable to the favorable grain harvest as compared with that of the previous year. There were also noticeable increases in the revenue from fertilizers, timber, and machinery and castings, but owing to the unfavorable weather conditions there was a falling off in the revenue from wool and from butter and other dairy produce.

The advance in the revenue from Mails was due to the increased remuneration received for the carriage of mails, &c., under the agreement entered into with the Postmaster-General, referred to in our last Annual Report, and which became operative from 1st January, 1908.

The Dining Car Service which was inaugurated during the year on the Sydney and Adelaide express trains and on the Mildura line was a new source of revenue.

The decrease in the revenue from Live Stock traffic was due to the unusual movement of stock which took place in the previous year in consequence of the dry weather which prevailed at the time.

The Gross Revenue per train mile was 7s. 4·81d., being ·72d. less than that of 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 57·67, as compared with 59·02 in the previous year.

The increase in the Working Expenses, viz., £123,542, or 5·40 per cent. was mainly due to additional train mileage run for the accommodation of passengers, to additional train mileage and staff required to deal with the much larger goods traffic, to advances in salaries and wages under Regulation No. 51, and to the payment of £90,863 into the Railway Accident and Fire Insurance Fund, as compared with only £15,667 in the previous year.

Net Revenue.

The Net Revenue after the payment of Working Expenses, including a special contribution of £69,972 to the Railway Accident and Fire Insurance Fund, and £105,415 on account of Pensions and Gratuities to retired officers and employés, was equivalent to 4·09 per cent. on the railway debt of the State, and was £235,043 in excess of the Interest Charges payable by us.

Surplus Revenue.

It has been arranged to suspend the operation of Act No. 2133 in respect of the financial year 1908-9, and to credit the Consolidated Revenue with the amount of the Surplus Revenue (that is, the Net Revenue in excess of the amount of the Interest Charges and Pensions and Gratuities, for the year), amounting to £235,043, instead of paying it into the Railway Additions and Improvements Fund and the Railway Interest Reserve Fund as provided by that Act ; the State Treasury to allow the Commissioners interest at the rate of 3½ per cent. per annum on the amount so credited until it is made good to the two Funds mentioned.

Transportation Branch.

The increase in the expenses of the Transportation Branch, viz., £28,712, or 4·69 per cent., was due mainly to the additional train mileage run for the accommodation of passengers, the additional train mileage and staff required to deal with the much larger goods traffic, to advances in salaries and wages under Regulation No. 51, and to the establishment of dining car services on the Sydney and Adelaide express trains, and on the Mildura line.

There was an increase of 198,707 train miles (9 per cent.) in country passenger service, 105,193 train miles (3 per cent.) in suburban passenger service, 27,532 train miles (1 per cent.) in mixed train service, and 575,738 train miles (22 per cent.) in goods and live stock service. The total increase in the traffic train mileage as compared with the previous year was 907,170 miles, equivalent to 9 per cent.

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 Acting 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 with that of each of the four preceding years :—

	Year 1904-5.	Year 1905-6.	Year 1906-7.	Year 1907-8.	Year 1908-9.
Expenditure	£502,022	£572,297	£589,452	£648,589	£625,602
Per mile of railway { Average mileage }	148	169	174	191	184
Per mile of track { open for traffic }	135	154	158	174	168

149·11 miles of track were relaid with steel rails as follows :—4·14 miles with new 100-lb. rails, 74·07 miles with new 80-lb. rails, and 1·43 miles with new 86-lb. and 78-lb. rails ; 2·38 miles with serviceable 80-lb. rails, and 67·09 miles with serviceable 75-lb., 66-lb., and 60-lb. rails, which had been replaced by heavier rails on other lines.

305,052 sleepers were renewed, and 29,641 additional sleepers were put into the track, and 199½ miles of fencing were renewed.

One hundred and forty-seven interlocking levers were installed at eleven places. The total number of interlocking levers in use at 30th June, 1909, was 7,256 at 545 places, and the proportion of interlocked places 63·18 per cent. Fifty-five sets of staff or Annett's lock gear were provided at thirty intermediate non-staff stations, and fifteen sets of plunger locking gear at nine staff stations.

Work in connection with the regrading of the tracks and lowering of the station at Armadale to provide for a bridge over the railway at High-street, for the accommodation of an electric street tramway about to be constructed by the Municipalities of Prahran and Malvern, was commenced in January, and considerable progress has been made.

Good progress was made in the re-arrangement of the station and yard at Essendon, and the reconstruction and extension of the station yard at Geelong.

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

A number of the employés' residences, belonging to the Department, were improved by the addition of another room, and of fencing, &c. This work is being continued.

To enable repairing gangs to travel more quickly and with less exertion over the lines thirty additional light trollies, thirty additional tricycles, and fourteen additional motor cars were put into service.

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

In order to facilitate the turning of long engines, two new 70-ft. turntables were erected at North Melbourne, and one at Woodend, and five similar turntables are being erected, one each at North Melbourne, Ballarat East, Bendigo, Benalla, and Seymour ; 50-ft. turntables at Tooborac, Korumburra, Newport, Tocumwal, and Bealiba were strengthened and lengthened to 53 feet.

The new stone-crushing plant at the Ripon quarry, near Ararat, has been working satisfactorily the greater part of the year, supplying bluestone metal for re-ballasting the line between Ballarat and Serviceton, about one-fourth of which was completed during the year.

The appearance of a number of the suburban station grounds and railway lands adjoining the suburban lines was improved by tree-planting and the formation of gardens and lawns, and work of a similar character was carried out at a number of country stations. About 30,000 ornamental and shade trees were planted on railway land alongside the lines.

The system of awarding competitive prizes to employés for the best kept Departmental residences and for tree-planting and gardening at stations was continued with satisfactory results.

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 preceding years :—

	Year 1904–5.	Year 1905–6.	Year 1906–7.	Year 1907–8.	Year 1908–9.
For Working	£488,240	£481,483	£521,083	£573,990	£620,669
Per Traffic Train Mile ...	12·99d.	12·30d.	12·46d.	13·27d.	13·19d.
For Repairs and Renewals	£274,931	£306,842	£323,858	£382,477	£372,766

The increase in the cost of Working, viz., £46,679, or 8·13 per cent. was mainly due to additional train mileage run and advances in salaries and wages under Regulation No. 51.

Inventories of Rolling-Stock in existence at 30th June, 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), the Rolling-Stock remaining in service at 30th June, 1909, was further written down as follows :—11 locomotives and 264 trucks from their full tractive power and tonnage, and 221 carriages, 91 workmen's sleeping cars, and 253 trucks from one-half floor area and tonnage to the tractive power, floor area, and tonnage respectively represented by their value as scrap materials.

The amount at the credit of the Rolling-Stock Replacement Fund at 30th June, 1909, available for the replacement of Rolling-Stock, was £13,467.

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

Locomotives.	Carriages.	Dining Cars.	Van and Sundry.	Sheep Trucks (additional and replacement).	Other Trucks (additional and replacement).
19	24	3	12	66	262

Twenty-three 71-ft. cars for use on the principal country trains, and of a similar type to the new express cars, were put into running, and 48 of such cars are now under construction at Newport, a number of which will shortly be completed. Ten 60-ft. luggage vans, to run in conjunction with the above cars, were also put into running, and nine more are in hand.

Three 71-ft. dining cars were completed during the year, and are now in service on the Melbourne-Albury and Melbourne-Adelaide express trains ; and one of the sleeping cars released from the South Australian joint service was converted into a combined sleeping and dining car, and is now in use on the Mildura line.

Ten combined mail sorting vans and second class cars 71 feet long, specially designed to meet the requirements of the Postal Department, are being provided for the principal country services, and will be put into running shortly.

Five cars and vans and 89 trucks of various classes for narrow-gauge lines, 100 cattle trucks, 54 sheep trucks, and 200 goods trucks of 15 tons capacity, were also under construction at 30th June, 1909. One hundred and fifty-two 15-ton trucks and 50 bogie ballast trucks are also being constructed to replace the present small flat and ballast trucks.

In order to obviate the necessity of running four-wheeled vehicles on important main line passenger trains it has been arranged to convert 47 horse-boxes and 10 hearse and carriage trucks into six-wheeled stock, and to construct 14 new six-wheeled horse-boxes and 30 six-wheeled refrigerator trucks, and this work is in hand.

The construction of locomotives at the Newport Workshops was continued, and 1 locomotive for passenger and goods service ("DD" class), 9 heavy suburban locomotives ("DDE" class), and 9 heavy express passenger locomotives ("A2" class), were completed and put into use, making a total of 75 locomotives constructed at Newport since 1903.

As stated in our Annual Reports for 1906–7 and 1907–8 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. Ten of the "A2" class, designed for this traffic, are now in running, and have proved satisfactory, and a second series of 10 of this class is in hand.

As mentioned in our last Annual Report, additional and more powerful locomotives for the heavy metropolitan suburban traffic must be provided, and therefore, in addition to ten locomotives of the "DDE" class (the type of which has been adapted from the "DD" class) now available for this service, of which nine were constructed during the year, ten more are now being built.

It has also been decided to replace the "E" and "M" class suburban locomotives by more powerful locomotives of the "DDE" class, as they require reboilering, and a further number of the latter class will shortly be put in hand for this purpose.

Two narrow-gauge locomotives are also under construction.

Thirty-one new boilers of increased capacity were constructed and fitted to locomotives, and 19 were made for new locomotives.

The usual heavy repairs and examination of locomotive and stationary boilers were also carried out.

Seventeen obsolete locomotives were broken up or sold during the year making a total of 138 broken up, sold, &c., since 1st April, 1904.

380 trucks were equipped with the Westinghouse Brake during the year, and the total number so fitted at 30th June, 1909, was 9,625 or 87·4 per cent., and the number fitted with brake-pipes was 1,380.

Nineteen carriages were equipped for Pintsch Gas lighting, and the total number so equipped at 30th June, 1909, was 949, or 74·6 per cent.

The use of incandescent mantles on Pintsch Gas lamps in carriages has been continued with satisfactory results, and 4,048 lamps have now been fitted with these mantles. It is anticipated that a further 1,650 lamps will be provided with incandescent mantles during the year 1909–10.

In order to cope with the large quantity of new carriage stock proposed to be constructed, and that to be lengthened (as referred to on pages 15 and 16), it has been found necessary to further extend the Carriage Shop and to provide additional machines in the Wood-Working Machine Shop at Newport. Additional accommodation and machinery are also being provided in the other shops at Newport in order to cope with the increased amount of work required to be done there.

General Expenses.

The increase in the General Expenses, viz., £5,653, or 10·78 per cent., was mainly due to advances in salaries and wages under Regulation No. 51, and to the payments made to Mr. Charles H. Merz for his report upon the application of electric traction to the Melbourne suburban railway system, and for expenses in connection therewith.

Stores Branch.

The value of the Stock of Stores at 30th June, 1909, as per certificate of the Chief Storekeeper (see Appendix No. 4), was £423,468, being a reduction of £223,535 as compared with the value of the Stock of Stores at 1st July, 1903, and an increase of £43,485 as compared with the value as at 1st July, 1908.

St. Kilda and Brighton Electric Street Railway.

A detailed statement of the results of the working of this line in contrast with those of the previous year will be found in Appendix No. 21.

The Capital Expenditure at 30th June, 1909, on account of the construction of this line was £42,586, and for Rolling-Stock £15,468, a total of £58,054.

The revenue for the year was £10,941, an increase of £567 as compared with the previous year.

The Working Expenses amounted to £9,075, a decrease of £1,913 as compared with the previous year, in which extraordinary repairs were made to the line, rolling-stock, equipment, and plant.

The Net Revenue for the year was £1,866, or within £172 of the interest on the Capital invested, as compared with a deficit in the previous year, inclusive of interest on the Capital invested, of £6,065. The improvement, therefore, in the net result of the working of this line as compared with the previous year was £5,893, but the working expenses of that year included £3,311 expended for the completion of the Rolling-Stock, Car Shed, Equipment, &c., destroyed by the fire which took place in March, 1907.

The car mileage run during the year was 338,214 miles, an increase of 3,207 miles, and the number of passengers carried was 1,265,492, an increase of 119,008 as compared with the previous year.

Supply of Steel Rails and Fishplates.

Principally with a view to providing 60-lb. second-hand rails for new light lines, a contract for 12,257 tons of 80-lb. and 1,571 tons of 100-lb. steel rails, equal to about 108 miles of track, was entered into in February, 1909, with Messrs. R. W. Cameron and Co., at £5 7s. 9d. per ton, exclusive of duty, delivered into trucks at Williamstown pier. These rails are being rolled at the mills of the Lorain Steel Company, U.S.A., and the price for the same is 15s. 9d. per ton lower than that paid for the 80-lb. rails manufactured at the same mills and supplied to us by the same firm under a contract entered into in April, 1908. It is proposed to use these rails chiefly for relaying on existing lines, and to thus release 60-lb. rails for new light lines.

It may be added that a contract for 1,089 tons of the steel fishplates required for the above-mentioned rails was, after negotiations, let to Messrs. G. and C. Hoskins Limited, of Lithgow, New South Wales, at the rate of £9 7s. per ton. These fishplates could have been obtained from Messrs. R. W. Cameron and Company at a price (including duty at the rate of 15 per cent. *ad valorem*) of £8 10s. per ton. With a view to encouraging Australian manufacturers it was, however, decided to place the order at Lithgow, thus giving a preference in price in favor of the local manufacturer equal to 10 per cent.

New Flinders Street Station Works.

Owing to unsatisfactory progress made by the contractor, we took over the erection of the main station buildings on 15th August, 1908, since when better progress has been made, and this work, as well as the platforms, platform roofs, subways, ramps, inter-locking and signalling, is nearing completion. Considerable work yet remains to be done in connection with the lines of way, the concourse along Swanston Street, the widening of that street, &c.

The cost of completing all the works provided for in the general plans approved in August, 1904, which, in addition to the station buildings proper and the platforms, platform roofs, subways, ramps, &c., includes regrading and altering and adding to the lines of way between the Flinders Street Viaduct and Jolimont Junction, interlocking and signalling in connection with the 31 miles of track within that area, widening and lengthening of the bridge on Swanston Street, drainage, water supply, and many other works will, as has already been reported, considerably exceed the estimate then made, viz., £440,000.

The excess expenditure is principally due to the delay in carrying out the works owing to difficulty in securing suitable stone, to the strike of bricklayers in 1906, and unsatisfactory progress made by the contractor for the main station building, to the difficulties encountered in carrying on many of the works without interrupting the traffic, to the use of Australian instead of imported materials, to minor additions and alterations which could not have been reasonably foreseen, to advances in wages and in the prices of materials which have taken place since the estimate of August, 1904 was made, and to under-valuations or omissions in the estimate.

The increase in the Melbourne suburban traffic during the last few years has been abnormally large and much greater than was anticipated by even the most sanguine, the number of suburban passenger journeys during the year ended 30th June, 1909, being 74,541,251, as compared with 49,495,738 during the year ended 30th June, 1904, an increase of over 50 per cent., and it may reasonably be assumed that the number of passengers travelling to and from the Flinders Street–Prince's Bridge Stations has increased in about the same ratio. A tally taken in February last of the number of passengers using this terminal shows that about 150,000 passengers arrive and leave it every week-day, or about fifty million passengers per annum, which is probably as large a traffic as is dealt with at any railway passenger terminal in the world.

In consequence of this increase in traffic, which still continues, it will be necessary to retain the use of a portion of the present Prince's Bridge Station for the traffic passing over the Collingwood line instead of utilizing that station exclusively for race and excursion and other special traffic as was originally proposed. This renders it necessary to provide accommodation for this special traffic elsewhere, and it is proposed to do this by an extension of the St. Kilda–Port Melbourne two-faced

platform to the east of Swanston Street, which will involve the provision of special lines of way for this traffic as far out as Jolimont Junction and the extension of the overhead concourse along Swanston Street practically to the River Yarra. This will admit of the special traffic being dealt with at the station without interfering with the ordinary traffic, and will also enable entrances and exits to be provided at the south end of the concourse for the accommodation of those residing or working on the south side of the Yarra. It will also be necessary in order to efficiently deal with the Eastern System and other Country traffic to extend the north platform (No. 1) to the east of Swanston Street, and to provide special lines of way for this traffic as far out as Jolimont Junction. The Prince's Bridge Station will be connected with the Flinders Street Station by a ramp under Swanston Street to admit of passengers arriving at one Station transferring easily and expeditiously to trains departing from the other station. It is also proposed to provide additional booking offices and a number of entrances and exits in the Swanston Street frontage, and to make a number of minor additions and improvements.

The cost of these additional works, and of completing the works provided for in the August, 1904, plan in excess of the estimate then made will be in the neighbourhood of £115,000.

The additional accommodation which it is proposed to provide will admit of the safe and expeditious conduct of a traffic considerably in excess of the traffic of the year ending 30th June last.

Further additional accommodation can when required be made available by the extension to the east of Swanston Street of platforms Nos. 4–5, 6–7, and 8–9.

Nearly all of the available offices and several of the shops have already been leased on satisfactory terms, and it is anticipated that the rentals which will be received from offices, shops, refreshment rooms, bookstalls, &c., will more than pay the interest charges on the whole cost of the main building.

Prince's Bridge Station.

The existing station buildings at Prince's Bridge have lived their life, and are unsuitable and generally discreditable, and it is proposed to deal with them somewhat in the same way as in the case of the Spencer Street Station, spending as little money as possible to make them more sightly and suitable. This will be a replacement work, and most of the expenditure involved will, therefore, be properly chargeable to the Working Expenses.

Should the Melbourne suburban lines be electrified, it would be practicable and probably advisable to lower the tracks at the Prince's Bridge Station to the same level as the Flinders Street Station tracks, and construct a permanent building over them conforming in general design to the new Flinders Street Station building, so much of such building as is not required for railway purposes to be rented as stores, shops, offices, &c. This cannot, of course, be done while the use of coal-burning locomotives is continued ; but the project should be borne in mind, as the frontage is a valuable one, and will become more so, and accommodation in such a building will in time command high rentals.

Additional and Improved Carriage Stock.

Owing to the large and steady increase in the passenger traffic during the last few years the provision of additional carriage stock has become an exceedingly urgent matter.

The whole question of the provision of suitable equipment of carriages for both the country and suburban traffic has been carefully investigated, and it is estimated that to bring this equipment up to a proper standard both as regards the number and the character of the carriages required will involve the provision of 119 corridor lavatory cars, each about 58 feet long, for service on country trains, and of 121 cars of about the same length for suburban service at a cost of approximately £400,000, in addition to the carriage stock now under construction, for which funds have been made available, and also the lengthening for suburban service of such of the bogie non-corridor carriages (as have not as yet been so lengthened) by the addition of two compartments, making all these carriages the same length as the proposed new standard carriages, viz., about 58 feet, and at the same time strengthening their frames and bogies and improving the latter to secure smoother running— at a cost of approximately £180,000, making the total expenditure required about £580,000.

The provision of these additional carriages and the lengthening of the bogie non-corridor carriages will admit of—

(*a*) All country trains being equipped with bogie carriages, which, with the exception of those on a few short and unimportant branch lines, will be of the corridor lavatory type.

(*b*) All suburban trains being fully equipped with both first and second class standard bogie cars of approximately the same length, viz., about 58 feet, and

(*c*) A number of carriages being released from regular service and made available for holiday excursion and other special traffic, thus largely reducing the number of trucks (about 450) which it is now necessary to equip with seats and canopies for the more important public holidays, and obviating not only the expense of fitting up and dismantling these trucks at such times, but also the necessity of taking them out of goods traffic for which they are on some of these occasions urgently required.

All of the four-wheeled carriages yet remaining in running have been in use for a great many years, and are antiquated and unsuitable for ordinary service. They have now been written down to their scrap value, and will all be taken out of regular service as soon as they can be replaced. The six-wheeled carriages have also been in use for many years, and should be written down at least one-half in value, and most of them set aside for certain classes of excursion traffic.

The writing down of these six-wheeled carriages, and the strengthening of the frames and the improvement of the bogies of the non-corridor carriages which are to be lengthened, will involve about one-third of the total expenditure before mentioned, viz., £580,000, being charged to the Working Expenses.

Having regard to the capacity of the Newport Workshops, including the extensions of the car shops and the provision of the additional machinery which have been authorized, it will require about four years to construct the 240 new carriages, and complete the lengthening, &c., of the bogie non-corridor carriages in addition to the carriage work now in hand.

A train for suburban service consisting of six carriages with sliding doors and a central passage way is now being built for trial purposes, and if found suitable will form the pattern for the new suburban carriages. This type of carriage will enable passengers to distribute themselves throughout the car, thus preventing overcrowding in one compartment when there are vacant seats in other compartments. By the use of sliding instead of swinging doors such carriages can be made sufficiently wide to admit of the provision of a central passage way without reducing the seating capacity, and the noise and danger and some of the expense now attendant on the opening and closing of the swinging doors will be obviated. A further point in favour of this type of carriage is that in the event of the electrification of the Melbourne suburban lines, one of the principal advantages of electric traction, viz., the possible quick acceleration from stations, will not be lost owing to trains having to be started slowly to permit of the swinging doors being closed and fastened.

Electrification of Melbourne Suburban Lines.

After very careful investigation and consideration of a Report made by Mr. Charles H. Merz, M.I.C.E., upon the application of Electric Traction to the Melbourne Suburban Railway System, we submitted, on 16th November last, our Review in detail thereof and our comments in connection therewith, and gave you our conclusions and recommendations on the general question. These conclusions and recommendations will be found in Appendix No. 24.

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 sum of £5,965 18s. 11d. has been received from the State Treasury for decrease in the Revenue due to the carriage of Victorian coal at reduced rates, and is included in the Gross Revenue for the year, and under the provisions of the same section, the Treasury reimbursed us the sum of £1,453 3s. 9d., representing the enhanced cost of Victorian coal purchased during the year, owing to a direction of the Governor in Council fixing prices to be paid for such coal, higher than we could see our way to pay.

Railway Accident and Fire Insurance Fund.

In addition to the usual statutory contribution at the rate of 10s. for every £100 of Gross Revenue, the Working Expenses for the Year were debited, and the Railway Accident and Fire Insurance Fund credited with the sum of £69,972 5s. to make good a deficit in that Fund due to the settlement of claims arising out of the accident at Sunshine Junction in April, 1908 (see Appendix No. 10).

Commissioners' Inter-State Conference.

The Annual Conference of the Commissioners of the State Railways of Australia met in Melbourne in May last.

As this meeting commenced the second decade of these Conferences, the Chairman of the Conference (Mr. Tait) took advantage of the occasion to draw attention to the expansion which had taken place in the Railways of the Commonwealth during the previous decade, as exemplified by the following figures :—

Commonwealth Railways.	At 30th June, 1898.	At 30th June, 1908.	Increase.
Amount expended in construction and equipment	£116,929,500	£140,000,000	£23,070,500
Mileage open	11,740 miles	14,658 miles	2,918 miles
Revenue	£9,047,700	£14,303,700	£5,256,000

and to the valuable work which had been accomplished as a result of these Conferences during that period, and which included the settlement of Competitive rates questions, the adoption of Uniform By-Laws, Regulations for the Guidance of Employés, and Rules and Conditions for the Carriage of Goods, and the negotiation and completion of an Uniform Agreement with the Postmaster-General of the Commonwealth for the Carriage of Mails, and many other matters of general application to the Australian State Railways.

A number of important matters were dealt with at the Conference, including the adoption of Uniform Conditions for the Conveyance, &c., of Passengers and Parcels, and the publication of Uniform Statistical Information in the Annual Reports of the various State Railways.

Visit of the United States Fleet.

The visit which a United States Fleet of 16 battleships paid to Melbourne, extending from 29th August till 4th September last, occasioned an extraordinarily heavy passenger traffic on the Railways, and more especially on the Melbourne suburban lines.

The number of passengers arriving at and departing from the Flinders Street–Prince's Bridge Terminal and the Spencer Street Station during the seven days was as follows :—

29th August	...	...	361,145	
30th ,,	...	...	183,958	
31st ,,	...	...	507,870	
1st September	...	...	229,164	
2nd ,,	...	...	320,902	
3rd ,,	...	...	526,283	
4th ,,	...	...	427,812	
Total	...	...	2,557,134	for the 7 days.

This traffic is exclusive of a large inter-suburban traffic—that is, between stations other than to or from the two central stations named, and of a very heavy traffic to and from the stations throughout the State outside the suburban area. Probably 100,000 people came to Melbourne from outside the suburban area during the visit of the Fleet.

Dining Car Service.

A Dining Car service was established during the year on the Sydney and Adelaide express trains, and a combined Dining Car and Sleeping Car service on the Mildura line trains. These dining cars have been well patronised, and have proved a great convenience to the public.

Closer Settlement and Cultivation of Lands along Existing Railway Lines.

The beneficial effect on the traffic, and (notwithstanding the reductions made during the last five years in fares and rates) on the revenue of the railways, by the closer settlement and cultivation of previously undeveloped lands along existing railway lines, is exemplified by the following returns at Willaura station for the last five years in contrast with those for the preceeding five years :—

Traffic.		Average for five years ended 30th June, 1904.	Average for five years ended 30th June, 1909.	Increase.	Percentage of Increase.
Passengers, outwards	No.	2,562	5,839	3,277	127.9
Wool, outwards	tons	392	399	7	1.7
Live Stock, outwards and inwards ...	„	175	519	344	196.5
Goods (excluding wool), outwards ...	„	3,363	15,251	11,888	353.4
„ inwards...	„	1,992	4,646	2,654	138.2
Revenue.		£	£	£	
Passengers, outwards		691	1,330	639	92.4
Wool, outwards		529	566	37	6.9
Live Stock, outwards and inwards		104	337	233	224.0
Goods (excluding wool), outwards		2,035	8,713	6,678	328.1
„ inwards		1,453	3,381	1,928	132.6
Total Revenue (not including largely increased inwards passenger traffic)		4,812	14,327	9,515	197.7

It is noticeable that the growing of wheat and other crops in the vicinity of Willaura has not resulted in any diminution in the quantity of wool forwarded by rail from that station, and that the live-stock traffic has considerably increased.

As additional revenue resulting from the closer settlement and cultivation of lands along the existing railway lines does not, as in the case of additional revenue from new lines, involve any considerable increase in the capital expenditure, and consequently in the annual interest charges, or in the working expenses which are not affected by the volume of traffic carried, a large proportion of the additional revenue so derived is clear profit.

It will therefore be apparent that the closer settlement of the considerable areas of land served by the existing railway lines, which, although suitable for the purpose, yet remain uncultivated, would, in addition to the important direct and indirect advantages which would accrue to the community generally, largely increase the *net* earning power of the railways and thus admit of further reductions in the railway charges.

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

Lines Closed for Traffic.		Mileage.		Approximate Capital Cost.
Dunkeld to Penshurst (dismantled)	...	15·87	...	£50,000
Canterbury Loop Line (dismantled)	...	0·20		
Ashburton to Oakleigh ...	...	2·37	...	160,000
Fairfield Park to Deepdene ...	...	3·34		
Darling to Waverley	...	0·84	...	7,000
Lancefield to Kilmore	...	18·10	...	117,207
Fawkner Cemetery to Somerton	...	5·28	...	53,217
Geelong Race-course Line (dismantled)	...	1·96	...	5,430
Totals		47·96 miles		£392,854
Surveys of lines not constructed	...	...	...	£335,821
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 ...				£728,675

Pensions and Gratuities.

The number of officers and employés in the Service at 30th June, 1909, entitled to pension or compensation on retirement was 1,806, a reduction of 77 as compared with the preceding year (see Appendix No. 18).

The amounts paid during the year in Pensions and Gratuities to retired officers and employés were £95,193 and £10,222 respectively, a total of £105,415, as compared with £93,119 and £6,257 respectively, a total of £99,376 in the previous year.

In conformity with the provisions of Act No. 2133, which became effective as from 1st July, 1908, the Net Revenue of each year in excess of the amount required to meet the interest charges on the Railway Debt of the State is to be utilised to the extent to which it is available and required for the payment of pensions and gratuities to retired officers and employés, and accordingly the Net Revenue of the year has been debited with £105,415, being the total amount disbursed during the year on that account.

The Late Mr. Commissioner Hudson.

By the death of Mr. Charles Hudson on 25th March last the State lost a very loyal and capable officer, and the other Commissioners a much valued colleague.

Before his appointment as a Commissioner of the Victorian Railways Mr. Hudson filled the office of General Manager of the Tasmanian Railways for two years, and previously had been for many years connected with the New Zealand Railways, rising in that service to the position of Assistant General Manager, which office he occupied for seven years. He therefore had a wide and long experience in connection with the working and administration of State Railways, which was of great advantage to the Victorian Railways.

Mr. Hudson's kindly disposition and thoughtfulness for others, unfailing courtesy and justice, not only won the respect and esteem, but the affection of all with whom he came in contact.

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 employés generally.

Appendices.

In the Appendices, a list of which is given on page 20, 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,
W. FITZPATRICK,
C. E. NORMAN,
} Victorian Railways Commissioners.

APPENDICES.

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APPENDIX No. 1.

HEADS OF BRANCHES.

Secretary	Mr. L. McCLELLAND
Chief Mechanical Engineer	„ T. H. WOODROFFE
Acting Chief Engineer of Way and Works ...	„ J. H. FRASER.
General Superintendent of Transportation ...	„ S. JONES.
Chief Accountant	„ J. W. HACKER.
General Passenger and Freight Agent	„ E. B. JONES.
Telegraph Superintendent	„ W. A. HOLMES.
Chief Storekeeper	„ G. H. SUTTON.
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 1908–9, 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, wharves, and other works on the Victorian Railways were, during the year 1908-9, maintained in good working condition and repair.

J. H. FRASER,
Acting 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, 1909, was £423,467 18s. 1d.

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	27	...	39,387,789 16 4	
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	...	...	250,628 9 2		
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	...	...	432,944 12 1		
				3,875,132 7 4	
					43,262,922 3 8
„ Replacement of Rolling-Stock Account	...	...	...	...	13,466 19 7
„ Sundry Creditors	...	...	...	...	134,382 5 10
„ Suspense Account—Amount to be subsequently repaid to Consolidated Revenue ...	...	...	...	...	1,092 19 1
„ Interest Charges and Expenses for the Year	7	27	...	1,430,093 0 0	
„ Pensions and Gratuities ...	...	3	...	105,414 17 4	
					1,535,507 17 4
„ Surplus credited to Consolidated Revenue	...	3	...	...	235,043 12 9
Total	...	...	...	...	45,182,415 18 3

Audited and found correct,

F. H. BRUFORD,
Auditor-General.

No. 5.

30TH JUNE, 1909.

Cr.

	No. of Appendix.	No. of Page.	£ s. d.	£ s. d.	£ s. d.
By Railways, Rolling-Stock, and Equipment	16	41	...	42,208,555 16 2	
„ Surveys for proposed Railways	...	...	...	335,820 18 0	42,544,376 14 2
„ Stores and Materials on hand	11	32	...	423,467 18 1	
Less amount at credit of Stores Depreciation Account	11	32	...	10,303 2 2	413,164 15 11
„ Balance at credit of Railway Stores Suspense Account ...	11	32	...	111,858 6 6	
„ Balance in hands of Agent-General, London... ...	11	32	...	50,164 10 8	162,022 17 2
„ Balance at credit of Rolling-Stock Replacement Fund ...	9	30	...	...	13,466 19 7
„ Balance at credit of Railway Loans Repayment Fund ...	...	...	...	1,143 0 11	
„ Balance at credit of Trust Fund—Surplus Railway Land	...	...	...	847 19 7	1,991 0 6
„ Balance at credit of the following Accounts :—					
Sundry Repayments to Treasury	...	...	...	8,483 11 1	
Preliminary Deposits ...	...	...	...	1,503 15 9	
Bills Receivable ...	...	...	...	4,156 4 4	
Trust Funds—Cash and Securities	...	...	...	35,848 8 11	49,992 0 1
„ Balance at credit of Railway Capital Funds	...	...	...	...	221,664 18 7
Sundry Debtors	...	...	...	...	5,185 2 2
„ Net Revenue for the Year after payment of Working Expenses and Special Payment into Railway Accident and Fire Insurance Fund of £69,972 5s. ...	...	3	...	...	1,770,551 10 1
Total	...	...	...	...	45,182,415 18 3

JOHN W. HACKER, Chief Accountant.

APPENDIX No. 6.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING 30TH JUNE, 1909.

—	Loan Application Acts, &c.	Surplus Revenue Acts.	Railway Construction Vote.	Total.	Total Amount.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
SURVEYS AND CONSTRUCTION OF NEW LINES.					
Woomelang to Mildura and Yelta—Mildura to White Cliffs section	7,191 14 3	...	69 14 0	7,261 8 3	
Ouyen to Kow Plains	16,848 5 11	...	103 0 0	16,951 5 11	
Ultima to Chillingollah	25,135 3 2	...	155 0 0	25,290 3 2	
Beech Forest to Crowe's	222 19 6	...	20 0 0	242 19 6	
Rupanyup to Marnoo	24,167 4 4	...	144 0 0	24,311 4 4	
Alexandra Road to Alexandra	20,402 17 9	...	146 0 0	20,548 17 9	
Nyora to Woolamai	116 6 3	...	11 0 0	127 6 3	
Moe to Walhalla	33,107 13 10	...	508 13 4	33,616 7 2	
Tocumwal Railway Extension	*Cr.*7,543 17 6	...	73 0 0	*Cr.*7,470 17 6	
Surveys	9,097 0 8	...	...	9,097 0 8	
Totals	128,745 8 2	...	1,230 7 4	129,975 15 6	129,975 15 6
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.	39,380 9 10	...	...	39,380 9 10	
Additions and improvements to accommodation for locomotives and cars, including shops, sheds, ash-pits, turn-tables, water supply, coaling plants, &c.	16,996 19 2	...	...	16,996 19 2	
Bridges, including additions and improvements and strengthening	8,712 5 7	...	...	8,712 5 7	
Relaying various lines with heavier rails (cost of increase in weight only)	14,889 9 7	...	...	14,889 9 7	
Additional sleepers and ballast for strengthening various lines	16,489 7 10	...	...	16,489 7 10	
Level crossings—additions and improvements, including cattle pits and stops	485 12 5	...	...	485 12 5	
Additional cars for repair gangs and shelters for gang cars	1,337 2 6	...	...	1,337 2 6	
Additional and improved dwelling accommodation for employés	3,934 9 9	...	...	3,934 9 9	
Melbourne—Additional electric lighting and power	632 3 2	...	...	632 3 2	
Additional Pintsch gas plant	746 18 4	...	...	746 18 4	
Additional fencing	901 14 0	...	...	901 14 0	
Melbourne—Additional accommodation and facilities for goods traffic	5,893 16 10	...	...	5,893 16 10	
Melbourne—Towards new station and other improved accommodation at Flinders Street	91,464 6 1	...	...	91,464 6 1	
Korumburra—New station and improved yard, &c.	1,541 16 6	...	...	1,541 16 6	
Armadale—Regrading line, &c.	23,659 12 8	...	...	23,659 12 8	
Warburton—Extension of line and additional accommodation for timber traffic, &c.	2,999 12 8	...	...	2,999 12 8	
Towards additional weighbridges and sidings	197 5 6	...	...	197 5 6	
Ballast crushing and loading plants	654 1 0	...	...	654 1 0	
Towards equipping Melbourne Suburban Lines with track locking	1,285 16 11	...	...	1,285 16 11	
Newport Workshops—Towards additions and extensions of shops, sidings, and other works	4,993 14 9	...	...	4,993 14 9	
Protection from fire of railway buildings and other property	5,433 14 6	...	...	5,433 14 6	
Williamstown Race-course—Purchase of Land	851 10 1	...	...	851 10 1	
Additional telegraph and telephone lines	169 2 2	...	...	169 2 2	
Essendon—Improved station, yard and other accommodation	6,472 16 2	...	...	6,472 16 2	
Geelong—Extension of sidings, &c.	3,456 10 10	663 12 6	...	4,120 3 4	
Melbourne—Towards enlargement and equipment of Way and Works Shops	565 7 11	...	...	565 7 11	
Moe—Improved station, yard and other accommodation	183 9 7	...	...	183 9 7	
Wangaratta—Improved station, yard and other accommodation	3,379 17 10	...	...	3,379 17 10	
Towards securing facing points on single lines	748 5 1	...	...	748 5 1	
Regrading lines Garfield and Murrumbeena	600 2 5	...	...	600 2 5	
Workshops Machinery—Newport Workshops, £7,268 13s. 10d.; Spencer-street Telegraph Shops, £278 2s. 9d.; Newport Signal Shops, £299 9s. 10d.; North Melbourne, £93 8s. 8d; Ballarat, £92 7s. 6d.	8,032 2 7	...	...	8,032 2 7	
Sundry other expenditures	7,036 10 8	*Cr.* 17 13 8	...	7,018 17 0	
	274,126 4 11	645 18 10	...	274,772 3 9	
Less credits on account of sales of land, materials, &c., originally charged to Capital Account	...	...	...	*Cr.* 5,020 1 8	269,752 2 1
ROLLING-STOCK.					
Locomotives	34,450 19 2	...	...	34,450 19 2	
Carriage stock	79,920 14 4	...	...	79,920 14 4	
Van and sundry stock	9,733 2 2	...	...	9,733 2 2	
Truck stock	29,349 2 0	...	...	29,349 2 0	
Other equipment	5,104 3 10	...	...	5,104 3 10	
	158,558 1 6	...	...	158,558 1 6	158,558 1 6
Net Expenditure charged to Capital Account for the year	...	...	...	...	558,285 19 1

APPENDIX No. 7.

STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1909, AND OF THE INTEREST CHARGES AND EXPENSES PAID DURING THE YEAR.

Act.	Rate of Interest per cent.	Principal.	Interest Charges.	Expenses in connection with Payment of Interest.	Total Interest Charges and Expenses.	Loans redeemable.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	
47 Vict. No. 760	4	3,758,788 0 3	150,352 0 0	905 0 0	151,257 0 0	In London—1st October, 1913
48 Vict. No. 805	4	3,251,172 4 3	130,047 0 0	575 0 0	130,622 0 0	In London—1st October, 1919
49 Vict. No. 845	4	4,610,110 6 11	184,404 0 0	803 0 0	185,207 0 0	In London—1st October, 1920
56 Vict. No. 1287	4	2,107,000 0 0	84,280 0 0	405 0 0	84,685 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 Vict. 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 Vict. No. 1032	3½	3,150,000 0 0	110,250 0 0	542 0 0	110,792 0 0	In London—1st October, 1923 (altered to this date by Act No. 1057)
52 Vict. No. 989	3½	4,914,615 13 0	172,012 0 0	844 0 0	172,856 0 0	In London—1st October, 1923
54 Vict. 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 Vict. No. 1217	3½	1,666,666 13 4	58,333 0 0	287 0 0	58,620 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 Vict. No. 1562	3	700,000 0 0	21,000 0 0	118 0 0	21,118 0 0	In London on or after 1st January, 1929, upon notice; if not sooner redeemed, on 1st January, 1949
60 Vict. No. 1451	3¼	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 Vict. No. 1560	3	3,080,389 7 4	92,412 0 0	544 0 0	92,956 0 0	On or after 1st January, 1929, upon one year's notice; if not sooner redeemed, on 1st January, 1949
60 Vict. No. 1468	3	1,130,372 18 0	33,911 0 0	...	33,911 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 *Government Gazette* and also in two daily newspapers published in Melbourne
62 Vict. No. 1564	3	24,426 18 10	733 0 0	...	733 0 0	Payable out of Consolidated Revenue in amounts of £25,000 each year, commencing 1st July, 1900
63 Vict. No. 1623	3	257,659 16 4	8,328 0 0	...	8,328 0 0	Payable out of Consolidated Revenue in amounts of £10,000 each year, commencing 1st July, 1901. See Act 1564, Section 5
Carried forward	...	29,122,512 19 0	1,064,865 0 0	5,023 0 0	1,069,888 0 0	

APPENDIX No. 7—*continued.*

STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1909, AND OF THE INTEREST CHARGES AND EXPENSES PAID DURING THE YEAR—*continued.*

Act.	Rate of Interest per cent.	Principal.	Interest Charges.	Expenses in connection with Payment of Interest.	Total Interest Charges and Expenses.	Loans redeemable.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Brought forward	...	29,122,512 19 0	1,064,865 0 0	5,023 0 0	1,069,888 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. See Act 1564, Section 5
1 Edw. VII. No. 1753	3	295,664 1 2	9,263 0 0	...	9,263 0 0	Payable in Melbourne at the expiration of 30 years from 1st January, 1902, but may be redeemed at any time after the expiration of 21 years from such date, upon Parliament providing funds, and upon 12 months' previous notice of intention to redeem being given
No. 1560 ...	3½	3,180,126 14 0	111,304 0 0	554 0 0	111,858 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	180,524 0 0	...	180,524 0 0	1st April, 1916
5 Edw. VII. No. 1990	3½	258,966 13 10	9,064 0 0	...	9,064 0 0	Bonds, 1st April, 1916 Stock, 1st April, 1926
6 Edw. VII. No. 2026	3½	1,045,000 0 0	29,575 0 0	...	29,575 0 0	Payable out of Consolidated Revenue at any time after twenty years, but not later than 35 years from date of issue
6 Edw. VII. No. 2041	3½	44,314 0 8	631 0 0	...	631 0 0	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	3,183 0 0	...	3,183 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
7 Edw. VII No. 2167	3½	713,953 14 5	...	...	...	1st October, 1929, or at any time thereafter to 1st October, 1949
Carried forward ...		40,692,942 0 0	1,424,516 0 0	5,577 0 0	1,430,093 0 0	

APPENDIX No. 7—*continued.*

STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1909, AND OF THE INTEREST CHARGES AND EXPENSES PAID DURING THE YEAR—*continued.*

Act.	Principal.	Interest Charges.	Expenses in connection with Payment of Interest.	Total Interest Charges and Expenses.	——
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Brought forward ...	40,692,942 0 0	1,424,516 0 0	5,577 0 0	1,430,093 0 0	
42 Vic., 617 Melbourne and Hobson's Bay Railway Debentures	1,000 0 0				
	40,693,942 0 0	1,424,516 0 0	5,577 0 0	1,430,093 0 0	
Total amount of current loans allocated to the Railways at 30th June, 1909		Note.—The total interest, exclusive of expenses incurred in connection with the payment of interest, viz., £1,424,516, is equivalent to 3·50 per cent. on the total amount of current loans allocated to the Railways at 30th June, 1909.			
Less Discount and Expenses on the Sale of Debentures— £1,760,080 18 2					
Deduct Net Premiums on Debentures— £453,928 14 6					
	1,306,152 3 8				
Total Net Proceeds of Current Loans allocated to the Railways at 30th June, 1909	39,387,789 16 4	Note.—The total interest, exclusive of expenses incurred in connection with the payment of interest, viz., £1,424,516, is equivalent to 3·62 per cent. on the total net proceeds of loans allocated to the Railways at 30th June, 1909.			

APPENDIX No. 8.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1909.—NUMBERS.

LOCOMOTIVES.

Class Letter	A		A^1	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.	Unclassified.	Narrow-Gauge.	Total.
	Old.	New.																Old.	New.										
In existence, as per Register of Rolling-stock, at 30th June, 1909	10	15	20	10	7	4	20	61	10	67	9	21	2	2	22	21	5	64	25	19	16	13	15	31	2	1	3	8	503

CARRIAGE, VAN, AND SUNDRY STOCK.

PASSENGER STOCK.

Carriages.

	1st Class.								Composites.				2nd Class.					Carriages and Vans combined.												
	Bogie Vestble. Corridr.	Bogie Vestble. Express.	Bogie.	Bogie Sleeping Cars.	Bogie Dining, & Sleeping Car.	6 wheels.	4 wheels.	Bogie Corridr.	Bogie Vestble. Express	Bogie.	6 wheels.	4 wheels.	Bogie.	Bogie Vestble. Corridr.	Bogie Vestble. Express	6 wheels.	4 wheels	1st Class. Bogie.	1st Class. 6 wheels.	Composites. Bogie. 1st Class, 2nd Class, and Van combd.	Composites. 6 wheels.	2nd Class. 6 wheels.	2nd Class. 4 wheels.	2nd Class. Bogie.	Bogie 2nd Class, and Mail Vans.	Special Cars.	Parlor and Observation.	Dining.	Narrow-Gauge Stock. Carriages.	Narrow-Gauge Stock. Carriages and Vans Combined.	Total.
Class Letter	AV	AVE	AA	—	—	A		AC	ABC	AB VE	AB AB	AB	BB	BV	BVE	B		AD AD	AD	ABD ABD	ABD	BD		BD BD	BE	—	—	—	BB	AB AB	BD BD	
	(1)													(1)		(2)							(3)			(4)						
In existence as per Register of Rolling-stock at 30th June, 1909 ...	36	13	188	1	1	41	3	10	59	7	80	38	4	83	26	13	234	189	82	1	5	13	57	11	28	2	7	2	3	9	2	6	1,254
Joint Stock	...	6	...	6	...	...	...	...	...	..	...	...	...	...	...	6	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	18
																																	1,272

VAN STOCK.

	Mail Vans.		Bogie Bulk Mail Vans.	Bogie Mail Sorting Vans.	Mail Vans.	Luggage Vans.				Total.
	6 wheels.	Bogie.				Bogie.	6 wheels.	4 wheels.	Bogie. Vstbl.	Bogie Vstbl. Express	
Class Letter...	DMS	DDMS	EEB	EES	E	DD	D		DV	DVE	
In existence as per Register of Rolling-stock at 30th June, 1909	5	2	1	1	7	46	238	(5) 4	7	12	515
Joint Stock	...	...	1	2	...	...	...	...	...	4	7
											522

SUNDRY STOCK.

	Hearse.	Horse Boxes.	Bogie Horse Boxes.	Workmen's Sleeping Cars originally Passenger Carriages replaced.	Breakdown Vans.	Dynagraph Van.	Travelling Booking-office.
Class Letter...	C	F. FF	FFF	WS	—	—	TBO
In existence as per Register of Rolling-stock at 30th June, 1909	6	44 14	6	117	3	1	1
Joint Stock	...	... ...	...	...	...	...	...

ELECTRIC TRAMWAY STOCK.

	Combination Type.	Open Trailers.	Closed Trailers	Motor Busses.
	—			
In existence as per Register of Rolling-stock at 30th June, 1909	10	7	4	6
Joint Stock				

APPENDIX No. 8—*continued.*

TRUCK STOCK.

	BROAD-GAUGE.																				NARROW-GAUGE.					PRIVATE STOCK.
	High-sided Covered.	Medium.	Low-sided.	Sheep.	Cattle.	Ballast.	Bogie Ballast Rail and Hopper.	Hopper Coal (Iron).	Bogie Hopper Coal	Powder.	Bogie Low-sided.	Bogie Boiler and Timber.	Bogie Medium Movable sides.	Bogie Medium.	Bogie High-sided Covered.	Refrigerators.		Bogie Refrigerators.	Meat.	Carriage Trucks.	Water Tank Trucks.	Weighbridge Testing Trucks.	Bogie Live Stock.	Bogie Medium.	Bogie Refrigerator.	Bogie Meat.	Total.	Oil Tanks.
Class Letter	H	I	K	L	M	N	Nn	O	Oo	P	Q	QB	QR	R	S	T	Th	Tt	U	G	—	—	Mm	QR	Tt	Uu		
In existence, as per Register of Rolling-stock, at 30th June, 1909	106	7,810	222	621	402	300	46	187	6	24	17	1	201	11	2	191	18	31	590	17	94	6	4	93	1	8	11,009	4

Includes one 70-ft. Corridor Car with no vestibule—(2) Includes 132 Holiday Cars —(3) Includes 1 Holiday Car.—(4) "State Cars, Nos. 1, 2, 3," "Edinburgh," "Victoria," "York," "Inspection."— (5) Holiday Vans.

The following stock is in existence in addition to the above :—One Steam Shovel, Two Steam Cranes, and two Trolleys on Welshpool line.

T. H. WOODROFFE, Chief Mechanical Engineer.

APPENDIX No. 9.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1909.—CAPACITY, ETC.

	Built or purchased and charged to Capital from the inception of the Railways up to 30th June, 1909.	In existence at 30th June, 1909 (*a*).	Deficiency	Surplus.	Cost of making good Deficiency.	Value of Surplus.
					£	£
Locomotives (tractive power)	8,143,111 lbs.	8,150,048 lbs. (*b*)	...	6,937 lbs.	...	1,040
Carriage Stock (floor area)	361,300 sq. ft.	345,164 sq. ft. (*c*)	16,136 sq. ft.	...	55,669	...
Van and Sundry Stock (floor area)	100,436 sq. ft.	89,576 sq. ft. (*d*)	10,860 sq. ft.	...	30,517	...
Truck Stock (carrying capacity)	109,398 tons	116,110 tons (*e*)	...	6,712 tons	...	73,832
					86,186	74,872

Amount at Credit of Rolling-Stock Replacement Fund at 30th June, 1909, available for replacement of Rolling-Stock £13,467

(*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 30th June, 1909.

(*b*) 13 old locomotives to be scrapped shortly, written down to the tractive power, represented by their value as scrap materials.

(*c*) 221 old vehicles written down to internal floor area represented by their value as scrap materials. Only 60 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*) 91 vehicles written down to internal floor area represented by their value as scrap materials. 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 "I," 300 old "N," and 122 old "K" trucks written down to tonnage represented by their value as scrap materials.

T. H. WOODROFFE, Chief Mechanical Engineer.

APPENDIX No. 10.

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT 7 EDWARD VII. No. 2119 AT 30TH JUNE, 1909.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1908	45,085 18 0	By Expenditure for the year ending 30th June, 1909 (Section No. 6)—Clause—	
„ Payment to Fund during the year ending 30th June, 1909 (ten shillings for every one hundred pounds sterling of the revenue of the Victorian Railways in accordance with Clause 2, Section 5, of Act No. 2119) included in the Working Expenses of the Year	20,945 6 6	(*a*) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employés of the Commissioners	18,257 11 5
		(*b*) Amount paid as compensation without action at law on account of death of or injuries to persons other than employés of the Commissioners	95,574 15 7
„ Special Payment to Fund to liquidate deficiency in Fund caused by expenditure in connection with the Accident at Sunshine included in the Working Expenses of the year	69,972 5 0	(*c*) Amount of medical, legal and incidental expenses, incurred in determining whether compensation shall be paid to persons referred to in Clause *b*	11,637 3 8
		(*d*) Amount paid as compensation to employés of the Commissioners for injuries sustained on duty or in the event of death to persons dependent upon such employés	2,684 17 11
		(*e*) Amount expended in consequence of any loss or damage by fire to buildings, plant, stores, or properties of the Commissioners	1,006 0 9
		(*f*) Amount paid as compensation for loss or damage to goods, parcels, &c.	6,095 5 4
		(*g*) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon employés burning off within railway boundaries, &c.	747 14 10
	136,003 9 6		136,003 9 6

NOTE.—£121,013 15s. 0d. of the expenditure for the year was incurred in connection with the accident at Sunshine on the 20th April, 1908.

APPENDIX No. 11.

Dr. RAILWAY STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1909. *Cr.*

	£	s.	d.		£	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)	...			50,000	0	0
,, Sundry Outstanding Accounts at 30th June, 1909	65,746	16	11	,, Cash in Treasury	111,858	6	6			
				,, Cash with Agent-General in London ...	50,164	10	8			
								162,022	17	2
				,, Stores and Materials on hand at 30th June, 1909	423,467	18	1			
				Less Amount at Credit of Stores Depreciation Account	10,303	2	2			
								413,164	15	11
	£625,187	13	1					£625,187	13	1

APPENDIX No. 12.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEAR ENDING 30TH JUNE, 1908 AND 1909.

	Year ending 30th June, 1908.		Year ending 30th June, 1909.	
	Number of Journeys.	Revenue.	Number of Journeys.	Revenue.
		£		£
Country Passengers ... ... 1st Class	895,411	292,531	950,742	295,391
do. do. ... ... 2nd do.	4,023,553	621,675	4,335,936	638,444
do. Season Tickets ... 1st do.	722,111	83,579	764,614	87,237
do. do. ... ... 2nd do.	319,542	16,248	374,317	17,492
do. Weekly Workmen's, ... 2nd do.	147,128	1,975	53,760	679
Totals for COUNTRY PASSENGERS ...	6,107,745	1,016,008	6,479,369	1,039,243
Metropolitan—Suburban Passengers within 20 miles of Melbourne ... 1st Class	16,356,756	241,632	17,864,502	264,913
do. do. do. ... 2nd do.	20,743,834	205,387	22,782,359	230,407
do. Season Tickets ... 1st do.	16,746,626	134,041	18,048,165	139,901
do. Building Tickets (Free) 1st do.	418,434	...	538,844	...
do. Season Tickets ... 2nd do.	9,444,025	49,257	9,672,537	50,158
do. Building Tickets (Free) 2nd do.	159,348	...	170,060	...
do. Weekly Workmen's ... 2nd do.	4,072,857	29,860	4,548,766	33,145
Totals for METROPOLITAN—SUBURBAN PASSENGERS	67,941,880	660,177	73,625,232	718,524
Race and Special Picnic Traffic, within 20 miles of Melbourne { Passengers, 1st Class	365,154	14,164	384,030	15,510
do. 2nd do.	492,646	11,721	531,982	12,810
Totals for RACE AND SPECIAL PICNIC TRAFFIC	857,800	25,885	916,018	28,320
Total	74,907,425	1,702,070	81,020,620	1,786,087
ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY	1,146,484	10,350	1,265,492	10,913
Grand Totals	76,053,909	1,712,420	82,286,112	1,797,000

APPENDIX No. 13.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR YEARS ENDING JUNE, 1908 AND 1909.

Kind of Goods.	Year ending 30th June, 1908.		Year ending 30th June, 1909.	
	Tons carried.	Revenue. £	Tons carried.	Revenue. £
3rd Class	22,204	51,481	16,183	38,391
2nd Class	39,213	78,666	40,685	84,420
1st Class	56,098	73,348	59,725	81,687
"C" Class	49,018	56,784	47,664	56,305
"B" Class	67,600	54,433	71,388	55,054
"A" Class	72,010	49,898	83,768	58,757
Miscellaneous Class	151,275	26,758	138,056	24,229
Fish	3,393	5,267	3,320	5,092
Fruit and Vegetables	35,123	24,985	39,295	25,347
Butter	26,285	28,632	18,205	19,210
Other Dairy Produce	22,645	23,878	18,870	19,341
Wine	7,801	7,010	7,210	5,262
Wool	73,037	103,163	61,082	94,803
Sugar	23,621	29,623	26,520	31,508
Kerosene	11,405	10,202	11,137	10,519
Flour, Bran, Sharps, and Pollard ...	163,188	67,529	188,831	76,971
Wheat	272,205	115,699	628,415	3 3 029
All other Grain	54,949	20,020	98,653	35,588
Hay, Straw, and Chaff	267,624	84,923	239,702	68,821
Potatoes	86,912	35,205	86,593	35,995
All other Agricultural Produce ...	85,811	32,353	66,139	24,489
Hides, Skins, and Tallow ...	19,762	18,776	20,831	20,143
Fertilizers	95,259	27,582	115,477	33,432
Coal	163,194	38,521	158,879	37,355
Firewood	603,842	137,539	589,455	138,448
Timber	235,058	95,125	255,970	100,581
Bark	4,056	2,614	7,583	4,731
Stone, Lime, and Bricks ...	281,851	44,568	308,605	46,565
Machinery and Castings	16,658	22,902	21,129	30,359
All other Goods	338,683	214,112	354,329	227,303
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, and Weighing ...	...	16,992	...	20,776
Total Tonnage of Goods carried and Total Revenue derived therefrom	3,349,760	1,598,588	3,783,699	1,814,821
Live Stock	405,101	269,853	383,087	252,356
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom ...	3,754,861	1,868,441	4,166,786	2,067,177

APPENDIX No. 14.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1894, TO 30TH JUNE, 1909.

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.				
			Capital Cost, including Rolling-stock.	Average Cost per Mile open.	Locomotives.	Passenger Cars.	Trucks.	Vans, &c.				From Passenger, &c., Traffic.	From Goods and Live Stock Traffic.	Total.	Per Average Mile open.	Per Train Mile run.
			£	£	Number.	Number.	Number.	Number.				£	£	£	£	*s. d.*
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	1,792,978	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	12,345	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
1908–09	3,410	3,397	42,486,323	12,459	503	1,272	11,009	522	11,290,578	81,020,620	4,166,786	2,110,947	2,067,177	4,178,124	1,230	7/4·81

* 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 Street Railway.

APPENDIX No. 14—*continued.*

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1894, TO 30TH JUNE, 1909.

Year	Expenditure: Transportation and Traffic Branches (including Compensation to Year 1907-8 inclusive).			Expenditure: Way and Works Branch.				Expenditure: Rolling-Stock Branch.						General Expenses.			Railway Accident and Fire Insurance Fund.		
								Working.			Repairs and Renewals.								
	Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Maintenance and Renewals.	Per Average Mile open.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.	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.	Pe Cent. of Gross Revenue.
	£	*s. d.*		£	£	*s. d.*		£	*s. d.*		£	*s. d.*		£	*s. d.*		£	*s. d.*	
1894–5 ...	520,937	1/1·07	20·18	331,198	107	0/8·31	12·83	390,536	0/9·79	15·13	177,032	0/4·44	6·86	43,486	0/1·09	1·68			
1895–6 ...	493,754	1/1·18	20·57	365,848	117	0/9·77	15·23	359.915	0/9.61	14·99	187,927	0/5·02	7·83	49,294	0/1·31	2·05			
1896–7 ...	501,719	1/1·05	19·18	381,293	122	0/9·92	14·57	359,763	0/9·35	13·75	193,731	0/5·04	7·41	47,901	0/1·24	1·83			
1897–8 ...	534,856	1/1·89	20·50	408,837	131	0/10·62	15·67	366,303	0/9·52	14·04	204,802	0/5·32	7·85	51,280	0/1·33	1·97			
1898–9 ...	550,365	1/1·60	19·16	479,292	154	0/11·84	16·68	398,807	0/9·85	13·87	228,615	0/5·65	7·96	51,862	0/1·28	1·80			
1899–00 ...	571,770	1/1·57	18·89	496,959	156	0/11·80	16·43	432,850	0/10·28	14·31	241,129	0/5·73	7·97	57,093	0/1·35	1·89			
1900–01 ...	616,945	1/1·38	18·48	506,988	157	0/11·00	15·19	520,527	0/11·29	15·60	262,818	0/5·70	7·87	56,018	0/1·21	1·68			
1901–02 ...	671,588	1/2·28	19·94	490,438	150	0/10·43	14·56	576,921	1/0·27	17·13	268,543	0/5·71	7·98	†43,385	0/0·93	1·29			
1902–03 ...	592,897	1/1·83	19·46	437,840	131	0/10·21	14·37	521,090	1/0·16	17·10	241,625	0/5·65	7·93	†42,498	0/0·99	1·40			
1903–04 ...	586,015	1/3·33	17·04	448,959	133	0/11·75	13·06	455,543	0/11·92	13·25	263,987	0/6·91	7·68	†47,807	0/1·25	1·39			
1904–05 ...	562,370	1/2·96	15·70	502,022	148	1/1·35	14·01	488,240	1/0·99	13·63	274,931	0/7·31	7·67	†43,575	0/1·16	1·22			
1905–06 ...	588,123	1/3·03	15·53	572,297	169	1/2·62	15.11	481,483	1/0·30	12.71	306,842	0/7·84	8·10	†50,278	0/1·29	1·33			
1906–07 ...	593,248	1/2·19	14·78	589,452	174	1/2·10	14·69	521,083	1/0·46	12·99	323,858	0/7·74	8·07	†49,032	0/1·17	1·22			
1907–08 ...	612.719	1/2·16	15·82	648,589	191	1/2·99	16·75	573,990	1/1·27	14·82	382,477	0/8·84	9·88	†52,455	0/1·22	1·35	15,667	0/0·36	0·40
1908–09 ...	641,431	1/1·64	15·35	625,602	184	1/1·30	14·97	620,669	1/1·19	14·86	372,766	0/7·92	8·92	†58,108	0/1·24	1·39	*90,863	0/1·93	2·18

Exclusive of St. Kilda and Brighton Electric Street Railway.

* Includes Special Payment into Fund of £69,972.

† 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 ; 1908–9, £16,058 2s. 2d.

APPENDIX No. 14—*continued.*

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1894, TO 30TH JUNE, 1909.

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 Payment of Working Expenses and Special Expenditures and Charges.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.	NET INTEREST CHARGES AND EXPENSES.	AMOUNTS PAID FOR PENSIONS AND GRATUITIES TO OFFICERS AND EMPLOYES OF THE COMMISSIONERS. ACT No. 2133.	DEFICIT	SURPLUS.	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.									
	£	£	*s. d.*		£	£	*s. d.*	£	£	£	£	£	£	£	£	£	£	£
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	1,484,427	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	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	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	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	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	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	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	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	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	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	59·62	1,587,471	468	3/0·69	3·79	3 98	47,058	1,536,488†	3·66†	3·85†	1,483,807†	...	...	52,681†	103,064
1908–09	2,409,439	709	4/3·22	57·67	1,768,685	521	3/1·59	4·16	4·35	...	1,770,551†	4·16	4.35	1,430,093†	105,415*		235,043†	* ...

* In conformity with the provisions of Act No. 2133, the Pensions and Gratuities, as from 1st July, 1908, are payable out of the Net Revenue of each year to the extent to which it is available after the payment of the Interest Charges on the Railway Debt of the State.

† 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, Year 1908–9, Net Revenue £1,866.

APPENDIX No. 15.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDING 30TH JUNE, 1909.

Year ending 30th June.	New Lines and Surveys.	Additions and Improvements on Existing Lines.	Rolling-Stock.	Total.
	£	£	£	£
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†
1909	129,976	269,752†	158,558†	558,286†
Total ...	4,686,737†	3,833,352†	2,834,772†	11,354,861†

* Includes expenditure out of Funds temporarily Advanced by the Treasury repaid out of Revenue.
† 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, 1909.

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.	Feet.	£	s.	d.	£
Melbourne to Bendigo (exclusive of works, Melbourne to Essendon Junction)	100·89	...	100·89	1,902	18	1 in 50	4,841,543	19	11	47,988
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	700,150	10	5	12,498
* 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	65,389	10	7	4,510
† Lancefield to Kilmore	...	18·10	18·10	1,734	1,160	1 „ 40	117,669	8	5	6,468
Kilmore Junction to Bendigo (Cattle Siding) ...	...	67·82	67·82	1,450	526	1 „ 50	393,483	7	2	5,802
Carlsruhe to Daylesford	0·38	22·17	22·55	2,469	1,791	1 „ 50	176,577	15	6	7,831
Daylesford Junction to North Creswick ...	...	23·11	23·11	2,292	1,429	1 „ 40	181,482	6	4	7,853
Kyneton (Redesdale Junction) to Redesdale ...	...	16·25	16·25	1,636	973	1 „ 50	89,858	3	0	5,530
Castlemaine to Dunolly	0·38	46·46	46·84	948	579	1 „ 40	400,616	19	1	8,553
Dunolly to St. Arnaud (including cost of Carapooee Ballast Pits Tramway)	0·28	32·73	33·01	943	611	1 „ 50	171,067	6	4	5,182
St. Arnaud to Donald	...	23·86	23·86	868	374	1 „ 50	101,452	19	4	4,252
Donald to Birchip	...	32·30	32·30	394	330	1 „ 100	76,700	8	0	2,375
Birchip to Cronomby (Woomelang)	...	26·45	26·45	351	260	1 „ 75	38,836	7	8	1,468
Woomelang to Mildura	...	110·15	110·15	334	128	1 „ 75	251,085	6	11	2,279
Mildura to White Cliffs	...	...	...	...	...	...	7,261	8	3	In progress
Dunolly to Inglewood	...	24·24	24·24	794	457	1 „ 50	95,787	4	7	3,952
Ouyen to Kow Plains	...	...	...	...	...	...	16,051	5	11	In progress
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	290,309	12	5	6,957
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	71,753	0	7	5,222
Maryborough to Avoca	...	14·93	14·93	885	721	1 „ 40	63,815	2	11	4,274
Avoca to Ararat	...	39·04	39·04	1,215	763	1 „ 50	173,979	18	0	4,456
Bendigo to Inglewood	0·80	28·13	28·93	779	443	1 „ 70	189,105	1	4	6,537
Inglewood to Charlton	...	42·82	42·82	639	422	1 „ 50	187,559	11	6	4,380
Charlton to Wycheproof	...	16·48	16·48	521	356	1 „ 50	88,185	14	7	5,351
Wycheproof to Sea Lake	...	47·89	47·89	357	172	1 „ 94	73,504	18	6	1,535
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	75,815	16	6	4,245
Boort to Quambatook	...	21·96	21·96	419	287	1 „ 75	43,364	6	4	1,975
Quambatook to Ultima	...	30·31	30·31	371	256	1 „ 100	47,849	0	1	1,579
Ultima to Chillingollah	...	...	...	...	...	...	25,290	3	2	In progress
Eaglehawk to Kerang	...	72·99	72·99	742	255	1 „ 70	302,575	17	0	4,145
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill)	...	35·16	35·16	286	225	1 „ 100	162,042	17	7	4,609
Footscray to Williamstown (including cost of piers at Williamstown)	5·50	0·37	5·87	66	8	1 „ 100	528,358	16	0	90,010
* 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	1,198,787	18	0	30,581
* 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	372,909	14	10	7,144
‡ Geelong Race-course Branch	...	1·96	1·96	43	10	1 „ 50				
Colac to Camperdown	...	28·11	28·11	569	405	1 „ 50	143,849	0	7	5,117
Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ...	0·90	41·81	42·71	550	13	1 „ 50	368,596	16	2	8,630
Warrnambool to Koroit	...	9·36	9·36	245	19	1 „ 50	87,654	1	10	9,301
Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy)	...	11·34	11·34	208	11	1 „ 60	97,669	6	9	8,613
Geelong (Queenscliff Junction) to Queenscliff...	...	20·72	20·72	264	10	1 „ 50	114,069	4	9	5,505
* Mount Moriac to Wensleydale	...	10·92	10·92	752	361	1 „ 50	39,284	18	5	3,598
Birregurra to Forrest	...	19·85	19·85	579	363	1 „ 40	147,319	9	6	7,422
Irrewarra to Beeac...	...	8·70	8·70	432	390	1 „ 66	47,271	9	5	5,429
¶ Colac to Beech Forest	...	29·66	29·66	1,748	225	1 „ 30	70,610	12	0	2,381
¶ Beech Forest to Crowe's	...	...	...	...	...	...	242	19	6	In progress.
Camperdown (Curdie's River Junction) to Timboon	...	22·32	22·32	673	52	1 „ 40	112,801	7	5	5,054
Terang to Mortlake	...	12·16	12·16	447	414	1 „ 60	55,648	12	2	4,576
North Geelong to Ballarat	41·45	11·76	53·21	1,725	47	1 „ 52	1,900,902	19	6	35,725
* North Geelong Loop Line	...	0·22	0·22	53	46	1 „ 57				
Ballarat to Ararat	4·33	52·84	57·17	1,517	960	1 „ 50	423,554	16	7	7,409
Ararat to Stawell	...	18·85	18·85	1,686	761	1 „ 100	181,971	10	10	9,654
Stawell to Horsham	1·18	52·26	53·44	761	423	1 „ 100	351,596	9	11	5,075
* Stawell to Grampians	...	15·84	15·84	815	621	1 „ 30				
Horsham to Dimboola	0·36	21·10	21·46	477	361	1 „ 50	108,471	3	0	5,055
Dimboola to Serviceton (including cost of 1·16 miles constructed beyond Serviceton; also portion of cost of the Warranook Ballast Pits Tramway)	1·35	61·87	63·22	631	315	1 „ 50	408,417	6	6	6,460
Braybrook Junction to Parwan	...	21·65	21·65	466	119	1 „ 50	268,072	12	6	12,382
Parwan to Gordons	...	27·46	27·46	1,877	341	1 „ 48	352,729	6	9	12,845
Gordons to Warrenheip	0·09	12·78	12·87	1,940	1,707	1 „ 50	128,620	19	10	9,994
Bungaree Junction to Race-course Reserve ...	...	1·53	1·53	1,884	1,848	1 „ 50	3,330	15	11	2,177
Carried forward	164·24	1567·11	1732·35	...	...	...	17,215,869	14	9	...

* Trains run only as required for traffic. † See lines closed for traffic. ‡ Dismantled 28th May, 1909. ¶ 2ft. 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.	Feet.	£	s.	d.	£
Brought forward	164·24	1567·11	1731·35	...	...	...	17,215,869	14	9	...
* 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	66,141	15	5	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	59,853	2	6	4,560
Scarsdale to Linton	...	7·97	7·97	1,189	1,022	1 „ 40	77,464	18	0	9,720
* Burrumbeet Race-course Junction to Burrumbeet Race-course	...	1·14	1·14	1,297	1,256	1 „ 50	3,610	13	4	3,167
Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant)	...	66·06	66·06	1,028	572	1 in 50	333,317	12	1	5,046
Hamilton to Portland (including cost of sidings to piers at Portland)	...	53·82	53·82	606	11	1 „ 40	294,779	13	9	5,477
‡ Dunkeld to Koroit	...	48·99	48·99	834	207	1 „ 60	169,379	8	10	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	110,720	8	11	4,812
Branxholme to Casterton	...	32·09	32·09	572	149	1 „ 40	178,488	10	10	5,562
Lubeck to Rupanyup (including portion of cost of the Warranook Ballast Pits Tramway) ...	...	9·77	9·77	487	455	1 „ 147	44,763	3	7	4,582
Rupanyup to Marnoo	...	15·38	15·38	494	450	1 „ 100	24,311	4	4	1,581
Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway)	...	31·20	31·20	464	360	1 „ 66	150,323	5	3	4,818
Warracknabeal to Beulah	...	21·92	21·92	359	288	1 „ 80	54,072	0	5	2,467
Beulah to Hopetoun	...	16·01	16·01	290	258	1 „ 100	34,476	15	11	2,153
Horsham to Noradjuha	...	19·95	19·95	488	395	1 „ 50	80,037	9	11	4,012
Natimuk (East Natimuk) to Goroke	...	28·32	28·32	624	394	1 „ 50	64,206	17	8	2,267
Dimboola to Jeparit	...	21·59	21·59	387	268	1 „ 75	41,146	15	1	1,906
Jeparit to Albacutya (Rainbow)	...	18·47	18·47	388	263	1 „ 75	31,762	4	8	1,720
Essendon Junc. to Essendon	3·50	...	3·50	148	14	1 „ 67	176,297	2	3	35,259
* 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	2,262,601	9	0	12,433
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	210,867	12	4	41,591
† Coburg to Somerton	...	7·16	7·16	530	202	1 „ 50	72,033	12	10	10,061
Royal Park (Junction) to Clifton Hill ...	2·28	0·11	2·39	136	103	1 „ 50	156,154	0	4	65,336
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	252,133	1	3	11,429
Northcote Loop Line	0·13	...	0·13	128	119	1 „ 70	8,530	13	8	65,621
Fallarook to Yea	...	23·69	23·69	698	488	1 „ 40	152,986	17	9	6,458
Yea to Mansfield and Alexandra-road ...	...	55·82	55·82	1,304	557	1 „ 40	336,408	4	9	6,027
Alexandra-road to Alexandra							20,548	17	9	In progress
Mangalore to Shepparton	0·29	44·96	45·25	499	372	1 „ 100	269,331	10	4	5,952
Shepparton to Numurkah	2·16	18·60	20·76	376	348	1 „ 206	84,063	18	8	4,049
Numurkah to Cobram	0·20	21·45	21·65	376	355	1 „ 165	83,836	9	5	3,872
Murchison East to Rushworth	...	12·87	12·87	476	391	1 „ 80	69,715	5	3	5,417
Toolamba to Tatura	...	6·83	6·83	385	371	1 „ 108	28,558	18	2	4,181
Tatura to Echuca	...	34·07	34·07	377	320	1 „ 122	155,118	12	4	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	38,978	16	11	2,290
Numurkah to Nathalia	...	13·79	13·79	356	335	1 „ 330	52,034	6	11	3,773
Nathalia to Picola	...	6·75	6·75	335	325	1 „ 264	13,411	9	2	1,987
Strathmerton towards Tocumwal	...	8·20	8·20	390	358	1 „ 330	17,521	9	6	2,137
Strathmerton to Tocumwal Extension ...	...	2·07	2·07	372	365	1 „ 92	10,911	10	1	5,271
Benalla to St. James	...	20·33	20·33	583	450	1 „ 75	78,618	18	6	3,867
St. James to Yarrawonga	...	19·86	19·86	514	414	1 „ 50	97,209	6	9	4,895
¶ Wangaratta to Whitfield	...	30·49	30·49	811	481	1 „ 80	38,965	17	9	1,278
Wangaratta (Beechworth Junction) to Beechworth	...	22·26	22·26	1,831	502	1 „ 30	164,348	12	6	7,383
Beechworth to Yackandandah	...	12·84	12·84	1,912	981	1 „ 30	96,764	1	10	7,536
Everton to Myrtleford	...	16·56	16·56	989	581	1 „ 40	77,118	2	8	4,657
Myrtleford to Bright	...	18·54	18·54	1,004	688	1 „ 50	111,746	1	10	6,027
Springhurst to Wahgunyah	...	13·95	13·95	623	454	1 „ 50	74,619	2	3	5,349
Wodonga to Tallangatta	...	25·71	25·71	726	530	1 „ 40	188,070	1	11	7,315
Spencer Street to Flinders Street	0·76	...	0·76	33	17	1 „ 40	141,375	14	1	186,021
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	2,429,668	15	11	148,786
Prince's Bridge to Collingwood	2·22	...	2·22	85	23	1 „ 62	194,661	5	4	87,685
Collingwood to Heidelberg	0·92	4·57	5·49	196	68	1 „ 50	202,413	15	8	36,870
Heidelberg to Eltham	...	8·35	8·35	303	110	1 „ 40	56,298	10	3	6,742
Brighton Beach to Sandringham	2·20	...	2·20	58	20	1 „ 97	76,577	9	8	34,808
South Yarra to Oakleigh	7·05	...	7·05	184	22	1 „ 50	317,327	15	7	45,011
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	1,101,654	16	11	9,319
Sale to Stratford (Junction)	...	8·97	8·97	64	33	1 „ 66	42,739	14	0	4,765
Carried forward	284·68	2765.77	3050·45	...	...	...	29,282 842	8	8	...

* Trains run only as required for traffic. † See lines closed for traffic. ‡ Including portion dismantled. ¶ 2ft. 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.	Feet.	£	*s.*	*d.*	£
Brought forward	284·68	2765·77	3050·45	...	...	...	29,282,842	8	8	...
† Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines)	0·20	10·10	10·30	249	72	1 „ 50	297,360	18	3	28,870
‡ Caulfield to Frankston	9·86	10·02	19·88	166	10	1 „ 50	198,823	13	4	10,001
Frankston to Stony Point (including cost of sidings to pier at Stony Point)	...	18·85	18·85	327	10	1 „ 50	105,007	12	7	5,571
Mornington Junction to Mornington	...	7·67	7·67	194	60	1 „ 50	63,458	4	6	8,274
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	970,449	3	2	8,275
Nyora to Woolamai							127	6	3	In progress
Korumburra to Coal Creek	...	0·89	0·89	735	630	1 „ 30	5,761	7	11	6,473
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	28,286	10	11	11,786
¶ Welshpool to Welshpool Jetty	...	3·23	3·23	57	6	1 „ 100	2,943	0	10	911
Warragul to Necrim South	...	13·49	13·49	681	349	1 „ 40	123,915	10	5	9,186
Moe (Junction) to Thorpdale	...	10·67	10·67	798	219	1 „ 40	116,187	9	1	10,889
Moe to Walhalla	...	...	...	...	...	...	81,616	18	6	In progress
Morwell to North Mirboo	...	20·16	20·16	784	184	1 in 40	152,771	14	3	7,578
Traralgon to Heyfield	...	22·06	22·06	262	93	1 „ 50	121,807	12	4	5,522
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0·52	49·30	49·82	296	9	1 „ 50	278,011	15	10	5,580
Maffra to Briagolong	...	11·79	11·79	238	109	1 „ 50	60,582	9	7	5,138
Burnley to Waverley Road	...	5·23	5·23	111	33	1 „ 60	171,175	9	6	32,730
Hawthorn to Lilydale	11·82	8·20	20·02	484	41	1 „ 40	377,103	19	1	18,836
Lilydale to Healesville	0·26	15·11	15·37	351	230	1 „ 40	216,170	4	2	14,064
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	62,213	13	6	8,362
¶ Ferntree Gully to Gembrook	...	18·22	18·22	1,057	412	1 „ 30	58,259	2	1	3,198
Lilydale to Warburton	...	23·97	23·97	738	289	1 „ 37½	105,206	18	7	4,389
St. Kilda and Brighton Electric Street Railway, St. Kilda Station to Brighton Beach ...	...	5·13	5·13	59	7	1 „ 21½	42,586	3	8	8,301
Total mileage of lines constructed §	307·51	3155·36	3462·87	...	...	...	33,039,980	12	8	
Less mileage closed for traffic at 30th June, 1909.										
Dunkeld to Penshurst (dismantled 19th February, 1898)		15·87	15·87							
Lancefield to Kilmore ...		18·10	18·10							
Fawkner Cemetery to Somerton		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							
Burnley to Waverley Road—										
Darling to Waverley Road		0·84	0·84							
Geelong Race-course Line (dismantled 28th May, 1909)		1·96	1·96							
	0·20	47·76	47·96							
Total mileage open for traffic at 30th June, 1909—	307·31	3107·60	3414·91							
Works, Melbourne to Essendon Junction ...	...	...	...	...	...	...	1,634,760	6	6	
Railway Offices, Spencer Street	...	...	...	...	...	...	161,834	13	10	
Sheds and Workshops, Williamstown ...	...	...	...	...	...	...	154,054	10	9	
Sheds and Workshops, Newport (including cost of Machinery and Equipment)	...	...	...	...	...	...	411,140	15	5	
General Construction Account (Capital Expenditure common to all lines)	...	...	...	...	...	...	381,462	18	8	
Rolling-stock, Broad-gauge	...	...	...	...	...	...	6,363,800	13	3	
Rolling-stock, Narrow-gauge	...	...	...	...	...	...	46,053	5	10	
Rolling-stock, Electric Street Railway ...	...	...	...	...	...	...	15,467	19	3	
Grand Total	307·31	3107·60	3414·91	...	...	...	42,208,555	16	2	

* Trains run only as required for traffic. † See lines closed for traffic. ‡ Including portion dismantled. § Gauge of lines constructed—3381·27 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 (Hobson's Bay Lines)		20.1.53
1857—May 13	Flinders Street	St. Kilda (Hobson's Bay Lines)		19.3.56
1859—Feb. 8	Prince's Bridge	Richmond (Hobson's Bay Lines)		43
,, Dec. 12	Richmond	Cremorne (Hobson's Bay Lines)		43
,, ,, 19	Windsor	North Brighton (Hobson's Bay Lines)	16·33	42
1860—Sept. 24	Richmond	Pic-nic Station (Hobson's Bay Lines)		43
,, Dec. 22	Cremorne	Windsor ... (Hobson's Bay Lines)		43
1861—April 13	Pic-nic Station	Hawthorn... (Hobson's Bay Lines)		43
,, Dec. 21	North Brighton	Brighton Beach (Hobson's Bay Lines)		127
1857—June 17	Williamstown Junction ...	Geelong	38·51	36 / 150
1859—Jan. 17	Footscray	Williamstown Pier	5·87	36
,, 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
,, ,, 7	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 (including extension)	11·73	606 / 671
		Carried forward	1193·81	

* Trains run only as required for traffic.
‡ Dismantled 28th May, 1909.

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 ...	1193·81	
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 ...	1·94	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	Tallarook	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	Yarrawonga ..	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	Frankston	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 ...	2179·32	

* 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.
		Brought forward ..	2179·32	
1889—March 1	Yarra Flats	Healesville ...	8·02	821 and 1381
„ Aug. 7	Maffra	Briagolong ...	11·79	821 „ 1381
„ „ 7	Irrewarra	Beeac	8·70	821 „ 1381
„ Sept. 10	Mornington Junction	Mornington ...	7·67	821 „ 1381
„ „ 10	Mornington Junction	Hastings	8·09	821 „ 1381
„ „ 10	Wodonga	Huon-lane ..	14·07	821 „ 1381
„ „ 12	Ballarat East	Buninyong ...	6·84	821 „ 1381
„ Oct. 8	Whittlesea Junction	Preston Reservoir ...	4·78	821 „ 1381
„ „ 8	Coburg	†Somerton	7·16	821 „ 1381
„ Nov. 12	Yea	Molesworth ..	10·68	821 „ 1381
„ Dec. 3	Heathcote	Tooborac	10·56	821 „ 1381
„ „ 4	Bacchus Marsh	Ballan	17·54	821 „ 1381
„ „ 4	Ringwood	Upper Fern Tree Gully	7·44	821 „ 1381
„ „ 17	Hastings	Stony Point ...	5·74	821 „ 1381
„ „ 23	Preston Reservoir	Whittlesea ...	17·29	821 „ 1381
1890—Feb. 4	Terang	Mortlake	12·16	821 „ 1381
„ „ 4	Terang	Warrnambool ...	28·82	821 „ 1381
„ „ 4	Koroit	Warrnambool ...	9·36	821 „ 1381
„ „ 4	Koroit	Port Fairy ...	11·34	821 „ 1381
„ March 17	Mount Moriac	*Wensleydale ...	10·92	821 „ 1381
„ „ 24	Burnley	†Oakleigh	6·29	821 „ 1381
„ May 12	Warragul	Rokeby	8·12	821 „ 1381
„ „ 30	Kerang	Swan Hill... ...	35·16	821 „ 1381
„ „ 30	Camberwell	†Waverley Road ...	4·25	821 „ 1381
„ June 17	Molesworth	Cathkin	2·74	821 „ 1381
„ July 18	Huon-lane	Bolga	6·61	821 „ 1381
„ Aug. 22	Kilmore	Tooborac	20·10	821 „ 1381
„ „ 22	Dunkeld	‡Koroit	48·99	821 „ 1381
„ „ 22	Hamilton	Pershurst ...	18·11	821 „ 1381
„ Sept. 1	Murchison East	Rushworth ...	12·87	821 „ 1381
„ „ 16	Cathkin	Alexandra Road ...	4·41	821 „ 1381
„ Oct. 10	Scarsdale	Linton	7·97	821 „ 1381
„ „ 17	Myrtleford	Bright	18·54	821 „ 1381
„ Nov. 10	Cathkin	Merton	15·47	821 „ 1381
„ „ 11	Tooradin	Loch	23·53	821 „ 1381
„ „ 18	Ararat	Avoca	39·04	821 „ 1381
1891—Jan. 15	Kyneton (Redesdale Junction) ...	Redesdale... ...	16·25	821 „ 1381
„ March 24	Fairfield Park	†Riversdale (including ‡Canterbury loop line)	4·99	821 „ 1381
„ „ 24	Maldon (Laanecoorie Junction)	Shelbourne ...	9·89	821 „ 1381
„ May 7	Merton	Maindample ...	13·86	821 „ 1381
„ June 2	Loch	Korumburra ...	9·89	821 „ 1381
„ „ 5	Birregurra	Forrest	19·85	821 „ 1381
„ July 23	Beechworth	Yackandandah ...	12·84	821 „ 1381
„ „ 24	Bolga	Tallangatta ...	5·02	821 „ 1381
„ Oct. 6	Maindample	Mansfield... ...	8·64	821 „ 1381
„ Nov. 23	Spencer Street	§Flinders St. (Viaduct)	0·76	821 „ 1187
„ Dec. 17	Korumburra	Leongatha ...	9·19	821 „ 1381
1892—Jan. 13	Leongatha	Port Albert ...	58·75	821 „ 1381
„ March 18	Rokeby	Neerim South ...	5·36	1030 „ 1300
„ April 5	Curdie's River Junction ...	Timboon	22·32	821 „ 1381
„ „ 6	Lancefield	†Kilmore	18·10	821 „ 1381
„ Oct. 28	Korumburra	Coal Creek ...	0·89	1240 „ 1255
„ Nov. 22	Dookie	Katamatite ...	17·02	1529
1893—Jan. 5	Warracknabeal	Beulah	21·92	1273
„ March 28	Donald	Birchip	32·30	1273
1894—March 6	Beulah	Hopetoun ...	16·01	1316
„ May 7	Korumburra (Jumbunna Junction)	Jumbunna ...	3·74	1240 and 1294
„ „ 14	Bendigo Cattle-yards Junction ...	*Bendigo Cattle-yards	0·89	1030 „ 1381
„ June 1	Korumburra (Strezlecki Junction)	Strezlecki... ...	2·25	1240 „ 1294
„ „ 19	Dimboola	Jeparit	21·59	1312
„ July 31	Natimuk (East Natimuk) ...	Goroke	28·32	1292
„ Aug. 7	Boort	Quambatook ...	21·96	1312
1895—March 8	Wycheproof	Sea Lake	47·89	1383
1896—Feb. 5	Jumbunna	Outtrim	2·40	1371 and 1420
„ Dec. 15	Nathalia	Picola	6·74	1293
1899—March 14	Wangaratta	¶Whitfield... ...	30·49	1492
„ Sept. 18	Birchip	Woomelang ...	26·45	1550
„ Nov. 2	Jeparit	Rainbow	18·47	1558
1900—March 1	Quambatook	Ultima	30·30	1555
„ Dec. 18	Upper Fern Tree Gully ...	¶Gembrook ...	18·22	1549
„ „ 26	Bungaree	*Race-course ...	1·53	1682
1901—Oct. 21	Melbourne	Collingwood ...	2·22	1590
„ Nov. 13	Lilydale	Warburton ...	23·97	1584
1902—March 1	Colac	¶Beech Forest ..	29·66	1594 and 1760
„ June 5	Heidelberg	Eltham	8·35	1299
		Carried forward ...	3299·78	

* 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 ...	3299·78	
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 Line ...	*...	1·60	1763
„ Dec. 5	Northcote Loop Line	... ...	0·13	1904
1905—Feb. 28	Strathmerton	Towards Tocumwal ...	8·20	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
1908—July 9	Strathmerton	Tocumwal Extension	2·07	2078
1909—June 15	Rupanyup	Marnoo	15.38	2124
		Total mileage ...	3462.87	

Less mileage closed for Traffic at 30th June, 1909—	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	5·91	
Burnley to Waverley Road—			
Darling to Waverley Road	0·84		
Geelong Racecourse Line (Dismantled 28th May, 1909) ...	1.96	47.96	
Total mileage open for Traffic, at 30th June, 1909		3414·91	

*Trains run only as required for traffic. † 5ft. 3in. gauge ‡ 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 or traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 22.

APPENDIX No. 18.

RETURN SHOWING THE NUMBER OF OFFICERS AND EMPLOYÉS IN THE SERVICE OF THE COMMISSIONERS AT 30TH JUNE, 1908, COMPARED WITH THE NUMBER AT 30TH JUNE, 1909, ENTITLED TO COMPENSATION OR PENSION ON RETIREMENT.

Branch.	At 30th June, 1908.	At 30th June, 1909.	Increase.	Decrease.	Total Decrease.
Secretary's	10	10	...	...	..
Rolling Stock	640	619	...	21	...
Way and Works	492	473	...	19	...
Transportation and Traffic ...	668	632	...	36	...
Accountancy and Audit of Receipts	34	31	...	3	...
Telegraph and Stationery ...	24	24	...	...	...
Stores	15	17	2	...	...
Total ...	1,883	1,806	2	79	77

APPENDIX No. 19.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1ST JULY, 1899, TILL 30th JUNE, 1909.

Year.	Passengers.						Number of Passengers Killed and Injured per Million carried due to causes beyond their own Control.		Employés while in the Execution of their Duty.						Employés proceeding to or from Duty within the Railway Boundary.		Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.	
	Through causes beyond their own Control.		Through Contributory Negligence.		Solely through their own Action or Negligence.				Through causes beyond their own Control.		Through Contributory Negligence.		Solely through 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.
1899-00	..	2	..	10	2	96	·000	·040	..	13	3	85	3	107	..	4	10	12	14	5	3	15	35	349
1900-1	..	6	..	9	1	115	·000	·109	3	13	5	82	3	112	1	1	7	6	20	14	5	13	45	371
1901-2 *a*	..	194	..	9	2	154	·000	3·375	..	19	1	90	5	140	1	5	4	6	17	6	4	11	34	634
1902-3	..	11	..	16	1	117	·000	·200	..	21	6	102	3	159	1	3	4	10	20	5	2	10	37	454
1903-4	..	34	1	17	1	173	·000	·626	..	43	3	105	2	140	1	..	6	4	10	7	3	18	27	541
1904-5	..	8	..	9	4	156	·000	·134	..	35	3	96	2	118	..	2	5	7	9	9	2	6	25	446
1905-6 *b*	..	162	..	17	9	122	·000	2·498	..	43	4	101	4	161	..	2	10	8	24	6	1	8	52	630
1906-7	..	14	1	17	5	148	·000	·199	..	32	1	112	7	140	1	2	8	16	12	3	11	14	46	498
1907-8 *c*	45	434	..	33	2	170	·600	5·793	..	29	4	112	2	151	..	..	5	11	17	7	3	23	78	970
1908-9	..	9	..	19	5	136	·000	·111	..	12	2	101	8	131	1	..	5	9	22	19	2	15	45	451
Totals	45	874	2	156	32	1,387	·006	1·216	3	260	32	986	39	1,359	6	19	64	89	165	81	36	133	424	5,344

This Return only includes casualties in connection 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 1908-9 COMPARED WITH THE YEAR 1907-8, EXCLUSIVE OF THE ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY.

	1907-8.	1908-9.
TRANSPORTATION BRANCH.	£	£
General Superintendence and Staff	38,156	40,868
Stationery, Printing, and Advertising	23,815	24,597
Stores Expenses	1,023	1,626
STATION, YARD, AND SIGNAL SERVICE—		
Salaries, Wages, and Expenses of Staff	413,288	436,418
Fuel	1,411	1,170
Light	12,318	13,046
Uniforms	3,106	3,104
Other Supplies	14,326	17,123
Sanitary and Other Expenses	4,414	4,082
TOTAL COST OF STATION, YARD, AND SIGNAL SERVICE	£448,863	£474,943
Guards and Conductors—Wages and Expenses	65,863	72,562
„ „ Uniforms and Supplies	1,248	1,298
Gatekeeping	17,795	17,250
Loss and Damage to Property and Goods	3,720	Cr. 929
Injury to Persons	9,766	..
Other Expenses	2,470	2,605
Dining Car Service	..	6,611
TOTAL EXPENSES OF TRANSPORTATION BRANCH	£612,719	£641,431
Percentage of Gross Revenue	15.82	15.35
Per Traffic Train Mile	14·16*d.*	13·64*d.*
WAY AND WORKS BRANCH.	£	£
General Superintendence and Staff	28,936	28,221
Stationery, Printing, and Advertising	3,223	3,323
Stores Expenses	4,635	5,197
	£36,794	£36,741
MAINTENANCE OF WAY—	£	£
Superintendence and Staff	13,850	15,261
General Labour	254,253	246,179
Track Materials	115,911	125,418
Fences, Gates, Cattle Guards, Roadways, Signs, &c.	31,654	29,228
Tools and Supplies	10,919	8,024
Flood and Fire Claims	2,719	127
Other Expenses	..	..
TOTAL COST OF MAINTENANCE OF WAY	£429,306	£424,237
Per Mile of Railway worked	£126·42	£124·89
„ „ Track „ (exclusive of Sidings)	£115·31	£113·52

APPENDIX No. 20—*continued.*

DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1908-9, ETC.—*continued.*

	1907-8.	1908-9.
WAY AND WORKS BRANCH—*continued.*		
MAINTENANCE OF WORKS—	£	£
Superintendence and Staff	8,678	8,900
Bridges, Culverts, and Drains	46,472	35,782
Piers and Wharfs	4,425	2,238
Weighbridges, Scales, Lifting Cranes, Turntables, Traversers, Grain Conveyors, &c.	6,965	6,876
Buildings, Platforms, and Fixtures	67,769	59,489
Stock Yards	4,059	4,923
Water Supply	10,370	10,032
Signals and Interlocking	19,231	20,416
Telegraph Lines	10,432	11,040
Machinery, Tools, and Supplies	3,907	4,797
Other Expenses	181	131
TOTAL COST OF MAINTENANCE OF WORKS	£182,489	£164,624
TOTAL EXPENSES OF WAY AND WORKS BRANCH	£648,589	£625,602
Percentage of Gross Revenue	16·75	14·97
Per Mile of Railway worked	£190·99	£184·16
Per Traffic Train Mile	14·99*d.*	13·30*d.*
ROLLING STOCK BRANCH.		
	£	£
General Superintendence and Staff	12,352	12,875
Stationery, Printing, and Advertising	2,735	3,118
Stores Expenses	11,224	11,902
LOCOMOTIVE WORKING—		
Superintendence and Staff	13,511	13,769
Running Sheds { Staff	36,520	38,877
Running Sheds { Supplies	1,841	2,838
Drivers and Firemen	194,785	215,805
Coal, Wood, and Kindlers for Locomotives	214,005	233,084
Handling and Inspection of Coal, Wood, and Kindlers for Locomotives	16,573	17,277
Water for Locomotives and Running Sheds	14,559	15,094
Oil, Tallow, Waste, and other Running Supplies for Locomotives	9,984	10,531
Fire Claims	2,692	..
Other Expenses	56	229
TOTAL COST OF LOCOMOTIVE WORKING	£504,526	£547,504
Per Locomotive Mile	9·77*d.*	9·91*d.*
Per Traffic Train Mile	11·66*d.*	11·64*d.*
INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS—		
	£	£
Labour	27,931	29,298
Lubricants	1,171	1,291
Light	11,376	12,249
Ice	1,056	801
Other Expenses	1,619	1,631
TOTAL COST OF INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS	£43,153	£45,270
Per 1,000 Car Miles	75·25*d.*	73·50*d.*
TOTAL COST OF WORKING ROLLING STOCK BRANCH	£573,990	£620,669

APPENDIX No. 20—*continued.*

DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1908-9, ETC.—*continued.*

	1907-8.	1908-9.
ROLLING STOCK BRANCH—*continued.*		
REPAIRS AND RENEWALS OF ROLLING STOCK—	£	£
Superintendence and Staff	7,445	5,114
Repairs and Renewals of Locomotives	174,227	140,176
" " Passenger Cars and Vans	86,289	96,084
" " Trucks	66,451	82,498
" " Covers	11,602	18,097
" " Machinery and Tools	14,828	11,188
Power, Heat, Light, &c., for Shops	20,331	18,200
Other Expenses	1,304	1,409
TOTAL COST OF REPAIRS AND RENEWALS OF ROLLING STOCK	£382,477	£372,766
Per Traffic Train Mile	8·84*d.*	7·92*d.*
TOTAL EXPENSES OF ROLLING STOCK BRANCH	£956,467	£993,435
Percentage of Gross Revenue	24·70	23·78
Per Traffic Train Mile	22·11*d.*	21·11*d.*
GENERAL EXPENSES.	£	£
Salaries and Expenses, Commissioners' and Secretary's Offices	13,580	13,969
" " Chief Accountant's Office	14,994	15,205
" " Auditor of Receipts' Office	14,767	15,652
Estate Office	1,677	1,518
General Office Expenses	1,273	1,334
Legal and Medical Expenses	2,555	2,483
Stationery, Printing, and Advertising (General)	1,411	2,623
Other General Expenses	2,198	5,324
TOTAL GENERAL EXPENSES	£52,455	£58,108
Percentage of Gross Revenue	1·35	1·39
Per Traffic Train Mile	1·22*d.*	1·24*d.*
PAYMENT INTO RAILWAY ACCIDENT AND FIRE INSURANCE FUND	£15,667	£90,863 †
Percentage of Gross Revenue	0·40	2·18
Per Traffic Train Mile	0.36*d.*	1·93*d.*
TOTAL WORKING EXPENSES	£2,285,897	£2,409,439
Percentage of Gross Revenue	59·02	57·67
Per Traffic Train Mile	52·84*d.*	51·22*d.*
Per Mile of Railway Worked	£673	£709

† Includes Special Payment of £60,072.

APPENDIX No 21.

RESULTS OF WORKING OF THE ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY FOR THE YEAR 1908-9, COMPARED WITH THE YEAR 1907-8.

	1907-8.	1908-9.
Average Mileage of Railway Worked...	5·13	5·13
Car Mileage	335,007	338,214
Number of Passengers carried	1,146,484	1,265,492
Average Fare paid per Passenger	2·16d.	2·06d.
GROSS REVENUE—	£	£
Passengers	10,350	10,913
Parcels	1	2
Miscellaneous	23	26
TOTAL GROSS REVENUE	£10,374	£10,941
Per Passenger Car Mile	7·43d.	7·76d.
Per Mile of Single Track	£2,022·22	£2,132·75
ORDINARY WORKING EXPENSES—	£	£
Transportation Account	3,413	3,229
Way and Works Account	863	930
Rolling-Stock Account	2,338	1,971
Power Account	2,980	2,622
General Expenditure	1,394	323
TOTAL WORKING EXPENSES	£10,988	£9,075
Per cent. of Gross Revenue	105·92	82·94
Per Passenger Car Mile	7·87d	6·44d.
Per Mile of Single Track	£2,141·91	£1,769·01
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES ...	Loss £614	£1,866
SPECIAL EXPENDITURES—		
Replacement of Rolling-Stock, Car Shed, and Equipment, destroyed by fire, and contingencies in connection therewith	£3,311	...
PROFIT FOR YEAR, EXCLUSIVE OF INTEREST	Deficit £3,925	£1,866
INTEREST ON THE TOTAL CAPITAL COST...	£2.140	£2,038
NET LOSS FOR YEAR, INCLUSIVE OF INTEREST	£6,065	£172

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 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
Year 1909	5′ 3″ gauge ...	3·15	2·22	2·43	299·51	3020·87	3328·18	3654·96	590·13	4245·09
	2′ 6″ gauge ...	...	...	...	...	81·60	81·60	81·60	5·03	86·63
	Total ...	3·15	2·22	2·43	299·51	3102·47	3409·78	3736·56	595·16	4331·72
	Electric Street Railway, 5′ 3″ gauge ...	...	...	...	...	5·13	5·13	5·13	·83	5·96
	Grand Total ...	3·15	2·22	2·43	299·51	3107·60	3414·91	3741·69	595·99	4337·68

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 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
Year 1908-9	5′ 3″ gauge ...	3·15	2·22	2·44	299·50	3007·91	3315·22	3642·01	586·01	4228·02
	2′ 6″ gauge ...	...	...	...	...	81·60	81·60	81·60	5·00	86·60
	Total ...	3·15	2·22	2·44	299·50	3089·51	3396·82	3723·61	591·01	4314·62
	Electric Street Railway, 5′ 3″ gauge ...	...	...	...	...	5·13	5·13	5·13	·83	5·96
	Grand Total ...	3·15	2·22	2·44	299·50	3094·64	3401·95	3728·74	591·84	4320·58

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 at Ballarat East ·02 miles of Three Track was converted into Double Track.

In accordance with an agreement with the State of New South Wales one-half of the cost of 2·07 miles of the main track of the Strathmerton-Tocumwal line and ·19 miles of sidings in connection therewith is to be paid by that State.

APPENDIX No. 23.

RETURN OF TRAFFIC AT EACH STATION.

STATION.	PASSENGERS. Outwards. Number of Passenger Journeys.	PASSENGERS. Outwards. Revenue.	PARCELS. Outwards. Revenue.	PARCELS. Inwards. Revenue.	HORSES, CARRIAGES, AND DOGS. Outwards. Revenue.	HORSES, CARRIAGES, AND DOGS. Inwards. Revenue.	MAILS, TELEGRAPH, AND DINING CARS. Revenue.	RENTS. Revenue.	MISCELLANEOUS. Revenue.	GOODS. Outwards. Tons.	GOODS. Outwards. Revenue.	GOODS. Inwards. Tons.	GOODS. Inwards. Revenue.	LIVE STOCK. Outwards. Revenue.	LIVE STOCK. Inwards. Revenue.	TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
		£ 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.
Melbourne—Spencer-street, Country ..	1,771,383	315,375 17 3	67,526 6 9	38,067 2 0	2,457 3 2	2,263 14 10½	..	14,046 12 1	5,931 0 10	457,719	481,579 1 7½	572,861	277,461 18 3½	1,663 19 10	6,654 19 2	1,213,027 15 10½
Melbourne—Spencer-street, Suburban	792,528	10,385 3 7	..	..	..	..	..	..	..	..	..	..	..	..	..	10,385 3 7
MELBOURNE-BENDIGO LINE.																
North Melbourne ..	851,196	8,885 6 3	681 15 3	397 13 5	26 11 10	8 0 6	..	46 18 8	0 15 0	..	..	..	..	..	..	10,047 0 11
Arden-street ..	..	..	..	..	..	..	..	593 12 6	..	10,879	1,845 15 10	67,993	25,703 9 3	..	..	28,142 17 7
Middle Footscray ..	234,328	1,691 8 4	79 8 2	11 0 10	2 17 1	0 6 0	..	4 0 0	0 9 2	..	..	..	..	..	..	1,789 9 7
Footscray West ..	170,223	1,249 4 9	288 5 7	90 12 8	6 18 3	4 3 6	..	23 12 6	..	9,472	3,111 2 10	4,560	1,403 7 3	..	1 0 0	6,178 7 4
Tottenham ..	11,542	100 0 10	..	..	..	0 1 2	..	..	..	..	..	..	..	..	..	100 2 0
Sunshine	97,890	1,883 10 0	323 9 8	97 1 4	7 2 10	1 2 9	..	31 6 5	..	7,105	6,148 2 5	22,602	4,082 17 1	1 9 3	4 0 0	12,580 1 9
Sunshine—Building Tickets (Free) ..	8,160	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Albion	172	3 7 0	..	..	0 14 6	0 16 6	..	..	..	33,847	3,354 0 4	..	..	..	..	3,358 18 4
St. Albans ..	31,481	454 17 0	47 2 9	22 15 0	..	..	..	16 5 5	..	..	0 6 6	399	90 0 9	..	0 7 6	631 14 11
Sydenham ..	5,460	196 5 8	13 2 11	28 10 8	1 19 0	1 6 6	..	20 5 11	..	893	145 4 0	840	138 1 3	14 5 5	34 8 3	593 9 7
Diggers' Rest ..	5,009	233 1 2	31 3 1	35 9 0	3 11 6	33 9 6	..	17 2 8	..	953	190 17 5	938	238 14 7	8 2 10	41 10 11	833 2 8
Sunbury	27,173	1,542 10 6	210 9 0	325 15 1	90 19 0	87 1 9	..	56 10 8	0 1 5	1,241	350 1 7	5,047	1,253 16 10	152 6 5	110 6 2	4,179 18 5
Lancefield Junction	6,260	403 6 8	25 8 6	31 14 11	4 1 6	7 10 6	..	19 12 11	..	384	183 11 0	151	68 5 1	146 2 1	82 6 3	971 19 5
Riddell	6,221	569 8 3	53 12 6	99 19 11	13 8 0	11 1 6	..	7 6 4	..	2,011	696 16 8	680	284 17 5	42 19 8	48 18 9	1,828 9 0
Gisborne	10,359	934 10 2	97 7 3	178 7 0	4 0 3	64 16 0	..	14 0 6	..	7,565	2,037 16 9	1,592	668 13 0	281 19 1	197 4 11	4,478 14 11
Macedon	11,074	1,119 5 4	253 6 11	291 1 10	15 14 9	12 10 6	..	18 5 6	0 3 3	3,586	699 19 2	1,770	705 13 5	13 10 9	17 4 9	3,146 16 2
Woodend	21,357	1,934 8 1	158 13 9	257 18 1	30 17 6	87 15 0	..	146 14 3	3 5 6	8,599	2,629 17 0	2,397	1,228 1 3	237 11 6	300 1 10	7,015 3 9
Carlsruhe	2,127	124 19 9	6 2 8	11 13 9	2 5 9	0 11 6	..	15 0 6	..	636	197 5 4	76	31 3 9	28 7 6	10 13 10	428 4 4
Kyneton	37,911	4,669 1 4	547 17 8	732 15 4	75 4 6	113 18 6	..	969 6 1	0 1 3	12,268	4,662 7 4	10,566	4,540 4 10	988 4 2	970 5 2	18,269 6 2
Redesdale Junction	1,381	104 8 3	6 18 5	11 0 2	0 4 6	0 12 0	..	25 9 5	..	496	150 4 10	170	92 11 5	..	1 8 6	392 17 6
Malmsbury ..	11,223	849 5 4	65 17 6	125 2 5	14 16 0	4 19 3	..	26 11 6	..	2,924	951 5 6	977	521 18 3	153 9 3	106 1 1	2,819 6 1
Taradale	7,507	422 2 0	48 19 1	75 14 10	1 12 0	2 15 6	..	12 10 7	..	1,825	341 18 0	362	240 6 4	..	0 4 8	1,146 3 0
Elphinstone ..	4,795	294 11 7	24 0 5	38 1 11	2 17 6	0 6 6	..	1 18 0	..	5,584	1,016 10 8	569	199 15 8	71 10 9	91 14 7	1,741 7 7
Chewton	8,856	615 8 11	45 18 11	53 7 3	1 18 3	1 17 9	..	0 0 5	0 0 3	385	139 12 11	2,422	559 17 8	..	34 1 6	1,452 3 10
Castlemaine ..	61,120	7,927 9 5	684 16 10	960 0 11	33 15 3	14 18 6	..	200 9 4	0 15 9	7,555	6,115 14 10	16,726	10,089 15 2	187 19 1	305 9 3	26,521 4 4
Barker's Creek Siding ..	..	..	..	..	..	..	..	..	..	518	99 4 7	53	18 16 11	..	..	118 1 6
Harcourt	10,101	438 13 3	82 8 2	60 13 3	0 14 3	0 9 0	..	9 13 4	..	6,132	2,230 11 9	1,982	831 12 1	..	3 8 6	3,658 3 7
Ravenswood ..	3,269	204 18 9	17 6 9	30 8 9	1 0 9	0 7 6	..	31 9 1	..	1,890	335 9 9	166	59 8 11	30 15 0	32 6 0	743 11 3
Kangaroo ..	7,037	489 9 3	35 6 5	54 8 6	0 10 3	0 11 0	..	0 5 0	..	82	63 4 11	2,994	666 9 0	..	..	1,310 4 4
Golden Square ..	12,071	1,415 18 2	76 17 1	152 7 3	1 13 3	3 14 0	..	6 10 0	..	3,404	532 7 2	21,422	4,752 14 8	7 17 4	410 10 11	7,360 9 10
Bendigo	179,952	31,387 17 11	2,860 17 5	3,924 7 3	347 2 5	392 9 6	..	1,119 11 8	36 7 3	24,738	17,097 11 9	112,186	49,537 9 0	3,485 6 7	7,650 7 8	117,839 8 5
Bendigo Electric Supply Co. Siding ..	..	..	..	..	..	..	..	..	..	..	..	5,373	1,131 3 2	..	..	1,131 3 2
LANCEFIELD LINE.																
Bolinda	639	61 19 10	4 11 8	11 8 0	..	0 6 0	..	0 11 5	..	1,434	276 8 9	60	21 4 10	9 7 6	..	385 18 0
Monegatta ..	767	87 13 0	8 10 4	15 3 1	0 4 6	2 2 6	..	0 9 8	..	158	60 10 5	164	78 0 5	..	1 2 9	253 16 8
North Monegatta ..	436	45 11 5	2 17 4	2 0 5	0 1 6	0 5 6	..	..	..	7	5 6 0	1	0 10 3	..	..	56 12 5
Romsey	7,038	781 15 8	70 10 4	160 9 5	12 18 9	34 2 9	..	27 7 11	0 2 9	5,715	1,590 7 4	1,649	852 8 0	161 2 10	87 12 0	3,778 17 9
Lancefield ..	7,087	923 15 3	67 5 10	170 19 9	20 13 11	44 19 6	..	90 9 5	0 3 9	6,591	2,159 7 11	2,048	1,127 7 1	253 8 2	79 15 8	4,938 6 3

DAYLESFORD LINE.																							
Tylden	1,443	139	9	0	3	17	1	15	2	10	1	8	6	0	4	0	..	19	3	2	..		
Fern Hill	2,223	241	16	9	20	14	11	71	14	6	4	6	9	0	14	8	..	35	7	0	..		
Trentham ..	7,838	854	17	5	83	18	2	188	14	9	6	10	0	14	14	6	..	17	11	4	0	2	6
Lyonville ..	4,175	182	18	5	13	0	11	26	4	5	0	3	0	0	2	6	..	3	5	0	..		
Bullarto	6,500	267	5	3	14	19	8	37	13	4	0	6	6	0	8	6	..	1	14	2	..		
Musk	3,181	83	9	2	8	5	9	15	12	8	..			0	6	6	..	3	7	11	..		
Daylesford ..	20,576	3,011	13	4	329	5	1	577	3	2	19	13	11	25	19	2	..	45	3	6	0	2	9
Woodburn ..	448	6	18	1	0	4	10	0	6	5	..			..			..	..			..		
Sailor's Falls ..	1,252	35	9	1	4	12	7	5	2	2	..			0	3	0	..	9	16	0	..		
Leonard	2,879	160	12	8	20	10	5	20	13	9	0	0	9	0	2	6	..	0	10	0	..		
Wombat	1,354	68	14	8	2	12	7	8	3	0	..			0	2	0	..	1	0	0	..		
Rocky Lead ..	3,012	151	11	10	11	12	5	23	1	6	0	7	6	0	11	6	..	6	7	5	..		
Newlyn	3,957	285	19	9	18	13	7	50	1	9	11	12	7	1	10	0	..	54	16	10	..		
Kingston	4,127	312	11	4	22	8	3	55	8	0	2	14	6	0	4	6	..	26	7	2	..		
Allendale	15,328	919	8	9	54	18	2	156	6	3	3	8	0	4	16	6	..	7	16	6	..		
Broomfield ..	2,633	124	10	11	0	0	4	11	14	4	0	8	9	0	6	6	..	..			..		
REDESDALE LINE.																							
Edgecombe ..	48	2	4	6	..			0	4	5	..			..			..	1	15	0	..		
Green Hill ..	103	3	18	6	1	7	9	4	14	2	..			..			..	1	10	0	..		
East Metcalfe ..	266	9	12	11	2	8	7	8	4	0	0	0	6	..			..	1	5	0	..		
Emberton ..	86	4	4	3	0	6	2	0	12	6	..			..			..	..			..		
Barfold	298	18	1	4	4	7	4	14	19	10	..			..			..	11	1	0	..		
Redesdale ..	1,314	182	4	8	34	10	5	82	12	10	0	18	0	5	4	9	..	55	5	2	..		
SHELBOURNE LINE.																							
Muckleford ..	481	18	5	9	2	1	3	7	13	6	..			0	0	6	..	0	6	0	..		
Malden	18,693	2,082	11	7	151	0	2	423	0	1	9	7	0	8	5	3	..	38	11	11	0	2	3
Bradford	13	0	8	0	0	11	8	0	3	1	..			..			..	..			..		
Shelbourne ..	497	93	7	8	10	12	7	35	7	3	0	4	0	0	1	0	..	23	8	0	..		
CASTLEMAINE–MARYBOROUGH LINE.																							
Campbell	3,441	122	4	9	11	5	0	18	6	2	0	4	0	0	4	6	..	3	4	0	..		
Guildford	4,100	248	18	10	22	14	2	39	10	4	0	9	9	0	13	3	..	10	2	7	0	2	3
Strangway ..	2,188	85	13	1	8	12	1	8	5	4	..			..			..	..			1	7	3
Newstead	6,802	723	17	7	65	0	2	147	3	4	48	7	3	44	16	3	..	5	11	6	0	1	6
Joyce's Creek ..	1,067	114	3	3	16	15	2	17	11	8	..			0	12	6	..	9	7	6	..		
Moolort	2,658	310	10	4	18	10	6	30	16	1	5	13	0	1	16	6	..	10	8	0	..		
Chalk's Mines ..	50	0	17	4	..			..			..			..			..	..			..		
New Havilah ..	..	..			..			..			..			..			..	..			..		
Deep Leads ..	388	13	9	0	..			..			..			..			..	..			..		
Carisbrook ..	21,695	677	13	1	85	9	2	64	19	10	6	3	6	19	12	9	..	3	18	6	..		
Maryborough ..	93,903	8,891	2	10	709	8	5	1,023	10	7	22	11	3	46	19	6	..	314	9	10	0	17	6
MARYBOROUGH – MILDURA LINE.																							
Simson	534	10	15	2	..			0	1	6	..			..			..	..			..		
Havelock	2,627	71	0	9	8	7	1	10	16	4	..			0	6	0	..	0	4	7	..		
Bet Bet	3,284	124	18	7	13	18	3	36	5	1	0	0	6	0	11	0	..	0	8	9	..		
Dunolly	11,287	1,257	10	10	102	2	0	252	9	8	2	12	0	2	1	0	..	12	0	2	0	4	0
Goldsborough ..	2,109	87	10	2	14	7	10	17	2	10	0	2	9	0	5	6	..	12	0	0	..		
Gladstone Siding ..	..	..			..			..			..			..			..	..			..		
Bealiba	5,008	659	5	8	53	6	5	182	15	4	0	19	0	4	17	9	..	25	3	1	..		
Maffescioni's Siding	..	..			..			..			..			..			..	..			..		
Emu	1,480	198	3	8	17	14	1	41	15	2	0	10	3	0	8	0	..	1	15	5	..		
Carapooee ..	768	154	12	4	17	9	9	14	17	4	0	2	0	0	1	0	..	7	17	0	0	1	3
St. Arnaud ..	21,224	4,867	19	6	385	17	7	853	4	1	82	14	6	75	19	6	..	129	15	5	0	4	3
Sutherland ..	306	19	15	3	0	4	7	10	6	3	..			0	4	9	..	9	6	6	..		
Swanwater ..	490	28	4	1	0	8	7	17	6	9	..			0	1	6	..	9	1	0	..		
Cope Cope ..	2,261	412	2	10	16	10	7	72	0	10	1	1	0	2	11	3	..	19	13	0	..		
Donald	9,338	2,509	13	0	197	1	4	461	7	2	41	15	9	25	11	3	..	66	18	5	0	0	3
Lake Buloke ..	21	5	18	0	0	1	7	0	5	10	..			..			..	6	11	3	..		

DAYLESFORD LINE.																							
Tylden	922	277	4	5	413	223	16	9	0	12	9	32	3	4	713	1	10						
Fern Hill	5,123	1,728	6	8	465	285	16	11	3	15	10	1	1	6	2,393	15	6						
Trentham ..	7,720	2,430	11	9	1,918	1,295	2	10	9	9	6	18	1	3	4,919	14	0						
Lyonville ..	7,569	1,295	2	1	207	135	8	4	2	12	6	4	15	0	1,663	12	2						
Bullarto	5,018	1,254	12	3	274	158	7	1	2	11	6	2	12	11	1,740	11	2						
Musk	1,889	674	18	9	87	57	0	9	..			1	6	0	844	7	6						
Daylesford ..	4,287	1,826	11	2	6,874	4,132	15	5	60	14	5	174	8	11	10,203	11	0						
Woodburn ..	6	1	11	8	337	48	0	7	..			..			57	1	7						
Sailor's Falls ..	2,520	375	16	7	25	8	14	9	..			..			439	14	2						
Leonard	9,097	1,331	4	3	230	78	4	7	6	12	3	..			1,618	11	2						
Wombat	5,251	693	9	10	96	30	17	3	..			..			804	19	4						
Rocky Lead ..	2,199	307	13	8	183	59	19	8	..			..			561	5	6						
Newlyn	10,460	4,386	8	3	1,305	563	14	6	249	9	7	93	3	10	5,715	10	8						
Kingston	5,097	2,141	9	5	2,104	600	3	10	16	0	5	1	19	6	3,179	6	11						
Allendale	2,460	1,097	4	10	17,697	4,377	11	10	102	3	10	11	10	4	6,735	5	0						
Broomfield ..	..	..			2	2	6	6	..			0	7	6	139	14	10						
REDESDALE LINE.																							
Edgecombe ..	1,969	510	17	10	6	0	16	2	..			..			515	17	11						
Green Hill ..	167	59	4	8	35	9	7	0	..			..			80	2	1						
East Metcalfe ..	348	140	18	3	77	38	4	7	..			..			200	13	10						
Emberton ..	423	63	1	9	9	3	19	6	..			..			72	4	2						
Barfold	1,967	521	8	10	189	82	1	11	35	19	0	3	7	7	691	6	10						
Redesdale ..	3,810	1,365	19	0	488	284	0	1	..			1	8	6	2,012	3	5						
SHELBOURNE LINE.																							
Muckleford ..	134	71	2	6	71	32	18	2	..			3	6	0	135	13	8						
Malden	1,462	836	14	4	5,847	3,410	10	0	49	3	10	45	13	1	7,049	19	6						
Bradford	..	..			1	0	9	4	..			..			1	12	1						
Shelbourne ..	9,477	3,884	17	9	1,894	1,293	14	4	8	3	3	1	15	9	5,361	11	7						
CASTLEMAINE–MARYBOROUGH LINE.																							
Campbell	735	353	11	5	227	116	8	7	..			..			625	8	5						
Guildford	557	472	9	10	859	602	7	6	..			40	14	2	1,438	2	8						
Strangway ..	27	36	1	6	7	4	12	5	..			..			144	11	8						
Newstead	1,393	816	0	0	1,193	764	5	6	346	7	0	125	19	9	3,087	9	10						
Joyce's Creek ..	467	229	14	4	107	53	18	0	..			2	7	8	444	10	1						
Moolort	3,258	1,452	8	6	2,635	611	18	2	3	18	0	39	12	4	2,485	11	5						
Chalk's Mines ..	..	..			..	..			..			..			0	17	4						
New Havilah ..	222	119	18	2	13,415	2,284	5	9	..			..			2,404	3	11						
Deep Leads ..	..	..			..	..			..			..			13	9	0						
Carisbrook ..	1,848	944	6	7	4,728	1,518	16	5	53	0	10	243	1	3	3,567	1	11						
Maryborough ..	9,247	4,100	16	7	14,458	9,324	6	9	144	9	5	353	10	5	24,932	3	1						
MARYBOROUGH – MILDURA LINE.																							
Simson	..	..			..	..			..			..			10	16	8						
Havelock	655	137	8	3	1,051	612	15	8	..			..			840	18	8						
Bet Bet	2,024	1,036	9	10	1,185	730	10	3	2	1	6	..			1,945	3	9						
Dunolly	7,827	2,294	9	4	3,123	1,983	12	10	24	1	6	51	3	0	5,982	6	4						
Goldsborough ..	6,683	1,113	2	7	319	133	1	4	..			..			1,377	13	0						
Gladstone Siding ..	587	101	15	1	..	..			..			..			101	15	1						
Bealiba	19,100	6,065	5	1	1,853	1,591	8	4	68	15	6	75	1	8	8,726	17	10						
Maffescioni's Siding	2,896	873	19	5	..	..			..			..			873	19	5						
Emu	3,930	1,794	14	3	482	352	2	3	2	8	6	2	11	9	2,412	3	4						
Carapooee ..	5,038	2,081	2	7	298	185	15	7	3	12	0	25	12	6	2,491	3	4						
St. Arnaud ..	16,807	9,357	3	9	11,280	10,518	6	9	400	12	6	704	7	9	27,376	5	7						
Sutherland ..	5,180	2,330	19	0	319	168	3	8	217	8	6	0	10	9	2,756	19	3						
Swanwater ..	2,906	1,192	6	7	232	118	14	3	..			2	9	6	1,368	12	3						
Cope Cope ..	7,642	4,415	3	3	1,386	1,183	7	10	427	0	4	24	2	3	6,573	13	2						
Donald	11,794	7,099	13	5	6,242	6,046	10	1	1,241	16	10	314	14	8	18,005	2	2						
Lake Buloke ..	137	79	7	6	125	50	3	10	..			..			142	8	0						

No. 23.—Return of Traffic at each Station—*continued.*

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	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.
Maryborough – Mildura Line — *continued.*																
Litchfield	1,047	62 11 0	3 16 2	29 1 0	..	0 5 3	..	15 7 0	..	5,260	3,032 11 11	654	326 19 10	159 5 6	1 16 9	3,631 14 5
Massey	399	27 5 6	0 19 1	10 19 3	0 3 0	..	..	10 10 8	..	1,298	757 19 5	173	70 18 2	..	..	878 15 1
Watchem	2,845	541 0 4	40 7 11	138 2 10	7 1 9	3 6 3	..	30 10 6	0 0 6	4,652	2,992 17 0	2,053	1,583 3 8	642 14 11	58 18 9	6,038 4 5
Morton Plains	44	5 17 1	1 11 0	12 7 4	..	0 1 6	..	1 5 0	..	1,795	1,117 18 1	156	116 2 5	228 4 6	..	1,483 6 11
Birchip	6,665	1,930 10 4	161 10 1	340 7 5	9 6 9	13 19 0	..	45 17 7	0 4 6	7,073	4,174 1 0	5,507	5,718 8 2	941 18 7	401 6 2	13,737 9 7
Karyrie	36	2 14 1	0 4 9	3 16 9	..	..	..	0 3 4	..	486	305 18 10	68	19 19 5	..	..	332 17 2
Kinnabulla	291	17 4 0	1 1 6	14 10 9	..	..	..	11 15 8	..	2,592	1,607 3 10	199	72 7 6	..	4 11 0	1,728 14 3
Curyo	641	37 1 8	7 1 7	31 14 4	0 2 0	0 19 0	..	14 14 4	..	3,004	1,931 11 11	613	471 4 3	117 8 6	176 12 10	2,788 10 5
Watchupga	786	67 2 6	4 8 9	49 18 2	0 7 0	0 11 6	..	22 7 3	..	4,921	3,085 6 4	961	779 16 7	1 0 0	9 16 6	4,020 14 7
Woomelang	2,939	765 9 10	21 7 3	93 8 7	2 5 6	2 8 6	..	37 11 7	..	6,409	4,045 0 5	1,341	1,556 17 4	44 4 10	26 18 5	6,595 12 3
Lascelles	763	200 10 5	16 1 6	29 17 10	0 1 6	0 16 0	..	35 15 4	..	3,300	2,096 5 2	748	842 8 3	5 3 0	16 7 0	3,243 6 0
Gama	58	11 6 4	0 14 6	7 1 3	..	..	..	6 1 0	..	1,340	842 10 5	266	184 7 0	..	..	1,052 0 6
Turriff	301	41 11 9	1 12 7	26 5 3	..	0 9 0	..	12 2 8	..	760	486 19 0	305	240 6 9	..	15 10 8	824 17 8
Speed	100	12 12 8	0 18 0	13 0 0	..	..	..	..	..	399	252 7 8	174	98 0 3	..	..	376 18 7
Tempy	125	16 10 8	0 19 2	4 12 10	..	0 1 6	..	27 4 8	..	327	201 19 10	138	77 13 3	..	..	329 1 11
Austral Gypsum Siding	..	..	..	..	..	..	..	..	..	15	9 13 3	6	0 10 0	..	..	10 3 3
Ouyen	576	134 17 1	10 2 10	70 0 1	0 6 0	1 13 0	..	16 4 7	..	349	233 6 8	6,086	3,338 7 7	..	30 7 7	3,835 5 5
Hattah	49	12 12 8	22 19 1	4 7 11	..	..	..	33 9 0	..	2	10 16 0	24	19 11 10	244 6 0	6 0 0	354 2 6
Nowingi	29	3 19 10	14 2 1	3 19 8	..	..	..	11 10 2	..	480	56 9 11	12	7 11 8	..	..	97 13 4
Yatpool	10	1 7 10	0 5 9	2 9 11	0 4 0	0 0 9	..	26 6 0	..	887	86 2 4	6	1 10 5	..	..	118 7 0
Irymple	599	564 9 2	25 2 4	54 1 11	1 3 0	1 4 6	..	10 4 7	0 2 9	3,504	6,746 12 0	2,591	2,098 0 2	..	0 12 8	9,501 13 1
Mildura	4,525	4,602 8 10	397 6 10	760 7 0	34 9 9	47 0 6	..	95 1 10	0 12 0	2,906	5,216 9 4	7,755	12,341 2 0	1,422 17 7	625 11 11	25,543 7 7
Maryborough-Ararat Line.																
Adelaide Lead	272	17 14 9	..	2 2 1	..	..	..	..	..	..	..	..	..	..	..	19 16 10
Bung Bong	428	24 11 9	11 13 8	8 0 7	..	0 4 0	..	..	..	2,601	751 3 0	106	58 1 9	..	9 19 0	863 13 9
Homebush	1,868	86 17 4	6 4 1	17 16 9	..	0 4 0	..	..	..	1,895	347 16 5	99	68 11 9	..	..	527 10 4
Avoca	7,660	1,156 9 6	103 8 0	283 1 5	2 11 9	2 0 9	..	18 12 11	0 3 0	10,344	4,271 5 0	3,239	2,830 15 10	77 5 11	160 3 10	8,905 17 11
Amphitheatre	2,093	174 4 4	32 5 10	49 8 3	0 5 6	0 2 0	..	20 10 6	..	4,142	1,317 17 9	551	398 4 6	..	5 17 7	1,998 16 3
Elmhurst	1,742	297 7 7	46 16 7	81 14 8	1 6 0	3 8 6	..	25 0 1	..	2,155	1,026 18 4	649	632 13 8	90 14 7	4 13 7	2,210 13 7
Eversley	160	15 4 2	2 8 9	8 17 11	..	0 7 0	..	1 2 8	..	169	130 1 8	110	93 7 4	19 4 0	13 13 6	284 7 0
Crowland	270	25 7 3	25 3 3	30 16 11	14 12 0	8 10 0	..	8 7 3	..	1,542	1,040 19 11	449	337 16 3	17 18 6	26 9 3	1,536 0 7
Dunneworthy	71	4 11 6	..	0 11 9	..	..	..	..	..	..	0 1 0	1	0 8 5	2 3 6	..	7 16 2
Warra Yadin	57	4 4 0	..	1 7 10	..	..	..	2 8 0	..	150	89 15 4	26	19 4 1	..	..	116 19 3
Ballarat – Maryborough Line.																
Waubra Junction	2,689	78 16 9	2 16 8	2 17 0	0 13 9	0 9 9	..	11 16 9	..	..	..	..	..	..	..	97 10 8
Sulky	2,699	59 9 5	0 3 8	4 12 4	11 2 9	2 9 6	..	8 1 0	..	7	2 15 0	38	11 19 0	6 0 0	..	106 12 8
Bald Hills	3,444	71 0 8	0 3 6	4 15 10	0 7 0	0 6 9	..	..	..	..	0 2 0	8	3 14 11	..	..	80 10 8
Creswick	41,959	1,969 2 9	95 4 0	195 15 10	2 1 6	12 6 9	..	9 0 0	0 7 6	1,071	621 19 4	4,348	1,545 8 11	20 18 8	12 4 7	4,484 9 10
North Creswick	15,107	834 19 11	62 6 10	61 5 0	1 17 3	5 0 0	..	8 3 8	..	7	13 12 7	202	70 4 0	1 6 0	3 6 0	1,062 1 3
Tourello	1,252	97 0 11	12 8 10	16 2 2	0 3 3	0 4 3	..	8 9 0	..	280	114 15 6	278	84 6 0	248 2 9	22 0 1	603 12 9
Clunes	14,553	1,508 6 0	136 13 0	245 5 0	7 4 6	18 0 6	..	26 2 10	0 2 0	2,704	1,485 14 8	3,589	1,496 17 11	349 3 2	84 1 8	5,357 11 3
Talbot	11,883	995 10 7	100 13 0	192 4 0	2 0 6	4 15 6	..	26 17 9	..	2,887	1,238 11 1	2,498	1,380 19 9	46 13 6	28 19 9	4,017 5 5
Daisy	121	3 11 0	..	1 11 9	..	..	..	..	..	..	..	..	..	..	..	5 2 9

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No. 23.—Return of Traffic at each Station—*continued*.

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	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.
KORONG VALE–CHILLINGOLLAH LINE.																
Borung	1,122	153 9 6	16 14 11	47 12 5	12 6 9	9 7 3	..	4 4 0	..	2,629	1,330 2 0	430	389 3 6	219 15 1	302 5 9	2,485 1 2
Mysia	832	170 8 4	17 5 5	57 15 7	2 6 0	2 4 6	..	35 11 6	..	1,519	1,007 16 0	575	405 10 11	123 3 9	32 11 2	1,854 13 2
Boort	4,327	1,069 1 8	117 0 5	229 2 0	12 3 0	26 6 6	..	69 14 8	0 1 6	6,006	3,272 12 10	2,078	2,306 7 3	979 19 0	965 5 4	9,047 14 2
Barraport ..	283	41 2 2	3 10 10	30 5 0	0 0 9	..	..	13 19 0	..	4,007	2,200 6 5	518	332 9 10	..	2 19 0	2,624 13 0
Gredgwin	179	33 18 9	2 1 2	15 17 8	0 4 0	..	..	8 3 3	..	753	432 9 2	191	112 9 0	100 14 6	..	705 17 6
Oakvale	286	55 9 5	3 19 6	23 1 1	0 1 9	0 3 0	..	6 6 1	..	2,029	1,206 1 7	245	154 1 7	..	6 9 0	1,455 13 0
Quambatook ..	1,732	445 8 1	48 1 4	129 16 3	1 10 3	5 10 3	..	26 14 6	3 9 6	4,282	2,729 9 8	1,788	1,796 9 9	277 0 1	237 11 6	5,701 1 2
Cannie	251	42 14 9	2 15 9	23 19 10	0 1 6	0 3 0	..	4 0 2	..	2,516	1,452 4 1	266	134 2 8	40 3 8	3 0 9	1,703 6 2
Lalbert	873	219 14 3	19 1 10	63 11 5	0 13 6	2 16 9	..	7 11 1	..	3,134	1,952 10 10	971	1,048 19 5	99 1 8	83 1 8	3,497 2 0
Meatian	251	73 2 9	4 6 11	22 5 0	0 1 9	0 0 6	..	0 17 0	..	3,050	1,868 7 7	469	294 18 4	..	6 10 0	2,270 9 10
Ultima	1,189	507 8 10	24 15 9	109 10 1	2 15 9	8 13 9	..	9 13 0	0 0 6	4,267	2,637 17 5	7,149	3,560 17 10	82 9 8	163 14 2	7,107 16 9
Gowan*	..	..	..	..	..	..	..	..	..	140	87 4 6	7	0 6 2	..	..	87 10 8
Waitchie* ..	..	..	..	0 1 8	..	..	..	5 13 4	..	1,312	884 0 9	157	84 1 5	..	..	973 17 2
Chillingollah* ..	..	..	..	..	..	..	..	4 4 2	..	..	..	14	4 16 6	..	..	9 0 8
SWAN HILL LINE.																
Myer	959	14 7 11	2 4 5	11 5 6	..	..	..	7 16 0	..	..	..	..	0 1 0	..	..	35 14 10
Sydney Flat ..	542	19 12 0	5 2 11	5 12 1	0 4 0	0 4 0	..	0 10 5	..	..	0 14 5	3	3 16 0	..	..	35 15 10
Sebastian	3,434	197 13 3	9 18 6	38 13 1	0 9 9	0 11 6	..	15 4 3	..	2,578	883 16 5	629	304 11 4	..	1 13 0	1,452 11 1
Raywood	5,440	471 3 9	69 6 7	78 17 10	3 14 3	0 17 6	..	21 0 6	0 1 9	4,098	1,729 6 10	1,456	805 15 4	164 14 11	227 16 0	3,572 15 3
Tandara	2,478	277 17 3	15 13 5	63 10 6	0 1 6	1 8 3	..	10 15 8	..	5,289	2,198 4 8	973	513 6 6	99 2 7	54 17 9	3,235 18 1
Dingee	2,257	315 17 3	19 16 6	68 11 0	3 13 6	2 13 3	..	10 13 0	0 10 0	3,506	1,667 0 7	1,035	640 13 0	763 3 11	92 18 0	3,585 10 0
Prairie	2,012	328 2 4	15 12 5	68 10 9	1 4 0	1 4 3	..	11 11 6	..	5,216	2,893 13 1	2,110	869 4 9	242 19 11	74 3 2	4,506 6 2
Mitiamo	3,251	579 5 5	29 17 3	119 11 7	1 13 6	11 5 0	..	168 13 7	0 2 3	3,745	2,014 7 5	1,215	832 7 3	917 16 9	145 3 5	4,820 3 5
Mologa	1,246	221 14 6	14 17 10	62 6 5	18 0 6	8 3 6	..	7 17 4	..	1,939	1,051 12 5	369	245 0 5	107 3 1	89 0 9	1,825 16 9
Pyramid	5,030	1,190 1 1	94 7 6	240 3 0	10 4 9	8 11 0	..	59 5 8	..	3,564	2,231 19 2	2,390	2,388 13 6	1,123 3 10	365 1 8	7,711 11 2
Mincha	1,125	79 7 8	24 4 4	24 11 7	0 8 0	0 13 6	..	10 15 4	..	601	465 15 9	405	165 10 2	412 5 2	105 14 9	1,289 6 3
Macorna	3,614	721 19 4	60 17 6	152 19 5	4 1 10	7 7 4	..	11 12 5	..	2,135	1,971 14 9	1,603	1,941 7 0	1,104 6 0	138 11 2	6,114 16 9
Tragowel	939	84 19 11	16 18 9	43 15 8	..	0 4 0	..	10 0 7	..	239	241 16 7	458	221 2 5	433 0 10	25 17 6	1,077 16 3
South Kerang ..	23	0 19 9	0 15 2	7 8 3	..	0 1 6	..	..	..	55	17 2 0	30	23 8 4	..	15 18 8	65 13 8
Kerang	14,370	4,626 2 9	337 1 4	706 5 8	33 12 10	60 11 1	..	167 18 8	14 7 3	10,264	6,945 15 3	6,243	8,420 8 2	3,718 3 11	1,660 10 9	26,750 17 8
Reedy Lake ..	562	19 1 10	3 2 10	10 11 9	..	0 13 6	..	3 8 2	..	341	203 19 3	59	41 19 0	97 17 8	44 5 5	424 19 5
Lake Charm ..	2,562	139 9 1	14 1 5	66 0 0	0 3 3	4 12 3	..	11 4 9	..	911	591 17 8	315	226 4 6	248 14 2	9 11 6	1,311 18 7
Mystic Park ..	2,499	180 0 4	13 17 6	39 11 7	1 18 6	1 6 11	..	28 7 1	..	1,316	716 8 7	566	289 4 3	245 15 1	190 17 2	1,707 7 0
Lake Boga ..	3,171	551 10 0	36 19 5	141 17 3	2 7 0	2 15 9	..	39 2 2	..	2,115	1,429 2 3	1,813	1,876 18 9	212 2 10	65 18 3	4,358 13 8
Swan Hill ..	9,394	3,641 19 8	230 18 10	721 9 0	55 10 5	49 12 6	..	116 2 9	0 2 6	5,162	4,471 10 3	6,376	8,407 10 7	4,507 15 4	1,754 1 7	23,956 13 5
MELBOURNE–SERVICETON LINE.																
Federal Manure Siding	..	..	..	..	..	..	..	..	..	4,965	1,546 12 4	6,358	741 1 1	..	..	2,287 13 5
Deer Park ..	5,392	133 19 8	50 1 10	25 10 10	0 3 0	0 9 3	..	15 9 1	..	46	10 13 1	487	88 3 9	..	3 11 8	328 1 9
Rockbank ..	3,824	143 5 3	46 11 0	21 17 1	2 4 5	5 12 3	..	55 14 5	..	1,745	292 14 0	716	133 17 6	..	16 8 8	728 4 7
Melton	16,942	923 8 1	168 17 10	142 4 2	35 18 7	52 11 0	..	47 5 2	..	5,578	1,076 6 0	1,967	575 17 9	151 13 9	107 8 10	3,281 11 2
Staughton	..	..	..	..	..	..	..	6 15 0	..	2,513	395 4 4	312	48 19 5	..	..	450 18 9
Parwan	1,296	88 4 3	14 6 3	21 6 7	1 10 9	3 8 6	..	13 13 6	..	2,378	457 16 2	599	185 18 10	..	10 3 8	866 12 6
Bacchus Marsh ..	25,689	2,021 19 8	623 4 6	345 18 3	156 1 7	159 10 0	..	445 5 6	0 19 3	6,680	1,685 7 3	3,819	1,478 9 0	406 0 3	308 15 7	7,631 10 10

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No. 23.—Return of Traffic at each Station—*continued.*

Station.	Passengers. Outwards. Number Passenger of Journeys.	Passengers. Outwards. Revenue.	Parcels. Outwards. Revenue.	Parcels. Inwards. Revenue.	Horses, Carriages, and Dogs. Outwards. Revenue.	Horses, Carriages, and Dogs. Inwards. Revenue.	Mails, Telegraph, and Dining Cars. Revenue.	Rents. Revenue.	Miscellaneous. Revenue.	Goods. Outwards. Tons.	Goods. Outwards. Revenue.	Goods. Inwards. Tons.	Goods. Inwards. Revenue.	Live Stock. Outwards. Revenue.	Live Stock. Inwards. Revenue.	Total Traffic Revenue (exclusive of inwards passengers).
		£ 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.
Linton Line—*continued.*																
Nintingbool:	782	28 0 9	0 12 0	0 0 6	..	..	..	..	..	..	..	..	..	..	..	28 13 3
Smythesdale	7,438	447 19 4	24 2 8	65 9 4	2 16 0	0 18 3	..	9 18 11	..	76	25 18 11	354	139 10 10	..	0 7 6	717 1 9
Scarsdale	11,860	729 0 6	31 14 0	77 16 4	1 10 6	0 16 3	..	9 13 6	..	452	124 15 6	838	388 8 1	1 4 3	..	1,364 18 11
Newtown	11,768	781 18 9	25 12 1	62 8 9	15 10 6	6 0 3	..	13 0 8	..	1,567	491 0 8	3,463	1,476 8 11	5 18 2	14 6 8	2,892 5 5
Happy Valley	570	47 18 5	..	0 1 9	..	0 3 0	..	..	..	..	..	..	..	..	..	48 3 2
Linton	9,267	1,136 10 7	90 14 6	317 15 3	50 7 9	22 5 0	..	11 14 5	0 1 0	4,346	2,585 10 8	3,228	1,737 12 9	519 7 6	77 19 2	6,549 18 7
Portland Line.																
Maroona	1,739	257 14 5	32 11 3	103 7 8	4 16 3	5 4 8	..	56 3 1	0 0 9	11,396	6,171 5 2	1,957	1,114 0 1	412 10 10	215 16 10	8,373 11 0
Willaura	8,549	1,612 6 0	118 2 3	387 2 11	22 14 3	31 18 3		138 19 5	..	19,372	10,784 2 8	6,656	4,802 13 7	598 9 9	322 6 1	18,818 15 2
Stavely	483	35 13 2	1 10 8	17 7 6	..	0 8 0	..	11 15 3	..	5,884	3,172 12 3	1,064	516 5 2	3 6 9	22 16 6	3,781 15 3
Glen Thompson	5,963	840 4 3	63 6 5	160 19 0	18 10 6	13 7 3	..	35 1 4	3 15 0	5,850	2,514 12 10	1,589	1,327 5 4	1,233 16 3	88 12 9	6,299 10 11
Dunkeld	6,923	937 18 11	49 5 9	133 14 6	11 6 0	4 9 7	..	49 2 11	..	2,027	1,664 2 11	977	869 6 11	2,974 1 4	361 10 4	7,054 19 2
Moutajup	520	35 11 0	1 10 1	15 14 8	..	6 15 0	..	..	..	932	495 2 4	382	105 6 7	4 12 0	7 2 9	671 14 5
Strathkellar*	278	14 0 6	0 13 0	7 14 9	..	0 4 6	..	0 10 0	..	894	635 2 11	222	81 2 6	..	..	739 8 2
Hamilton	41,201	9,576 0 2	748 7 6	1,254 10 10	137 7 7	195 3 9	..	440 6 2	1 16 10	7,155	5,179 4 7	15,861	10,618 19 3	3,161 19 3	659 4 4	31,973 0 3
Branxholme	7,850	931 12 7	52 18 10	128 4 8	8 19 3	7 1 9	..	58 15 3	0 5 9	641	483 1 8	1,099	769 0 0	867 4 8	7 13 6	3,314 17 11
Condah	4,254	500 17 5	24 3 11	93 7 9	16 14 6	5 3 0	..	41 4 2	0 8 6	840	558 10 3	723	566 10 6	362 13 2	30 15 10	2,200 9 0
Myamyn	962	87 7 0	4 15 0	20 1 3	0 0 6	0 5 0	..	7 16 8	..	39	45 15 3	140	125 19 6	..	1 1 6	293 1 8
Milltown	1,322	122 15 4	8 14 11	30 9 1	0 2 0	0 9 0	..	0 7 6	..	1,622	284 4 8	106	59 2 6	..	0 7 6	506 12 6
Heywood	5,643	781 13 6	49 7 4	186 18 0	10 10 6	10 15 9	..	9 18 6	0 1 6	5,004	1,623 8 3	1,183	702 13 11	265 12 3	211 17 10	3,852 17 4
Gorae*	75	7 13 1	0 4 3	0 7 4	..	..	..	..	..	100	86 16 7	7	2 16 4	..	0 17 6	98 15 1
Portland North	930	156 1 6	..	..	..	..	..	..	..	..	..	..	..	..	..	156 1 6
Portland	5,527	1,647 8 3	472 11 4	329 4 4	7 3 0	9 4 3	..	53 16 3	0 3 3	4,963	3,921 16 7	4,220	3,003 11 7	57 9 3	1,861 18 3	11,864 6 4
Coleraine Line.																
Bochara	48	5 5 8	..	0 13 9	..	0 0 9	..	8 8 6	..	60	30 7 2	2	0 9 6	..	..	45 5 4
Wannon	848	46 18 2	5 0 6	48 9 4	..	0 8 3	..	14 19 5	..	1,389	276 11 9	128	75 13 9	..	0 15 6	468 16 8
Gritjurk	99	7 6 11	0 9 10	0 19 11	..	..	..	1 0 0	..	..	1 2 8	8	4 4 0	..	0 10 6	15 13 10
Coleraine	7,265	1,657 3 10	81 19 3	333 2 2	28 13 6	27 11 3	..	83 16 7	0 4 3	4,098	3,191 13 10	2,680	2,799 1 4	1,916 18 9	222 15 1	10,342 19 10
Casterton Line.																
Miakite	25	9 17 6	..	..	..	..	..	7 16 0	..	..	..	..	..	..	..	17 13 6
Grassdale	1,416	213 9 4	7 17 8	30 15 4	1 3 6	1 15 6	..	18 1 8	..	814	477 6 9	431	213 17 0	304 10 11	9 14 6	1,278 12 2
Merino	3,965	602 15 3	57 7 4	145 13 11	1 15 6	20 5 10	..	70 9 11	..	681	572 6 5	1,130	1,191 4 10	129 14 10	32 7 10	2,824 1 8
Henty	898	149 13 6	8 7 7	40 6 0	8 7 10	3 5 3	..	11 9 2	..	365	331 2 8	467	362 2 10	772 6 4	112 13 7	1,799 14 9
Sandford	3,338	308 11 11	22 5 5	43 10 7	30 19 3	7 2 3	..	37 17 4	0 1 3	351	294 9 2	302	325 9 7	2,473 1 0	29 4 11	3,572 12 8
Casterton	8,906	2,528 18 4	174 2 11	555 15 10	50 3 0	85 18 3	..	143 15 3	0 7 0	6,353	5,669 7 9	7,713	6,152 4 2	59 16 4	88 10 6	15,508 19 4
Grampians Line.																
Fyans' Creek	..	..	..	..	..	..	..	..	..	136	25 9 10	7	0 17 8	..	..	26 7 6
Grampians	..	..	..	0 1 0	..	..	..	..	..	2,529	1,348 14 3	28	7 12 11	..	..	1,356 8 2

MARNOO LINE.																							
Jackson	4	0 1 9	..	0 19 8	..	..	..	..	..	..	..	490	192 18 3	66	43 7 6	..	1 16 0	239 3 2
Rupanyup ..	4,868	972 0 6	50 1 11	210 19 1	6 17 6	10 16 6	..	61 10 4	..	16,298	9,137 12 9	13,174	5,863 5 3	810 0 3	155 11 8	17,278 15 9
Highbury* ..	4	0 2 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0 2 0
Banyena* ..	27	1 4 0	..	0 10 11	..	..	..	8 13 4	..	3,192	1,872 18 6	559	73 11 6	..	..	1,956 18 3
Marnoo*	50	3 18 1	0 10 1	1 14 1	..	0 0 9	..	6 5 4	..	3,644	804 11 9	328	120 2 0	..	..	937 2 1
HOPETOUN LINE.																							
Coromby	752	20 8 1	3 10 0	18 5 3	0 5 0	0 12 3	..	20 18 8	0 1 3	4,529	2,412 16 3	232	118 7 9	61 4 9	..	2,656 9 3
Minyip	7,917	1,260 10 6	89 13 10	294 4 1	61 10 3	12 18 7	..	80 6 2	0 2 9	11,432	7,036 3 3	5,320	4,857 5 6	652 15 10	144 0 4	14,489 11 1
Nullan	558	27 19 0	0 17 6	8 14 9	..	0 4 0	..	4 10 4	0 0 6	1,819	999 5 3	116	68 16 7	..	..	1,110 7 11
Sheep Hills ..	3,536	480 18 9	18 12 8	79 0 2	3 18 1	2 12 6	..	30 4 10	..	10,748	6,627 5 7	1,625	1,523 18 5	568 0 1	48 2 4	9,382 13 5
Mellis	35	1 2 0	0 1 6	2 6 8	..	0 1 6	..	0 10 0	..	378	199 7 2	32	26 18 8	..	..	230 7 6
Warracknabeal ..	16,497	3,961 5 1	267 4 8	637 12 3	38 16 7	45 7 9	..	140 9 9	0 3 6	20,785	12,846 11 2	19,800	14,437 4 0	1,271 12 2	443 0 3	34,089 7 2
Lah	423	28 12 0	2 10 5	9 0 2	0 1 6	0 1 6	..	18 10 10	0 1 3	4,352	2,301 10 8	333	148 19 4	..	..	2,509 7 8
Brim	2,441	257 12 11	13 2 8	59 4 3	1 1 3	1 0 3	..	29 13 10	..	5,649	3,238 9 6	1,606	1,230 8 10	655 8 10	53 18 1	5,540 0 5
Galaquil	829	59 1 5	5 2 1	17 3 8	0 3 3	0 2 6	..	17 5 0	0 0 3	3,818	2,080 18 8	540	277 7 3	..	9 15 0	2,466 19 1
Beulah	4,383	1,006 10 6	65 19 4	203 13 8	3 4 3	7 12 0	..	39 3 4	0 4 0	7,694	4,921 11 6	3,947	4,555 4 2	1,298 14 8	585 8 8	12,687 6 1
Rosebery	1,073	109 10 3	8 13 3	39 9 4	1 3 6	1 2 0	..	19 9 4	..	3,431	1,675 5 4	1,106	854 0 7	261 5 0	36 10 6	3,006 9 1
Goyura	673	50 5 3	2 2 7	17 7 5	0 1 6	0 9 0	..	6 5 9	..	1,796	1,135 6 0	167	84 5 8	0 8 0	4 13 3	1,301 4 5
Hopetoun ..	3,825	1,061 10 2	52 1 2	219 10 1	16 19 3	7 8 3	..	29 11 7	..	9,990	6,541 19 0	3,013	3,190 8 9	645 3 5	533 9 5	12,298 1 1
NORADJUHA LINE.																							
Remlaw*	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Vectis	661	34 12 4	1 2 0	9 19 0	..	7 19 0	..	1 2 8	..	682	368 2 7	103	37 2 6	..	..	406 7 9
Quantong ..	2,370	107 17 3	2 6 8	18 15 1	0 6 0	0 12 6	..	8 18 4	0 1 0	3,522	1,771 12 7	315	186 13 7	3 19 5	8 1 0	2,032 18 3
East Natimuk ..	273	14 5 4	..	0 3 2	..	0 0 9	..	7 17 3	..	631	481 9 3	305	288 7 4	..	3 1 6	910 12 10
Noradjuha ..	1,667	225 6 8	19 11 8	124 13 6	2 1 0	8 12 6	..	19 0 4	..	..	..	..	..	..	0 2 6	33 12 1
								16 6 4	..	4,527	3,239 19 2	1,951	1,654 14 4	3 12 9	0 10 0	5,295 7 11
GOROKE LINE.																							
Natimuk	6,572	771 9 1	79 1 10	186 19 8	5 5 3	6 10 9	..	25 8 3	0 4 9	9,578	5,964 10 8	5,978	3,514 10 4	118 4 0	48 6 3	10,720 10 10
Arapiles	284	18 17 3	0 8 6	3 8 5	..	0 1 0	..	6 18 9	..	499	120 10 6	98	47 0 9	..	..	197 5 2
Mitre Lake ..	943	73 13 9	3 18 4	26 2 3	0 6 0	0 4 3	..	18 17 4	..	2,248	773 0 10	529	294 2 6	0 15 0	0 2 6	1,191 2 9
Gymbowen ..	1,260	124 9 8	6 18 9	43 5 1	0 2 0	0 10 6	..	19 1 3	..	1,063	340 7 0	569	445 2 7	2 14 6	3 0 6	986 11 10
Goroke	2,230	557 17 3	27 5 5	191 0 3	7 6 6	12 17 6	..	1 11 4	..	1,723	1,767 9 6	1,265	1,972 1 5	103 8 9	34 12 2	4,675 10 1
RAINBOW LINE.																							
Katyil	147	9 15 4	0 3 10	5 8 6	..	..	..	8 15 4	..	1,953	934 8 1	190	114 9 6	..	0 14 4	1,073 14 11
Antwerp ..	2,371	115 15 7	9 12 6	50 17 9	..	0 2 9	..	43 2 7	..	6,228	3,619 12 0	1,194	825 12 3	90 16 0	3 5 6	4,758 16 11
Tarranyurk ..	259	15 3 0	1 7 0	18 6 4	..	0 11 0	..	6 17 4	..	3,533	2,190 1 4	521	362 0 8	0 10 0	0 10 0	2,595 6 8
Jeparit	4,922	636 0 10	71 15 4	210 8 4	20 7 3	5 11 9	..	68 8 10	0 3 8	8,007	4,401 4 1	3,744	4,740 4 7	187 10 7	129 17 0	10,471 12 3
Eliam	112	6 9 3	0 6 3	15 2 8	..	0 1 0	..	7 11 0	..	3,397	2,133 9 8	586	350 15 7	..	4 6 3	2,518 1 8
Pullut	21	1 8 8	0 0 3	2 11 1	..	..	..	..	..	3,255	1,954 13 6	355	155 9 0	..	..	2,114 2 6
Rainbow	4,892	1,097 9 5	83 15 3	382 17 8	5 3 6	17 10 3	..	91 4 11	..	20,021	12,579 1 7	6,577	8,308 12 0	66 3 1	255 13 6	22,887 11 2
MELBOURNE-GEELONG LINE.																							
Laverton	8,081	185 2 1	39 2 3	28 4 5	1 1 8	1 2 2	..	43 9 8	..	3,119	2,693 1 2	863	194 10 0	4 9 0	0 11 6	3,190 13 11
Werribee	49,640	2,339 2 4	184 18 8	367 1 4	36 10 6	26 19 8	..	273 13 9	..	26,941	4,786 14 1	12,485	2,875 19 4	544 5 10	1,377 8 1	12,812 13 7
Little River ..	9,806	616 1 10	99 3 1	103 10 10	9 3 9	4 16 6	..	52 6 11	..	9,177	1,656 9 11	1,893	515 3 6	120 1 1	57 3 10	3,234 1 3
Lara	12,847	804 12 6	55 19 0	122 0 11	8 6 3	10 19 0	..	96 11 1	..	18,869	3,683 12 9	4,456	996 8 2	198 18 5	24 5 10	6,001 13 11
Cowie	743	46 16 2	23 13 6	2 19 1	..	0 0 6	..	7 6 8	..	..	..	..	..	..	..	80 15 11
Corio	363	23 6 8	..	0 16 1	0 4 0	..	..	10 6 10	..	..	..	..	..	..	..	34 13 7
North Geelong ..	5,416	426 2 6	36 14 0	36 16 8	1 19 3	2 3 3	..	96 7 5	..	869	226 13 1	15,596	2,772 10 10	1,078 14 0	2,839 18 5	7,517 19 5
Geelong	203,549	25,385 8 4	2,348 6 9	2,071 7 2	190 18 6	218 1 0	..	1,207 17 9	7 9 11	80,863	37,248 9 0	213,666	111,601 12 9	701 14 3	3,810 15 0	184,792 0 5

No. 23.—Return of Traffic at each Station—*continued.*

Station.	Passengers. Outwards. Number of Passenger Journeys.	Passengers. Outwards. Revenue	Parcels. Outwards. Revenue.	Parcels. Inwards. Revenue.	Horses, Carriages, and Dogs. Outwards. Revenue.	Horses, Carriages, and Dogs. Inwards. Revenue.	Mails, Telegraph, and Dining Cars. Revenue.	Rents. Revenue.	Miscellaneous. Revenue.	Goods. Outwards. Tons.	Goods. Outwards. Revenue.	Goods. Inwards. Tons.	Goods. Inwards. Revenue.	Live Stock. Outwards. Revenue.	Live Stock. Inwards. Revenue.	Total Traffic Revenue (exclusive of Inwards Passengers).
		£ 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.
Geelong–Port Fairy Line.																
Marshall	1,544	57 1 0	103 4 7	16 16 10	..	0 3 0	..	1 11 8	..	1,294	184 19 10	1,331	274 5 1	0 19 0	2 6 8	540 7 8
Germantown ..	1,156	74 2 7	4 0 3	6 11 10	..	0 6 6	..	1 2 0	..	..	..	..	0 3 0	..	..	86 6 2
Pettavel	760	52 16 5	3 0 0	6 10 0	0 2 9	..	..	8 13 9	..	3,675	1,073 11 6	340	75 1 4	..	..	1,219 15 9
Moriac	3,086	260 5 3	27 4 10	62 10 0	6 18 9	0 13 0	..	26 7 7	..	2,744	426 11 5	884	226 19 5	104 14 6	23 16 8	1,165 11 5
Buckley	1,918	173 9 7	10 14 2	24 17 11	1 13 9	1 1 0	..	10 2 4	..	2,567	367 4 8	360	121 14 0	0 12 6	22 19 0	734 8 11
Winchelsea ..	6,426	936 6 0	92 6 10	210 12 0	24 15 6	14 5 6	..	35 3 8	..	5,482	1,121 9 11	2,039	813 1 8	370 6 9	37 4 0	3,655 11 10
Birregurra ..	12,580	1,385 8 10	119 1 8	160 14 3	78 12 9	40 1 3	..	98 18 2	0 3 0	1,844	754 12 11	1,801	748 8 0	399 4 2	221 7 9	4,006 12 9
Warncoort ..	1,210	150 5 7	18 6 6	27 6 4	0 12 0	0 19 9	..	18 9 0	..	614	329 5 3	550	238 13 8	..	..	783 18 1
Irrewarra	4,816	713 4 10	32 5 2	27 19 8	15 12 6	9 19 6	..	27 6 9	..	252	153 16 5	171	69 7 0	506 3 1	289 14 1	1,845 9 0
Colac	35,410	6,669 7 11	1,800 6 7	1,071 0 2	180 10 0	187 19 9	..	440 17 0	1 8 9	9,056	4,478 2 2	14,609	7,918 11 8	3,002 18 3	2,013 12 3	27,764 14 6
Larpent	2,394	321 5 10	21 10 2	28 0 0	3 6 0	1 2 0	..	2 16 10	..	4,376	2,088 9 11	230	149 10 4	24 4 5	27 1 1	2,661 17 7
Pirron Yallock ..	4,236	386 5 9	18 19 3	50 17 7	1 13 9	1 10 3	..	56 6 10	..	545	315 19 8	503	277 3 0	388 8 5	67 16 4	1,565 0 10
Stoneyford ..	1,738	131 6 1	13 15 3	34 15 0	0 7 9	2 11 3	..	7 6 4	..	188	180 1 11	221	128 19 3	..	0 2 8	499 5 6
Pomborneit ..	4,568	477 13 5	1,028 13 10	175 11 7	17 15 9	11 13 9	..	13 9 0	..	406	432 4 2	889	589 16 5	86 2 2	307 18 10	3,140 18 11
Weerite	1,839	294 7 9	264 12 7	87 4 5	..	2 11 0	..	10 7 7	..	200	212 7 8	494	253 15 5	1,033 16 8	39 11 8	2,198 14 9
Camperdown ..	28,011	5,679 5 1	755 12 5	944 3 5	168 16 6	222 15 9	..	159 14 0	..	4,577	3,611 18 4	10,301	6,392 5 10	3,168 12 4	399 19 1	21,503 2 9
Boorcan	676	25 14 8	7 7 11	12 8 9	..	0 15 6	..	16 10 7	0 1 0	269	216 13 9	102	58 5 9	804 18 2	82 9 2	1,225 5 3
Terang	28,612	4,663 19 4	321 14 10	709 13 9	32 2 3	100 14 6	..	139 3 4	0 3 0	2,822	3,065 11 9	9,613	5,541 0 8	3,220 9 10	572 8 3	18,367 1 6
Garvoc	3,748	218 17 8	26 8 11	58 8 8	0 12 6	15 0 3	..	28 9 8	..	2,080	726 18 8	858	467 16 8	235 9 6	10 15 0	1,788 12 6
Panmure	4,600	456 16 2	22 6 10	47 14 11	10 10 6	7 0 3	..	19 18 2	..	4,802	1,181 11 9	504	281 7 9	2 15 6	1 0 9	2,024 17 7
Cudgee	2,832	150 15 8	11 0 10	24 4 4	0 3 9	0 5 6	..	21 13 4	..	205	171 6 7	144	71 4 2	5 2 0	11 10 6	467 6 6
Allansford ..	5,703	621 5 8	43 8 10	77 16 5	45 9 0	28 8 0	..	24 2 8	..	1,370	1,197 15 11	1,156	617 3 11	74 15 0	46 4 3	2,776 9 8
Warrnambool ..	41,370	8,478 9 11	765 7 7	1,341 0 8	325 10 0	267 11 0	..	757 9 9	2 2 0	26,653	8,633 8 7	32,932	7,600 7 9	2,296 5 11	584 10 2	31,052 3 4
Dennington ..	62	8 14 3	..	4 16 8	..	0 6 0	..	35 4 7	..	14	1 0 0	430	114 1 1	..	1 13 6	165 16 1
Illowa	3,274	295 14 6	13 0 1	19 9 6	2 19 3	7 7 9	..	75 7 9	..	8,482	4,892 5 5	644	291 11 9	83 6 3	1 13 0	5,682 15 3
Koroit	21,124	2,637 12 1	131 10 10	289 8 10	94 14 9	45 10 3	..	165 1 0	0 3 0	12,002	7,860 16 4	4,702	2,190 12 3	1,437 0 3	263 6 9	15,115 16 4
Crossley	722	90 14 7	..	3 6 3	..	..	..	20 10 10	..	2,859	1,722 5 5	271	94 2 8	..	..	1,850 19 9
Kirkstall	531	15 18 7	..	3 8 7	..	0 5 0	..	24 11 10	..	29	2 2 0	128	43 0 11	..	..	89 6 11
Moyne	725	18 16 9	0 0 6	3 7 11	..	..	..	..	..	200	53 14 0	69	29 9 4	..	..	105 8 6
Rosebrook ..	249	10 9 8	..	2 7 10	..	0 13 0	..	5 4 6	..	..	..	..	0 7 10	..	..	19 2 10
Port Fairy ..	8,118	1,767 6 5	398 8 0	350 17 5	20 6 6	42 12 6	..	35 6 6	0 11 9	2,805	1,744 17 9	2,974	1,433 1 11	1,022 1 9	254 13 2	7,070 3 8
Geelong–Ballarat Line.																
Moorabool ..	1,302	79 8 3	14 16 6	19 13 11	0 12 6	0 9 6	..	10 3 6	..	375	50 19 7	185	42 18 9	..	3 3 3	222 5 9
Gheringhap ..	2,841	62 1 10	5 17 11	6 12 0	0 3 6	0 12 0	..	20 3 5	..	1,405	504 8 4	135	42 14 8	..	..	642 13 8
Bannockburn ..	9,347	888 4 5	130 14 5	174 11 2	7 11 9	8 18 3	..	13 8 8	..	6,870	1,184 10 11	3,430	906 16 11	278 2 1	29 0 10	3,621 19 5
Lethbridge ..	6,061	420 11 7	25 4 8	68 11 11	1 0 0	1 10 0	..	48 6 9	..	2,200	401 4 0	468	185 11 3	1 8 0	13 6 2	1,166 14 4
Quarry Siding ..	..	..	..	..	..	..	..	..	..	3,518	429 13 11	45	6 2 9	..	..	435 16 8
Meredith	7,945	842 9 3	72 16 0	144 7 6	3 5 3	7 8 0	..	90 4 9	0 2 6	3,370	781 12 2	1,575	707 19 7	182 10 4	46 13 11	2,879 9 3
Elaine	7,416	654 9 11	41 16 9	110 7 1	3 11 0	6 11 9	..	19 7 9	..	6,153	1,419 17 0	1,383	497 18 10	10 3 7	25 19 8	2,790 3 4
Lignite Siding ..	..	..	..	..	..	..	..	..	..	719	91 0 8	..	..	..	..	91 0 8
Lal Lal Racecourse	..	..	..	0 1 2	..	..	..	..	..	289	81 14 3	..	..	..	..	31 15 5
Lal Lal	4,996	267 1 10	31 19 5	26 0 11	1 16 9	18 8 11	..	29 13 6	..	5,301	893 14 5	240	112 7 10	..	..	1,381 3 7
Yendon	5,529	284 18 1	23 19 5	27 5 11	12 7 0	1 3 6	..	35 8 10	..	644	198 12 9	406	132 5 0	14 5 3	3 7 0	733 12 9
Navigator ..	2,423	68 5 4	1 11 11	2 0 6	..	0 3 6	..	4 8 10	..	..	..		0 0 10	..	..	76 10 11

QUEENSCLIFF LINE.																		
South Geelong ..	21,016	1,565 4 9	278 15 6	138 12 1	3 16 9	2 2 3	..	39 13 6	..	854	281 4 5	10,980	2,481 16 4	..	..	4,791 5 7
Moolap	449	18 17 4	51 11 9	4 19 2	..	0 0 6	..	1 6 8	..	..	..	1	0 6 10	..	..	77 2 3
Leopold	987	48 1 10	6 17 1	3 5 11	..	0 2 0	..	0 8 4	..	152	51 14 2	272	56 18 10	..	1 8 6	168 16 8
Scarborough ..	315	23 1 0	1 9 5	5 10 0	..	..	..	0 18 0	0 1 3	..	..	..	..	..	..	25 18 8
Drysdale	6,492	356 10 9	101 4 6	73 12 0	19 18 3	4 6 9	..	31 7 2	0 0 6	4,229	1,015 18 11	1,733	574 13 8	86 0 6	89 3 10	2,372 6 10
Mannerim ..	1,184	56 18 5	2 14 2	4 11 5	..	..	..	10 16 0	..	2,159	299 2 1	486	104 13 7	0 7 6	..	529 3 2
Marcus	1,457	150 5 11	30 11 4	8 3 5	75 0 0	20 9 6	..	5 0 0	..	..	..	..	..	15 1 1	23 14 10	328 6 1
Queenscliff ..	10,824	1,635 9 9	177 7 0	380 2 4	2 5 0	3 8 3	..	40 8 7	0 5 3	595	410 13 11	3,689	1,120 14 4	15 14 6	26 19 3	3,813 8 2
WENSLEYDALE LINE.																
Layard	..	..	..	0 6 6	..	..	..	8 3 0	..	46	7 3 0	6	3 1 0	..	..	18 13 6
Gherang	..	..	..	0 2 0	..	..	..	..	..	476	246 13 7	12	4 18 4	..	..	251 13 11
Wormbete ..	..	..	..	0 14 0	..	..	..	..	..	3,500	605 6 7	24	10 0 2	..	..	616 0 9
Wensleydale ..	..	..	0 2 0	0 10 8	..	..	..	..	..	2,094	369 12 9	56	25 13 2	..	..	395 18 7
FORREST LINE.																
Whoorel	28	3 13 1	0 2 6	3 0 6	..	..	..	7 6 5	..	423	155 0 10	122	35 10 0	..	..	204 13 4
Dean Marsh ..	2,151	348 4 5	46 3 11	166 2 8	1 3 6	1 17 6	..	13 17 9	..	2,108	580 4 9	750	428 18 8	14 2 9	6 16 2	1,607 12 1
Peppyroyal ..	507	18 6 10	7 13 9	19 5 3	..	0 4 6	..	14 11 10	..	813	222 16 2	161	85 19 10	6 3 0	1 4 0	376 5 2
Murroon	645	23 14 0	4 19 6	36 1 9	0 2 0	0 7 6	..	14 9 5	..	2,138	445 19 3	225	114 3 7	42 0 2	2 8 10	684 6 0
Barwon	1,590	57 9 6	6 16 1	45 8 11	2 18 6	0 5 9	..	13 13 2	..	7,641	2,411 18 5	635	356 0 7	1 11 3	..	2,896 2 2
Gerangamete ..	420	11 16 3	0 1 5	14 4 5	3 15 0	5 5 0	..	5 2 3	..	881	310 2 1	95	56 19 0	..	17 3 6	424 8 11
Vaugher	236	18 16 4	..	4 0 1	..	3 9 0	..	10 18 4	..	52	32 18 4	44	25 4 5	..	..	95 6 6
Forrest	2,184	502 8 8	63 13 6	159 8 2	0 15 3	1 14 6	..	51 9 6	..	11,027	5,680 7 3	687	508 6 2	5 3 3	31 2 3	7,004 8 6
BEEAC LINE.																
Ondit	684	20 4 7	31 8 2	23 19 0	0 14 0	3 18 0	..	17 12 6	..	1,995	827 17 6	988	245 2 7	8 8 9	17 12 3	1,196 17 4
Kerr	89	3 16 7	..	0 1 6	..	..	..	..	0 0 6	..	..	..	..	..	..	3 18 7
Beeac	4,553	595 10 3	84 5 10	253 19 9	9 8 6	26 10 9	..	76 19 9	..	5,483	2,257 18 7	7,432	2,795 1 0	354 4 0	92 15 3	6,546 13 8
BEECH FOREST LINE.																
Tulloh	4	0 4 0	..	..	..	..	..	..	..	..	..	42	5 16 8	..	..	6 0 8
Coram	989	23 12 3	..	0 19 6	..	..	..	..	..	..	..	..	..	..	..	24 11 9
Barongarook ..	1,210	35 10 1	0 13 5	8 7 8	..	..	..	9 13 0	..	659	97 7 1	21	7 4 10	..	..	158 16 1
,, Water	2	0 1 4	..	..	..	..	..	..	..	..	..	..	..	..	..	0 1 4
Kawarren ..	472	22 19 4	0 5 6	15 13 1	..	0 2 3	..	1 0 0	..	1,652	423 11 9	43	25 18 0	..	..	489 9 11
Lovat	580	34 2 6	1 2 2	11 8 4	0 4 9	0 0 9	..	..	..	599	121 7 1	59	30 9 8	..	0 17 6	199 12 9
Gellibrand ..	2,013	179 6 2	4 9 11	48 9 5	..	0 5 9	..	17 6 0	..	290	182 15 10	338	206 15 11	14 17 10	9 4 1	663 10 11
Banool	324	25 6 7	0 9 2	6 6 3	..	..	..	9 6 0	..	52	13 8 8	26	10 1 10	..	0 11 0	65 9 6
Wimba	448	33 9 8	0 5 4	6 7 3	..	0 3 0	..	1 11 2	..	4	5 14 0	20	19 17 4	..	..	67 7 9
MacDevitt ..	18	1 2 8	..	2 15 5	..	..	..	..	..	..	..	2	1 9 6	..	..	5 7 7
Weeaproinah ..	466	40 7 9	0 5 6	7 4 4	0 3 0	0 1 6	..	3 2 6	..	2,658	936 8 8	114	78 10 9	..	1 1 6	1,067 5 6
Ditchley	2	0 4 6	..	0 5 4	..	..	..	..	..	..	..	21	24 9 11	..	..	24 19 9
Beech Forest ..	4,400	779 2 3	29 16 9	150 5 7	0 19 6	1 15 6	..	37 8 0	0 9 0	9,353	5,442 5 1	1,597	1,439 17 8	158 3 10	74 13 10	8,114 17 0
TIMBOON LINE.																
Naroghid	73	5 6 5	0 13 8	2 17 2	..	..	..	13 2 10	..	11	8 4 9	10	4 12 10	..	2 9 0	37 6 8
Cobden	1,381	140 2 2	67 16 3	138 6 9	..	17 1 3	..	10 2 1	..	1,123	911 5 0	2,143	1,912 12 4	69 13 3	68 1 8	3,335 0 9
Elingamite Siding ..	..	..	..	..	..	..	..	..	..	696	88 7 0	2	1 0 0	..	..	89 7 0
Glenfyne	345	22 3 1	15 5 7	11 0 5	..	0 1 6	..	9 6 0	..	669	120 1 6	46	40 9 7	0 10 0	..	218 17 8
Montgomery and Brawshaw Siding	..	..	0 0 7	11 6 10	..	..	..	..	..	1,558	235 17 4	81	41 5 1	..	..	288 9 10
Timboon	1,112	233 8 4	29 19 2	142 13 6	0 4 0	9 1 0	..	13 17 1	..	3,157	766 10 5	528	512 15 1	16 19 0	8 5 11	1,733 13 6
MORTLAKE LINE.																
Mortlake	5,988	1,292 3 2	109 14 7	312 13 2	78 7 9	48 4 3	..	52 1 8	0 3 3	2,738	2,056 8 0	5,745	3,806 3 0	912 14 1	261 7 5	8,930 0 4

No. 23.—Return of Traffic at each Station—*continued.*

STATION.	PASSENGERS. Outwards. Number of Passenger Journeys.	PASSENGERS. Outwards. Revenue.	PARCELS. Outwards. Revenue.	PARCELS. Inwards. Revenue.	HORSES, CARRIAGES, AND DOGS. Outwards. Revenue.	HORSES, CARRIAGES, AND DOGS. Inwards. Revenue.	MAILS, TELEGRAPH, AND DINING CARS. Revenue.	RENTS. Revenue.	MISCELLANEOUS. Revenue.	GOODS. Outwards. Tons.	GOODS. Outwards. Revenue.	GOODS. Inwards. Tons.	GOODS. Inwards. Revenue.	LIVE STOCK. Outwards. Revenue.	LIVE STOCK. Inwards. Revenue.	TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
		£ 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.
Koroit–Hamilton Line.																
Warrong	86	9 19 11	0 2 9	1 0 3	..	0 2 3	..	10 13 0	0 0 9	27	23 10 5	97	30 3 10	..	..	75 13 2
Woolsthorpe ..	160	15 14 2	0 10 4	5 3 3	..	0 17 6	..	8 16 9	..	1,110	181 1 10	148	62 5 0	2 6 0	5 0 9	281 15 7
Hawkesdale ..	2,059	232 16 11	16 2 7	64 7 1	..	11 4 3	..	10 1 0	..	1,122	290 15 8	491	293 8 5	1,248 3 0	143 8 4	2,310 7 3
Minhamite ..	379	83 7 7	6 18 10	27 6 4	..	0 17 6	..	9 1 7	..	1,121	429 14 11	104	50 10 8	..	3 1 6	610 18 11
Purdeet	437	68 0 1	4 11 8	12 17 7	..	0 17 0	..	10 1 1	..	195	113 19 11	94	43 11 11	..	3 19 0	257 18 3
Penshurst ..	6,783	1,083 12 9	71 9 8	239 7 8	75 11 3	56 18 3	..	89 18 3	..	1,402	1,444 7 11	2,073	1,656 0 1	1,360 2 10	100 0 9	6,177 9 5
Tabor	205	14 4 1	0 13 8	3 10 7	..	..	..	10 2 3	..	351	177 17 10	150	74 10 3	..	..	280 18 8
Yatchaw	257	10 10 2	0 18 9	3 10 0	..	0 3 6	..	12 10 4	..	121	54 16 9	117	40 16 4	37 14 0	9 9 5	170 9 3
Melbourne–Wodonga Line.																
Kensington ..	1,044,645	7,061 3 8	96 19 7	180 12 10	3 15 6	0 5 9	..	7 6 8	0 14 5	19,596	2,975 3 9	47,654	31,194 19 6	128 17 6	63 6 6	41,713 5 8
Newmarket ..	1,260,646	9,628 14 9	145 2 7	332 12 4	1,638 8 1	1,257 19 7	..	49 19 0	0 12 1	13,037	2,714 14 6	28,684	26,177 2 0	15,088 6 1	126,475 7 6	183,508 18 6
,, Show Grounds ..	..	..	0 8 8	7 12 11	..	97 9 10	..	0 10 0	..	60	129 11 8	225	123 16 4	242 5 1	490 9 3	1,092 3 9
Ascot Vale ..	1,948,562	15,868 0 0	155 6 8	299 4 8	5 18 7	1 12 3	..	16 10 5	0 19 11	..	..	..	..	..	..	16,347 12 6
Moonee Ponds ..	1,384,294	13,352 1 8	232 16 7	351 3 11	23 1 1	73 2 3	..	11 18 6	0 16 3	..	..	..	0 11 6	..	..	14,045 11 9
Essendon	1,031,745	11,455 3 2	214 9 11	246 9 9	24 3 10½	94 15 11	..	85 11 10	0 11 7	576	390 17 4	14,996	3,926 15 11	..	5 17 6	16,444 16 9½
Essendon Building Tickets (Free) ..	28,560	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Essendon ..	15,266	141 15 8	..	0 1 6	..	..	..	11 3 8	..	..	..	..	..	..	..	153 0 10
North Essendon Building Tickets (Free)	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Pascoe Vale ..	52,449	611 8 8	0 1 4	17 9 2	0 7 6	..	..	9 3 0	..	..	..	..	..	..	..	638 9 8
Pascoe Vale Building Tickets (Free) ..	1,920	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Glenroy	44,383	671 6 0	14 1 5	45 12 10	1 4 11	0 0 9	..	0 11 0	..	16	8 6 0	537	101 7 2	..	0 12 9	843 2 10
Broadmeadows ..	14,060	330 13 4	175 7 10	100 6 11	5 5 9	0 10 6	..	27 3 1	..	259	61 11 7	1,204	285 11 7	45 15 11	34 5 7	1,066 12 1
Somerton	3,720	99 4 1	9 15 5	19 4 5	0 5 3	0 4 9	..	22 17 1	..	..	..	..	..	..	..	151 11 0
Craigieburn ..	6,834	278 16 3	79 2 3	51 8 2	10 11 3	1 1 8	..	0 7 0	..	1,357	284 14 7	1,020	229 9 0	59 1 9	120 15 1	1,115 7 0
Donnybrook ..	4,925	250 17 11	222 12 4	60 5 1	15 19 5	15 1 9	..	27 12 11	..	450	157 15 6	1,200	278 4 7	235 16 6	319 13 3	1,583 19 3
Beveridge ..	2,066	129 4 2	27 8 0	22 16 11	1 18 6	5 11 0	..	7 17 6	..	286	108 18 1	228	74 11 10	2 1 0	94 12 4	474 19 4
Wallan	8,283	669 4 4	67 4 1	81 1 10	6 5 5	6 9 3	..	55 11 11	..	2,089	471 17 5	788	331 9 6	660 4 11	377 14 10	2,667 3 6
Lightwood ..	..	..	..	..	..	..	..	0 1 0	..	1,129	168 1 0	1	0 8 7	..	..	168 10 7
Kilmore Junction ..	983	64 14 5	2 14 7	5 14 3	1 15 6	..	..	0 2 1	..	1	1 10 10	..	..	..	..	76 11 8
Wandong	2,689	194 7 0	19 13 6	47 7 8	0 5 0	1 3 0	..	..	..	2,726	497 9 7	285	159 16 0	1 8 0	7 1 4	928 11 1
Mathieson's Siding ..	..	..	..	..	..	..	..	..	..	884	76 9 6	..	..	..	..	76 9 6
Kilmore East ..	10,396	1,311 7 11	83 0 2	53 18 8	30 9 9	13 7 0	..	39 2 11	0 8 4	1,121	245 4 10	134	64 10 0	616 8 7	345 5 2	2,803 3 4
Broadford ..	12,034	1,375 16 5	88 14 6	269 4 10	11 5 9	5 14 11	..	48 19 7	0 2 6	4,963	1,543 11 8	4,662	2,231 2 10	107 4 3	136 5 10	5,818 3 1
McDougall ..	..	..	..	..	..	..	..	..	..	3,032	1,251 18 0	2,817	976 13 8	..	..	2,228 11 8
Lowry	..	..	..	..	..	..	..	7 16 0	..	..	..	7	2 3 9	..	..	9 19 9
Tallarook	10,933	1,106 6 7	45 16 10	108 3 8	8 6 3	10 10 0	..	100 18 9	0 2 0	3,782	1,202 19 2	461	278 18 8	92 4 5	56 15 9	3,011 2 1
Dysart	..	..	..	..	..	..	..	..	..	75	27 7 10	10	2 7 1	..	..	29 14 11
Seymour	34,418	5,464 17 3	278 15 9	569 7 2	49 1 9	44 6 7	..	2,281 17 5	0 8 9	9,075	2,908 11 11	4,480	2,612 4 2	719 16 1	1,364 6 4	16,293 13 2
Mangalore	5,205	814 1 10	11 14 10	31 14 6	2 3 5	4 9 0	..	44 13 6	..	3,311	919 11 3	246	127 18 2	17 13 9	1 4 0	1,975 4 3
Avenel	6,025	535 18 5	54 4 10	129 0 1	32 13 6	45 11 4	..	15 11 7	..	3,899	1,470 7 10	996	608 17 10	115 14 9	64 5 4	3,072 5 6
Monea	755	40 18 11	4 16 3	8 2 9	0 4 0	..	..	1 18 0	..	160	82 3 11	13	10 11 4	..	..	148 15 2
Locksley	1,198	112 6 6	7 4 6	21 6 2	0 4 9	0 4 0	..	4 0 0	..	2,790	1,007 9 9	118	59 0 5	49 4 0	6 12 0	1,267 12 1

MELBOURNE–WODONGA LINE—*continued.*																									
Longwood	4,711	542	18	7	41	3	0	116	2	6	8	2	9	27	7	9	..	35	12	6	0	9	3	11,291	4,220	4	5	1,127	738	9	4	175	9	4	42	12	9	5,948	12	2
Creighton	559	25	1	2	4	17	3	5	15	5	..			0	0	9	..	6	0	0	0	0	9	6,662	2,354	2	1	57	19	3	11	..			..			2,415	1	4
Euroa	14,950	2,722	19	8	285	19	5	464	5	10	22	11	1	30	14	0	..	56	1	7	0	5	0	18,005	7,471	18	9	3,718	3,145	5	9	792	15	11	863	10	7	15,856	7	7
Balmattum ..	485	20	17	7	4	1	6	9	11	11	..			..			..	6	2	1	0	0	9	2,333	901	16	4	39	25	17	8	..			..			968	7	10
Violet Town ..	7,230	1,165	3	2	103	13	1	186	5	11	36	15	9	42	3	0	..	63	7	0	0	1	3	12,698	5,539	5	4	2,474	1,809	4	5	439	16	6	254	3	11	9,639	19	4
Baddaginnie ..	3,382	301	8	4	33	9	4	72	15	8	6	12	9	1	6	6	..	34	19	3		..		11,729	4,992	17	0	557	412	12	2	106	10	3	67	16	11	6,030	8	2
Caelli's Siding ..	..	..			..			..			..			..			..							2,748	1,191	3	2	..	..			..			..			1,191	3	2
Benalla	34,760	6,634	17	0	851	11	2	769	11	5	87	0	9	163	2	1	..	142	16	5	1	10	0	9,100	4,804	15	2	7,944	7,090	10	11	1,653	9	6	1,184	18	4	23,384	2	9
Winton	1,276	95	11	10	8	4	8	18	17	5	..			0	2	3	..	38	6	5		..		3,770	1,702	18	0	82	50	1	2	..			..			1,914	1	9
Head's Siding ..	..	..			..			..			..			..			..					..		4,678	2,076	16	1	13	4	7	10	..			..			2,081	3	11
Glenrowan ..	5,844	680	12	0	42	5	6	98	8	5	17	3	3	13	7	3	..	19	5	0	0	3	0	2,505	1,003	17	1	1,286	794	0	0	188	10	7	39	10	6	2,897	2	7
Wangaratta ..	42,786	7,976	15	11	600	2	6	1,086	0	4	176	12	9	85	1	5	..	111	4	0	1	3	3	13,556	6,304	14	2	22,029	14,021	5	5	1,237	12	7	937	9	5	32,538	1	9
Beechworth Junction	1,014	115	7	5	8	10	9	11	0	3	0	6	3	0	8	6	..	46	7	9	0	0	9	3,063	1,246	13	8	398	188	16	5	..			0	10	0	1,618	1	9
Springhurst ..	8,111	987	14	3	40	18	10	82	6	6	2	16	3	11	12	3	..	14	4	3	0	3	9	3,405	997	1	6	1,097	791	9	8	156	18	1	71	10	5	3,156	15	9
Chiltern	10,339	1,629	2	6	117	3	7	322	14	1	20	14	10	48	2	7	..	18	3	4	4	19	0	2,335	1,111	14	11	6,409	3,972	1	3	81	12	0	49	19	4	7,376	7	5
Barnawartha ..	4,006	571	1	5	25	17	7	100	15	1	1	17	6	10	2	9	..	8	19	10		..		2,473	972	11	3	934	1,047	16	11	1,532	3	6	63	16	0	4,335	1	10
Wodonga	21,462	3,080	15	6	201	15	6	331	7	3	129	3	0	53	12	6	..	595	4	8	1	1	0	2,262	4,346	19	5	3,479	5,566	17	2	26,799	18	7	3,434	3	4	44,540	17	11
WALLAN–BENDIGO LINE.																																								
Leslie	42	1	6	2	1	4	11	2	11	10	..			0	1	6	..	0	3	9	..			279	49	0	8	13	5	19	10	..			..			60	8	8
Bylands	505	23	0	10	6	3	10	11	2	2	1	6	3	1	7	0	..	2	13	8	..			762	175	19	9	48	17	11	8	..			..			239	5	2
Kilmore	5,303	456	0	4	60	2	11	211	14	10	12	16	9	30	18	0	..	59	8	3	0	8	3	1,565	609	18	5	2,961	1,315	19	6	126	14	1	670	19	11	3,555	1	3
Willowmavin ..	91	2	6	5	1	2	2	2	13	10	0	2	6	1	12	3	..	11	0	0		..		1,127	319	15	3	85	21	19	3	..			3	18	6	364	10	2
Moranding ..	344	10	10	3	4	17	0	16	0	3	..			0	4	6	..	9	16	10		..		987	242	17	0	48	22	13	8	0	18	0	3	13	0	311	10	6
High Camp ..	1,362	124	2	9	11	7	11	34	2	11	0	6	6	1	1	0	..	21	4	7		..		1,596	539	15	10	200	107	0	0	87	16	6	4	8	3	931	6	3
Pyalong	1,657	163	2	6	17	3	11	67	3	6	3	19	3	8	13	6	..	8	6	11		..		1,042	313	2	11	238	159	0	1	99	16	6	36	18	9	877	7	10
Tooborac	3,203	404	11	2	42	18	6	74	6	6	2	15	6	1	4	9	..	65	3	9		..		10,144	2,138	11	2	1,682	767	10	3	116	11	7	83	15	3	3,697	8	5
McIvor Siding ..	..	..			..			..			..			..			..					..		52,850	12,812	1	7	352	102	2	8	..			..			12,914	4	3
South Heathcote ..	1,942	241	0	6	19	8	8	38	0	7	0	2	0	0	14	0	..	19	16	4		..		16,500	3,342	16	1	477	303	9	1	..			3	5	0	3,968	12	3
Heathcote	6,930	989	13	11	104	12	11	256	16	7	4	9	9	13	18	6	..	38	2	11	0	3	3	11,920	2,511	2	7	3,252	2,181	4	1	120	11	0	104	18	1	6,325	13	7
Derrinal	1,146	81	10	4	7	12	4	12	2	2	..			0	5	3	..	8	3	6		..		4,676	884	8	11	144	65	3	6	54	13	4	8	13	9	1,122	13	1
Knowsley ..	2,537	204	16	4	10	5	9	33	0	0	0	5	6	16	19	6	..	29	4	5		..		14,761	2,564	17	1	453	174	9	8	36	19	2	50	8	5	3,121	5	10
Ingham	..	..			..			0	0	9	..			..			..	7	16	0		..		2,881	420	5	5	27	4	9	3	..			..			432	11	5
Axedale	3,125	200	1	1	10	2	1	29	19	2	0	6	0	5	8	0	..	18	2	9		..		9,973	1,385	19	4	559	264	11	3	3	1	0	9	17	6	1,927	8	2
Longlea	671	28	14	2	1	12	6	7	5	6	0	0	6	0	0	6	..	1	14	7		..		982	147	9	11	91	33	12	10	..			..			220	10	6
MANSFIELD LINE.																																								
Trawool	924	106	4	0	11	19	0	26	0	10	2	5	6	1	9	0	..	12	9	7		..		163	109	12	3	123	74	0	2	0	11	0	2	8	1	346	19	5
Granite	23	0	18	9	..			..			..			0	3	0	..	..			..			..			..				..			..			1	1	9
Kerrisdale ..	1,036	88	0	1	7	10	7	34	15	7	2	17	3	1	1	3	..	0	2	3		..		688	293	4	2	184	109	1	1	8	2	9	22	13	4	567	8	4
Homewood ..	504	68	13	7	6	6	4	13	18	9	0	11	0	1	8	6	..	11	17	6		..		211	126	12	8	88	48	2	8	160	19	4	8	18	3	447	8	7
Yea	9,667	1,535	18	6	176	7	7	287	7	0	34	9	6	38	11	0	..	65	5	5	0	3	0	1,356	1,049	16	4	2,272	1,689	2	3	461	13	9	252	19	0	5,591	13	4
Cheviot	292	8	9	2	3	5	8	21	18	10	0	1	3	0	8	0	..	6	15	0		..		7,444	3,029	3	8	511	218	18	9	..			8	2	0	3,297	2	4
Molesworth ..	873	138	9	3	18	0	4	53	0	2	7	15	6	1	17	6	..	12	11	10		..		564	423	1	10	222	218	5	6	188	9	6	303	15	3	1,365	6	8
Cathkin	1,334	200	5	10	11	3	9	20	0	0	0	8	6	0	10	0	..	22	19	8		..		483	217	2	4	72	68	16	5	8	11	0	1	0	3	550	17	9
Yarck	1,328	253	11	10	23	1	3	91	14	0	3	10	3	14	7	3	..	13	15	10		..		1,526	848	9	3	751	629	6	4	87	6	9	93	4	2	2,058	6	11
Kanumbra ..	194	18	4	0	5	10	9	24	9	10	..			0	5	0	..	17	19	7		..		1,136	498	13	0	87	54	2	6	5	2	3	2	2	6	626	9	5
Merton	1,178	157	18	11	18	17	2	47	15	8	4	19	3	1	16	6	..	20	14	10		..		648	508	8	1	306	282	0	2	132	12	5	30	18	4	1,206	1	4
Woodfield ..	849	104	6	9	4	6	6	19	13	5	0	1	3	0	10	0	..	4	5	3		..		230	186	13	9	90	68	4	10	69	11	0	13	16	1	471	8	10
Bonnie Doon ..	2,753	367	5	4	29	7	7	104	8	8	10	17	6	2	1	0	..	24	15	9	0	0	6	623	451	6	5	792	805	16	3	230	14	6	53	10	3	2,080	3	9
Maindample ..	2,039	212	2	2	12	6	3	48	10	0	3	6	3	0	16	0	..	20	13	5		..		2,464	1,367	14	6	213	213	1	0	60	0	10	23	4	5	1,961	14	10
Mansfield	5,088	1,825	5	9	137	10	8	370	9	4	25	11	3	27	9	0	..	22	5	10	0	2	3	2,560	2,271	10	9	3,174	4,333	5	9	1,161	16	3	338	5	10	9,513	12	8
ALEXANDRA LINE.																																								
Alexandra Road ..	2,777	887	11	6	66	11	6	244	2	6	12	4	11	11	8	0	..	16	18	0	0	2	6	1,770	1,324	15	10	3,305	2,757	5	10	316	9	11	187	13	3	5,825	3	9
SEYMOUR–COBRAM LINE.																																								
Tabilk	1,454	213	9	2	22	2	9	41	5	3	8	9	0	4	6	3	..	29	5	3	..			5,898	2,036	13	8	451	221	10	11	67	16	6	17	9	4	2,662	8	1
Nagambie ..	10,897	1,588	5	0	126	10	8	292	17	7	21	8	9	23	16	6	..	71	3	9	0	2	9	20,085	7,140	14	0	2,530	1,955	14	0	191	7	5	243	18	6	11,655	18	11
Wahring	2,587	375	13	9	30	6	11	57	19	2	3	17	9	3	7	9	..	62	2	3		..		11,414	4,157	3	9	798	318	6	1	99	0	5	32	12	5	5,140	10	3

No. 23.—Return of Traffic at each Station—*continued.*

STATION.	PASSENGERS. Outwards. Number of Passenger Journeys.	PASSENGERS. Outwards. Revenue.	PARCELS. Outwards. Revenue.	PARCELS. Inwards. Revenue.	HORSES, CARRIAGES, AND DOGS. Outwards. Revenue.	HORSES, CARRIAGES, AND DOGS. Inwards. Revenue.	MAILS, TELEGRAPH, AND DINING CARS. Revenue.	RENTS. Revenue.	MISCELLANEOUS. Revenue.	GOODS. Outwards. Tons.	GOODS. Outwards. Revenue.	GOODS. Inwards. Tons.	GOODS. Inwards. Revenue.	LIVE STOCK. Outwards. Revenue.	LIVE STOCK. Inwards. Revenue.	TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
		£ 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.
SEYMOUR–COBRAM LINE—*continued.*																
Murchison East	8,214	1,308 1 9	173 3 9	123 9 7	36 18 9	38 13 0	..	86 2 7	0 1 6	4,087	1,732 6 7	759	496 4 3	585 16 8	355 16 6	4,936 14 11
Arcadia	3,388	444 2 4	31 3 0	70 19 4	6 3 0	13 12 6	..	66 3 9	..	13,996	5,617 13 11	1,860	721 0 4	276 8 2	116 3 11	7,303 10 3
Toolamba	9,368	1,009 5 4	33 18 6	58 2 3	8 8 6	7 13 0	..	83 6 0	..	3,515	1,743 16 6	738	446 14 1	281 13 3	486 8 7	4,159 6 0
Mooroopna ..	5,790	1,111 9 1	84 0 1	153 1 10	6 10 3	20 1 6	..	31 19 9	0 3 6	7,600	4,613 7 8	4,135	2,111 11 10	235 12 0	287 4 1	8,655 1 7
Shepparton ..	25,953	4,838 12 8	417 9 2	728 13 9	92 2 5	87 0 3	..	322 2 6	..	8,010	4,379 7 4	10,360	7,935 18 9	1,243 10 3	2,184 8 5	22,229 5 6
Congupna ..	613	25 15 6	2 6 9	8 4 11	..	0 13 3	..	11 2 8	..	1,296	641 3 4	88	41 9 9	..	12 6 1	743 2 3
Tallygaroopna ..	3,095	386 10 3	30 2 4	89 12 9	6 15 0	0 12 0	..	41 15 1	..	5,608	2,880 15 9	1,466	895 9 7	344 8 9	231 5 9	4,907 7 3
Wunghnu	3,582	411 5 4	32 11 4	70 5 11	1 2 3	4 13 0	..	21 15 11	0 1 3	3,975	2,070 1 10	650	511 1 8	230 3 9	134 6 0	3,487 8 3
Numurkah ..	14,122	2,468 2 0	203 3 2	375 9 3	46 11 0	24 13 6	..	55 10 2	0 2 9	4,099	2,208 2 7	3,999	3,612 12 5	644 19 6	351 8 8	9,990 15 0
Katunga	1,096	152 13 7	14 12 7	36 1 9	2 11 9	1 0 9	..	14 12 9	..	2,670	1,430 12 11	470	215 3 5	349 16 10	2 17 11	2,220 4 3
Strathmerton ..	2,549	373 7 5	31 10 4	102 14 4	2 16 9	0 9 3	..	18 2 3	..	1,647	1,052 9 7	740	664 6 9	351 11 5	80 1 5	2,677 9 6
Yarroweyah ..	1,112	236 15 4	11 7 11	34 6 0	0 17 3	2 1 9	..	15 3 0	..	922	562 17 0	232	157 9 0	172 6 3	29 1 9	1,222 5 3
Cobram	4,164	1,728 8 4	104 4 3	353 15 10	35 3 9	6 11 0	..	92 9 0	..	3,392	2,643 3 0	2,602	3,440 18 8	1,160 13 10	765 16 6	10,331 4 2
RUSHWORTH LINE.																
Murchison	1,297	67 10 9	15 9 10	128 3 1	3 12 3	3 7 9	..	16 5 1	1 1 6	2,739	1,257 1 5	1,787	1,245 16 3	..	1 1 9	2,739 9 8
Hammond ..	..	..	..	1 19 11	..	..	..	2 15 0	..	4,167	1,577 4 6	16	10 5 0	..	..	1,592 4 5
Waranga	616	44 3 9	2 14 2	15 10 1	..	..	..	6 8 9	..	2,668	1,125 19 5	27	21 7 5	..	..	1,216 3 7
Rushworth ..	5,624	1,181 3 2	136 19 0	350 11 9	9 12 3	1 16 0	..	48 6 5	0 3 0	21,797	9,244 0 1	4,029	3,392 0 8	456 16 1	126 5 0	14,947 13 5
TOOLAMBA–ECHUCA LINE.																
Tatura	8,047	1,341 4 11	113 9 1	296 5 0	18 9 0	20 13 0	..	76 0 7	0 3 0	5,070	2,361 16 0	5,052	3,088 10 0	380 1 2	344 14 3	8,041 6 0
Byrneside ..	938	138 8 8	5 8 5	19 10 7	5 17 6	0 17 0	..	11 7 0	..	1,373	695 2 7	321	170 5 4	118 18 8	23 13 3	1,189 9 0
Merrigum	3,490	465 9 2	39 13 7	75 16 5	0 18 0	1 7 6	..	46 16 8	..	6,907	3,874 1 8	2,383	1,333 12 3	240 4 9	46 11 10	6,124 11 10
Kyabram	9,594	1,744 13 8	146 3 9	395 0 2	10 0 6	17 10 6	..	57 17 6	0 3 6	9,470	5,545 14 7	5,572	4,167 17 10	693 5 4	155 9 7	12,933 16 11
Tongala	2,415	328 14 9	30 17 8	80 5 10	20 5 6	5 5 0	..	36 19 6	..	4,547	1,507 6 5	1,279	752 2 8	262 3 6	7 15 0	3,031 15 10
Koyuga	317	39 19 3	2 11 4	9 8 9	1 1 6	0 17 0	..	0 15 0	..	567	247 16 11	201	69 11 5	405 3 0	144 18 9	922 2 11
KATAMATITE LINE.																
Pine Lodge ..	421	19 16 2	2 17 4	12 6 10	..	0 0 9	..	4 11 4	..	2,526	1,233 11 2	338	125 8 10	3 18 6	27 18 1	1,430 9 0
Lamrock	..	..	..	..	..	..	..	..	..	4,748	463 10 0	109	13 15 3	..	..	477 5 3
Cosgrove	1,155	148 6 2	13 14 0	50 11 6	0 14 0	5 18 9	..	7 9 9	..	4,824	2,426 17 11	802	466 2 8	143 7 10	87 15 4	3,350 17 11
Dookie	3,565	729 2 9	76 4 5	203 5 10	9 9 0	24 3 6	..	76 8 10	0 3 0	4,862	1,738 19 2	2,399	1,944 18 11	266 7 2	57 15 2	5,126 17 9
Yabba South ..	65	3 7 10	0 0 6	0 0 9	..	0 1 0	..	..	..	340	163 16 2	32	9 5 9	3 1 2	..	179 13 2
Yabba North ..	318	20 4 7	2 13 6	23 15 9	0 1 0	0 5 6	..	1 10 0	..	1,669	879 14 10	338	245 15 5	45 7 6	41 12 2	1,261 0 3
Yonanmite ..	170	13 12 5	4 7 6	32 7 10	0 3 0	0 4 3	..	15 5 0	..	4,037	1,993 17 11	362	217 16 3	3 11 6	4 12 7	2,285 18 3
Katamatite ..	970	195 18 10	25 2 1	72 10 2	8 3 9	6 18 6	..	16 8 0	..	4,069	2,300 2 8	1,126	913 8 5	166 3 6	139 10 8	3,844 6 7
TOCUMWAL LINE.																
Mywee	16	0 18 10	..	0 1 0	..	0 1 0	..	0 0 6	..	255	124 10 5	18	7 6 4	..	..	132 18 1
Boyle's Siding ..	..	..	..	..	..	..	..	..	..	928	332 10 2	..	..	..	..	332 10 2
Tocumwal ..	2,656	1,207 0 9	53 8 1	248 4 3	27 11 9	7 11 6	..	20 5 6	0 2 0	2,751	3,329 4 4	3,679	4,481 11 1	3,166 3 9	2,396 8 0	14,937 11 0

PICOLA LINE.																									
Waaia	1,051	62	3	8	15	9	10	39	6	11	0	5	6	0	1	0	..	6	7	6	..		2,482	1,303	9	7	817	334	17	1	350	14	4	13	12	9	2,126	8	2
Nathalia	5,361	1,240	14	11	115	1	11	274	2	0	3	3	6	4	17	5	..	51	11	11	0	2	0	5,494	3,482	7	11	2,480	3,138	1	9	689	8	1	141	11	2	9,141	2	7
Barwo	16	0	6	8	..			..			..			..			..	0	12	0	..		..	..			..	..			..			..			0	18	8
Picola	1,510	352	17	11	75	6	3	105	1	5	4	6	6	0	17	0	..	24	15	6	..		4,329	2,590	17	10	756	646	8	6	347	18	3	35	19	7	4,184	8	9
YARRAWONGA LINE.																									
Goorambat ..	2,865	322	2	0	26	0	8	87	0	10	0	12	0	0	15	3	..	27	10	11	..		9,620	4,452	17	5	772	674	11	4	133	17	9	6	19	2	5,732	7	4
Nooramunga ..	1,198	85	7	6	2	10	4	12	5	6	..			0	0	9	..	4	5	3	..		1,520	605	11	11	34	19	17	9	26	9	9	..			756	8	9
Devenish	3,389	416	2	7	37	7	6	79	1	3	1	5	9	2	6	0	..	14	7	2	..		3,706	1,894	13	0	992	787	18	2	247	10	4	51	9	8	3,532	1	5
St. James ..	4,387	666	11	0	44	8	7	116	6	11	12	6	0	13	6	3	..	62	2	9	..		10,927	5,536	4	11	1,347	1,089	15	6	336	6	11	189	1	11	8,066	10	9
Tungamah ..	3,840	730	2	3	54	17	6	172	19	11	7	2	0	9	3	6	..	66	6	9	..		7,500	4,036	0	11	1,540	1,442	8	1	243	7	6	367	18	8	7,130	7	1
Telford	1,049	92	12	4	7	15	1	20	17	4	..			..			..	21	18	0	..		2,879	1,544	17	5	272	157	4	5	80	2	6	24	2	0	1,949	9	1
Yarrawonga ..	8,720	2,563	3	3	106	4	0	482	14	11	64	10	1	34	1	6	..	79	6	0	0	10	2	13,593	8,603	10	7	4,663	5,870	3	2	2,038	11	1	964	9	2	20,807	3	11
WHITFIELD LINE.																									
Targoora	145	2	18	3	..			..			..			..			..	..			..		..	..		..	..			..			..			2	18	3
Laceby	60	2	7	4	..			0	3	9	..			..			..	..			..		..	..		..	..			..			..			2	11	1
Oxley	1,039	42	9	0	2	9	7	10	11	10	0	1	0	0	0	6	..	10	0	9	..		275	52	3	6	76	38	13	7	..			..			156	8	9
Skehan	82	3	4	11	..			..			..			..			..	..			..		..	..		..	..			..			..			3	4	11
Docker	1,713	67	17	6	2	17	2	9	9	11	..			0	4	6	..	..			..		678	242	0	8	135	56	10	1	0	10	0	..			379	9	10
Byrne	549	30	0	9	..			..			..			..			..	..			..		..	..		..	..			..			..			30	0	9
Moyhu	5,114	329	17	2	19	14	11	58	13	0	0	5	6	1	13	6	..	5	10	0	..		1,864	585	14	3	835	685	7	11	32	18	10	18	12	6	1,738	7	7
Angleside	356	19	10	9	..			..			..			..			..	..			..		..	..		..	..			..			..			19	10	9
Claremont	386	23	7	4	..			..			..			..			..	..			..		..	..		..	..			..			..			23	7	4
Dwyer	268	17	14	5	..			..			..			..			..	..			..		..	..		..	..			..			..			17	14	5
Edi	2,205	175	2	9	6	16	5	26	13	9	0	2	6	0	5	0	..	10	10	11	..		1,974	520	14	7	184	140	5	8	6	5	0	7	19	1	894	15	8
Hyem	137	10	12	0	..			..			..			..			..	..			..		..	..		..	..			..			..			10	12	0
King Valley ..	988	78	3	10	..			..			..			..			..	..			..		..	..		..	..			..			..			78	3	10
Jarrott	429	35	13	8	..			..			..			..			..	..			..		..	..		..	..			..			..			35	13	8
Pieper	319	31	19	10	..			..			..			..			..	..			..		..	..		..	..			..			..			31	19	10
Whitfield	3,433	447	18	11	23	10	5	103	2	11	1	9	0	0	15	6	..	9	19	0	..		3,167	1,034	11	1	586	548	17	10	56	15	7	41	16	0	2,268	16	3
WANGARATTA–YACKANDANDAH LINE.																									
Londrigan	1,175	44	15	7	2	19	8	14	4	10	..			0	1	0	..	6	1	9	..		1,222	484	18	6	161	85	3	2	1	7	11	..			639	12	5
Tarrawingee ..	2,345	123	14	6	9	0	7	51	10	11	0	4	0	5	4	6	..	6	14	1	..		2,386	847	5	7	475	332	15	3	4	10	0	..			1,380	19	5
Everton	4,503	496	12	2	26	14	6	43	18	2	1	11	6	0	1	6	..	28	3	8	..		2,152	587	3	11	233	145	11	1	29	10	3	1	9	0	1,360	15	9
Baarmutha ..	364	9	1	5	..			..			..			..			..	..	11	9	6	..		..	..			..	..			..			..			20	10	11
Becchworth ..	11,587	2,613	1	0	234	19	3	540	16	5	16	16	9	23	4	0	..	82	11	6	0	9	0	5,272	2,269	5	1	6,965	6,150	8	9	33	0	9	69	13	6	12,034	6	0
Wooragee ..	172	11	5	6	1	0	10	6	6	10	..			..			..	24	18	11	..		383	135	8	11	49	39	9	3	..			..			218	10	3
Yackandandah ..	3,224	560	13	4	41	15	10	158	5	11	0	14	6	11	11	9	..	14	16	1	..		1,742	693	8	10	1,364	1,937	6	11	1	12	3	1	15	0	3,422	0	5
BRIGHT LINE.																									
Brookfield	270	12	12	10	0	4	10	1	11	11	..			..			..	7	16	0	..		2	1	0	3	15	7	5	8	..			..			30	11	6
Bowman	904	81	9	8	8	10	11	36	8	7	0	2	6	0	4	0	..	11	4	5	..		1,828	620	14	9	484	336	4	3	169	11	10	16	6	6	1,280	17	5
Palmerston ..	628	28	2	4	4	3	11	18	11	1	..			0	5	9	..	12	9	0	..		1,113	250	4	9	131	92	16	3	0	18	6	4	8	0	411	19	7
Myrtleford ..	6,996	1,395	8	0	77	16	7	212	4	3	16	8	5	10	12	6	..	49	4	2	0	3	0	2,890	962	3	5	1,603	2,073	16	5	744	19	11	100	8	3	5,643	4	11
Ovens	576	26	18	9	4	11	3	22	9	6	..			1	5	6	..	4	5	1	..		1,052	404	14	11	105	85	16	11	..			1	17	0	551	18	11
Eurobin	622	35	2	6	2	3	6	22	15	4	..			0	3	6	..	16	14	8	..		640	222	18	0	150	163	12	6	1	0	6	..			464	10	6
Porepunkah ..	2,594	196	1	11	19	17	4	126	17	7	0	3	3	1	8	9	..	3	12	8	..		700	338	7	9	1,000	1,563	7	2	..			47	5	6	2,297	1	11
Bright	7,100	1,935	9	3	146	2	2	510	4	2	2	5	6	16	4	11	..	32	6	11	0	5	3	355	494	6	5	3,616	5,510	4	6	57	17	9	118	16	7	8,824	3	5
WAHGUNYAH LINE.																									
Lilliput	1,522	39	13	7	0	8	5	2	17	11	..			0	0	6	..	1	3	10	..		363	134	10	0	104	52	5	8	..			..			230	19	11
Consols Siding ..	..	..			..			..			..			..			..	..			..		..	..			2,337	524	3	6	..			..			524	3	6
Rutherglen ..	16,660	3,165	10	0	212	4	5	661	0	5	21	12	6	27	13	3	..	65	2	4	0	5	3	5,491	3,614	19	2	16,613	10,646	5	7	157	17	2	55	3	9	18,627	13	10
Wahgunyah ..	13,266	2,961	19	6	114	8	11	468	13	2	83	4	10	44	14	8	..	113	12	4	0	8	3	5,682	6,874	16	7	9,866	10,812	17	1	3,241	4	5	1,045	16	0	25,761	15	9

No. 23.—Return of Traffic at each Station—*continued.*

STATION.	PASSENGERS. Outwards. Number of Passenger Journeys.	PASSENGERS. Outwards. Revenue.	PARCELS. Outwards. Revenue.	PARCELS. Inwards. Revenue.	HORSES, CARRIAGES, AND DOGS. Outwards. Revenue.	HORSES, CARRIAGES, AND DOGS. Inwards. Revenue.	MAILS, TELEGRAPH, AND DINING CARS. Revenue.	RENTS. Revenue.	MISCELLANEOUS. Revenue.	GOODS. Outwards. Tons.	GOODS. Outwards. Revenue.	GOODS. Inwards. Tons.	GOODS. Inwards. Revenue.	LIVE STOCK. Outwards. Revenue.	LIVE STOCK. Inwards. Revenue.	TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
		£ 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.
Tallangatta Line.																
East Wodonga ..	71	3 15 9	..	..	..	..	..	..	..	..	..	..	..	..	..	3 15 9
Bonegilla	156	5 8 1	..	0 8 5	..	..	..	1 10 0	..	..	..	1	2 8 5	..	..	9 14 11
Bethanga	3,579	322 2 2	27 7 11	91 11 7	12 12 3	4 11 0	..	34 7 0	..	934	864 7 1	1,877	2,235 3 9	1,265 12 6	87 8 2	4,945 3 5
Huon	3,658	377 0 4	22 9 1	92 3 7	0 1 0	2 2 6	..	13 12 8	..	547	563 4 5	1,044	1,399 9 3	1,496 9 2	42 4 1	4,008 16 1
Bolga	297	43 2 1	1 3 4	12 17 2	0 1 6	0 2 0	..	5 13 2	..	41	36 4 10	11	6 0 9	..	3 17 4	109 2 2
Tatonga	..	..	..	..	..	..	..	..	..	..	..	..	..	606 14 4	4 2 0	610 16 4
Tallangatta ..	8,767	2,259 19 9	108 12 9	432 15 5	86 13 0	69 4 11	..	72 19 2	..	1,691	2,545 14 6	4,522	6,843 11 8	4,151 6 3	175 18 7	16,746 16 0
Williamstown Line.																
South Kensington ..	202,683	1,445 19 5	4 7 10	9 17 9	2 16 6	1 1 3	..	5 4 5	0 2 11	16,809	3,219 8 10	46,482	43,486 1 5	..	..	48,175 0 4
Angliss' Siding ..	..	..	..	..	..	..	..	..	..	4,760	611 5 10	461	44 9 4	..	..	655 15 2
Footscray ..	2,112,443	19,446 0 6	937 0 7	482 1 9	21 11 6	8 10 2	..	189 10 0	1 1 11	5,968	3,408 13 0	22,516	6,982 18 1	..	..	31,477 7 6
Seddon	631,973	5,231 5 4	45 11 10	39 19 8	1 11 3	0 4 0	..	24 15 0	0 8 9	..	..	..	..	..	..	5,343 15 10
Yarraville ..	795,613	6,875 14 7	72 16 9	112 16 1	6 7 6	0 18 9	..	24 12 4	0 4 6	96,477	46,364 13 0	9,057	2,777 0 4	..	..	56,235 3 10
Spotswood ..	181,207	1,645 0 9	197 4 1	84 9 0	0 16 3	0 1 6	..	..	..	1,323	1,818 15 2	22,531	2,920 11 5	..	..	6,666 18 2
Newport	652,094	6,657 1 10	91 6 5	121 7 8	12 11 7	2 14 0	..	743 10 5	..	7,411	955 13 10	22,081	9,556 4 9	7 1 3	4,044 7 1	22,191 18 10
Altona Bay Siding ..	..	..	..	..	..	..	..	..	..	1,055	110 8 1	..	..	..	..	110 8 1
Austral Meat Siding ..	..	..	..	..	..	..	..	..	..	2,867	391 2 7	..	..	..	..	391 2 7
North Williamstown	666,898	8,354 12 9	126 0 5	167 3 6	3 13 4	1 3 0	..	53 4 7	0 15 0	774	77 6 1	7,250	1,760 7 10	..	..	10,474 6 6
Beach	449,728	5,968 0 5	61 6 0	101 16 8	4 0 10	2 11 0	..	20 3 7	1 1 0	..	..	..	..	..	..	6,157 19 6
Williamstown ..	397,687	5,724 10 7	85 2 7	131 16 1	2 15 1	4 8 9	..	196 6 7	0 13 3	..	..	..	..	..	..	6,145 12 11
Williamstown Pier ..	27,742	448 8 5	30 11 0	21 14 5	0 1 0	..	..	1,744 10 5	94 3 9	38,978	10,275 6 5	303,651	157,100 6 4	0 13 4	138 15 2	169,854 10 3
Newport–Sunshine Line.																
Thomas' Siding ..	..	..	..	..	..	..	..	..	..	14,306	1,526 17 6	..	..	..	..	1,526 17 6
McKenzie and Holland's Siding ..	..	..	..	..	..	..	..	..	..	63	17 7 6	..	..	..	..	17 7 6
Russell's Siding ..	..	..	..	..	..	..	..	..	..	33,178	3,174 1 6	..	..	..	..	3,174 1 6
Borthwick's Siding ..	..	..	..	..	..	..	..	..	..	2,488	336 11 8	..	..	..	..	336 11 8
Little Brooklyn Siding	..	..	..	..	..	..	..	..	..	4,007	457 4 10	..	..	..	..	457 4 10
Brooklyn Siding ..	..	..	..	..	..	..	..	..	..	8,513	845 7 0	..	..	..	..	845 7 0
Hay's Siding ..	..	..	..	..	..	..	..	..	..	20,914	1,873 15 3	..	..	..	..	1,873 15 3
Coburg Line.																
Macaulay	146,136	894 16 7	19 10 8	15 8 2	1 17 3	..	..	59 5 0	..	..	..	..	..	..	..	990 17 8
Flemington Bridge	151,776	1,037 14 2	25 17 10	25 0 7	1 14 0	0 8 6	..	26 3 1	..	..	..	..	..	..	..	1,116 18 2
Royal Park ..	62,935	462 15 8	17 18 2	21 5 1	0 5 0	3 15 6	..	44 10 11	..	..	..	..	..	..	..	550 10 4
South Brunswick ..	347,791	2,050 8 0	96 16 11	61 19 7	2 7 3	1 1 9	..	110 0 0	0 17 11	29,287	6 286 9 0	16,148	4,065 11 2	..	..	12,675 11 7
Brunswick ..	537,414	2,880 4 7	220 4 7	139 9 8	3 7 9	1 16 6	..	51 14 3	0 15 10	2,001	646 18 11	13,016	3,499 2 2	..	0 19 6	7,444 13 0
Moreland	464,707	2,408 17 6	78 1 3	60 9 7	2 13 5	0 15 6	..	73 11 10	0 9 7	2,930	355 16 5	13,636	3,968 1 9	..	..	6,948 16 10
Coburg	643,589	4,611 11 9	84 11 3	97 5 4	12 7 6	4 5 3	..	71 7 4	0 15 10	732	385 2 0	3,140	999 6 11	..	23 5 5	6,289 18 7
Coburg Building Tickets (Free) ..	4,380	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

PRESTON AND WHITTLESEA LINE.																			
North Carlton ..	7,007	166 8 10	37 8 2	137 1 6	1 19 8	1 5 0	..	8 10 5	0 4 10	2,735	292 11 0	12,154	3,831 3 11	..	0 9 0	4,477 2 4
North Fitzroy ..	330,571	2,603 11 3	239 16 4	387 11 0	5 17 5	1 14 3	..	47 18 2	0 19 8	1,458	498 8 8	7,121	2,126 8 6	25 10 0	..	5,937 15 3
Fitzroy	..	..	..	..	..	..	..	333 3 4	..	1,615	969 12 7	47,583	15,525 3 9	..	..	16,827 19 8
Merri	250,563	1,765 11 3	29 19 11	28 4 8	2 16 8	0 1 0	..	16 19 0	..	..	..	..	..	..	..	1,843 12 6
Northcote ..	350,749	2,363 2 0	111 18 1	87 7 7	2 16 6	0 18 6	..	4 12 0	0 8 9	19,657	3,458 5 3	9,265	1,973 1 7	..	..	8,002 10 3
Croxton	499,765	3,223 11 11	39 0 9	73 0 8	1 16 1	0 0 6	..	11 17 0	..	128	19 14 4	3,245	808 11 11	..	..	4,177 13 2
Thornbury ..	280,559	1,995 13 4	21 1 6	29 10 3	1 4 0	0 2 0	..	11 19 10	..	..	..	..	..	..	..	2,059 10 11
Thornbury Building Tickets (Free) ..	660	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bell	301,994	2,408 12 7	83 19 0	54 15 3	4 2 11	0 3 3	..	16 18 0	..	2,702	533 6 9	4,543	1,138 10 8	0 10 6	2,218 13 5	6,459 12 4
Bell Building Tickets (Free)	9,060	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Murray	182,375	1,583 0 10	32 18 8	28 2 0	1 8 7	0 4 0	..	4 14 10	..	..	..	..	..	..	..	1,650 8 11
Murray Building Tickets (Free) ..	6,720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Regent	185,105	1,764 8 7	48 8 1	33 12 0	1 15 1	1 4 6	..	7 7 3	..	..	..	..	..	..	..	1,856 15 6
Regent Building Tickets (Free) ..	17,160	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Preston (Reservoir)	42,710	533 15 11	18 8 11	31 17 5	91 15 9	10 5 3	..	2 16 3	0 16 11	170	33 19 0	11,033	1,273 5 3	22 17 7	23 18 7	2,043 16 10
Preston (Reservoir) Building Tickets (Free)	600	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Thomastown ..	1,707	14 15 3	9 12 2	9 10 7	0 1 0	0 1 6	..	9 7 2	..	17	11 19 5	394	89 12 5	..	0 11 6	145 11 0
Epping	10,824	237 1 5	26 17 7	36 1 9	0 15 0	79 18 5	..	15 3 9	..	102	36 14 9	1,568	415 5 11	3 16 7	6 17 0	858 12 2
South Morang ..	6,197	186 16 10	211 1 4	68 16 11	10 0 4	14 10 9	..	10 10 11	0 5 7	110	23 2 0	762	198 8 5	17 7 9	77 6 7	818 7 5
South Yan Yean ..	12,031	407 6 6	266 0 4	119 6 8	1 2 11	13 13 9	..	1 9 7	..	668	149 2 11	1,073	333 8 5	34 14 4	25 1 0	1,351 6 5
Yan Yean	5,543	218 12 8	148 16 0	55 1 3	0 3 6	3 7 0	..	0 2 6	..	1,199	272 4 6	723	197 9 8	..	7 2 6	902 19 7
Whittlesea ..	10,789	641 15 8	234 6 4	178 3 5	9 9 3	4 9 0	..	31 13 2	0 2 6	3,037	700 4 1	1,914	602 18 1	83 10 11	63 19 9	2,550 12 2
Melbourne—Princes-bridge (Country) ..	415,407	52,402 19 11	9,777 1 5	5,530 14 5	289 8 1	250 19 11	..	615 18 6	46 3 6	..	..	419	367 5 0	..	..	69,280 10 9
Melbourne—Princes-bridge (Suburban)	850,742	12,941 16 9	..	..	..	..	..	..	..	..	..	..	..	..	..	12,941 16 9
MELBOURNE–BAIRNSDALE LINE.																
Hawksburn ..	1,937,179	15,934 3 0	378 11 1	653 7 6	11 18 5	2 8 3	..	31 19 2	1 3 9	..	..	..	..	..	..	17,013 11 2
Toorak	844,032	9,131 14 5	321 9 9	712 11 2	11 15 1	1 18 3	..	184 8 10	0 15 8	1,601	736 15 2	40,181	7,989 8 10	..	0 12 6	19,091 9 8
Armadale	1,371,173	15,546 4 6	219 8 9	266 7 8	14 17 5	2 0 3	..	42 10 9	1 5 9	..	..	..	..	..	..	16,092 15 1
Malvern	1,668,902	19,637 4 7	374 7 6	781 2 5	16 5 9	2 16 0	..	90 16 11	1 3 4	806	148 14 7	20,632	4,124 3 10	..	..	25,176 14 11
Caulfield	835,320	11,946 13 3	243 16 4	326 9 5	1,460 6 8	1,223 0 7	..	23 4 5	0 14 2	637	103 0 11	10,121	1,575 6 10	288 4 2	490 15 3	17,681 12 0
Caulfield — Building Tickets (Free) ..	2,160	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Carnegie	127,730	1,434 2 1	46 5 7	41 15 1	0 5 9	0 9 6	..	17 9 2	..	..	..	..	0 1 3	..	..	1,540 8 5
Carnegie — Building Tickets (Free) ..	9,798	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Murrumbeena ..	168,330	2,101 14 4	31 19 6	64 15 8	2 17 6	0 18 0	..	24 4 1	..	123	22 8 7	2,327	331 9 0	..	..	2,580 6 8
Murrumbeena—Building Tickets (Free)	13,140	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Oakleigh	442,536	6,828 14 0	226 5 5	238 9 10	97 17 0	16 7 3	..	85 18 5	0 13 3	813	216 9 8	8,811	1,639 17 1	16 5 6	38 5 3	9,405 2 8
Oakleigh — Building Tickets (Free) ..	50,572	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Clayton	42,276	718 2 11	118 5 3	93 17 5	1 6 0	0 10 4	..	0 17 6	..	109	15 8 9	2,180	255 12 3	..	2 2 0	1,206 2 5
Clayton — Building Tickets (Free) ..	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Spring Vale ..	48,144	924 3 11	145 4 0	65 14 8	2 0 0	3 11 0	..	20 1 3	0 13 5	309	102 2 7	3,436	432 16 1	2 15 9	7 4 0	1,706 6 8
Sandown Park Racecourse	169	6 0 7	..	..	..	277 16 3	..	..	..	..	..	..	..	..	..	283 16 10
Spring Vale Cemetery ..	..	..	..	95 10 0	..	..	..	..	..	..	..	..	..	..	..	95 10 0
Dandenong ..	142,639	5,207 9 3	1,125 7 4	566 2 7	87 0 2	61 7 4	..	290 2 6	1 3 4	4,593	1,004 13 6	10,454	2,501 18 3	1,699 18 0	1,413 4 11	13,958 7 2
Hallam	2,986	141 13 7	228 14 5	47 0 11	0 14 3	0 17 7	..	..	..	119	32 8 4	208	57 1 4	..	..	508 10 5
Narre Warren ..	6,286	359 7 10	369 13 0	114 6 5	1 10 0	1 12 5	..	12 19 6	..	1,337	401 12 9	1,053	311 1 1	63 1 8	69 14 7	1,704 19 3
Berwick	13,556	915 6 6	278 6 9	223 12 0	33 18 3	13 2 11	..	8 15 4	..	16,223	1,802 13 0	2,000	703 17 4	149 5 1	119 10 9	4,248 7 11
Beaconsfield ..	6,018	396 16 1	76 17 3	125 5 2	4 14 3	6 19 9	..	0 19 4	..	1,132	246 6 6	823	324 1 10	4 12 7	8 15 3	1,195 8 0
Officer	3,002	197 14 1	143 1 10	46 6 2	1 4 0	3 5 9	..	1 4 0	..	760	184 1 8	307	122 17 5	115 2 9	46 10 10	861 8 6
Pakenham ..	11,317	1,018 13 8	220 9 10	185 14 9	8 15 7	23 15 11	..	22 13 9	..	3,038	922 4 11	2,684	1,007 16 9	748 18 9	323 15 6	4,482 19 5

No. 23.—Return of Traffic at each Station—*continued.*

STATION.	PASSENGERS. Outwards. Number of Passenger Journeys.	PASSENGERS. Outwards. Revenue.	PARCELS. Outwards. Revenue.	PARCELS. Inwards. Revenue.	HORSES, CARRIAGES, AND DOGS. Outwards. Revenue.	HORSES, CARRIAGES, AND DOGS. Inwards. Revenue.	MAILS, TELEGRAPH, AND DINING CARS. Revenue.	RENTS. Revenue.	MISCELLANEOUS. Revenue.	GOODS. Outwards. Tons.	GOODS. Outwards. Revenue.	GOODS. Inwards. Tons.	GOODS. Inwards. Revenue.	LIVE STOCK. Outwards. Revenue.	LIVE STOCK. Inwards. Revenue.	TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
		£ 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.
Melbourne–Bairnsdale Line—*continued.*																
Nar-nar-goon	5,253	519 9 1	82 14 0	119 7 7	3 16 3	23 15 3	..	23 6 0	..	3,244	875 2 1	1,261	526 2 5	378 6 3	89 8 2	2,641 7 1
Tynong	2,308	208 18 8	22 9 6	53 12 11	1 6 0	1 11 9	..	10 5 0	..	1,946	473 4 9	529	268 7 4	..	37 8 9	1,077 4 8
Garfield	5,226	562 2 3	75 9 9	131 15 7	2 8 9	22 9 9	..	16 16 2	..	2,958	932 8 1	1,294	580 5 4	161 9 2	105 3 5	2,590 8 3
Jefferson's Siding ..	..	..	..	..	..	..	..	..	..	828	121 9 3	..	..	..	..	121 9 3
Bunyip	9,854	899 17 4	81 18 6	202 3 4	3 13 6	4 14 1	..	37 13 4	..	5,082	1,545 6 6	2,534	1,027 8 3	37 16 3	71 3 7	3,911 14 8
Longwarry	8,627	603 4 3	43 8 11	123 17 6	2 0 6	2 7 3	..	59 17 4	..	8,788	1,957 17 10	911	579 1 11	98 7 1	46 13 1	3,516 15 8
Drouin	17,475	1,836 10 4	269 5 4	307 12 11	40 15 6	22 2 0	..	90 16 5	0 3 6	2,220	1,228 16 7	3,994	2,081 6 0	382 3 1	166 13 5	6,426 5 1
Warragul	39,173	4,168 10 3	406 9 6	498 13 8	30 8 0	52 18 3	..	693 13 2	..	2,796	1,306 6 9	9,008	3,864 12 3	1,435 6 9	511 18 10	12,968 17 5
Bloomfield	4,296	192 7 6	26 19 2	45 16 3	0 8 0	0 12 3	..	13 4 2	..	1,276	574 18 9	1,119	371 16 6	25 2 9	3 0 7	1,254 5 11
Darnum	4,183	330 6 0	424 16 11	93 14 9	6 1 0	2 8 2	..	19 18 2	..	566	225 19 1	877	309 12 1	361 6 9	92 11 10	1,866 14 9
Yarragon	10,215	1,031 1 9	167 16 11	180 19 10	12 18 0	10 12 6	..	60 16 3	..	885	578 0 0	3,052	1,284 9 4	500 19 10	135 10 8	3,963 5 1
Trafalgar	12,321	1,485 7 0	158 19 9	258 4 6	8 14 3	24 0 6	..	121 5 8	0 2 9	3,750	1,701 11 1	4,853	2,084 4 8	965 7 9	263 7 9	7,071 5 8
Moe	16,059	2,181 5 5	128 17 3	317 19 11	21 1 9	17 9 9	..	29 18 8	..	957	752 8 7	4,133	2,476 17 1	196 0 11	90 4 0	6,212 3 4
Morwell	18,140	2,215 12 1	174 0 11	289 0 5	17 8 3	39 11 0	..	73 19 5	1 15 9	2,862	1,001 5 3	2,056	1,682 4 0	995 4 1	201 3 3	6,691 4 5
Traralgon	23,313	3,630 1 10	278 3 4	433 13 7	85 16 3	64 17 5	..	290 10 11	17 8 10	1,877	1,449 10 5	4,397	3,992 11 2	2,231 4 2	383 15 3	12,857 13 2
Loy Yang	1,056	16 6 6	0 14 9	5 17 1	..	0 15 0	..	8 7 3	..	41	29 11 5	22	15 2 9	..	..	76 14 9
Flynn	1,738	153 14 9	8 11 1	23 12 7	5 12 9	4 2 0	..	11 16 11	..	656	197 8 1	250	149 6 7	188 8 3	7 10 6	750 3 6
Rosedale	6,419	930 19 3	57 12 5	186 17 7	9 7 0	38 15 0	..	42 18 0	..	471	533 5 5	1,093	922 13 4	698 7 3	107 18 2	3,528 13 5
Nambrok	202	7 6 0	0 12 8	0 4 5	..	..	..	..	..	647	148 3 3	1,524	143 16 0	..	..	300 2 4
Fulham	320	77 2 5	9 4 8	14 12 4	0 3 0	0 5 0	..	13 1 4	..	65	27 10 1	49	25 19 9	..	..	167 18 7
Sale	22,154	5,019 12 5	352 11 10	768 0 6	98 2 3	110 17 9	..	194 16 8	0 6 0	7,349	4,133 12 6	7,203	4,247 18 0	2,314 3 2	360 3 0	17,600 4 1
Montgomery ..	7	0 4 2	..	0 4 4	..	0 2 0	..	..	..	492	123 17 7	180	54 2 3	99 4 9	9 7 0	287 2 1
Stratford	10,187	1,378 6 11	98 3 2	208 19 0	34 14 9	16 2 9	..	53 18 4	18 14 6	1,505	965 11 9	1,333	906 2 3	588 7 7	244 8 7	4,513 9 7
Munro	1,872	143 9 7	4 15 4	28 15 1	..	0 15 3	..	0 9 4	..	928	257 7 10	118	43 16 1	1 1 0	..	480 9 6
Fernbank	4,039	359 12 5	14 19 10	57 2 6	..	1 11 0	..	4 18 5	..	727	445 1 6	589	265 4 10	101 16 6	76 5 1	1,326 12 1
Lindenow	9,470	899 9 7	50 13 6	123 9 1	45 8 3	21 13 3	..	21 11 9	..	1,699	974 0 7	1,390	735 2 5	272 6 1	17 14 3	3,161 8 9
Hillside	1,925	194 11 5	9 9 7	32 4 10	4 5 3	2 9 0	..	1 13 6	..	1,022	522 6 0	213	120 1 0	219 4 0	88 1 6	1,194 6 1
Bairnsdale ..	16,856	6,294 14 7	390 18 5	954 1 6	99 14 2	102 11 9	..	52 13 0	5 14 11	5,240	5,195 8 7	6,822	4,967 11 9	1,951 14 4	655 19 4	20,681 2 4
Neerim South Line.																
Lillico	1,056	16 5 9	0 7 5	2 2 5	..	0 0 6	..	2 14 2	..	166	65 13 8	644	91 9 8	..	..	178 13 7
Buln Buln ..	2,167	59 16 7	2 0 10	51 7 8	..	0 10 9	..	1 3 0	..	801	387 5 8	1,269	547 9 8	14 18 8	2 3 4	1,066 16 2
Bravington ..	322	9 3 3	0 1 3	1 11 0	..	0 0 6	..	9 15 6	..	26	18 2 6	65	40 0 5	46 14 2	3 8 8	128 17 3
Rokeby	1,876	60 11 10	0 13 3	20 6 9	..	0 5 0	..	4 13 8	..	641	302 7 4	262	134 10 11	..	..	523 8 9
Crossover	2,025	57 11 3	0 10 6	29 10 9	..	0 6 3	..	..	..	2,277	615 5 7	120	53 15 4	..	1 10 10	758 10 6
Neerim South ..	5,327	612 10 6	64 3 9	179 12 3	0 15 6	4 15 9	..	51 4 1	0 0 4	2,553	1,156 14 3	1,626	1,113 14 1	400 14 9	91 6 11	3,675 12 2
Thorpdale Line.																
Coalville	1,441	26 4 4	8 15 10	45 14 6	..	0 3 9	..	27 4 5	..	365	105 1 8	160	91 18 1	3 15 6	1 13 0	310 11 1
Narracan	1,821	52 14 4	19 18 4	62 15 4	0 8 0	0 10 6	..	16 9 8	1 0 3	1,118	349 17 5	412	270 8 7	92 4 4	9 0 8	875 7 5
Thorpdale ..	1,749	293 8 9	35 1 0	127 2 0	0 14 6	2 12 0	..	62 5 4	..	1,070	569 4 4	812	652 3 11	261 18 10	28 13 3	2,033 3 11

| | | |

No. 23.—Return of Traffic at each Station—*continued.*

Station.	Passengers. Outwards. Number of Passenger Journeys.	Passengers. Outwards. Revenue.	Parcels. Outwards. Revenue.	Parcels. Inwards. Revenue.	Horses, Carriages, and Dogs. Outwards. Revenue.	Horses, Carriages, and Dogs. Inwards. Revenue.	Mails, Telegraph, and Dining Cars. Revenue.	Rents. Revenue.	Miscellaneous. Revenue.	Goods. Outwards. Tons.	Goods. Outwards. Revenue.	Goods. Inwards. Tons.	Goods. Inwards. Revenue.	Live Stock. Outwards. Revenue.	Live Stock. Inwards. Revenue.	Total Traffic Revenue (exclusive of Inwards Passengers).
		£ 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.
Frankston and Stony Point Line.																
Glen Huntly	129,594	1,773 12 10	30 13 8	51 12 3	0 16 3	0 12 0	..	22 4 10	..	124	24 11 0	6,526	876 19 0	.	0 19 3	2,782 1 1
Glen Huntly—Building Tickets (Free)	67,122	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ormond	96,510	1,212 18 8	68 13 6	44 11 11	0 19 5	0 1 0	..	0 7 1	0 4 3	52	17 8 8	712	180 6 7	..	..	1,525 11 1
Ormond — Building Tickets (Free)	3,690	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
McKinnon	40,264	511 11 6	8 13 9	7 9 6	0 1 6	..	..	1 18 0	..	..	..	..	..	..	..	529 14 3
McKinnon—Building Tickets (Free)	120	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bentleigh	70,720	1,046 12 1	42 10 10	56 4 9	1 13 9	0 4 9	..	1 2 10	0 4 6	360	81 1 10	3,377	480 9 9	..	0 8 3	1,710 13 4
Bentleigh — Building Tickets (Free)	1,080	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Moorabbin	65,970	1,023 9 9	195 1 7	66 17 10	0 11 9	0 6 6	..	6 8 5	..	180	60 14 4	3,973	539 14 7	2 12 0	0 8 9	1,896 5 6
Moorabbin — Building Tickets (Free)	240	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Highett	52,890	779 7 10	19 10 9	18 11 4	0 6 6	0 5 3	..	6 11 8	0 3 8	101	15 17 2	1,117	117 1 7	..	..	957 15 9
Highett — Building Tickets (Free)	1,500	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cheltenham	157,033	2,622 4 4	301 18 4	192 16 1	1 9 0	0 14 9	..	16 4 8	0 8 3	966	137 7 6	18,675	2,662 18 1	18 0 4	29 14 6	5,983 15 10
Cheltenham — Building Tickets (Free)	4,694	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mentone	158,905	3,276 1 10	86 19 1	221 12 7	48 5 11	210 3 8	..	19 8 0	0 6 9	274	59 16 11	5,278	913 18 2	9 12 9	55 18 3	4,902 3 11
Mentone — Building Tickets (Free)	14,340	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mordialloc	165,650	3,769 11 6	180 2 9	354 13 4	468 7 1	244 19 0	..	50 5 9	1 7 6	2,188	373 10 4	5,668	967 16 4	17 3 0	22 2 6	6,449 19 1
Mordialloc — Building Tickets (Free)	16,668	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Aspendale	27,221	611 13 3	12 9 7	54 16 11	1 0 9	171 19 9	..	..	..	..	..	271	20 19 1	..	..	872 19 4
Chelsea	9,031	204 4 1	5 17 8	10 3 3	0 4 9	0 3 0	..	..	..	..	..	..	..	..	..	220 12 9
Forsyth's Siding	..	..	..	..	..	..	..	..	..	1,402	138 5 8	..	..	..	..	138 5 8
Carrum	24,544	803 6 2	536 1 7	193 7 10	2 11 10	6 7 5	..	8 7 11	12 7 8	10,858	1,237 12 4	1,685	453 14 7	2 16 0	22 19 10	3,279 13 2
Frankston Sand Siding	..	..	..	..	..	..	..	..	..	52,327	5,049 16 2	31	6 8 6	..	..	5,056 4 8
Frankston	34,194	1,590 17 1	178 5 11	364 10 8	12 13 9	19 19 0	..	25 4 6	0 2 9	1,695	280 4 11	2,731	833 14 3	40 8 6	72 17 6	3,418 18 10
Langwarrin	2,530	96 10 11	11 13 2	34 15 11	2 9 1	20 6 1	..	2 13 0	..	241	103 7 8	299	115 13 3	8 0 0	22 11 10	418 0 11
Mornington Junction	4,720	261 10 3	23 3 7	23 1 0	0 2 6	0 18 6	..	11 0 9	..	681	178 1 4	173	77 15 1	4 1 9	37 13 3	617 8 0
Somerville	6,119	449 7 0	97 11 4	111 1 0	10 3 3	1 8 3	..	9 5 0	..	2,178	967 12 5	2,304	687 16 3	13 1 10	11 18 4	2,359 4 8
Tyabb	3,703	189 6 3	34 1 4	35 13 1	..	38 5 0	..	12 3 10	..	1,402	381 11 10	616	180 10 10	1 0 6	32 2 0	904 14 8
Hastings	3,794	333 8 0	72 10 10	116 5 2	0 13 6	1 6 3	..	15 15 6	..	2,693	862 7 10	1,150	458 16 1	0 11 9	40 9 8	1,902 4 7
Bittern	3,076	432 8 7	139 4 2	179 13 10	3 17 0	4 19 6	..	24 15 0	..	2,754	611 6 7	755	414 11 2	288 6 4	180 11 6	2,279 13 8
Crib Point	200	23 11 2	..	9 15 8	..	0 3 0	..	..	..	8	2 10 6	42	18 8 8	1 1 0	4 15 6	60 5 6
Stony Point	3,232	363 9 4	194 10 11	206 12 7	3 6 3	5 3 6	..	10 5 8	..	747	343 11 11	1,009	422 19 3	5 16 0	9 13 1	1,565 8 6
Mornington Line.																
Moorooduc	310	7 8 1	19 12 10	4 17 10	0 14 6	0 15 0	..	12 2 6	..	227	39 18 7	191	32 5 10	236 18 6	113 5 5	467 19 1
Mornington	12,446	1,269 2 7	272 7 6	475 1 10	15 14 9	28 18 3	..	30 15 8	0 5 6	545	265 14 11	2,277	785 7 0	55 3 3	96 15 8	3,295 6 11

| | | |

No. 23.—Return of Traffic at each Station—*continued.*

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	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.
Outer Circle Line.																
Riversdale ..	24,208	252 12 3	..	0 7 2	..	..	..	1 15 0	..	..	..	..	..	..	..	254 14 5
Riversdale—Building Tickets (Free) ..	1,380	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Golf Links ..	3,579	44 13 0	..	..	..	..	..	..	..	..	..	..	..	..	..	44 13 0
Hartwell Hill ..	4,173	56 2 9	..	0 0 3	..	..	..	..	..	..	..	..	..	..	..	56 3 0
Hartwell	51,712	657 11 11	71 7 7	18 6 3	..	0 0 9	..	1 3 3	..	..	..	..	..	..	..	751 9 9
Hartwell — Building Tickets (Free) ..	1,560	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ashburton ..	24,908	338 4 3	0 2 0	10 6 4	..	..	..	6 2 11	..	..	..	..	..	..	..	354 15 6
Shenley	26,045	193 2 9	..	..	..	..	..	8 19 6	..	..	..	..	..	..	..	202 2 3
Shenley — Building Tickets (Free) ..	1,116	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Balwyn	43,565	458 2 10	0 0 5	8 6 9	..	..	..	4 4 6	..	..	..	..	..	..	..	470 14 6
Balwyn — Building Tickets (Free) ..	4,380	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Deepdene	47,083	560 16 2	36 8 3	21 14 4	..	..	..	22 1 0	..	..	..	..	..	..	..	640 19 9
Deepdene — Building Tickets (Free) ..	1,026	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ferntree Gully Line.																
Bayswater ..	18,108	643 2 10	183 19 9	155 19 8	2 9 0	3 16 3	..	6 8 4	..	1,665	264 8 7	1,553	382 0 10	1 0 0	12 15 9	1,656 1 0
Lower Ferntree Gully	10,366	410 13 10	233 0 0	112 9 11	0 4 9	1 16 3	..	2 6 0	..	619	96 11 9	808	233 3 1	..	17 6 2	1,107 11 9
Upper Ferntree Gully	21,813	857 15 2	126 2 10	154 6 10	7 16 11	9 0 6	..	46 7 9	5 3 0	1,182	181 18 7	964	332 13 10	42 7 10	34 6 8	1,797 19 11
Gembrook Line.																
Upwey	1,558	31 14 7	7 13 10	8 16 6	0 2 0	0 4 6	..	0 6 1	..	..	..	3	2 15 2	..	..	51 12 8
Belgrave	4,183	162 1 3	47 5 3	93 13 4	0 15 3	1 7 2	..	14 2 1	..	661	176 10 2	406	233 7 2	..	..	729 1 8
Selby	244	10 12 2	4 6 3	4 6 5	..	..	..	..	..	..	..	2	1 2 10	..	..	20 7 8
Aura	1,194	70 17 5	44 13 4	28 15 8	0 3 6	..	..	8 15 0	..	514	122 11 6	184	103 5 8	..	..	379 2 1
Paradise	861	49 2 6	10 17 3	17 11 3	0 2 0	0 7 3	..	..	..	..	..	8	6 0 1	..	..	84 0 4
Emerald	4,328	302 9 0	146 12 9	113 5 10	0 14 0	0 15 3	..	15 6 2	..	1,491	473 14 9	833	481 17 3	..	..	1,534 15 0
Wright	525	41 19 3	..	0 0 7	0 1 6	..	..	..	..	..	..	..	..	..	..	42 1 4
Cockatoo	2,297	180 13 7	56 16 1	56 11 1	0 9 6	1 4 4	..	9 5 0	..	3,334	794 12 2	503	192 1 11	..	..	1,291 13 8
Gembrook.. ..	2,753	298 10 3	70 5 9	139 17 11	1 15 2	2 12 1	..	11 19 7	0 8 0	7,041	1,910 14 4	1,412	514 14 9	..	..	2,950 17 10
Warburton Line.																
Evelyn	6,753	293 4 6	69 19 7	66 4 7	0 8 3	1 4 11	..	1 16 6	..	4,327	668 19 2	606	182 16 5	..	4 17 1	1,289 11 0
Wandin	5,879	368 19 7	121 19 6	91 14 2	0 15 6	1 3 3	..	13 13 8	..	5,029	1,077 18 3	1,506	495 6 0	..	..	2,171 9 11
Seville	3,284	222 19 5	52 4 10	40 19 2	0 7 0	1 11 9	..	21 2 9	..	3,472	604 15 4	635	219 6 4	..	0 9 0	1,163 15 7
Killara	953	85 12 3	240 13 7	45 14 5	0 13 0	1 4 0	..	..	..	337	82 1 4	277	93 12 5	29 13 0	5 8 2	584 12 2
Woori Yallock ..	2,605	198 12 1	96 14 9	37 16 0	0 12 6	3 7 0	..	22 14 4	..	2,606	473 8 7	308	105 4 0	2 9 6	8 12 3	949 11 0
Launching Place ..	2,312	231 9 1	33 2 0	40 12 11	0 14 9	2 8 6	..	6 13 4	..	3,496	705 11 5	493	175 19 11	120 13 0	32 14 11	1,349 19 10
Yarra Junction ..	5,962	621 2 6	43 11 10	139 8 6	1 12 9	3 17 0	..	32 11 4	..	11,941	3,323 1 1	1,664	649 9 10	11 11 0	43 12 7	4,869 18 5
Britannia	..	..	..	..	..	..	..	2 0 0	..	11,040	3,090 10 9	720	319 5 11	..	..	3,411 16 8
West Warburton ..	4,118	381 16 7	12 14 6	74 0 9	1 2 6	2 8 0	..	17 15 5	..	5,883	1,281 15 6	781	374 18 2	5 8 7	85 9 4	2,237 9 4
Millgrove	4,729	452 5 2	13 8 2	58 11 11	1 16 0	1 9 0	..	3 3 6	..	11,802	4,645 13 2	764	334 10 2	0 16 9	12 13 11	5,524 7 9
Warburton ..	8,923	1,126 3 3	83 15 0	284 6 11	3 14 3	3 19 0	..	72 11 4	0 7 4	25,876	7,501 8 11	3,344	1,581 2 2	11 4 0	126 8 10	10,795 1 0

| | | |

No. 23.—Return of Traffic at each Station—*continued.*

Station	Passengers. Outwards. Number of Passenger Journeys.	Passengers. Outwards. Revenue.	Parcels. Outwards. Revenue.	Parcels. Inwards. Revenue.	Horses, Carriages, and Dogs. Outwards. Revenue.	Horses, Carriages, and Dogs. Inwards. Revenue.	Mails, Telegraph, and Dining Cars. Revenue.	Rents. Revenue.	Miscellaneous. Revenue.	Goods. Outwards. Tons.	Goods. Outwards. Revenue.	Goods. Inwards. Tons.	Goods. Inwards. Revenue.	Live Stock. Outwards. Revenue.	Live Stock. Inwards. Revenue.	Total Traffic Revenue (exclusive of Inwards Passengers).
		£ 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.
Brighton and Sandringham Line—*continued.*																
Middle Brighton — Building Tickets (Free)	1,200															
Brighton Beach	317,135	4,564 11 5	67 5 11	118 8 11	2 2 3	0 9 3		53 7 6	0 15 3							4,807 0 6
Brighton Beach—Building Tickets (Free)																
Hampton	186,588	2,999 15 9	34 13 4	80 17 3	1 5 0	0 5 6		41 18 9	0 2 7							3,158 18 2
Hampton — Building Tickets (Free)																
Sandringham	460,260	8,206 17 10	154 17 9	346 2 4	6 0 3	1 16 9		70 17 5	0 2 1	86	52 0 3	12,704	2,288 11 9	0 12 0	0 7 6	11,128 5 11
Sandringham—Building Tickets (Free)	90,766															
Traffic derived from Deniliquin and Moama Stations	2,615	1,654 19 3	134 10 10	430 18 6	76 14 3	78 3 8			335 19 2	5,711	7,059 6 7	4,869	6,479 18 10	8,326 3 2	1,709 10 8	26,286 4 11
Traffic derived from South Australian Stations	35,156	36,758 6 2	3,494 12 8	4,993 8 2	31 5 10	439 11 3			597 10 3	4,591	4,710 15 2	9,734	6,833 1 11	15,055 17 3	1,189 18 2	74,104 6 10
Traffic derived from New South Wales Stations	71,261	42,311 19 4	2,873 10 1	3,696 17 8	1,014 11 10	582 19 5				7,720	13,767 10 4	24,399	27,223 14 11	334 19 2	722 3 1	92,528 5 10
Traffic derived from Queensland Stations	1,817	1,460 13 3	33 18 6	93 19 8												1.588 11 5
Government Tourist Bureau	61,070	27,400 17 6							22 2 1							27,422 19 7
Steamer	22,489	496 11 1														496 11 1
Thos. Cook and Sons, to New South Wales, South Australia, &c.	6,900	2,761 0 8														2,761 0 8
Telegraph							4,505 4 3									4,505 4 3
Mails							66,330 4 6									66,330 4 6
Dining Cars							5,852 1 9									5,852 1 9
St. Kilda and Brighton Electric Street Railway	1,265,492	10,913 4 0	1 10 4	1 10 4				0 10 0	25 12 4							10,942 7 0
Total	82,286,112	1,797,000 6 2	166,690 0 0	166,690 0 0	16,200 16 7½	16,200 16 7½	76,687 10 6	57,365 14 10	7,943 19 3	3,783,699	1,814,821 5 2½	3,783,699	1,814,821 5 2½	252,355 11 1	252,355 11 1	6,439,132 16 7
Less Parcels, Horses, Carriages, and Dogs, Goods, and Live Stock Traffic Revenue shown as *Outwards and repeated as Inwards*																2,250,067 12 11
Gross Revenue, Victorian Railways															£4,178,124 7 0	
Gross Revenue St. Kilda and Brighton Electric Street Railway															10,940 16 8	
Total Gross Revenue															£4,189,065 3 8	£4,189,065 3 8

* Open for only portion of the year.

APPENDIX No. 24.

CONCLUSIONS AND RECOMMENDATIONS OF THE COMMISSIONERS IN CONNECTION WITH THE REPORT OF MR. CHARLES H. MERZ, M.I.C.E., UPON THE APPLICATION OF ELECTRIC TRACTION TO THE MELBOURNE SUBURBAN RAILWAY SYSTEM.

The advantages to be derived from the application of electric traction to the Melbourne suburban lines at the present time from the point of view of the safety, convenience and comfort of the public and from the railway point of view and also in respect to the tramway competition have all been most carefully considered and weighed by us, and we cannot see our way clear to conclude that they are of sufficient importance or value to justify the incurrence of the large estimated capital expenditure and the annual financial loss which it is estimated would be involved in the year 1912 by electrification, viz.:—

	Port Melbourne and St. Kilda Lines.	Stage 1	Stage 2	Stage 3
	£	£	£	£
Estimated Net Capital Expenditure involved ...	315,482	687,628	1,152,601	1,801,460
Estimated Loss in year 1912, including Interest and Antiquation Charges, after allowing 5 per cent. gain in revenue due to electrification	9,970	14,122	25,566	48,084

In reaching this conclusion we have in mind and must draw attention to the remarks made in our review, sub-section 68, to the effect that to undertake the electrification of the lines comprised in Stage 1 means without the slightest doubt a committal to proceed continuously and without unnecessary loss of time with the conversion of the lines in Stages 2 and 3 until all of the suburban lines are electrified.

We therefore beg to recommend—

That the electrification of the Melbourne suburban lines be not either in whole or in part undertaken at the present time.

In making this recommendation we have regard to the considerations mentioned in our review (Sub-sections 5 and 23) that unless electrification be justified from a strictly financial point of view, or if be not justified financially then unless it is advisable—taking into consideration the financial loss—for other reasons, it would not be prudent to incur the enormous expenditure involved in electrification on a system which, while it may be, and at the present time no doubt is, the best to meet the conditions and requirements of our Melbourne suburban traffic, may not be the best system for our purposes when the time arrives that the conversion of those lines is justifiable from a financial point of view or should be undertaken for other reasons

It is with considerable reluctance and only after the most careful consideration that we have reached the foregoing conclusions and submit this recommendation to you, for we would have been glad to have been able to recommend the electrification of the Melbourne suburban lines, and both we and our officers would have felt considerable gratification in being connected with a work which, owing to its magnitude and other characteristics, would have been the greatest of the kind yet undertaken.

It is not, we think, out of place to mention that there may be requirements calling for expenditures on the part of the State and involving the raising of Loan Funds more urgent and better justified at the present time—both from the point of view of the Railways and of the State as a whole—than the large expenditure required for electrification.

We beg to further recommend—

That the financial results of the electrification of the Melbourne suburban lines, and the advantages which will be obtained by such electrification as compared with steam working, be reviewed at reasonable intervals, special consideration being given to the aspect of the likelihood of increased tramway competition.

That the possible ultimate electrification of those lines be always borne in mind in the re-arrangement or provision of additional tracks, stations, engine-sheds, turn-tables and other locomotive facilities, and in fact in connection with all alterations and additions, including rolling-stock which might be affected by electrification.

That additional "DDE" locomotives be constructed as may be required from time to time to meet the increasing requirements of the suburban traffic—such locomotives in the event of electrification being easily and cheaply convertible to "DD" engines for general service on country lines, where there will be for some time ample scope for the useful absorption of locomotives of this class.

That the work of lengthening and strengthening such of the existing bogie coaches as are suitable for the suburban traffic be proceeded with as fast as the finances will permit; such lengthened and strengthened coaches being suitable for electric traction and permitting of the gradual withdrawal from the regular suburban service of most of the large number of small fixed wheel base stock now necessarily utilized in that service, and which can be used for holiday traffic instead of seated and covered trucks; and

That the existing platforms be lengthened and the existing block sections be shortened as may be found necessary from time to time to provide for the safe and efficient movement of the traffic (an automatic or semi-automatic system to be adopted in shortening the block sections, provided such a system be found to be safe, efficient and economical).

By Authority: J. KEMP, Government Printer, Melbourne.

DIAGRAM Nº 1

AVERAGE MILEAGE WORKED

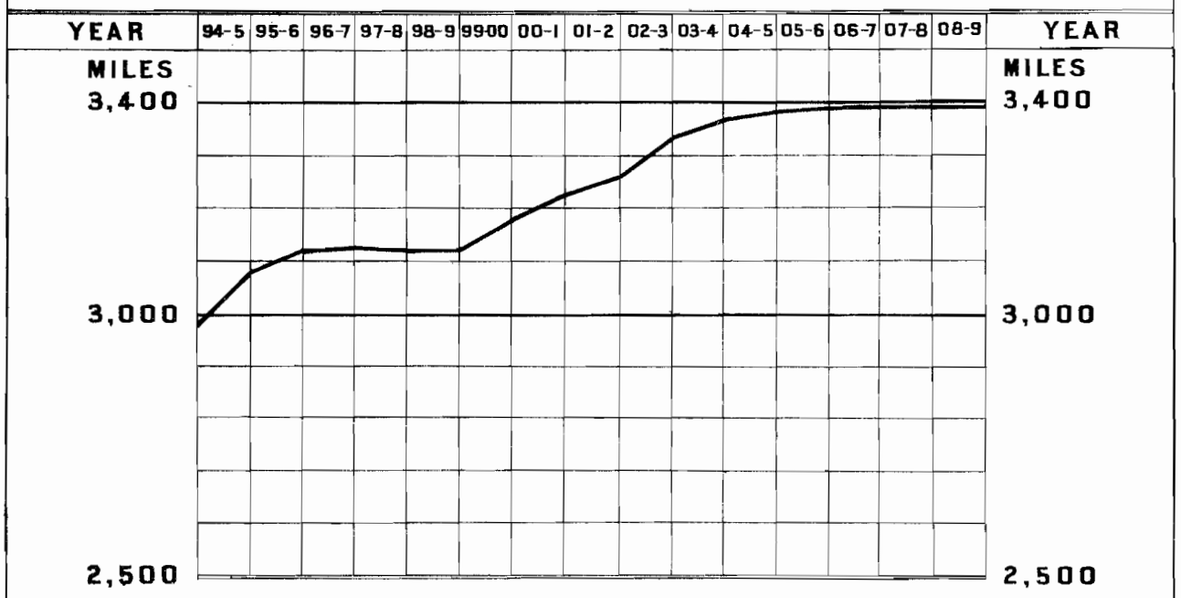


DIAGRAM Nº 2

AVERAGE COST PER MILE

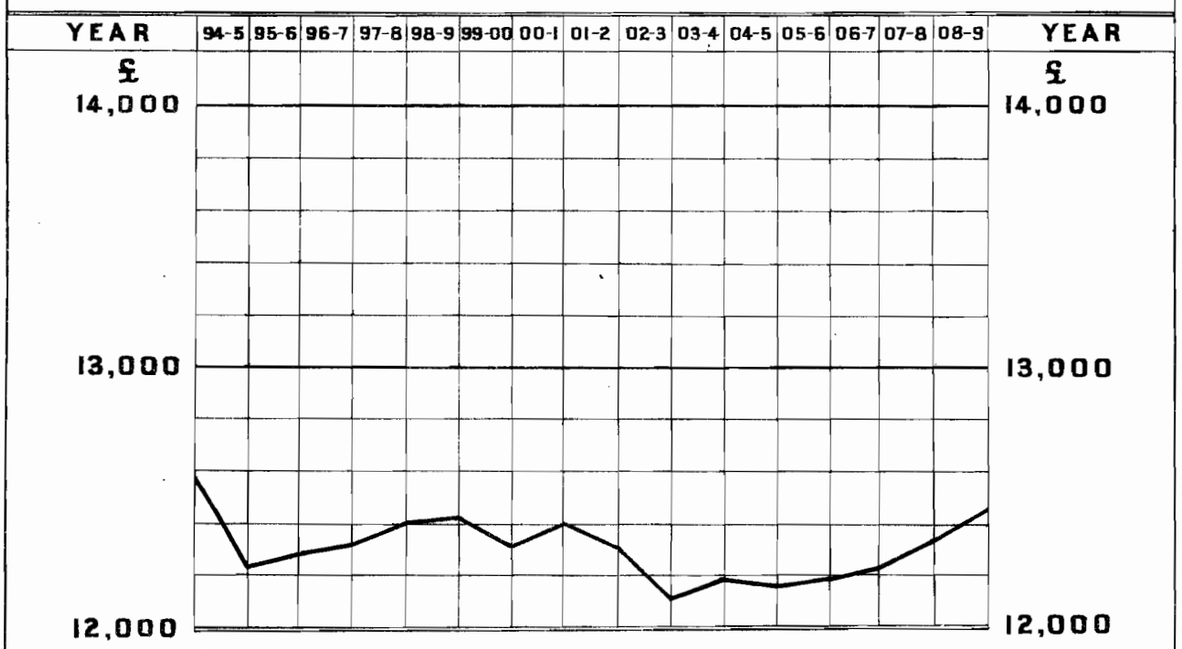


DIAGRAM Nº 3

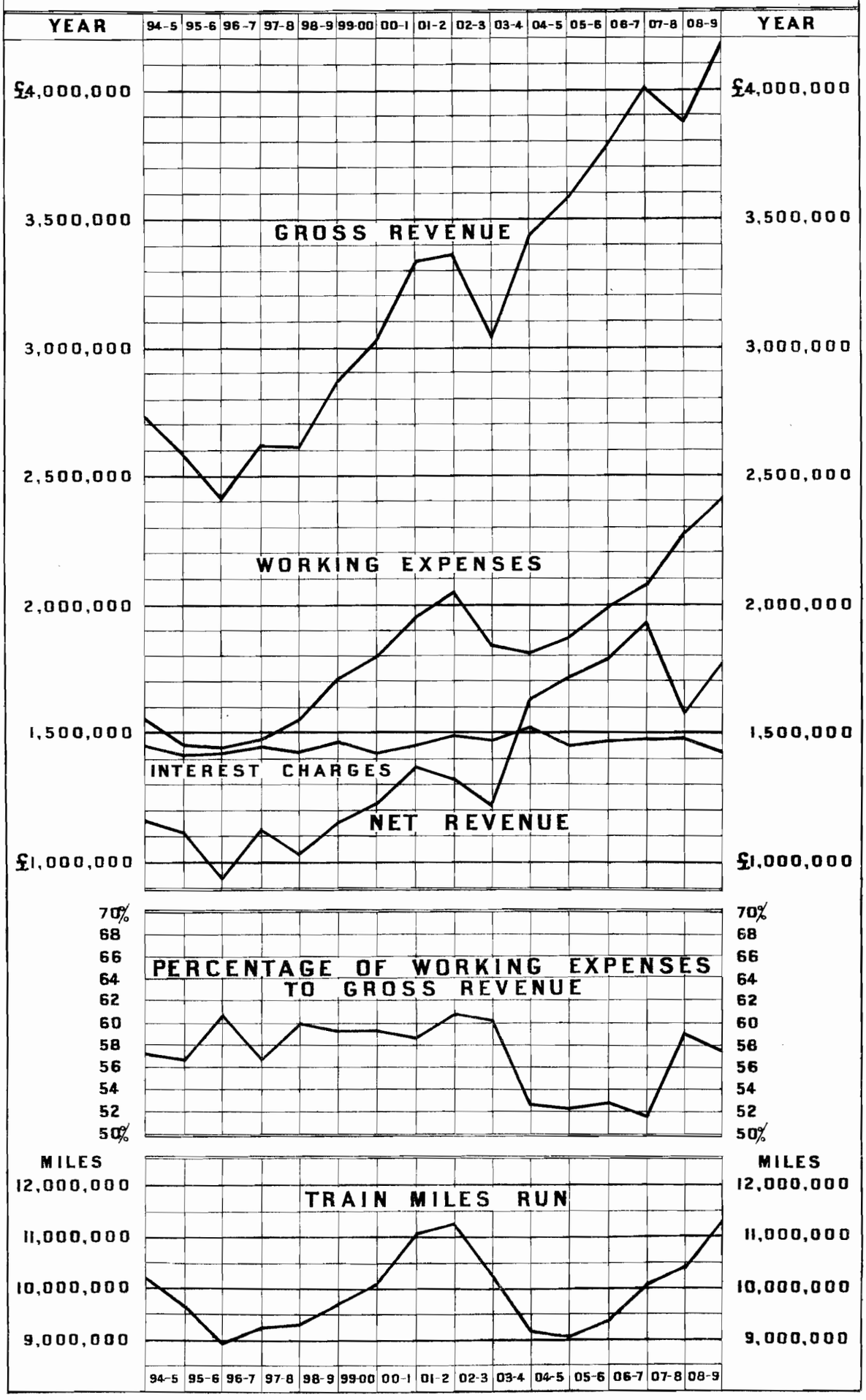

YEAR
94-5
95-6
96-7
97-8
98-9
99-00
00-1
01-2
02-3
03-4
04-5
05-6
06-7
07-8
08-9
YEAR
£4,000,000
3,500,000
3,000,000
2,500,000
2,000,000
1,500,000
£1,000,000
GROSS REVENUE
WORKING EXPENSES
INTEREST CHARGES
NET REVENUE
70%
68
66
64
62
60
58
56
54
52
50%
PERCENTAGE OF WORKING EXPENSES
TO GROSS REVENUE
MILES
12,000,000
11,000,000
10,000,000
9,000,000
TRAIN MILES RUN

DIAGRAM Nº 4

PER AVERAGE MILE OF RAILWAY OPEN

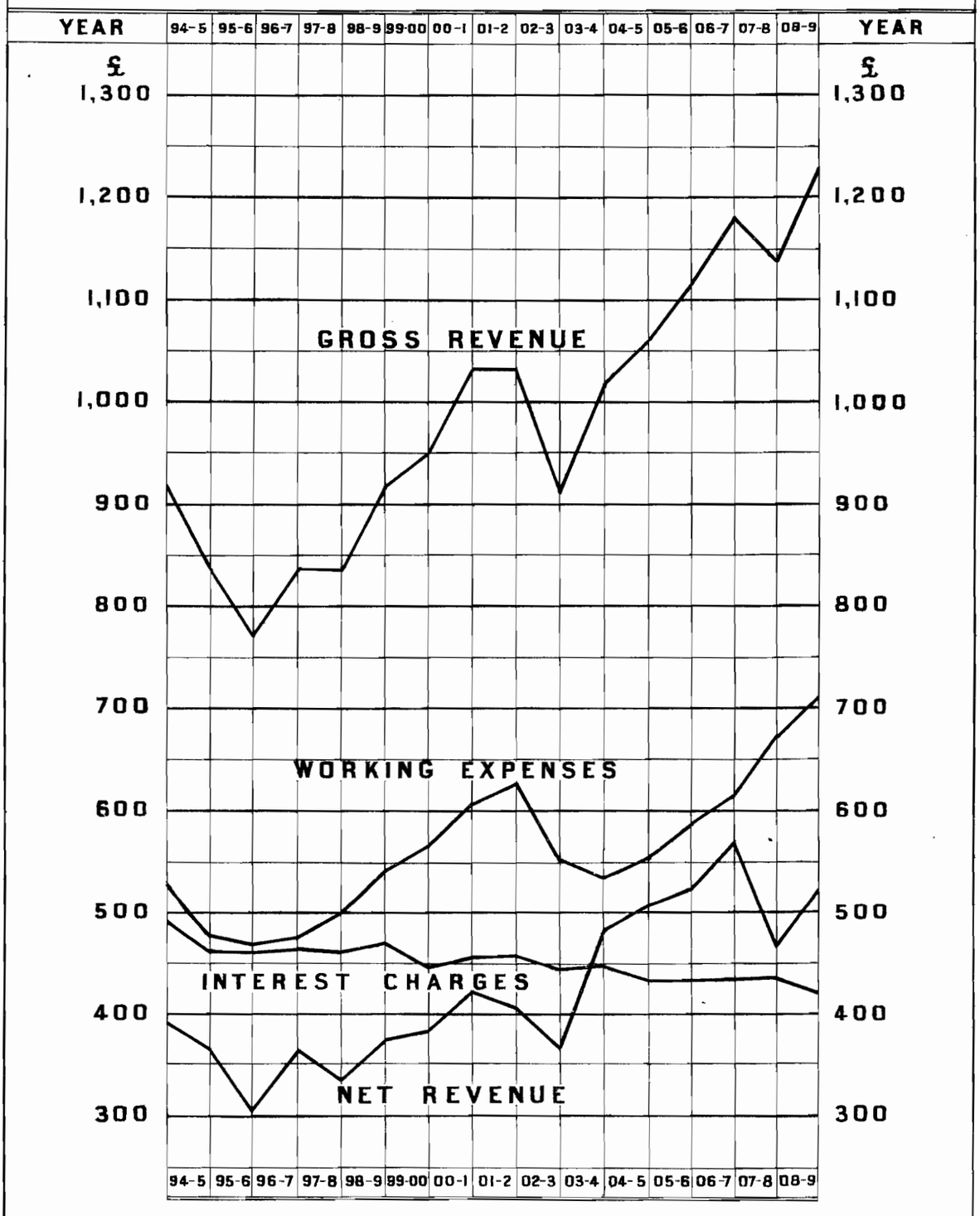
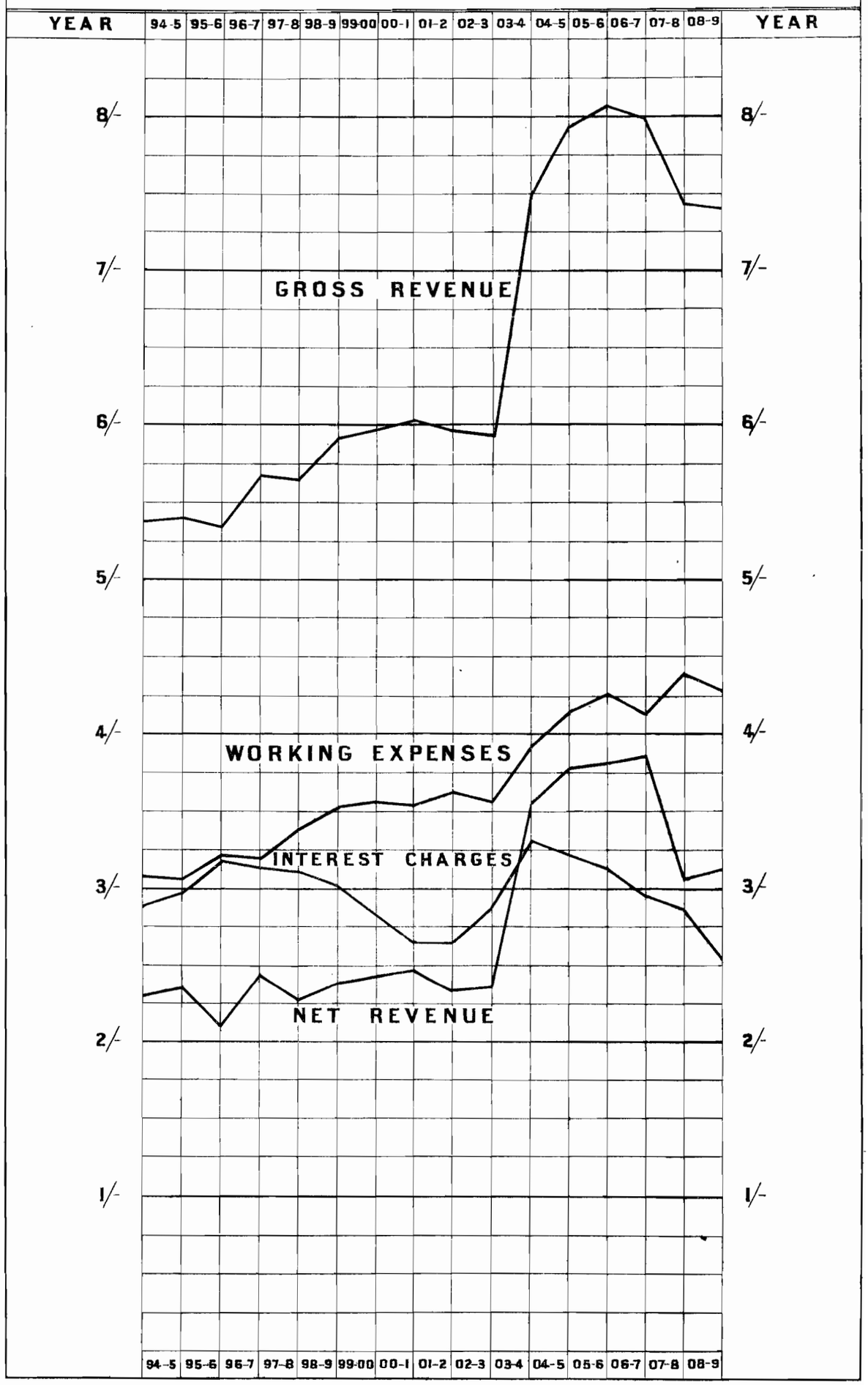
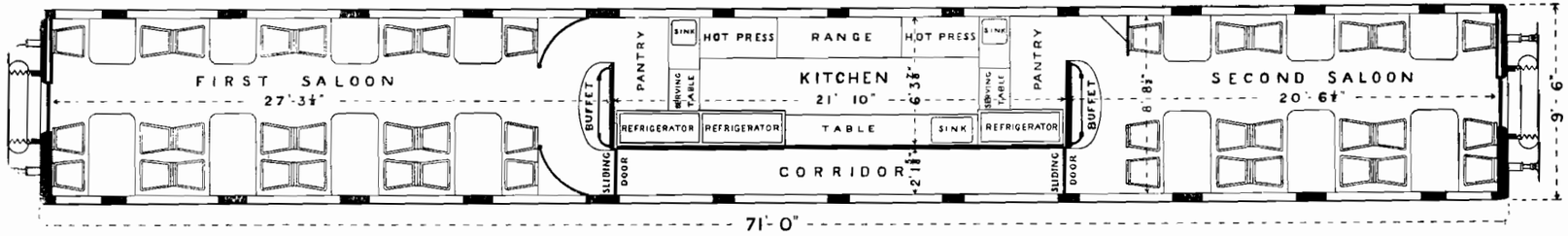


DIAGRAM Nº 5

PER TRAIN MILE RUN

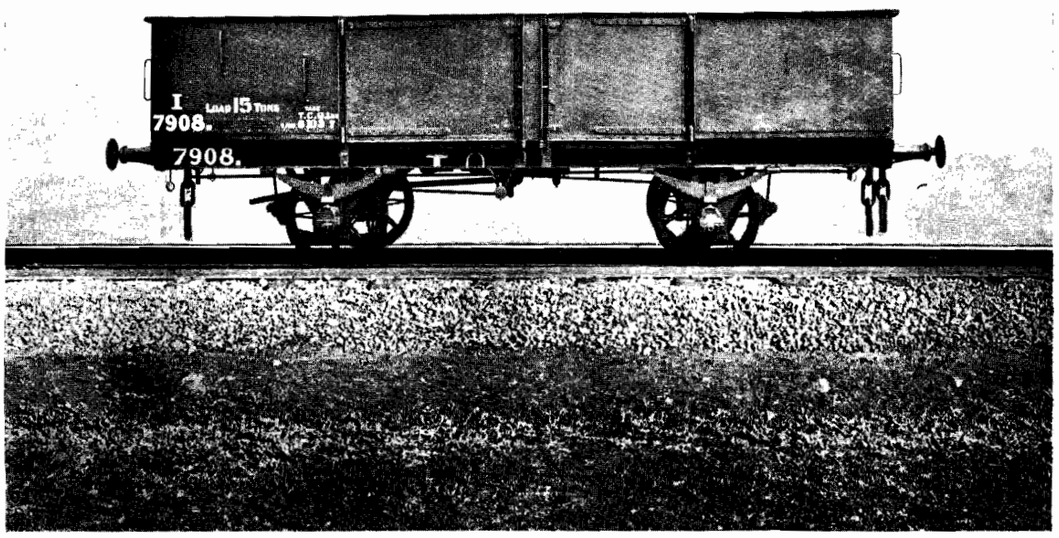




DINING CAR—SYDNEY AND ADELAIDE EXPRESS TRAINS.

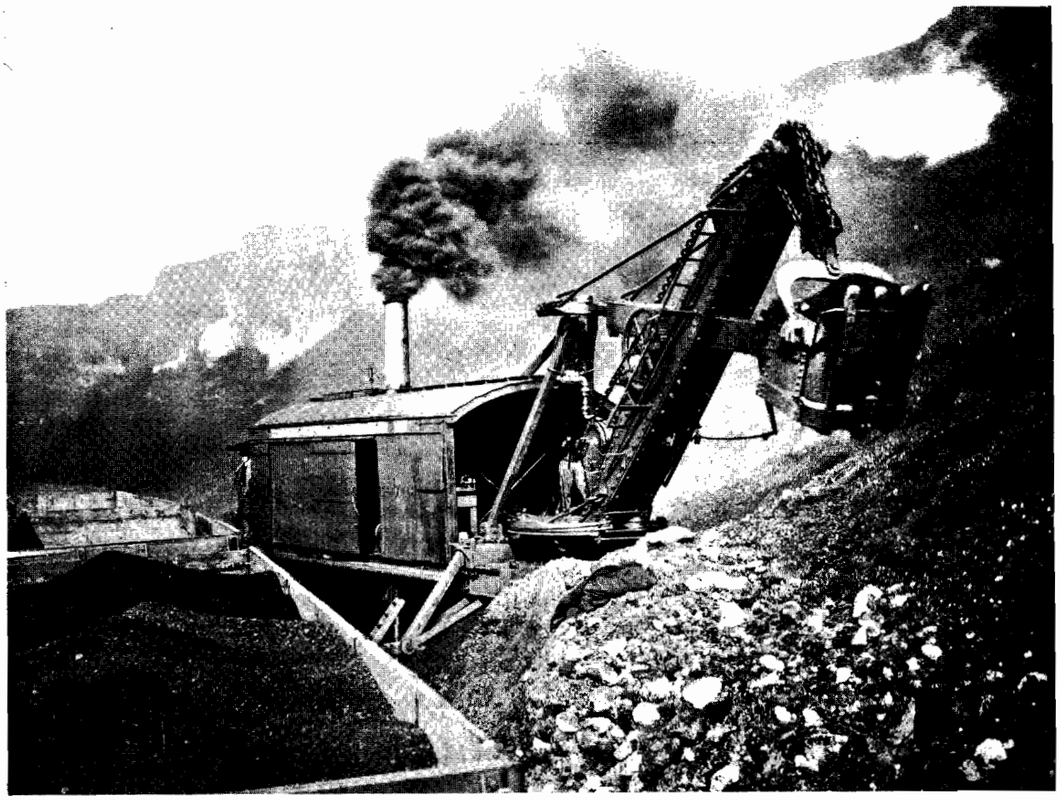
Seating Capacity: First Saloon, 24 passengers; Second Saloon, 18 passengers. Length over buffers, 74 ft. 1 in.

DINING CAR, FIRST SALOON.

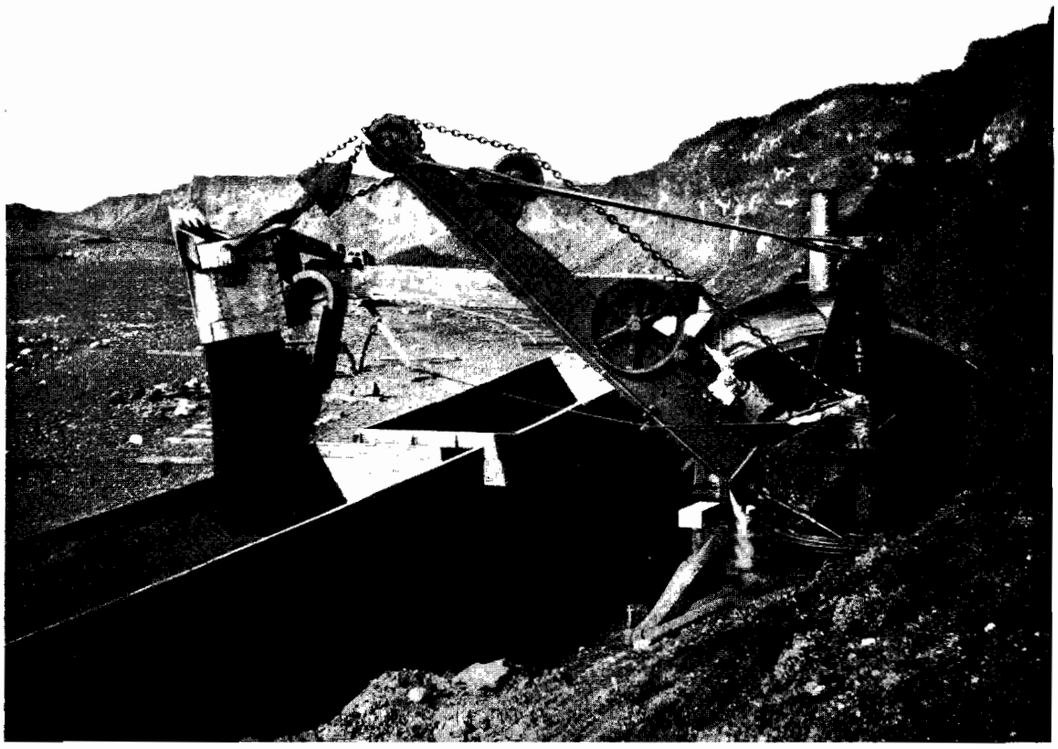


15 TON STEEL TRUCK, "I" CLASS, DOUBLE DOORS AND MOVABLE STANCHION, MAKING SIDE OPENING OF 10 FEET.

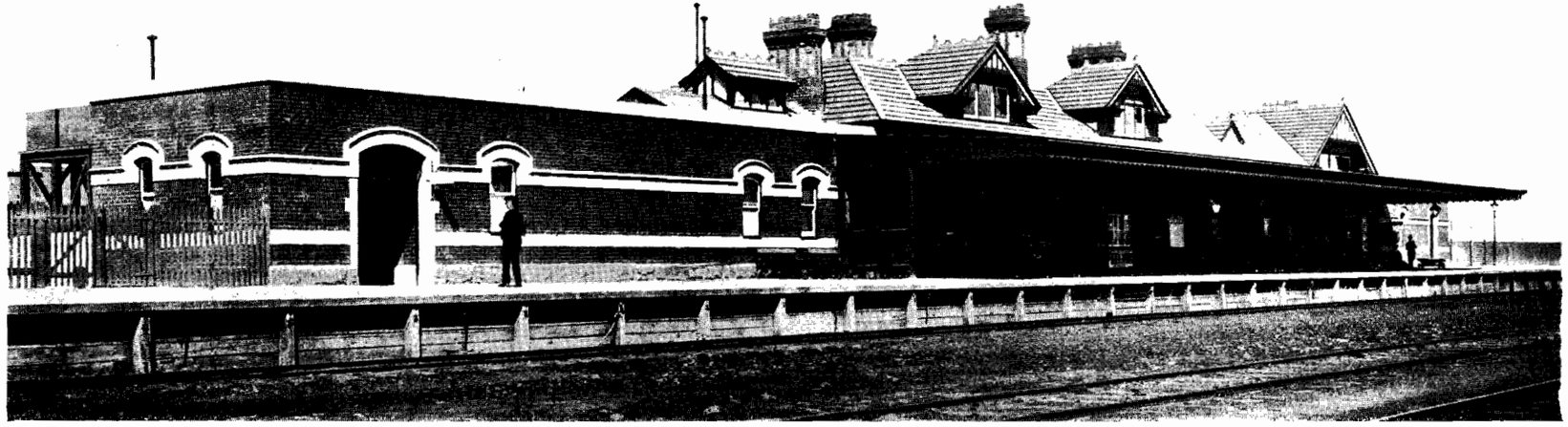
Inside Measurement, 22 feet x 8 ft. 6 in. x 3 ft. 8 in.
Cubic Capacity, 687 cubic feet.
Average Tare Weight, 6½ tons.



STEAM SHOVEL (LIFTING).
Capacity of Dipper, 2 cubic yards.



STEAM SHOVEL (DISCHARGING).



NEW PASSENGER STATION—KORUMBURRA.

N E W S O U T H W A L E S
S O U T H A U S T R A L I A
S O U T H E R N O C E A N
Railway Map
of
VICTORIA
Showing Victorian Government Railways
(in Red)
1909

Railway Map
OF PART OF
AUSTRALIA
SHOWING THE THROUGH CONNECTIONS
from South Australia to Queensland
(in Red)
1909
SCALE OF MILES
QUEENSLAND
NEW SOUTH WALES
VICTORIA
SOUTH AUSTRALIA
ADELAIDE
MELBOURNE
SYDNEY
BRISBANE
Eyre Peninsula
Port Augusta
Iron Knob
Port Pirie
Petersburg
Gladstone
Quorn
Broken Hill
Cockburn
Tarrawingee
Wilcannia
Bourke
Louth
Cobar
Nyngee
Bulbodney
Tullamore
Wellington
Dubbo
Coonabin
Coonamble
Narrabri
Barraba
Inverell
Glen Innes
Armidale
Tamworth
Warwick Creek
Kempsey
Grafton
Casino
Lismore
Ballina
Byron Bay
Coffs Harbour
Port Macquarie
Taree
Wingham
Gloucester
Singleton
Muswellbrook
Scone
Murrurundi
Tamworth
Gunnedah
Narrabri
Walgett
Collarenebri
Moree
Goondiwindi
Toowoomba
Warwick
Stanthorpe
Tenterfield
Casino
Grafton
Glen Innes
Inverell
Barraba
Armidale
Tamworth
Warwick Creek
Kempsey

to Bendigo
Donnybrook
Craig
Somer
Digger's Rest
Bulla
SALTWATER
RIVER
MOONEE
PONDS
Broadmeadows
Glenroy
KORORoIT
CREEK
Sydenham
Keilor
Pascoe Vale
Nth Essendon
Essendon
From Ballarat
Rockbank
St Albans
Moonee Ponds
Ascot Vale
Albion
Agric! Soy S.
Albion S.
Flem? Race Course
Deer Park
Tottenham
M. Footscray
Footscray
Sunshine
Footscray W.
Federal Manure Co
Hay's S.
Seddon
Brooklyn
Yarraville
Sporswood
Borthwicks S.
Russell's S.
YARRA
Friedlander & Co's S.
Newport
Newport S.
Australia Meat S.
Race Course
Beach
SKELETON
WATER
Laverton
WERRIBEE
HOLES
Werribee
Pt Cook
From Geelong
RIVER
PORT PHI
Victorian
MAP
MELBOURNE SU
190
SCALE OF
MILES

Yan Yean Reservoir
From Whittlesea
Queenstown
Sth Yan Yean
CREEK
WATSONS
Ck
Sth Morang
PLENTY
Rr
Epping
Diamond Ck
Thomastown
DIAMOND
RIVER
Greensborough
Eltham
DAREBIN
Ck
Preston (Reservoir)
Warrandyte
Regent
YARRA
MULLUM MULLUM
Murray
Rosanna
Templestowe
Bell
Heidelberg
Thornbury
YARRA
Croxton
Ivanhoe
Fairfield Pk
Croydon
Northcote
Doncaster
Merri
Alphington
Fulham
Grange
KOONUNG KOONUNG Ck
Ringwood
Clifton Hill
Willsmere
East Kew
UNUSED
Victoria Park
Deepdene
Collingw.
Kew
E. Camberwell
Balwyn
Shenley
Barker
N. Richmond
W. Rich.
Hawthorn
Jolimont
Auburn
Glenferrie
Box Hill
Mont Albert
Surrey Hills
Canterbury
Riversdale
Golf Links
Richmond
Burnley
E. Richmond
Heyington
Kooyong
Hartwell Hill
Burwood
S. Yarra
Hawksburn
Tooronga
Hartwell
Gardiner
Prahran
Toorak
Glen Iris
Ashburton
Windsor
Armadale
Malvern
Darling
GARDINERS
Balaclava
Caulfield
Waverley Rd
SCOTCHMANS Ck
Elsternwick
Glen Huntly
Oakleigh
Carnegie
Murrumbeena
Gardenvale
Ormond
Brighton
McKinnon
M. Brighton
Bentleigh
Gas Co's S.
Brighton Beach
Moorabbin
Hampton
Highett
Sandringham
Cheltenham
Red Bluff
Half Moon Bay
Mentone
Black Rock
Beaumaris
Mordialloc
Aspendale
Carrum Swamp
to Frankston
EUMEMMERING
Ck
Clayton
Cemetery
CREEK
Spring Vale
Sandown Park
Dandenong
to Beaconsfield
to Port Albert
Blackburn
Tunstall
Mitcham
to Up. Fern Tree Gully
Bayswater
to Healesville
BAY
Green Pt
Pt Cole
Picnic Pt
Ricket Pt
Kilda
Richmond
Jolimont
Fitzroy
Swick
Albert Park
Lake
M. Park
ELECTRIC TRAM
RAILWAY
5 MILES
AN LINES