

1910.

VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

FINANCIAL YEAR ENDING 30TH JUNE, 1910.

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, 1910.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 26th September, 1910.

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, 1910.

Financial Results.

GROSS REVENUE	...	...	...	...	...	...	£4,443,862 15 8
WORKING EXPENSES (including Special Payments into Rail- way Accident and Fire Insurance Fund of £75,000; and the Rolling-Stock Replacement Fund of £170,000)	...	...	...	...	...	...	£2,711,544 15 4
NET REVENUE	...	...	...	...	...	...	£1,732,318 0 4
Add NET REVENUE of ST. KILDA and BRIGHTON ELECTRIC STREET RAILWAY	...	...	...	...	...	...	£2,025 6 3
TOTAL NET REVENUE	...	...	...	...	...	...	£1,734,343 6 7
INTEREST CHARGES and EXPENSES	...	...	...	...	...	£1,472,916 11 7	
PENSIONS and GRATUITIES	...	...	...	...	...	£106,329 13 8	
							£1,579,246 5 3
SURPLUS	...	...	...	...	...	...	£155,097 1 4

Financial Comparison with Previous Year.

	Year 1908-9.			Year 1909-10.			Increase or Decrease.		
							+ -		
	£	s.	d.	£	s.	d.	£	s.	d.
Gross Revenue	4,178,124	7	0	4,443,862	15	8	+265,738	8	8
Working Expenses	2,409,438	17	5*	2,711,544	15	4†	+302,105	17	11
Net Revenue	1,768,685	9	7	1,732,318	0	4	- 36,367	9	3
Net Revenue of St. Kilda and Brighton Electric Street Railway	1,866	0	6	2,025	6	3	+ 159	5	9
Total Net Revenue	1,770,551	10	1	1,734,343	6	7	- 36,208	3	6
Interest Charges and Expenses ...	1,430,093	0	0	1,472 916	11	7	+ 42,823	11	7
Pensions and Gratuities	105,414	17	4†	106,329	13	8†	+ 914	16	4
Total Interest Charges and Pensions and Gratuities	1,535,507	17	4	1,579,246	5	3	+ 43,738	7	11
Surplus]	235,043	12	9	155,097	1	4	- 79,946	11	5

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

† Including Special Payments into Railway Accident and Fire Insurance Fund of £75,000, and into Rolling Stock Replacement Fund of £170,000.

† In conformity with the provisions of Acts Nos. 2133 and 2207, 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 1909-10 compared with those of the Three Preceding Years.

	Year 1906-1907.	Year 1907-1908.	Year 1908-1909.	Year 1909-1910.
* Average mileage of Railways worked	3,395	3,396	3,397	3,441
* TRAFFIC TRAIN MILEAGE.				
Passenger—Country	1,926,570	2,152,890	2,351,597	2,297,247
" Suburban	2,992,283	3,153,831	3,259,024	3,301,666
Mixed	2,352,484	2,494,834	2,522,366	2,514,406
Goods (including Live Stock)	2,764,577	2,581,853	3,157,591	3,592,293
Total Traffic Train Mileage	10,035,914	10,383,408	11,290,578	11,705,612
Number of Passenger Journeys	70,170,089	74,907,425	81,020,620	85,280,235
Tons of Goods carried	3,650,538	3,349,760	3,783,699	4,120,195
Tons of Live Stock carried	315,254	405,101	383,087	348,245
*GROSS REVENUE.				
Coaching Traffic.				
Passenger—Country	£ 989,285	£ 1,016,008	£ 1,039,243	£ 1,089,603
" Suburban	645,448	686,062	746,844	783,178
Dining Car Service	...	...	5,852†	11,603
Parcels, &c.	151,465	154,291	166,689	175,110
Horses, Carriages, and Dogs	14,652	15,248	16,201	16,514
Mails	61,810	63,652	66,330	66,554
Total Coaching	1,862,660	1,935,261	2,041,159	2,142,562
Goods Traffic.				
Goods	1,861,220	1,598,588	1,814,821	1,915,911
Live Stock	220,295	269,853	252,356	258,665
Minerals	...	...	...	47,805‡
Total Goods	2,081,515	1,868,441	2,067,177	2,222,381
Rentals	56,161	57,063	57,365	61,447
Miscellaneous	12,305	12,603	12,423	14,473
Total Gross Revenue	4,012,641	3,873,368	4,178,124	4,443,863
Per mile of Railways worked	1,182	1,141	1,230	1,291
Per traffic train-mile run	7s. 11'96d.	7s. 5'53d.	7s. 4'81d.	7s. 7'11d.
* WORKING EXPENSES.				
Transportation Branch	£ 593,248	£ 612,719	£ 641,431	£ 684,391
Way and Works Branch	589,452	648,589	625,602	643,912
Rolling-Stock Branch—Working	521,083	573,990	620,669	696,477
" Repairs and Renewals	323,858	2,47738	372,766	359,725
" Payment into Rolling-Stock Replacement Fund	...	...	...	170,000
General Expenses	49,032	52,455	58,108	59,818
Payment into Railway Accident and Fire Insurance Fund	...	15,667	90,863(a)	97,219(a)
Total Working Expenses	2,076,673	2,285,897	2,409,439(b)	2,711,545(b)
Per mile of Railways worked	612	673	709	788
Per traffic train-mile run	4s. 1'66d.	4s. 4'84d.	4s. 3'22d.	4s. 7'59d.
Percentage of Gross Revenue	51'75	59'02	57'67	61'02
* NET REVENUE AFTER PAYMENT OF WORKING EXPENSES				
...	£ 1,935,968	£ 1,587,471	£ 1,768,685	£ 1,732,318
Per mile of Railways worked	570	468	521	503
Per traffic train-mile run	3s. 10'30d.	3s. 0'69d.	3s. 1'59d.	2s. 11'52d.
NET REVENUE OF ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY				
Deficit 7,802(c)	£ Deficit 3,925(c)	£ 1,866	£ 2,025	£ 2,025
Total Net Revenue	1,928,166	1,583,546	1,770,551	1,734,343
SPECIAL EXPENDITURES AND CHARGES				
...	£ 165,749	£ 47,058	£ ...	£ ...
BALANCE OF NET REVENUE	1,762,417	1,536,488	1,770,551	1,734,343
INTEREST, CHARGES, AND EXPENSES	1,483,284	1,483,807	1,430,093	1,472,916
PENSIONS AND GRATUITIES	...	...	105,415	106,330
Total Interest Charges and Pensions and Gratuities	1,483,284	1,483,807	1,535,508	1,579,246
SURPLUS	279,133	52,681	235,043	155,097

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

† For portion of year only. Mildura Service opened August, 1908. Ararat and Wodonga services opened December, 1908.

‡ In previous years Mineral Traffic was included with Goods.

(a) Includes Special Payment, in year 1908-9, £69,972 5s., and in year 1909-10, £75,000. (b) For details see Appendix No. 20. (c) 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 Seven Years ended 30th June, 1903,
and 30th June, 1910.**

	Seven Years ended 30th June, 1903.	Seven Years ended 30th June, 1910.	Increase.	Decrease.
	£	£	£	
Gross Revenue	20,876,220	27,316,022	6,439,802	
Working Expenses	12,409,343	15,156,026	2,746,683	
Net Revenue	8,466,877	12,159,996	3,693,119	
Special Expenditures and Charges in Liquidation of Extraordinary Liabilities ...	160,630	698,390	537,760	
Balance of Net Revenue	8,306,247	11,461,606	3,155,359	
Interest Charges and Expenses and Pensions and Gratuities (in years 1908-9 and 1909-10 only)	10,218,295	10,524,880	306,585	
Surplus	...	936,726	...	
Deficit	1,912,048	...	...	
Traffic Train Mileage	70,927,423	71,003,590	76,167	
Number of Passengers Carried ...	347,459,541	490,450,816	142,991,275	
Tons of Goods ,, ...	18,852,922	24,846,739	5,993,817	
Tons of Live Stock ,, ...	1,626,723	2,252,597	625,874	
Per Mile Worked—	£	£	£	
Gross Revenue	932	1,149	217	
Working Expenses	554	638	84	
Net Revenue	378	511	133	
Per Traffic Train Mile—				
Gross Revenue	5s. 10·64d.	7s. 8·33d.	1s. 9·69d.	
Working Expenses	3s. 5·99d.	4s. 3·23d.	0s. 9·24d.	
Net Revenue	2s. 4·65d.	3s. 5·10d.	1s. 0·45d.	
Percentage of Working Expenses to Gross Revenue	59·44	55·48	...	3·96

New Lines Opened for Traffic.

Line.	Miles.	Date Opened for Traffic.
Ultima to Chillingollah	20'14	1.7.09
Alexandra-road to Alexandra	4'32	28.10.09
Moe to Walhalla (2 ft. 6 in. gauge)	26'06	3.5.10
Nyora to Woolamai	16'79	9.5.10
Woolamai to Powlett Coal-field	13'75	9.5.10

New Lines Under Construction, or Authorized.

The following new lines, aggregating 113'95 miles in length, were in course of construction at 30th June, 1910:—

5 FT. 3 IN. GAUGE.			2 FT. 6 IN. GAUGE.		
Line.		Mileage.	Line.		Mileage.
Mildura to White Cliffs		6'92	Beech Forest to Crowe's		14'28
Ouyen to Kow Plains		57'00			
Beeac to Newtown		35'75			
		<u>99'67</u>			<u>14'28</u>

The following new lines, aggregating 213'25 miles in length, have been authorized, but the work of construction had not been commenced at 30th June, 1910:—

5 FT. 3 IN. GAUGE.			2 FT. 6 IN. GAUGE.		
Line.		Mileage.	Line.		Mileage.
Eltham to Hurst's Bridge		6'75	Whitfield to Tolmie District		20'0
Gheringhap to Maroona		100'75			
Noradjuha to Toolondo		11'25			
Bairnsdale to Orbost		60'00			
Jeparit to Lorquon		14'50			
		<u>193'25</u>			<u>20'0</u>

Mileage of Railways and Tracks Open for Traffic.

	Year 1908-9.	Year 1909-10.
	Miles.	Miles.
Railways at 30th June	3409'78	3490'84
„ average during year	3396'82	3441'39
Main Tracks, at 30th June	3736'56	3817'62
„ average during year... ..	3723'61	3768'17
Sidings, at 30th June	595'16	611'24
St. Kilda and Brighton Electric Street Railway—		
Main track at 30th June	5'13	5'13
Sidings at 30th June	'83	'83

Capital Expenditure.

The total expenditure charged to Capital Account at 30th June, 1910, was £43,200,941 9s. 7d., an increase for the year of £656,564 15s. 5d., made up as follows:—

EXPENDITURE ON CAPITAL ACCOUNT FOR THE YEAR.						£	s.	d.
For Details see Appendix No. 6.								
Surveys and Construction of New Lines—								
Mildura—White Cliffs	...	...	...	...	...	9,572	3	4
Ouyen—Kow Plains	...	...	...	...	...	27,076	9	2
Ultima—Chillingollah	...	...	...	...	...	3,202	4	1
Beeac—Newtown	...	...	...	...	...	29,796	4	2
Beech Forest—Crowe's	...	...	...	...	...	17,930	12	4
Gheringhap—Maroona	...	...	...	...	...	215	2	3
Rupanyup—Marnoo	...	...	...	...	...	3,169	12	5
Alexandra Road—Alexandra	...	...	...	...	...	4,793	10	5
Strathmerton—Tocumwal Extension	..	..	..	..	..	2,415	10	1
Eltham—Hurst's Bridge	...	...	...	...	...	36	13	4
Nyora—Woolamai	...	...	...	...	...	43,877	0	6
Woolamai—Powlett Coal Fields	...	..	..	..	..	31,713	14	2
Moe—Walhalla	...	...	...	...	...	17,002	7	3
Bairnsdale—Orbost	...	...	...	...	...	49	4	5
						190,850	7	11
Surveys	...	...	...	...	...	7,077	7	6
Net Increase in Capital Expenditure on Surveys and Construction of New Lines						...		£197,927 15 5
Additions and Improvements on Existing Lines, and to Rolling-Stock—								
Way and Works (net)	...	...	...	...	...	£250,511	6	0
Rolling-Stock	...	...	...	...	...	208,125	14	0
Net Increase in Capital Expenditure for Additions and Improvements on Existing Lines and to Rolling-Stock						...	...	458,637 0 0
Net Increase in Expenditure on Capital Account						...	...	£656,564 15 5

Loan Funds.

The total amount of Current Loans allocated to the Railways, at 30th June, 1910, was £41,305,702 8s. 10d. (see Appendix No. 7), an increase for the year of £611,760 8s. 10d., 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.)	...	41	3 8
	Act 1753 (3 per cent.)	...	8,200	0 0
	Act 2041 (3½ per cent.)	...	5,000	0 0
	Act 2167 (3½ per cent.)	...	286,046	5 7
	Act 2161 (3 per cent.)	...	41,581	4 0
	Act 2163 (3½ per cent.)	...	270,891	15 7

Increase for the year in the amount of Current Loans allocated to the Railways	...	...	...	£611,760 8 10
--	-----	-----	-----	---------------

The proceeds of Loans allocated to the Railways, after deducting Discounts and Expenses, less Net Premiums received, were £39,983,231 2s. 1d., as at 30th June, 1910, an increase for the year of £595,441 5s. 9d.

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., £16,319 3s. 1d., represents the Net Discount and Expenses for the year. (See Appendix No. 7).

Interest Account.

(See Appendix No. 7.)

The Interest during the year on Current Loans allocated to the Railways amounted to	...	...	...	£1,475,888	0	0
And in addition the Railways were debited with—						
Expenses incurred by the Treasury in connection with Payment of Interest amounting to	...			5,081	0	0
				£1,480,969	0	0
Less Interest on Railway Surplus for the year ended 30th June, 1909	...	...	...	8,052	8	5
Total net amount for Interest and Expenses for the year 1909-10	...	...	...	£1,472,916	11	7

This amount (£1,472,916) is an increase of £42,823 on the Interest and Expenses charged to the Railways for the year 1908-9, and is equivalent to 3·57 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, 1910, £3,877,084 2s. 11d. (see Appendix No. 5), an increase of £1,951 15s. 7d., made up as follows :—

	£	s.	d.
Amount expended under Surplus Revenue Acts 1904 and 1908 chargeable to Consolidated Funds and debited to Construction Works	...	...	...
	67	13	2
Amount expended under Vote 177 chargeable to Consolidated Funds and debited to Construction Works	1,884	2	5
Total increase in the amount of Non-Interest Bearing Funds for the year	£1,951	15	7

Gross Revenue.

The Gross Revenue was more than that for the year 1908-9 by £265,739, equivalent to 6·36 per cent.

Each Subdivision of traffic shows an increase of revenue for the year as follows :—

		Per cent.		Per cent.
Passengers—Country	... £50,360	4·84	...	...
„ Suburban	... 36,334	4·86	£86,694	4·85
Dining Car Service	...	...	5,751	*
Parcels	...	...	8,421	5·05
Horses, Carriages, and Dogs	...	...	313	1·93
Mails	...	...	224	·33
Goods and Minerals	...	...	148,895	8·2
Live Stock	...	...	6,309	2·5
Rentals	...	...	7,082	12·34
Miscellaneous	...	...	2,050	16·5

The Gross Revenue was the highest ever earned in any one year.

The Revenue was also higher in all the sub-divisions such as Passengers, Goods, Parcels, &c., than in any previous year, with the exception of Live Stock, which was exceeded in the year 1907-8.

The Wheat Yield last season, viz., 28,780,000 bushels, was the largest on record, being 255,000 bushels in excess of that of the season 1903-4, which was the previous largest harvest.

The Wool Traffic during the past year was heavier and contributed more revenue than in any other year since 1893-4.

The Gross Revenue per traffic train mile run was 7s. 7·11d., being 2·30d. more than that of the previous year.

* In operation only for a portion of the year 1908-9.

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 61·02, as compared with 57·67 in the previous year.

The increase in the Working Expenses, viz., £302,106, or 12·54 per cent., was mainly due to the extra cost of coal (owing principally to the strike in the New South Wales Coal Mines), to additional train mileage and increased staff required to deal with the greater traffic, to reductions in working hours and advances in salaries and wages of the staff, to a larger contribution to the Railway Accident and Fire Insurance Fund, and to the payment of £170,000 into the Rolling-Stock Replacement Fund.

Net Revenue.

The Net Revenue after the payment of Working Expenses, including special contributions of £75,000 to the Railway Accident and Fire Insurance Fund, and £170,000 to the Rolling-Stock Replacement Fund, and £106,330 on account of Pensions and Gratuities to retired officers and employes, was equivalent to 3·94 per cent. on the railway debt of the State, and was £155,097 in excess of the Interest Charges payable by us.

Transportation Branch.

The increase in the Working Expenses of the Transportation Branch, viz., £42,963, or 6·70 per cent., was mainly due to additional train mileage and increased staff required to deal with the greater traffic, and to advances in the salaries and wages of the staff.

The increase in the train mileage, viz., 415,034 miles, or 3·68 per cent., was incurred in the goods service to cope with the larger traffic carried.

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 1905-6.	Year 1906-7.	Year 1907-8.	Year 1908-9.	Year 1909-10.
Expenditure ...	...	£572,297	£589,452	£648,589	£625,602	£643,912
Per mile of railway	Average mileage	169	174	191	184	187
Per mile of main track	open for traffic	154	158	174	168	171

The increase in the expenditure on the Maintenance and Renewal of Way and Works, viz., £18,310, was mainly due to repairing damage done by the floods, which took place in August, and to extra expenditure incurred in connexion with additions and improvements.

One hundred miles of track were relaid with steel rails as follows :—6 miles with new 100-lb. rails, and 67·6 miles with new 80-lb. rails ; 1 mile with serviceable 100-lb. and 80-lb. rails, and 25·4 miles with serviceable 75-lb., 66-lb., and 60-lb. rails which had been released from other lines by the substitution of heavier rails,

212,816 sleepers were renewed, and 3,792 additional sleepers were put into the track. 197 miles of fencing were rebuilt.

One hundred and fifty-two interlocking levers were installed at eighteen places. The total number of interlocking levers in use at 30th June, 1910, was 7,448 at 592 places, and the proportion of interlocked places was 67·73 per cent. One hundred and two sets of staff, tablet or Annett's lock gear were provided at fifty-three intermediate non-staff stations, and 168 sets of plunger locking gear at 74 staff stations.

For the purpose of improving the safe working of the Melbourne suburban traffic, the Sykes lock and block system has been extended to the sections Flinders-street station to Jolimont Junction (all lines), Jolimont Junction to Richmond (all lines), and Richmond to East Richmond. Further extensions of this system are in hand on the lines from Richmond to Prahran, Richmond to Caulfield, and Viaduct Junction to Essendon. The viaduct lines between Flinders-street and Spencer-street stations, the Brighton lines from Prahran to Balaclava, and portions of the lines between Flinders-street and Jolimont Junction, have been electrically track-locked. Similar work is also in hand for the lines from Princes-bridge to Clifton Hill, and it is proposed to provide this additional safeguard on all the busier suburban lines.

Regrading of the tracks at Armadale, and the provision of bridges over the railway at Kooyong-road and High-street (the latter for the accommodation of an electric street tramway), and a new island platform and approaches, were finished, and the work of constructing new station buildings in connexion therewith is nearly completed.

Duplication of the tracks, Mordialloc to Frankston and Northcote to Reservoir, is well forward, and will probably be ready for traffic by 1st December next.

A new passenger station, &c., at Essendon, and a re-arrangement and extension of the tracks at that place and at Geelong, were finished, and a re-arrangement of the tracks at Ballarat will shortly be completed. The construction of new stations and a re-arrangement and extension of the tracks at Box Hill and Upper Fern Tree Gully are well under way.

New station buildings are in process of erection at Birchip, Donald, Hampton, Leongatha, Mildura, Northcote, Port Fairy, Shepparton, and Sunbury, and will shortly be put in hand at Bell, Beulah, Croxton, Fairfield, Heidelberg, Ivanhoe, Jeparit, Mansfield, Merri, Mount Albert, Natimuk, Quambatook, Rainbow, and Thornbury.

Considerable progress was made with the lengthening and raising of passenger platforms, and in providing barriers at a number of stations.

The system of improving employes' residences, belonging to the Department, by the addition of another room, and of fencing, &c., has been continued.

The stock yards at Newmarket are being largely increased, and those at Echuca are being reconstructed, with additions and improvements. Improvements to stock yards have been or are being made at a number of other stations.

To enable employes to travel more quickly over the lines, additional equipment, consisting of fifty-two light trollies, eighty-two tricycles, thirty-two quadricycles, and twenty motor cars was put into service.

The work of strengthening bridges on important lines, to admit of the use of more powerful engines, was 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 the longer and heavier engines, 70-ft. turntables were provided at Ballarat East, Benalla, Bendigo, North Melbourne, Seymour, and Stawell, and two more are being arranged for, one each at Maryborough and Traralgon. 50-ft. turntables, strengthened and lengthened to 53 feet, were erected at Beaufort, Birchip, Castlemaine, Echuca, Lal Lal, Moe, Picola, and Stony Point, and a 51-ft. 3-in. turntable was provided at Alexandra.

Plans have been prepared for a large new gravitation goods yard near North Melbourne, and the work will be put in hand shortly.

The stone-crushing plant at the Ripon quarry, near Ararat, supplied about 56,000 cubic yards of bluestone metal during the year for re-ballasting the line between Ballarat and Serviceton.

Further progress was made with the work of fixing permanent centre pegs, and providing transitions for curves on various lines.

The work of improving the appearance of a number of the suburban station grounds and railway lands adjoining the suburban lines, and of country station grounds, by tree-planting and the formation of gardens and lawns, has been continued. About 70,000 ornamental and shade trees, obtained from the Departmental nursery at Kensington, were planted on railway land alongside the lines.

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 of the expenditure and charges for Repairs and Renewals for the year, as contrasted with that of each of the four preceding years :—

	Year 1905-6.	Year 1906-7.	Year 1907-8.	Year 1908-9.	Year 1909-10.
For Working	£481,483 ...	£521,083 ...	£573,990 ...	£620,669 ...	£696,477
Per Traffic Train Mile ...	12·30d. ...	12·46d. ...	13·27d. ...	13·19d. ...	14·28d.
For Repairs and Renewals	£306,842 ...	£323,858 ...	£382,477 ...	£372,765 ...	£359,725
Contribution to Rolling-Stock Replacement Fund, charged to the Working Expenses	— ..	— ..	— ..	— ..	£170,000

The increase in the cost of Working, viz., £75,808, or 12·21 per cent., was principally due to an advance in the contract price of New South Wales coal, and to the high prices paid for foreign and other coal which it was necessary to purchase owing to the strike in the New South Wales Coal Mines, extending from early in November until the middle of March.

Further causes for the increase in the cost of working were the additional train mileage which it was necessary to run to deal with the greater traffic, and the adoption of eight hours as the basis of a day's pay for enginemen.

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 removal from the Register of the Rolling-Stock which was put out of existence during the year (Appendix No. 8), the Rolling-Stock remaining in service at 30th June, 1910, was further written down as follows :—

Thirty-three locomotives, 109 trucks, and 5 vans, from their full tractive power, tonnage, and internal floor area, and 7 workmen's sleeping cars, from one-half internal floor area to the tractive power, tonnage, and internal floor area respectively, represented by their value as scrap materials; and 289 carriages and combined carriages and vans from their full internal floor area to one-half internal floor area.

The sum of £170,000 was paid in to the Rolling-Stock Replacement Fund and debited to the Working Expenses during the year, and the amount at the credit of that fund at 30th June, 1910, available for the replacement of Rolling-Stock was £126,462.

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

Locomotives : 10 DDE class Locomotives for Suburban service; 10 A2 class Locomotives for heavy passenger service; 1 Narrow Gauge Locomotive—Total, 21 Locomotives.

Carriage Stock : 22 Corridor Vestibule Cars, 71 feet long, for use on important country trains; 10 Combined Mail Sorting Vans and Second Class Cars, 71 feet long, specially designed to meet the requirements of the Postal Department; 6 Suburban Cars of the "Tait" type, i.e., with sliding side doors and central passage way; 2 Narrow Gauge Cars—Total, 40 carriages. In addition to these new carriages, 81 Suburban Bogie Carriages were lengthened during the year by two compartments each, equivalent to 20½ additional carriages.

Van Stock : 1 Narrow Gauge Van.

Truck Stock : 79 Sheep trucks; 100 Cattle trucks; 30 Refrigerator trucks; 291 Fifteen-ton open Goods trucks; 1 Combination Bogie truck for rails and sleepers and ballast hopper; 42 Narrow Gauge trucks—Total, 543 trucks.

Three "F" class tender Locomotives were converted into Tank Locomotives for use on light (Motor) trains.

Thirty-two boilers of increased capacity were constructed for existing locomotives, and 21 were made for new locomotives.

Three obsolete locomotives were broken up, making a total of 141 broken up, sold, &c., since 1st April, 1904.

Seven hundred and fifty-nine trucks were equipped with the Westinghouse Brake, and the total number so fitted at 30th June, was 10,381, or 90·1 per cent., and the number fitted with brake-pipes at that date was 1,130. Steps are being taken to fit practically the whole of the balance of the stock with the Westinghouse Brake during next year.

Forty-three carriages were equipped for Pintsch Gas lighting, and the total number so equipped at 30th June, was 992, or 75·7 per cent.

Two thousand and forty-seven Pintsch Gas Lamps in carriages were fitted with incandescent mantles, making the total number of such lamps so fitted at 30th June, 6,095.

In order to construct the much required additional and improved carriage stock as mentioned in our last Annual Report, and to meet the requirements for additional locomotives and trucks, and also to keep up the Rolling-Stock generally, the Newport Shops were considerably enlarged, and further extensions are in hand, and for the same purposes additions were and are being made to the machinery and equipment generally.

The total number of men employed at Newport at 30th June, 1910, was 2,966, as compared with only 1,216 at 1st July, 1903.

To expedite the provision of additional carriage and other stock a number of contracts were entered into with private firms throughout the State for forgings, &c.

With the view of obviating the importation of the timber needed for the construction of the large number of additional carriages required, extensive stocks of Australian timbers have been and are being laid in for seasoning. In this connexion it must be remembered that it requires at least three years to season timber received in the log direct from the forest. A special milling plant has been provided at Newport for the sawing-up of this timber, thus utilizing Victorian labour as much as possible.

It is interesting to note that the average tractive power of the locomotives and the average carrying capacity of the trucks in existence at the 30th June, 1910, were 16,714 lbs. and 10·9 tons as compared with 13,155 lbs. and 9·5 tons respectively at 30th June, 1903. The average internal floor area of carriage and of van and sundry stock was increased during the same period from 272 and 184 square feet to 309 and 203 square feet respectively.

General Expenses.

The increase in the General Expenses, viz., £1,710, or 2·94 per cent., was mainly owing to advances in salaries and wages, and to the larger revenue earned.

Stores Branch.

The value of the Stock of Stores at 30th June, 1910, as per certificate of the Chief Storekeeper (see Appendix No. 11) was £377,216, being a reduction of £269,787, as compared with the value of the Stock of Stores at 1st July, 1903, and of £46,252 as compared with the value as at 1st July, 1909.

Train Mileage for the Conveyance of Passengers on Country Lines.

	Passenger Train Mileage.	Mixed Train Mileage.	Total.
Year 1902-3	1,627,339	2,494,280	4,121,619
Year 1903-4	1,501,966	2,166,439	3,668,405
Year 1909-10	2,297,247	2,514,406	4,811,653
Increase for year 1909-10 over year 1902-3...	669,908 }	20,126 }	690,034 }
	41·16% }	0·8c% }	16·34% }
Increase for year 1909-10 over year 1903-4...	795,281 }	347,967 }	1,143,248 }
	52·95% }	16·06% }	36·61% }

It will be observed that in the year 1909-10, as compared with the year 1902-3 (the year before the three Commissioners were appointed), there was an increase of 41·16 per cent. in the passenger train mileage on country lines, while there was practically no increase in the mixed train mileage on these lines, and that as compared with the year 1903-4 (the first year of the three Commissioners) there was an increase of 52·95 per cent. in the passenger train miles run, and of only 16·06 per cent. in the mixed train miles run in the country. These figures show conclusively that the passenger train mileage on country lines has been increased in a much greater proportion than the mixed train mileage, either by the alteration of mixed trains to passenger trains, or the running of additional passenger trains.

Carriages for Suburban Traffic.

Owing to the continued extraordinary increase in the Melbourne suburban traffic, some difficulty has been experienced lately, due to shortage of carriages, in providing sufficient accommodation on some of the suburban trains during the busy hours of the morning and evening.

The carriage shops at Newport have been mainly occupied for the last two years in the construction of additional and improved carriages for the express and country trains, and in lengthening the existing bogie suburban carriages by two compartments each, and at the same time strengthening and otherwise improving them, and while this work is not yet by any means completed, the provision of additional and improved carriages for the suburban traffic has been put in hand, and, provided the necessary funds are made available, this work, together with the construction of further carriages for country service, and the lengthening and improvement of the existing bogie suburban carriages will be vigorously prosecuted, until not only sufficient but suitable up-to-date carriages are available for both the suburban and country services.

It is anticipated that sufficient new carriages will be completed by 1st December next to admit of the necessary additional accommodation on suburban trains being provided to prevent overcrowding under ordinary conditions, during the busy hours of the morning and evening, and that in about two years sufficient additional and suitable up-to-date carriages will be available to admit of the withdrawal from regular suburban service of all the old fixed wheel base stock.

A thorough trial—in both summer and winter weather—on a number of the suburban lines, of the experimental train of six carriages of a new design for suburban traffic referred to in our last annual Report has proved this type of carriage—with sliding side doors and a central passage way—to be very suitable for our suburban traffic, and it has been adopted as the standard for future construction. Photographs, etc., of this train and carriage will be found herein.

Increasing Capacity of some of the Melbourne Suburban Lines.

The following comparative statistics relating to the Passenger traffic carried on the Metropolitan Suburban trains, inclusive of Race traffic, but exclusive of the traffic of the St. Kilda and Brighton Electric Street Railway, for the years 1904-5 and 1909-10, clearly show what a great development has taken place in that traffic during that period of six years:—

	Year 1904-5.	Year 1909-10.
Number of Passenger Journeys	55,010,627	78,554,426
Average number of Passenger Journeys per day, inclusive of Sundays	150,714	215,217
Revenue	£552,743	£780,025
Average mileage travelled per Passenger	4·72	4·93
Average revenue per Passenger Journey	2·41d.	2·38d.
Average revenue per Passenger carried per mile...	·50d.	·48d.

On account of this remarkable expansion of traffic, which is equivalent to 42·79 per cent. during the last six years, and is still continuing, it has now become necessary to increase the capacity of some of the lines, and the best, and, indeed, the only way to accomplish this, and also admit of country trains being run express, or partly express, through the suburban area without interfering with the suburban traffic, and to admit of trains to and from the more distant suburbs being run in the same way over the lines within the inner suburban area, is to provide two additional running tracks on these lines within the inner suburban area. Two of the four tracks would then be used normally for the up and down stopping trains, and two would be used normally for the up and down trains which run express, or partially express, through the inner suburban area.

The provision of these additional running tracks would not only obviate the delays which are now caused to country passenger trains and to goods trains, owing to such trains being unable to pass local (stopping) suburban trains ahead on the same track, but would admit of trains serving the outer suburbs being run express, or partly express, through the inner suburban area, thus making those suburbs more accessible from the point of view of time, and therefore more attractive for settlement.

These additional running tracks are at the present time most required on the Camberwell and Caulfield lines, and on the Viaduct line between Flinders-street and Spencer-street Stations. During the year 1909-10, the average number of trains of all kinds running daily, exclusive of Sundays, over these lines in each direction was—

<i>Camberwell Line :—</i>	<i>Number.</i>
Between Flinders-street Station and Burnley ..	118
„ Burnley and Hawthorn ..	115
„ Hawthorn and Camberwell ..	90
<i>Caulfield Line :—</i>	
Between Flinders-street Station and Caulfield ..	99
<i>Viaduct Line :—</i>	
Between Flinders-street and Spencer-street Stations ..	235

In this connexion it must be remembered that nearly all these trains are run between the hours of 6 a.m. and midnight, that the movement is particularly heavy between 6.30 and 9 in the morning, and 5 and 6.30 in the evening; and, further, that on holidays and race days, a larger number of trains are run on these lines than the average number here given.

As the number of trains which would be run in the event of electric traction being adopted for the suburban traffic would certainly be not less than the number now being run with steam locomotives, and the speed of electric trains would not be so much faster as to admit of a much greater train movement (the estimated saving in time to Caulfield and to Camberwell, for instance, being four minutes), the provision of these additional running tracks would also be necessary under electric traction conditions.

Plans and estimates of the expenditure involved in the provision of these additional running tracks are in course of preparation, and the work, which can be carried on simultaneously on all three lines, should be undertaken as soon as funds can be made available, and be completed at the earliest possible date thereafter.

Rentals from New Flinders-street Station Building.

Offices, shops, refreshment rooms, and book and tobacco stalls in the new Flinders-street Station Building have now been leased for rentals aggregating £6,997 per annum, and there is still space available for lease which it is anticipated will shortly increase the annual income from rentals to £7,882. This sum is more than equal to the annual interest on the whole cost of the building, which is about £210,000, and it may therefore be stated that the accommodation in this building used for traffic purposes—such as booking halls, waiting rooms, lavatories, luggage, parcels, and cloak rooms, as well as the offices of the Metropolitan District Officers and their staff, and a large part of the fourth story occupied by the Railways Institute—will be provided free of charge.

Supply of Steel Rails.

Principally for the purpose of replacing rails in existing lines to be used in the construction of new light lines, and of duplicating the lines from Mordialloc to Frankston, and Northcote to Reservoir, contracts were entered into during the year for the supply of 17,089 tons of 8c-lb. and 1,647 tons of 100-lb. steel rails, equal to about 145 miles of track.

In view of the considerable mileage of new lines, the construction of which has been authorized by Parliament, tenders have been invited for an additional quantity of 19,718 tons of 80-lb. steel rails, equivalent to approximately 156 miles of track.

Strike at New South Wales Coal Mines.

A general strike of miners employed in the Northern, Western, and Southern Collieries of New South Wales, including all the mines from which the major portion of our coal supplies was obtained, occurred early in November, and continued until the middle of March.

As a suspension or material curtailment of the train service would have been accompanied by disastrous consequences, especially in view of the exceptionally heavy wheat harvest, we promptly arranged (as other Australian coal was not obtainable in any appreciable quantities) for the importation from outside Australia of a large tonnage of coal suitable for locomotive purposes, and also arranged as far as was safe and practicable to burn wood.

As it was essential that the earlier importations should reach Melbourne with the least possible delay, several cargoes of Indian and Japanese coal were purchased, and, in the meantime, negotiations were opened up with the Agent-General to secure supplies of the best available English coal. In all, sixteen complete cargoes were purchased, comprising about 81,000 tons, of which about 35,500 tons were obtained from India, 10,000 tons from Japan, and 35,500 tons from England.

This imported coal, together with the stock of about 50,000 tons which was on hand at the time of the commencement of the strike, and augmented supplies obtained from Victorian Collieries, including the State Mine at Wonthaggi, not only enabled a practically undiminished service to be maintained throughout the whole period of the strike, but, it is gratifying to say, rendered it possible to sell a substantial quantity of coal at cost to local manufacturers, gas companies, and the like, thus mitigating, to an appreciable extent, inconvenience to the public and unemployment arising from the shortage of coal stocks generally in the State. Between 11,000 and 12,000 tons of coal of the 81,000 tons purchased were disposed of in this way, including the whole of one cargo and a large proportion of another which were obtained on the initiative of the Government with a view to assisting manufacturers and others.

It is estimated that the financial results of the Railways for the year were adversely affected by this strike to the extent of not less than £60,000.

Extensive stocks of coal are now being established to meet any contingencies which may arise in the future, and the wisdom of such a policy is fully demonstrated by the fact that very serious consequences, not only to the Railways, but to the whole community, would have been involved by the suspension or material curtailment of railway transport facilities, which would have been inevitable if substantial stocks of coal had not been held by us at the time when the strike at the New South Wales Mines took place.

In view of that strike it was deemed advisable that coal from the Powlett State Mine should be made available at the earliest possible date, and great credit is due to the Department of Mines for the expeditious opening up of that mine, and to the Railway Construction Branch for the rapid manner in which the line to Wonthaggi was constructed.

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

In accordance with the provisions of Section 14 of Act No. 1439, the following sums have been appropriated by Parliament and paid to us, and are included in the Gross Revenue for the year :—

For decrease in the revenue due to the carriage of Victorian Coal at reduced rates	..£8,497	13	3
For decrease in the revenue due to the conveyance on the Railways of Officers and Employés between their homes and places of duty at reduced fares	...	6,000	0 0

Under the provisions of the same section, we have been reimbursed the sum of £2,595 2s. 6d., representing the enhanced cost of Victorian coals purchased during the year, owing to a direction of the Governor in Council fixing the price 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 £75,000 to place that fund, which was more than depleted owing to the payments made out of it in connexion with the accident at Sunshine in April, 1908, in a stronger position (see Appendix No. 10).

Railways Institute.

All fines collected from the staff for disciplinary purposes, since 1st July, 1904, have been credited to a fund for the establishment and maintenance of an Institute for the use and benefit of our officers and employés, and a corresponding amount has also been credited to the fund and charged to the working expenses of the Railways. The sum which thus became available for the purposes of this Institute was, on 23rd November, 1909, handed over to representatives of a Council of twenty-four, of whom seventeen had been elected by the members of the Institute, and seven appointed by us, to establish and manage the Institute in accordance with the provisions of a constitution adopted by the members and approved of by us.

Commodious, suitable, and convenient premises situated in the fourth story of the new Flinders-street Station Building were set aside for the purposes of the Institute, and these premises were formally opened and the Institute inaugurated on 22nd January last.

The extent and character of the accommodation provided in the Institute are shown by the floor plan and photographs found herein.

At 30th June the membership numbered 3,332, the annual subscription of 2,110 of these members being 8s. per annum, and of the balance 4s. per annum.

Various educational, instructional, and physical culture classes have been established, and are well attended.

Legislation.

A copy of Act No. 2,207, passed at the last session of Parliament, entitled "*An Act to amend the Railway Funds Act 1907*" (Act 2,133) will be found in Appendix No. 24.

This Act provides, *inter alia*—

(a) That the surplus Railway Revenue for the year ended 30th June, 1909, shall be included in the Consolidated Revenue instead of being dealt with in accordance with Act 2,133, and that until such surplus revenue is paid by the Treasurer into the funds provided for in that Act (*viz.*, the Railway Interest Reserve Fund and the Railways Additions and Improvements Fund), he shall pay the Commissioners interest on the amount thereof at the rate of 3½ per cent. per annum, which shall be applied towards the payment of the interest on the Railway Loans.

(b) That in the event of the expenditure exceeding the revenue of the State in any year (apart from the revenue and expenditure of the Railways, including pensions, gratuities, &c., and interest on Railway Loans) the surplus Railway Revenue (if any) shall be taken, to the extent required, to make good such deficiency instead of being credited to the two funds before mentioned, and that until such surplus revenue is paid by the Treasurer into the funds provided for in that Act, he shall pay the Commissioners interest on the amount thereof at the rate of $3\frac{1}{2}$ per cent. per annum, which shall be applied towards the payment of the interest on the Railway Loans.

(c) That the payments of surplus revenue into the Interest Reserve Fund and the Additions and Improvements Fund shall always be in equal proportions instead of as provided in Act 2,133, under certain contingencies, *pro rata* according to the amounts required to bring the two funds up to their authorized limits.

(d) That in the event of the revenue exceeding the expenditure of the State in any year (apart from the revenue and expenditure of the Railways as aforesaid) the surplus revenue, to the extent to which Railway Revenue has been taken to make good deficiencies as per paragraphs (a) and (b) shall be paid into the two Railway funds before mentioned until their authorized limits are reached.

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 Peshurst (dismantled)	...	...	...	15.87	£50,000
Canterbury Loop Line (dismantled)	...	...	...	0.20	160,000
Ashburton to Oakleigh	...	...	...	2.37	
Fairfield Park to Deepdene	...	...	...	3.34	
Darling to Waverley	...	...	...	0.84	7,000
Lancefield to Kilmore	...	...	...	18.10	117,207
Fawkner Cemetery to Somerton	...	...	...	5.28	53,217
Geelong Race-course Line (dismantled)	...	...	...	1.96	5,317
Totals	...	...	...	47.96 miles	£392,741
Surveys of lines not constructed	...	...	...	...	£342,898
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 ...					£735,639

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, 1910, on account of the construction of this line was £43,052, and for Rolling-Stock £15,560, a total of £58,612, an increase during the year of £558.

The gross revenue was £11,885, an increase of £944 as compared with the previous year.

The Working Expenses amounted to £9,860, an increase of £785 as compared with the previous year.

The Net Revenue was £2,025, an increase of £159 as compared with the previous year, and was within £67 of the interest on the capital invested.

The car mileage run was 340,254 miles, an increase of 2,040 miles, and the number of passengers carried was 1,361,925, an increase of 96,433 as compared with the previous year.

Pensions and Gratuities.

The number of officers and employés in the Service at 30th June, 1910, entitled to pension or compensation on retirement was 1,723, a reduction of 83 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 or their dependent relatives were £101,048 and £5,282 respectively, a total of £106,330 as compared with £95,193 and £10,222 respectively, a total of £105,415 in the previous year.

Treatment of Staff.

The statements which have been made in some quarters that since the Commissioners were appointed in the year 1903, the Staff employed and the rates of wages paid have been reduced and the hours of duty lengthened, are not in accordance with the facts. On the contrary, since then the hours of duty have been shortened in a number of instances, the rates of pay of a great many grades of employés have been increased, and the Staff employed has been very considerably augmented. In fact, during no corresponding period in the history of the Victorian Railways has so much been done to improve the conditions of employment of the Staff as since the Commissioners took office seven years ago.

The number of officers and employés in the service at 30th June, 1910, was 16,247, as compared with 11,827 at 30th June, 1903—an increase of 4,420, or 37·3 per cent.

Appointment of Mr. C. E. Norman as Commissioner.

Mr. C. E. Norman, the Chief Engineer of Way and Works, was appointed a Commissioner, in place of the late Mr. Charles Hudson, on 1st July, 1909.

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.

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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 1909-10, 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 1909-10, 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, 1910, was £377,216 7s. 9d.

GEO. H. SUTTON,
Chief Storekeeper.

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	...	...			39,983,231	2	1			
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	...	...	250,696	2	4						
„ 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	...	...	434,828	14	6						
						3,877,084	2	11			
„ Replacement of Rolling-Stock Account	...	...	...						43,860,315	5	0
„ Railway Accident and Fire Insurance Account	...	...	...						126,461	14	4
„ Sundry Creditors	...	...	...						79,231	14	11
„ Suspense Account—Amount to be subsequently repaid to Consolidated Revenue	...	...	...						151,615	19	9
„ Interest Charges and Expenses for the Year	7	28	...			1,472,916	11	7			
„ Pensions and Gratuities		3	...			106,329	13	8			
									1,579,246	5	3
„ Surplus	...	3	...						155,097	1	4
Total	...	...	...						45,953,247	3	4

Audited and found correct,
F. H. BRUFORD,
Auditor-General.

No. 5.

30TH JUNE, 1910.

Cr.

	No. of		£ s. d.		£ s. d.		£ s. d.	
	Appendix.	Page.						
By Railways, Rolling-Stock, and Equipment	16	42	...		42,858,043	4 1		
„ Surveys for proposed Railways	...	...	...		342,898	5 6		
„ Stores and Materials on hand	11	33	...		377,216	7 9	43,200,941	9 7
Less amount at credit of Stores Depreciation Account	11	33	...		8,354	10 11		
„ Balance at credit of Railway Stores Suspense Account ...	11	33	...		136,315	4 8		
„ Balance in hands of Agent-General, London...	11	33	...		78,528	2 1	214,843	6 9
„ Balance at credit of Rolling-Stock Replacement Fund ...	9	31	...		...		126,461	14 4
„ Balance at credit of Railway Accident and Fire Insurance Fund	10	32	...		...		79,231	14 11
„ Balance at credit of Railway Loans Repayment Fund ...	...	...	...		4,275	0 2		
„ Balance at credit of Trust Fund—Surplus Railway Land ...	...	...	...		3,943	12 5	8,218	12 7
„ Balance at credit of the following Accounts :—								
Sundry Repayments to Treasury	...	...	...		4,230	2 2		
Preliminary Deposits	...	...	...		1,026	17 0		
Bills Receivable	...	...	...		2,818	10 4		
Trust Funds—Cash and Securities	...	...	...		50,287	9 5	58,362	18 11
„ Balance at credit of Railway Capital Funds	...	...	...		...		154,065	17 0
„ Sundry Debtors	...	...	...		...		7,916	5 10
„ Net Revenue for the Year after payment of Working Expenses and Special Payments into Railway Accident and Fire Insurance Fund of £75,000 and into Rolling-Stock Replacement Fund of £170,000 ...	...	3	...		...		1,734,343	6 7
Total	...	...	...		...		45,953,247	3 4

JOHN W. HACKER, Chief Accountant.

APPENDIX No. 6.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING 30TH JUNE, 1910.

	Loan Application Acts, &c.	Surplus Revenue Acts.	Public Works Department's Votes.	Total.	Total Amount.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
SURVEYS AND CONSTRUCTION OF NEW LINES.					
Woomelang to Mildura and Yelta—Mildura to White Cliffs section	9,478 3 4	...	94 0 0	9,572 3 4	
Ouyen to Kow Plains	26,955 9 2	...	121 0 0	27,076 9 2	
Ultima to Chillingollah	3,128 4 1	...	74 0 0	3,202 4 1	
Beeac to Newtown	29,504 19 4	...	291 4 10	29,796 4 2	
Beech Forest to Crowe's	17,631 9 8	...	299 2 8	17,930 12 4	
*Gheringhap to Maroona	215 2 3	...	...	215 2 3	
Rupanyup to Marnoo	3,061 12 5	...	108 0 0	3,169 12 5	
Alexandra Road to Alexandra	4,766 10 5	...	27 0 0	4,793 10 5	
Tocumwal Railway Extension	2,395 10 1	...	20 0 0	2,415 10 1	
*Eltham to Hurst's Bridge	36 13 4	...	...	36 13 4	
Nyora to Woolamai	43,592 0 6	...	285 0 0	43,877 0 6	
Woolamai to Powlett Coalfield	31,436 14 2	...	277 0 0	31,713 14 2	
Moe to Wallhalla	16,714 12 4	...	287 14 11	17,002 7 3	
*Bairnsdale to Orbost	49 4 5	...	...	49 4 5	
Surveys	7,077 7 6	...	...	7,077 7 6	
Totals	196,043 13 0	...	1,884 2 5	197,927 15 5	197,927 15 5
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.	49,290 15 0	...	...	49,290 15 0	
Additions and improvements to accommodation for locomotives and cars, including shops, sheds, ash-pits, turn-tables, water supply, coaling plants, &c.	18,456 15 7	...	...	18,456 15 7	
Bridges, including additions and improvements and strengthening	3,918 15 1	...	...	3,918 15 1	
Relaying various lines with heavier rails (cost of increase in weight only)	13,562 19 9	...	...	13,562 19 9	
Additional sleepers and ballast for strengthening various lines	8,733 0 0	...	...	8,733 0 0	
Level crossings—additions and improvements, including cattle pits and stops... ..	640 11 6	...	...	640 11 6	
Additional cars for repair gangs and shelters for gang cars	4,253 10 8	...	...	4,253 10 8	
Additional and improved accommodation (dwelling) for employes	5,707 17 10	...	...	5,707 17 10	
Melbourne—Additional electric lighting and power	263 1 5	...	...	263 1 5	
Additional Pintsch gas plant	226 2 11	...	...	226 2 11	
Melbourne—Additional accommodation and facilities for and in connexion with goods traffic	2,275 2 3	...	...	2,275 2 3	
Melbourne—Towards new station and other improved accommodation at Flinders Street	61,410 14 10	...	...	61,410 14 10	
Shepparton—New station buildings	1,238 5 5	...	...	1,238 5 5	
Ivanhoe—New station buildings	2,213 13 1	...	...	2,213 13 1	
Armadale—Regrading line and works	6,091 12 5	...	...	6,091 12 5	
Towards additional weighbridges and sidings	765 0 9	...	...	765 0 9	
Mordialloc to Frankston—Duplication of line	5,364 18 4	...	...	5,364 18 4	
Norkeote to Preston Reservoir—Duplication of line	806 18 1	...	...	806 18 1	
Towards equipping Melbourne Suburban Lines with track locking	4,415 9 6	...	...	4,415 9 6	
Newmarket—Additional accommodation at stock yards, including purchase of land	5,868 13 4	...	...	5,868 13 4	
Newport Workshops—Towards additions and extensions to shops, sidings, and other works	8,268 19 2	...	...	8,268 19 2	
Protection from fire of railway buildings and other property	993 18 9	...	...	993 18 9	
Essendon—Improved station, yard and other accommodation	4,936 16 3	...	...	4,936 16 3	
North Geelong—Purchase of land	5,000 0 0	...	...	5,000 0 0	
Geelong—Extension of sidings, &c.	1,991 14 9	...	...	1,991 14 9	
Melbourne—Towards enlargement and equipment of Way and Works Shops	486 16 7	...	...	486 16 7	
Moe—Improved station, yard and other accommodation	2,607 7 4	...	...	2,607 7 4	
Upper Fern Tree Gully—Improved station, yard and other accommodation	1,038 16 2	24 13 10	...	1,063 10 0	
Towards securing facing points on single lines	1,708 13 4	...	...	1,708 13 4	
Box Hill—New Station and other improved accommodation	4,066 4 10	...	...	4,066 4 10	
Ballarat—Rearrangement of yard, including tracks, signals, and interlocking	3,340 6 3	...	...	3,340 6 3	
Donald—Engine shed, tracks, &c.	1,052 14 7	...	...	1,052 14 7	
Melbourne (Dudley-street)—Towards additional platforms and floors for car cleaning, including additional tracks in connexion therewith	625 6 4	...	...	625 6 4	
Regrading lines Garfield and Murrumbidgee... ..	2,086 13 8	...	...	2,086 13 8	
Seymour—Towards extension of engine shed, &c.	699 11 11	...	...	699 11 11	
Carried forward	234,407 17 8	24 13 10	...	234,432 11 6	

* Preliminary Expenses.

APPENDIX No. 6—*continued.*EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING
30TH JUNE, 1910—*continued.*

	Loan Application Acts, &c.	Surplus Revenue Acts.	Public Works Department's Votes.	Total.	Total Amount.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
TOTAL SURVEYS, ETC. (Brought forward) ...	196,043 13 0	...	1,884 2 5	197,927 15 5	197,927 15 5
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES— <i>continued</i>	234,407 17 8	24 13 10	...	234,432 11 6	...
Workshops Machinery—Newport Workshops, £12,930 12s. 1d.; Spencer-street Telegraph Shops, £36 11s. 3d.; Newport Signal Shops, £369 6s. 8d.; North Melbourne Engine Shed, Shaping Machine, £136 0s. 6d.; Hydraulic traversing jacks at various Loco. depôts, £102 18s. 7d.	13,575 9 1	...	...	13,575 9 1	...
Sundry other expenditures	8,377 3 2	42 19 4	...	8,420 2 6	...
	256,360 9 11	67 13 2	...	256,428 3 1	...
Less credits on account of sales of land, materials, &c., originally charged to Capital Account	...	...	...	Cr. 5,916 17 1	250,511 6 0
ROLLING-STOCK.					
Locomotives	69,398 6 6	...	...	69,398 6 6	...
Carriage stock	49,995 12 1	...	...	49,995 12 1	...
Van and sundry stock	3,027 3 2	...	...	3,027 3 2	...
Truck stock	83,214 6 1	...	...	83,214 6 1	...
Other equipment	2,490 6 2	...	...	2,490 6 2	...
	208,125 14 0	...	...	208,125 14 0	208,125 14 0
Net Expenditure charged to Capital Account for the year ...	...	...	...	...	656,564 15 5

APPENDIX No. 7.

STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1910, 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	890 0 0	151,242 0 0	In London—1st October, 1913
48 Vict. No. 805	4	3,251,172 4 3	130,047 0 0	503 0 0	130,550 0 0	In London—1st October, 1919
49 Vict. No. 845	4	4,610,110 6 11	184,404 0 0	688 0 0	185,092 0 0	In London—1st October, 1920
56 Vict. No. 1287	4	2,107,000 0 0	84,280 0 0	316 0 0	84,596 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	473 0 0	110,723 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	735 0 0	172,747 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	250 0 0	58,583 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	105 0 0	21,105 0 0	In London on or after 1st January, 1929, upon notice; if not sooner redeemed, on 1st January, 1949
60 Vict. No. 1451	3½	6,638 19 9	216 0 0	...	216 0 0	Payable out of Consolidated Revenue in amounts of £25,000 each year, commencing 1st January, 1899
62 Vict. No. 1560	3	3,080,389 7 4	92,412 0 0	436 0 0	92,848 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 <i>Government Gazette</i> 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	257,701 0 0	7,731 0 0	...	7,731 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	...	29,122,554 2 8	1,064,268 0 0	4,396 0 0	1,068,664 0 0	

APPENDIX No. 7—*continued.*STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1910, 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	...	29,122,554 2 8	1,064,268 0 0	4,396 0 0	1,068,664 0 0	Payable out of Consolidated Revenue in amounts of £10,000 each year, commencing 1st July, 1901. See Act 1564, Section 5
64 Vict. No. 1659	3	500,000 0 0	15,000 0 0	...	15,000 0 0	
1 Edw. VII. No. 1753	3	303,864 1 2	8,873 0 0	...	8,873 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	520 0 0	111,824 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	187,093 0 0	...	187,093 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	36,575 0 0	...	36,575 0 0	Payable out of Consolidated Revenue at any time after 20 years, but not later than 35 years from date of issue
6 Edw. VII. No. 2041	3½	49,314 0 8	1,726 0 0	...	1,726 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	5,250 0 0	...	5,250 0 0	Debentures. At any time of 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	1,000,000 0 0	35,000 0 0	165 0 0	35,165 0 0	1st October, 1929, or at any time thereafter to 1st October, 1949
9 Edw. VII. No. 2161	3	41,581 4 0	628 0 0	...	628 0 0	At any time after the expiration of 20 years.
9 Edw. VII. No. 2163	3½	270,891 15 7	...	...	...	Payable out of Consolidated Revenue. From and after the 1st July, 1909, one-half per centum of amount borrowed to be set apart annually out of Revenue to meet Stock.
Carried forward ...	...	41,304,702 8 10	1,475,888 0 0	5,081 0 0	1,480,969 0 0	Stock. At any time after the expiration of 20 years. Debentures. From 10 to 35 years after issue. From and after 1st July, 1909, one-half per centum of amount borrowed to be set apart annually out of Revenue to meet Stock.

APPENDIX No. 7—continued.

STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1910, 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 ...	41,304,702 8 10	1,475,888 0 0	5,081 0 0	1,480,969 0 0	
42 Vic., 617 Melbourne and Hobson's Bay Railway Debentures	1,000 0 0				
	41,305,702 8 10	1,475,888 0 0	5,081 0 0	1,480,969 0 0	
Less Interest on Railway surplus for year ended 30th June, 1910		8,052 8 5	...	8,052 8 5	
Total amount of current loans allocated to the Railways at 30th June, 1910	41,305,702 8 10	1,467,835 11 7	5,081 0 0	1,472,916 11 7	
Less Discount and Expenses on the Sale of Debentures— £1,776,400 1 3 Deduct Net Premiums on Debentures— £453,928 14 6					Note.—The total interest, exclusive of expenses incurred in connexion with the payment of interest, viz., £1,475,888, is equivalent to 3·57 per cent. on the total amount of current loans allocated to the Railways at 30th June, 1910.
	1,322,471 6 9				
Total Net Proceeds of Current Loans allocated to the Railways at 30th June, 1910	39,983,231 2 1				Note.—The total interest, exclusive of expenses incurred in connexion with the payment of interest, viz., £1,475,888, is equivalent to 3·69 per cent. on the total net proceeds of loans allocated to the Railways at 30th June, 1910.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1910.—NUMBERS.

Class Letter	...	...	...	A	AA	A ³	B	C	D	D _D	D _{DE}	E	E _g	F	F _{Motor}	F _{Tender}	H	J	M	O	P	R	T	V	W	X	RY	Y	Z	Combined Shunting Engines and Steam Cranes.	Unclassi- fied.	Narrow Gauge.	Total.
Rating, as per Load Table	...	...	...	% 80 80	% 85 137 to 90	% 53 137 to 60	% 33 33 to 60	% 70 70 to 80	% 70 70 to 80	% 100 100 to 113	% 113 113 to 128	% 75 75 to 85	% 80 80 to 100	% 53 53 to 85	% 40 40 to 53	% 40 40 to 53	% 40 40 to 53	% 65 65 to 80	% 65 65 to 80	% 53 53 to 85	% 60 60 to 85	% 80 80 to 90	% 65 65 to 70	% 128 128 to 161	% 70 70 to 80	% 100 100 to 113	% 113 113 to 128	% 128 128 to 161	% 161 161 to 200	...	...	...	...
In existence, as per Register of Rolling-stock, at 30th June, 1910	...	...	...	Old. New.	20 20	20 20	6 2	20 20	61 61	20 20	67 67	9 9	4 4	17 17	2 2	22 22	21 21	5 5	64 64	19 19	16 16	13 13	25 25	31 31	2 2	3 3	9 9	533 533					

CARRIAGE STOCK.

[illegible][illegible]

(1) Includes **one** 70-ft. Corridor Car with no vestibule, — (2) Includes **2** Holiday Cars. — (3) Includes **3** Holiday Cars. — (4) Includes **151** Holiday Cars. — (5) Includes **2** Holiday Cars. — (6) "State Cars, Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 8

NOTE—All Carriage, Van, and Sundry Vehicles are Boric Stock unless otherwise specified.

APPENDIX No. 8—continued.
TRUCK STOCK.

		BROAD-GAUGE.														NARROW-GAUGE.										PRIVATE STOCK.									
		Goods Covered, 4 wheels.	Goods Open, 4 wheels.	Goods No sides, 4 wheels.	Sheep, 4 wheels.	Cattle, 4 wheels.	Ballast, 4 wheels.	Ballast Hopper.	Hopper Coal, 4 wheels.	Breakdown, Late Co.	Powder, 4 wheels.	No sides, Q.	Boiler and Timber. QB.	Combination Truck for Rails and Sleepers, and Ballast Hopper. QN.	Goods open Movable sides. QR.	Goods Open. R.	Breakdown, Late S.	4 wheels. T.	6 wheels. TH.	4 wheels. Tr.	Meat. 4 wheels. U.	Carriage, 4 wheels. G.	4 wheels. —	6 wheels. —	Water Tank.		Weighbridge 4 whs. 6 whs.	Live Stock. NMM.	Powder and Goods. NPH.	Goods open. NQR.	Refrigerator. NTr.	Meat. NUB.	Total.		
Class Letter	...	H	I	K	L	M	N	NN	O	OO	P	Q	QB	QN	QR	R	S	T	TH	Tr	U		G	—		4 whs. 6 whs.		NMM.	NPH.	NQR.	NTr.	NUB.		Oil Tank, 4 wheels.	4
In existence, as per Register of Rolling-stock, at 30th June 1910	...	106	8,100	217	675	502	295	46	187	6	24	17	1	1	201	11	2	191	30	18	31	560	17	91	2	2	4	7	1	131	1	8	11,515		

NOTE.—All trucks are Bogie Stock unless otherwise specified.
The following stock is in existence in addition to the above :—One Steam Shovel and two combined Passenger and Goods Trolleys for Welshpool line.

T. H. WOODROFFE, Chief Mechanical Engineer.

APPENDIX No. 9.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1910.—CAPACITY, ETC.

		Built or purchased and charged to Capital from the inception of the Railways up to 30th June, 1910.	In existence at 30th June, 1910 (a).	Deficiency.	Surplus.	Cost of making good Deficiency.	Value of Surplus.
Locomotives (tractive power)	...	...	8,630,443 lbs.	355,317 lbs.	...	£ 53,297	£ ...
Carriage Stock (floor area)	...	...	373,320 sq. ft.	33,455 sq. ft.	...	117,092	...
Van Stock (floor area)	...	...	96,599 sq. ft.	84,244 sq. ft. (d)	...	30,887	...
Sundry Stock (floor area)	...	...	16,855 sq. ft.	...	1,127 sq. ft.	...	2,254
Truck Stock (carrying capacity)	...	...	115,989 tons	...	6,770 tons	...	74,470
						201,276	76,724

Excess of cost of making good Deficiency over Value of Surplus
Amount at Credit of Rolling-Stock Replacement Fund at 30th June, 1910, available for replacement of Rolling-Stock £124,552
126,462

(a) Equivalent tractive power, floor area, and tonnage is included in these figures to represent the expenditure charged to Rolling-Stock Replacement Fund on Rolling-Stock under construction, but not completed at 30th June, 1910.

(b) 43 locomotives have been written down to the tractive power represented by their value as scrap materials.

(c) 219 vehicles have been written down to internal floor area represented by their value as scrap materials, and 289 vehicles have been written down to half area. 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) 5 vehicles have been written down to internal floor area represented by their value as scrap materials, and van compartments of 71 combined cars and vans have been written down to one-half internal floor area. Only 60 per cent. of internal floor area of 4 luggage vans and 3 mail vans, included on account of being owned jointly with the South Australian Railways.

(e) 95 vehicles have been written down to internal floor area represented by their value as scrap materials.

(f) 94 "I," 295 "N," 117 "K," 39 "O," 2 "S," 33 "H," 18 "TH," and 17 "Q" trucks have been 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, 1910.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1909	...		480 10 11
„ Payment to Fund during the year ending 30th June, 1910 (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	22,278 14 6	By Expenditure for the year ending 30th June, 1910 (Section No. 6)— Clause— (a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employes of the Commissioners (b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employes of the Commissioners (c) Amount of medical, legal and incidental expenses, incurred in determining whether compensation shall be paid to persons referred to in Clause (b) (d) Amount paid as compensation to employes of the Commissioners for injuries sustained on duty or in the event of death to persons dependent upon such employes (e) Amount expended in consequence of any loss or damage by fire to buildings, plant, stores, or properties of the Commissioners (f) Amount paid as compensation for loss or damage to goods, parcels, &c. (g) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon employes burning off within railway boundaries, &c.	3,132 19 5
„ Special Payment to Fund included in the Working Expenses of the Year	75,000 0 0	„ Balance at 30th June, 1910	246 3 6
			4,668 15 0
			1,334 6 0
			6,259 4 6
			1,925 0 3
			79,231 14 11
	97,278 14 6		97,278 14 6

Dr.

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APPENDIX No. 12.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEAR
ENDING 30TH JUNE, 1909 AND 1910.

	Year ending 30th June, 1909.		Year ending 30th June, 1910.	
	Number of Journeys.	Revenue.	Number of Journeys.	Revenue.
		£		£
Country Passengers 1st Class	950,742	295,391	972,433	309,939
Do. do. 2nd do.	4,335,936	638,444	4,400,719	671,094
Do. Season Tickets 1st do.	764,614	87,237	837,060	89,949
Do. do. 2nd do.	374,317	17,492	425,448	18,566
Do. Weekly Workmen's ... 2nd do.	53,760	679	6,540	64
Totals for COUNTRY PASSENGERS ...	6,479,369	1,039,243	6,642,200	1,089,603
Metropolitan—Suburban Passengers				
within 20 miles of Melbourne ... 1st Class	17,864,502	264,913	18,730,935	278,375
Do. do. do. 2nd do.	22,782,359	230,407	22,719,457	229,702
Do. Season Tickets 1st do.	18,048,165	139,901	19,722,619	153,278
Do. Building Tickets (Free) 1st do.	538,844	...	626,944	...
Do. Season Tickets 2nd do.	9,672,537	50,158	11,182,756	61,708
Do. Building Tickets (Free) 2nd do.	170,060	...	204,422	...
Do. Weekly Workmen's ... 2nd do.	4,548,766	33,145	4,503,396	32,865
Totals for METROPOLITAN—SUBURBAN PASSENGERS	73,625,233	718,524	77,690,529	755,928
Race and Special Picnic Traffic, within 20 miles of Melbourne } Passengers, 1st Class	384,036	15,510	452,975	15,518
do. do. do. } do. 2nd do.	531,982	12,810	494,531	11,732
Totals for RACE AND SPECIAL PICNIC TRAFFIC	916,018	28,320	947,506	27,250
Total	81,020,620	1,786,087	85,280,235	1,872,781
ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY	1,265,492	10,913	1,361,925	11,833
Grand Totals	82,286,112	1,797,000	86,642,160	1,884,614

APPENDIX No. 13.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE
FOR YEAR ENDING 30TH JUNE, 1909 AND 1910.

Kind of Goods.	Year ending 30th June, 1909.		Year ending 30th June, 1910.	
	Tons carried.	Revenue. £	Tons carried.	Revenue. £
3rd Class	16,183	38,391	18,934	44,401
2nd Class	40,685	84,420	44,686	92,426
1st Class	59,725	81,687	65,692	90,504
"C" Class	47,664	56,305	54,115	64,031
"B" Class	71,388	55,064	75,479	61,748
"A" Class	83,768	58,757	86,796	61,805
Miscellaneous Class	138,056	24,229	157,756	27,461
Fish	3,320	5,092	3,345	5,391
Fruit and Vegetables	39,295	25,347	47,029	31,375
Butter	18,205	19,210	28,099	27,102
Other Dairy Produce	18,870	19,341	25,588	25,184
Wine	7,210	5,262	7,368	5,586
Wool	61,082	94,803	78,598	116,586
Sugar	26,520	31,808	27,455	33,137
Kerosene	11,137	10,519	11,701	11,167
Flour, Bran, Sharps, and Pollard	188,831	76,971	183,278	66,600
Wheat	628,415	303,029	668,110	314,779
All other Grain	98,653	35,588	82,579	28,446
Hay, Straw, and Chaff	239,702	68,821	211,206	48,700
Potatoes	86,593	35,995	115,698	46,390
All other Agricultural Produce	66,139	24,489	69,502	25,902
Hides, Skins, and Tallow	20,831	20,143	24,452	23,204
Fertilizers	115,477	33,432	123,310	34,913
*Minerals (including Coal, Coke, Ores, &c.)	158,879	37,355	200,508	47,805
Firewood	589,455	138,448	637,730	151,773
Timber	255,970	100,581	304,647	120,856
Bark	7,583	4,731	5,375	3,541
Stone, Lime, and Bricks	308,605	46,565	336,758	49,370
Machinery and Castings	21,129	30,359	26,836	39,950
All other Goods	354,329	227,303	397,568	240,804
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Un- loading, and Weighing	...	20,776	...	22,779
Total Tonnage of Goods carried and Total Revenue derived therefrom	3,783,699	1,814,821	4,120,195	1,963,716
Live Stock	383,087	252,356	348,245	258,665
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom	4,166,786	2,067,177	4,468,440	2,222,381

Numbers of Live Stock—	Numbers.		Numbers.	
	Year ending 30th June, 1909.		Year ending 30th June, 1910.	
Horses	36,023	...	45,026	...
Cattle	331,094	...	259,489	...
† Calves	...	...	23,895	...
Sheep	4,657,355	...	4,895,996	...
Pigs	176,141	...	199,963	...

* Coal only included in 1909.

† Included with Cattle in 1909.

APPENDIX No. 14.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1895, TO 30TH JUNE, 1910.

Year.	Mileage of Railways Open for Traffic at end of Year.	Average Mileage of Railways Open for Traffic during the Year.	COST OF CONSTRUCTION.		ROLLING-STOCK.				Total Train Miles Run.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock conveyed.	GROSS REVENUE.			Per Average Mile open.	Per Train Mile Run.	
			Capital Cost, including Rolling-stock.	Average Cost per Mile open.	Locomotives.	Passenger Cars.		Trucks.				Vans, &c.	From Passenger Traffic.	From Goods and Live Stock Traffic.			Total.
						Number.	Number.										
			£	£	Number.	Number.	Number.	Number.				£	£	£	s. d.		
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	41,533,156	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	12,316	488	1,246	10,764	518	10,383,408	74,907,425	3,754,861	2,004,027	1,868,441	3,873,568	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	
1909-10	3,491	3,441	43,142,329	12,358	523	1,308	11,515	511	11,705,612	85,280,235	4,468,440	2,221,482	2,222,381	4,443,863	1,291	7 7.11	

* 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, 1895, TO 30TH JUNE, 1910.

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.	
	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.	
	Amount.	Per Train Mile run.	s. d.	£	Maintenance and Renewals.	Per Average Mile open.	s. d.	£	Per Cent. of Gross Revenue.	Per Train Mile run.	s. d.	£	Repairs and Renewals.	Per Train Mile run.	s. d.	£	Per Cent. of Gross Revenue.	Per Train Mile run.
1895-6 ...	493,754	1/118	20'57	363,843	117	0/9'77	13'23	359,915	14'99	0/9'61	14'99	187,927	0'5'02	0'1'31	2'05	49,294	0'1'31	2'05
1896-7 ...	501,719	1/105	19'18	381,293	122	0/9'92	14'57	359,763	13'75	0'9'35	13'75	193,731	0'5'04	0'1'24	1'83	47,901	0'1'24	1'83
1897-8 ...	534,850	1/189	20'50	408,837	131	0/10'62	15'67	366,303	14'04	0'9'52	14'04	204,802	0'5'32	0'1'33	1'97	51,280	0'1'33	1'97
1898-9 ...	550,305	1/160	19'16	479,292	154	0/11'84	16'68	398,807	13'87	0'9'85	13'87	228,615	0'5'65	0'1'28	1'80	51,862	0'1'28	1'80
1899-00 ...	571,770	1/157	18'89	496,959	156	0/11'80	16'43	432,850	14'31	0/10'28	14'31	241,129	0'5'73	0'1'35	1'89	57,093	0'1'35	1'89
1900-01 ...	616,945	1/138	18'48	505,988	157	0/11'00	15'19	520,527	15'60	0'11'29	15'60	262,818	0'5'70	0'1'21	1'68	56,018	0'1'21	1'68
1901-02 ...	671,588	1/228	19'94	490,438	150	0/10'43	14'56	576,921	17'13	1/0'27	17'13	268,543	0'5'71	0'0'93	1'29	43,385	0'0'93	1'29
1902-03 ...	592,897	1/183	19'46	437,840	131	0/10'21	14'37	521,090	17'10	1/0'16	17'10	241,625	0'5'65	0'0'99	1'40	42,498	0'0'99	1'40
1903-04 ...	586,015	1/333	17'04	448,959	133	0/11'75	13'06	455,543	13'25	0/11'92	13'25	263,987	0'6'91	0'1'25	1'39	47,807	0'1'25	1'39
1904-05 ...	562,370	1/296	15'70	502,022	148	1/1'35	14'01	488,240	13'63	1/0'99	13'63	274,931	0'7'31	0'1'16	1'22	43,575	0'1'16	1'22
1905-06 ...	588,123	1/303	15'53	572,297	169	1/2'62	15'11	481,483	12'71	1/0'30	12'71	306,842	0'7'84	0'1'29	1'33	50,278	0'1'29	1'33
1906-07 ...	593,248	1/219	14'78	589,452	174	1/2'10	14'69	521,083	12'99	1/0'46	12'99	323,858	0'7'74	0'1'17	1'22	49,032	0'1'17	1'22
1907-08 ...	612,719	1/216	15'82	618,589	191	1/2'99	16'75	573,990	14'82	1/1'27	14'82	382,477	0'8'84	0'1'22	1'35	52,455	0'1'22	1'35
1908-09 ...	641,431	1/164	15'35	625,602	181	1/1'30	14'97	620,669	14'86	1/1'19	14'86	372,766	0'7'92	0'1'24	1'39	58,108	0'1'24	1'39
1909-10 ...	684,394	1/203	15'40	643,912	187	1/1'20	14'49	696,477	15'67	1/2'28	15'67	529,725	0'10'86	0'1'23	1'35	59,818	0'1'23	1'35

Exclusive of St. Kilda and Brighton Electric Street Railway.

* Includes Special Payment into Fund, year 1908-9, £69,972, and year 1909-10, £75,000.

† Includes payment into Rolling Stock Replacement Fund, £170,000.

‡ 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.; 1909-10, £17,078 17s. 5d.

APPENDIX No. 14—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1895, TO 30TH JUNE, 1910.

Year.	TOTAL WORKING EXPENSES.			NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.				SPECIAL EXPENSES 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 EX-PENSES.	AMOUNTS PAID FOR PENSIONS AND GRATUITIES TO OFFICERS AND EMPLOYEES OF THE COMMISSIONERS. ACTS Nos. 2183 AND 2207.	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.		£	£	£	£	£	£	£	£
1895-6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1896-7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1897-8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1898-9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1899-00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1900-01	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1901-02	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1902-03	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1903-04	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1904-05	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1905-06	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1906-07	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1907-08	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1908-09	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1909-10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

* In conformity with the provisions of Acts Nos. 2133 and 2207, 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, £208. 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, Year 1909-10, Net Revenue, £2,025.

APPENDIX No. 15.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDING 30TH JUNE, 1910.

Year ending 30th June.	New Lines and Surveys.	Additions and Improvements on Existing Lines.	Rolling-Stock.	Total.
	£	£	£	£
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†
1910	197,928	250,511†	208,126†	656,565†
Total ...	3,107,693†	3,321,163†	2,402,055†	8,830,911†

* 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, 1910.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.			Average per Mile.	
	Double and over.	Single.	Total.	Highest.	Lowest.		Total.				
							£	s.	d.		
	Miles.	Miles.	Miles.	Feet.	Feet.	Feet.				£	
Melbourne to Bendigo (exclusive of works, Melbourne to Essendon Junction) ...	100.89	...	100.89	1,902	18	1 in 50	4,849,547	13	1	1	48,068
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	700,653	13	5		12,507
* 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	65,456	11	0		4,514
† Lancefield to Kilmore ...	...	18.10	18.10	1,734	1,160	1 " 40	117,045	11	0		6,467
Kilmore Junction to Bendigo (Cattle Siding) ...	...	67.82	67.82	1,450	526	1 " 50	393,774	8	1		5,806
Carlsruhe to Daylesford ...	0.38	22.17	22.55	2,469	1,791	1 " 50	176,827	11	1		7,842
Daylesford Junction to North Creswick ...	...	23.11	23.11	2,292	1,429	1 " 40	181,601	3	11		7,858
Kyneton (Redesdale Junction) to Redesdale ...	...	16.25	16.25	1,636	973	1 " 50	89,859	3	11		5,530
Castlemaine to Dunolly ...	0.38	46.46	46.84	948	579	1 " 40	402,379	4	8		8,591
Dunolly to St. Arnaud (including cost of Carapooce Ballast Pits Tramway) ...	0.28	32.73	33.01	943	611	1 " 50	171,315	6	11		5,190
St. Arnaud to Donald ...	...	23.86	23.86	868	374	1 " 50	103,178	16	9		4,324
Donald to Birchip ...	...	32.30	32.30	394	330	1 " 100	77,916	12	10		2,412
Birchip to Cronmby (Woomelang) ...	...	26.45	26.45	351	260	1 " 75	40,945	14	8		1,548
Woomelang to Mildura ...	...	110.15	110.15	334	128	1 " 75	252,672	19	3		2,294
Mildura to White Cliffs ...	...	...	...	...	...	...	16,833	11	7		In progress
Dunolly to Inglewood ...	...	24.24	24.24	794	457	1 in 50	95,854	18	9		3,954
Ouyen to Kow Plains ...	...	...	...	...	...	...	44,027	15	1		In progress
Castlemaine (Maldon Junction) to Maldon ...	...	10.24	10.24	1,177	890	1 in 40	61,916	12	1		6,047
Maldon (Laanecoorie Junction) to Shelbourne ...	...	9.89	9.89	1,126	649	1 " 50	68,429	10	0		6,919
Maryborough to Ballarat ...	0.26	41.47	41.73	1,525	732	1 " 40	290,536	10	7		6,962
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	72,311	7	0		5,263
Maryborough to Avoca ...	...	14.93	14.93	885	721	1 " 40	63,820	9	1		4,275
Avoca to Ararat ...	...	39.04	39.04	1,215	763	1 " 50	174,072	12	3		4,459
Bendigo to Inglewood ...	0.80	28.13	28.93	779	443	1 " 70	189,664	1	11		6,556
Inglewood to Charlton ...	...	42.82	42.82	639	422	1 " 50	187,926	14	10		4,389
Charlton to Wycheproof ...	...	16.48	16.48	521	356	1 " 50	88,270	7	3		5,356
Wycheproof to Sea Lake ...	...	47.89	47.89	357	172	1 " 94	73,931	0	4		1,544
Wedderburn Junction to Wedderburn ...	...	4.86	4.86	660	554	1 " 50	18,594	18	3		3,826
Korong Vale to Boort ...	...	17.86	17.86	459	296	1 " 50	75,973	12	1		4,254
Boort to Quambatook ...	...	21.96	21.96	419	287	1 " 75	44,350	4	8		2,021
Quambatook to Ultima ...	...	30.31	30.31	371	256	1 " 100	48,668	9	11		1,606
Ultima to Chillingollah ...	...	20.14	20.14	263	164	1 " 60	28,492	7	3		1,415
Eaglehawk to Kerang ...	...	72.99	72.99	742	255	1 " 70	303,537	14	11		4,159
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ...	...	35.16	35.16	286	225	1 " 100	162,096	2	3		4,610
Footscray to Williamstown (including cost of piers at Williamstown) ...	5.50	0.37	5.87	66	8	1 " 100	529,403	8	0		90,188
* 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	1,207,867	7	1		30,813
* Williamstown Race-course Branch ...	...	0.69	0.69	21	10	1 " 95					
Geelong to Colac ...	1.13	49.11	50.24	469	10	1 " 50	373,401	14	0		7,153
† Geelong Race-course Branch ...	...	1.96	1.96	43	10	1 " 50					
Colac to Camperdown ...	...	28.11	28.11	569	405	1 " 50	144,249	15	8		5,132
Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ...	0.90	41.81	42.71	550	13	1 " 50	369,416	11	0		8,650
Warrnambool to Koroit ...	...	9.36	9.36	245	19	1 " 50	87,160	4	8		9,312
Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) ...	...	11.34	11.34	208	11	1 " 60	97,839	14	11		8,628
Geelong (Queenscliff Junction) to Queenscliff ...	...	20.72	20.72	264	10	1 " 50	114,079	0	5		5,506
* 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	147,519	13	3		7,422
Irrewarra to Becae ...	...	8.70	8.70	432	390	1 " 66	47,226	9	5		5,428
Becae to Newtown ...	...	...	...	...	...	...	29,796	4	2		In progress
¶ Colac to Beech Forest ...	...	29.66	29.66	1,748	225	1 in 50	71,627	1	8		2,415
¶ Beech Forest to Crowe's ...	...	...	...	...	...	...	18,173	11	10		In progress
Camperdown (Curdie's River Junction) to Timboon ...	...	22.32	22.32	673	52	1 " 40	112,729	12	2		5,054
Terang to Mortlake ...	...	12.16	12.16	447	414	1 " 60	55,974	10	9		4,603
North Geelong to Ballarat ...	41.45	11.76	53.21	1,725	47	1 " 52	1,907,387	4	4		35,846
* 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	424,687	10	8		7,429
Ararat to Stawell ...	...	18.85	18.85	1,086	761	1 " 100	183,162	7	1		9,717
Stawell to Horsham ...	1.18	52.26	53.44	761	423	1 " 100	356,599	4	4		5,147
* Stawell to Grampians ...	...	15.84	15.84	815	621	1 " 30					
Horsham to Dimboola ...	0.36	21.10	21.46	477	361	1 " 50	112,750	19	8		5,254
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	409,241	10	7		6,473
Braybrook Junction to Parwan ...	...	21.65	21.65	466	119	1 " 50	268,367	7	8		12,396
Parwan to Gordon ...	...	27.46	27.46	1,877	341	1 " 48	352,915	4	10		12,852
Gordon to Warrenheip ...	0.09	12.78	12.87	1,940	1,707	1 " 50	128,966	16	2		10,021
Bungaree Junction to Race-course Reserve ...	...	1.53	1.53	1,884	1,848	1 " 50	3,330	15	11		2,177
Gheringhap to Maroona ...	...	...	...	...	...	...	215	2	3		In progress
Carried forward ...	164.24	1587.25	1751.49	...	...	...	17,360,293	14	11		

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Dismantled 28th May, 1909.

¶ 2 ft. 6 in. gauge.

APPENDIX No. 16—continued.

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

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.			Average per Mile.	
	Double and over.	Single.	Total.	Highest.	Lowest.		Total.				
							£	s.	d.		
	Miles.	Miles.	Miles.	Feet.	Feet.	Feet.	£	s.	d.	£	
Brought forward	164.24	1587.25	1751.49	...	...	...	17,360,293	14	11		
* Lal Lal Race-course Branch	...	2.00	2.00	1,539	1,532	1 in 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	59,962	2	5	4,570	
Scarsdale to Linton	...	7.97	7.97	1,189	1,022	1 " 40	77,516	4	10	9,726	
* Burrunbeet Race-course Junction to Burrunbeet 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 " 50	335,433	11	10	5,078	
Hamilton to Portland (including cost of sidings to piers at Portland)	...	53.82	53.82	606	11	1 " 40	294,772	0	9	5,477	
† Dunkeld to Koroit	...	48.99	48.99	834	207	1 " 60	169,396	14	1	3,458	
Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant)	...	18.10	18.10	727	590	1 " 60	79,981	13	8	4,419	
Hamilton (Coleraine Junction) to Coleraine	...	23.01	23.01	668	301	1 " 40	110,826	0	3	4,816	
Branxholme to Casterton	...	32.09	32.09	572	149	1 " 40	178,544	8	4	5,564	
Linbeck to Rupanyup (including portion of cost of the Warranook Ballast Pits Tramway)	...	9.77	9.77	487	455	1 " 147*	44,985	13	7	4,604	
Rupanyup to Maruoo	...	15.38	15.38	494	450	1 " 100	27,480	16	9	1,787	
Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway)	...	31.20	31.20	464	360	1 " 66	151,013	4	10	4,840	
Warracknabeal to Beulah	...	21.92	21.92	359	288	1 " 80	54,233	6	2	2,474	
Beulah to Hopetoun	...	16.01	16.01	290	258	1 " 100	34,775	11	9	2,172	
Horsham to Noradjuha	...	19.95	19.95	488	395	1 " 50	80,045	12	3	4,012	
Natimuk (East Natimuk) to Goroke	...	28.32	28.32	624	394	1 " 50	64,649	5	5	2,283	
Dimboola to Jeparit	...	21.59	21.59	387	268	1 " 75	41,325	8	7	1,914	
Jeparit to Alhaurtya (Rainbow)	...	18.47	18.47	388	263	1 " 55	31,762	3	10	1,720	
Essendon Junction to Essendon	...	3.50	3.50	148	14	1 " 67	87,483	4	10	37,497	
* 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	2,272,545	5	3	9	12,487
Wodonga to River Murray (including portion of cost of Bridge over River Murray)	1.94	...	1.94	538	312	1 " 75	50,527	14	2	26,045	
North Melbourne to Coburg	5.07	...	5.07	202	13	1 " 50	211,462	12	8	41,709	
† Coburg to Somerton	7.16	...	7.16	530	202	1 " 50	72,089	11	0	10,068	
Royal Park (Junction) to Clifton Hill	2.28	0.11	2.39	136	103	1 " 50	156,224	19	5	65,366	
Fitzroy Branch	0.07	0.88	0.95	119	85	1 " 79	76,989	9	5	81,042	
Fitzroy (Whittlesea Junction) to Whittlesea	0.94	21.12	22.06	639	119	1 " 50	257,377	1	9	11,667	
Northcote Loop Line	0.13	...	0.13	128	119	1 " 70	8,636	4	5	66,433	
Tallaroak to Yea	23.69	...	23.69	698	488	1 " 40	153,030	10	9	6,460	
Yea to Mansfield and Alexandra-road	55.82	...	55.82	1,304	557	1 " 40	336,422	9	0	6,027	
Alexandra-road to Alexandra	4.32	...	4.32	922	716	1 " 30	25,342	8	2	5,866	
Mangalore to Shepparton	0.29	44.96	45.25	499	372	1 " 100	271,417	7	4	5,998	
Shepparton to Numurkah	2.16	18.60	20.76	376	348	1 " 206	84,365	0	6	4,064	
Numurkah to Cobram	0.20	21.45	21.65	376	355	1 " 165	83,913	19	7	3,876	
Murchison East to Rushworth	...	12.87	12.87	476	391	1 " 80	69,719	5	4	5,417	
Toolamba to Tatura	...	6.83	6.83	385	371	1 " 108	28,610	9	11	4,189	
Tatura to Echuca	...	34.07	34.07	377	320	1 " 122	155,425	17	1	4,562	
Shepparton to Dookie	...	14.84	14.84	500	372	1 " 100	54,169	15	9	3,650	
Dookie to Katamatite	...	17.02	17.02	490	383	1 " 69	38,990	19	3	2,291	
Numurkah to Nathalia	...	13.79	13.79	356	335	1 " 330	52,033	15	3	3,773	
Nathalia to Picola	...	6.75	6.75	335	325	1 " 264	13,679	9	3	2,027	
Strathmerton towards Tocumwal	...	8.20	8.20	390	358	1 " 330	16,781	10	8	2,047	
Strathmerton to Tocumwal Extension	...	2.07	2.07	372	365	1 " 92	13,327	0	2	6,438	
Benalla to St. James	...	20.33	20.33	583	450	1 " 75	78,628	16	0	3,868	
St. James to Yarrowonga	...	19.86	19.86	514	414	1 " 50	97,244	14	8	4,897	
¶ Wangaratta to Whitfield	...	30.49	30.49	811	481	1 " 80	39,228	2	9	1,287	
Wangaratta (Beechworth Junction) to Beechworth	...	22.26	22.26	1,831	502	1 " 30	164,434	0	8	7,387	
Beechworth to Yackandandah	...	12.84	12.84	1,912	981	1 " 30	96,764	15	11	7,536	
Everton to Myrtleford	...	16.56	16.56	989	581	1 " 40	77,197	10	5	4,662	
Myrtleford to Bright	...	18.54	18.54	1,004	688	1 " 50	111,776	0	9	6,029	
Springhurst to Wahgunyah	...	13.95	13.95	623	454	1 " 50	74,673	13	1	5,353	
Wodonga to Tallangatta	...	25.71	25.71	726	530	1 " 40	188,085	3	6	7,316	
Spencer Street to Flinders Street	0.76	...	0.76	33	17	1 " 40	141,697	3	2	186,444	
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	2,497,097	3	5	152,915	
Prince's Bridge to Collingwood	2.22	...	2.22	85	23	1 " 62	195,435	3	1	88,034	
Collingwood to Heidelberg	0.92	4.57	5.49	196	68	1 " 50	205,404	14	1	37,414	
Heidelberg to Eltham	...	8.35	8.35	303	110	1 " 40	56,945	15	2	6,820	
Eltham to Hurst's Bridge	...	...	...	...	...	...	36	13	4	In progress	
Brighton Beach to Sandringham	2.20	...	2.20	58	20	1 in 97	77,394	11	9	35,179	
South Yarra to Oakleigh	7.05	...	7.05	184	22	1 " 50	325,140	14	1	46,120	
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	1.64	118.22	513	8	1 " 50	1,111,790	10	2	9,404	
Sale to Stratford (Junction)	...	8.97	8.97	64	33	1 " 66	42,739	17	9	4,765	
Carried forward	284.68	2790.23	3074.91	...	...	...	29,563,438	8	0		

* Trains run only as required for traffic.

† See lines close 1 for traffic.

‡ Including portion

mantled.

¶ 2 ft. 6 in. gauge

APPENDIX No. 16—continued.

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

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.		
	Double and over	Single.	Total.	Highest	Lowest.		Total.		Average per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.		£	s. d.	£
Brought forward ...	284·68	279·23	3074·91	...	...	...	29,563,438	8 0	
† Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines) ...	0·20	10·10	10·30	249	72	1 in 50	297,407	5 2	28,874
† Caulfield to Frankston ...	9·86	10·02	19·88	166	10	1 in 50	205,475	0 2	10,336
Frankston to Stony Point (including cost of sidings to pier at Stony Point) ...	...	18·85	18·85	327	10	1 in 50	106,243	3 9	5,636
Mornington Junction to Mornington ...	...	7·67	7·67	194	60	1 in 50	63,458	12 0	8,274
Frankston Cemetery Line ...	...	...	...	...	...	...	330	10 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 in 40	974,569	5 11	8,310
Nyora to Woolamai ...	...	16·79	16·79	410	58	1 in 50	44,004	6 9	2,621
Woolamai to Powlett Coal Field ...	...	13·75	13·75	233	14	1 in 60	31,713	14 2	2,306
Korumburra to Coal Creek ...	...	0·89	0·89	735	630	1 in 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 in 30	20,159	4 7	5,390
Jumbunna to Outtrim ...	...	2·40	2·40	649	539	1 in 40	28,286	12 9	11,786
¶ Welshpool to Welshpool Jetty ...	...	3·23	3·23	57	6	1 in 100	2,943	0 10	911
Warragul to Neerim South ...	...	13·49	13·49	681	349	1 in 40	124,107	16 9	9,200
Moe (Junction) to Thorpdale ...	...	10·67	10·67	798	219	1 in 40	116,191	11 4	10,890
¶ Moe to Walhalla ...	...	26·06	26·06	1,323	174	1 in 30	98,619	5 9	3,784
Morwell to North Mirboo ...	...	20·16	20·16	784	184	1 in 40	152,812	15 1	7,580
Traralgon to Heyfield ...	...	22·06	22·06	262	93	1 in 50	121,874	7 0	5,525
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale) ...	0·52	49·30	49·82	296	9	1 in 50	278,102	7 9	5,582
Bairnsdale to Orbost ...	...	...	...	...	...	...	49	4 5	In progress
Maffra to Briagolong ...	...	11·79	11·79	238	109	1 in 50	60,582	13 4	5,138
Burnley to Waverley Road ...	...	5·23	5·23	111	33	1 in 60	171,257	0 4	32,745
Hawthorn to Lilydale ...	11·82	8·20	20·02	484	41	1 in 40	385,230	7 2	19,242
Lilydale to Healesville ...	0·26	15·11	15·37	351	230	1 in 40	219,409	1 7	14,275
Hawthorn (Kew Junction) to Kew ...	...	0·96	0·96	119	41	1 in 40	76,092	1 1	79,263
Ringwood to Upper Ferntree Gully ...	...	7·44	7·44	436	314	1 in 40	64,361	8 6	8,651
¶ Ferntree Gully to Gembrook ...	...	18·22	18·22	1,057	412	1 in 30	58,484	8 8	3,210
Lilydale to Warburton ...	...	23·97	23·97	738	289	1 in 37½	107,095	19 7	4,468
St. Kilda and Brighton Electric Street Railway, St. Kilda Station to Brighton Beach ...	...	5·13	5·13	59	7	1 in 21½	43,051	18 10	8,392
Total mileage of lines constructed §	307·51	3236·42	3543·93	...	...	...	33,441,813	10 9	
Less mileage closed for traffic at 30th June, 1910.									
Double. Single. Total.									
Dunkeld to Penhurst (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, 1910—	307·31	3188·66	3495·97						
Works, Melbourne to Essendon Junction ...	...	...	...	...	...	...	1,645,332	8 9	
Railway Offices, Spencer Street ...	...	...	...	...	...	...	162,213	15 5	
Sheds and Workshops, Williamstown ...	...	...	...	...	...	...	154,054	10 9	
Sheds and Workshops, Newport (including cost of Machinery and Equipment) ...	...	...	...	...	...	...	432,598	3 5	
General Construction Account (Capital Expenditure common to all lines) ...	...	...	...	...	...	...	388,583	2 8	
Rolling-stock, Broad-gauge ...	...	...	...	...	...	...	6,561,332	5 6	
Rolling-stock, Narrow-gauge ...	...	...	...	...	...	...	56,555	3 5	
Rolling-stock, Electric Street Railway ...	...	...	...	...	...	...	15,560	3 5	
Grand Total ...	307·31	3188·66	3495·97	...	...	...	42,858,043	4 1	

‡ Trains run only as required for traffic. † See lines closed for traffic. ‡ Including portion dismantled. § Gauge of lines constructed—34½ in. 2 ft. 6 in. gauge.

NOTE.—All tracks to piers, wharfs, and ballast pits, and to the Great Morwell Coal Mine, are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 22.

APPENDIX No. 17.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act—	
				Number.	
1854—Sept. 13	Flinders Street	Port Melbourne	16'33	Hobson's Bay Lines	20.1.53
1857—May 13	Flinders Street	St. Kilda			19.3.56
1859—Feb. 8	Prince's Bridge	Richmond			43
" Dec. 12	Richmond	Cremorne			43
" " 19	Windsor	North Brighton			42
1860—Sept. 24	Richmond	Pic-nic Station			43
" Dec. 22	Cremorne	Windsor ...			43
1861—April 13	Pic-nic Station	Hawthorn...			43
" Dec. 21	North Brighton	Brighton Beach			127
1857—June 17	Williamstown Junction	Geelong	38'51		36
1859—Jan. 17	Footscray	Williamstown Pier	5'87		150
" Feb. 10	Melbourne	Sunbury	23'95		36
1860—Oct. 21	Essendon Junction	Essendon	3'50		331
1861—July 8	Sunbury	Woodend	24'70		36
1862—April 11	North Geelong Junction	Ballarat	53'21		36
" " 25	Woodend	Kyneton	8'32		36
" Oct. 21	Kyneton	Bendigo	43'90		36
1864—Sept. 19	Bendigo	Echuca	55'13		36
1867—Nov. 30	Newmarket Junction	*Race-course	1'50		331
1872—April 18	Essendon	Schoolhouse-lane	54'00		331
" Aug. 26	Schoolhouse-lane	Seymour	2'29		331
" Nov. 20	Seymour	Longwood	23'39		331
1873—March 20	Longwood	Violet Town	20'54		331
" Aug. 18	Violet Town	Benalla	16'14		331
" Oct. 28	Benalla	Wangaratta	24'04		331
" Nov. 21	Wangaratta	Wodonga	41'60		331
1874—July 7	Castlemaine	Maryborough	33'02		415
" " 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	Gardons	12'86		580
" " 21	Geelong	Queenscliff	20'71		580
1880—Jan. 13	Mangalore	Shepparton	45'24		603
" " 13	Toolamba	Tatura	6'83		636
" Feb. 16	Carlsruhe	Trentham	10'82		606
" March 17	Trentham	{Daylesford (includ- ing extension)}	11'73	{	606
					671
Carried forward			1193'81		

* Trains run only as required for traffic.
† 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 ...	11.50	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	Wedonga ...	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	Traaralgon ...	Heyfield ...	22.06	682	
" " 16	Tallaroak ...	Yea ...	23.69	682	
" Dec. 17	Everton ...	Myrtleford ...	16.56	682	
1884—Feb. 12	Mitiamo ...	Pyramid Hill ...	12.59	682	
" " 15	Braxholme ...	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 ...	Deekie ...	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 ...	5.72	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 ...	Penshurst ...	18'11	821 " 1381	
" Sept. 1	Murchison East ...	Rushworth ...	12'87	821 " 1381	
" " 16	Cathkin ...	Alexandra Road ...	4'41	821 " 1381	
" Oct. 10	Searsdale ...	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 loopline)	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 ...	Benlah ...	21'92	1273	
" March 28	Donald ...	Birchip ...	32'30	1273	
1894—March 6	Benlah ...	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	1589	
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.

¶ 2 ft. 6 in. 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.	
1903—Jan. 15	Woomelang	Brought forward ...	3299.78		
" May 25	Hattah	Hattah	68.79	1679	
" Sept. 30	Nowingi	Nowingi	11.94	1679	
" Oct. 27	Yatpool	Yatpool	16.19	1679	
" Dec. 21	North Geelong Loop Line	Mildura	13.23	1679	
1904—Jan. 1	Burrumbeet Race-course Junction	*Burrumbeet Race-course	0.22	1884	
" Feb. 7	Springvale Cemetery Line	*	1.14	1879	
" Dec. 5	Northcote Loop Line ...	*	1.60	1763	
1905—Feb. 28	Strathmerton		0.13	1904	
" June 26	Welshpool	Towards Tocumwal ...	8.20	1958	
1906—May 7	Stawell	¶ Welshpool Jetty ...	3.23	1911	
	St. Kilda	* Grampians	15.84		
		† 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	
" July 1	Ultima	Chillingollah	20.14	2144	
" Oct. 28	Alexandra Road	Alexandra	4.32	2104	
1910—May 3	Moe	¶ Wallulla	26.06	1691 and 2180	
" " 9	Nyora	Woolamai	16.79	2125	
" " 9	Woolamai	Powlett Coal Field ...	13.75	2221	
Total mileage			3,543.93		
Less mileage closed for Traffic at 30th June, 1910—			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		
Burnley to Waverley Road—			5.91		
Darling to Waverley Road			0.84		
Geelong Race-course Line (Dismantled 28th May, 1909)			1.96		
			47.96		
Total mileage open for Traffic, at 30th June, 1910			3,495.97		

* 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 for 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, 1909, COMPARED WITH THE NUMBER AT 30TH JUNE, 1910, ENTITLED TO COMPENSATION OR PENSION ON RETIREMENT.

Branch.	At 30th June, 1909.	At 30th June, 1910.	Decrease.
Secretary's	10	10	...
Rolling Stock	619	600	19
Way and Works	473	438	35
Transportation and Traffic	632	605	27
Accountancy and Audit of Receipts	31	31	...
Telegraph and Stationery	24	23	1
Stores	17	16	1
Total	1,806	1,723	83

APPENDIX No. 19.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1ST JULY, 1900, TILL 30th JUNE, 1910.

Year.	Passengers.				Number of Passengers Killed and Injured per Million carried due to causes beyond their own Control.	Employees while in the Execution of their Duty.						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.		Employe's proceeding to or from Duty within the Railway Boundary.		Persons Killed or Injured at Crossings, Trespassers.		Miscellaneous.						
	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.					
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 <i>a</i>	..	..	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	153	1	3	4	10	20	5	2	10	37	454
1903-4	..	..	34	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 <i>b</i>	..	..	162	17	5	122	..000	2.498	..	43	4	101	4	161	..	2	10	8	24	6	1	8	48	630
1906-7	..	..	14	17	5	148	..000	..199	..	32	1	112	7	140	1	2	8	16	12	3	11	14	46	498
1907-8 <i>c</i>	..	..	434	33	2	170	..600	5.793	..	29	4	112	2	151	..	..	6	11	17	7	3	23	79	970
1908-9	..	..	9	19	5	136	..000	..111	..	12	2	101	8	131	1	..	5	9	22	19	2	15	45	451
1909-10	..	..	11	5	2	96	..000	..129	..	7	...	38	6	167	..	4	4	3	8	7	1	15	21	353
Totals ..	45	883	2	151	28	1,387	..006	1.170	3	254	29	939	42	1,419	6	19	59	80	159	83	34	133	407	5,348

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 1909-10 COMPARED WITH
THE YEAR 1908-9, EXCLUSIVE OF THE ST. KILDA AND BRIGHTON ELECTRIC
STREET RAILWAY.

	1908-9.	1909-10.
	£	£
TRANSPORTATION BRANCH.		
General Superintendence and Staff	40,868	44,127
Stationery, Printing, and Advertising	24,597	24,618
Stores Expenses	1,626	1,996
STATION, YARD, AND SIGNAL SERVICE		
Salaries, Wages, and Expenses of Staff	436,418	463,027
Fuel	1,170	1,207
Light	13,046	15,437
Uniforms	3,104	2,472
Other Supplies	17,123	19,571
Sanitary and Other Expenses	4,082	4,485
TOTAL COST OF STATION, YARD, AND SIGNAL SERVICE	£474,943	£506,199
Guards and Conductors—Wages and Expenses	72,562	76,474
„ „ Uniforms and Supplies	1,298	1,242
Gatekeeping	17,250	17,390
Loss and Damage to Property and Goods	Cr. 929	Cr. 1,095
Other Expenses	2,605	2,709
Dining Car Service	6,611	10,734
TOTAL EXPENSES OF TRANSPORTATION BRANCH	£641,431	£684,394
Percentage of Gross Revenue	15.35	15.40
Per Traffic Train Mile	13.64d.	14.03d.
WAY AND WORKS BRANCH.		
General Superintendence and Staff	28,221	32,211
Stationery, Printing, and Advertising	3,323	3,966
Stores Expenses	5,197	4,747
	£36,741	£40,924
MAINTENANCE OF WAY—		
Superintendence and Staff	15,261	15,616
General Labour	246,179	249,566
Track Materials	125,418	81,752
Fences, Gates, Cattle Guards, Roadways, Signs, &c.	29,228	30,367
Tools and Supplies	8,024	9,192
Flood Claims	127	832
Other Expenses	..	..
TOTAL COST OF MAINTENANCE OF WAY	£424,237	£387,325
Per Mile of Railway worked	£124.89	£112.56
„ „ Track „ (exclusive of Sidings)	£113.52	£102.79

APPENDIX No. 20—continued.

DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1909-10, ETC.—continued.

	1908-9.	1909-10.
WAY AND WORKS BRANCH—continued.		
MAINTENANCE OF WORKS—	£	£
Superintendence and Staff	8,900	9,742
Bridges, Culverts, and Drains	35,782	50,359
Piers and Wharfs	2,238	3,127
Weighbridges, Scales, Lifting Cranes, Turntables, Traversers, Grain Conveyors, &c.	6,876	12,880
Buildings, Platforms, and Fixtures	59,489	82,194
Stock Yards	4,923	4,722
Water Supply	10,032	10,128
Signals and Interlocking	20,416	22,687
Telegraph Lines	11,040	12,303
Machinery, Tools, and Supplies	4,797	4,921
Other Expenses	131	131
Gardens, Plantations, &c.	..	2,469
TOTAL COST OF MAINTENANCE OF WORKS	£164,624	£215,663
TOTAL EXPENSES OF WAY AND WORKS BRANCH	£625,602	£643,912
Percentage of Gross Revenue	14·97	14·49
Per Mile of Railway worked	£184·16	£187·13
Per Traffic Train Mile	13·30d.	13·20d.
ROLLING STOCK BRANCH.		
	£	£
General Superintendence and Staff	12,875	13,737
Stationery, Printing, and Advertising	3,118	2,751
Stores Expenses	11,902	5,429
LOCOMOTIVE WORKING—		
Superintendence and Staff	13,769	14,280
Running Sheds (Staff	38,877	39,520
Supplies	2,838	3,462
Drivers and Firemen	215,805	235,665
Coal, Wood, and Kindlers for Locomotives	233,081	286,481
Handling and Inspection of Coal, Wood, and Kindlers for Locomotives	17,277	19,792
Water for Locomotives and Running Sheds	15,094	16,302
Oil, Tallow, Waste, and other Running Supplies for Locomotives	10,531	11,415
Other Expenses	229	148
TOTAL COST OF LOCOMOTIVE WORKING	£547,504	£627,065
Locomotive Miles Run	13,254,171	13,928,626
Per Locomotive Mile.. .. .	9·91d.	10·80d.
Per Traffic Train Mile	11·64d.	12·86d.
INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS—	£	£
Labour	29,298	30,948
Supplies	..	1,761
Lubricants	1,291	1,341
Light	12,249	12,482
Ice	801	1,063
Other Expenses	1,631	..
TOTAL COST OF INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS	£45,270	£47,495
Per 1,000 Car Miles.. .. .	73·50d.	75·47d.
TOTAL COST OF WORKING ROLLING STOCK BRANCH	£620,669	£696,477

APPENDIX No. 20—continued.

DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1909-10, ETC.—continued.

	1908-9.	1909-10.
ROLLING STOCK BRANCH—continued.		
REPAIRS AND RENEWALS OF ROLLING STOCK—	£	£
Superintendence and Staff	5,114	9,064
Repairs and Renewals of Locomotives	140,176	122,257
" " Passenger Cars and Vans	96,084	105,097
" " Trucks	82,498	76,262
" " Covers	18,097	14,134
" " Machinery and Tools	11,188	9,959
Power, Heat, Light, &c., for Shops	18,200	19,868
Sundry Charges	..	2,572
Other Expenses	1,409	512
Payment into Rolling-stock Replacement Fund	..	170,000
TOTAL COST OF REPAIRS AND RENEWALS OF ROLLING STOCK	£372,766	£529,725
Per Traffic Train Mile	7·92d.	10·86d.
TOTAL EXPENSES OF ROLLING STOCK BRANCH	£993,435	£1,226,202
Percentage of Gross Revenue	23·78	27·59
Per Traffic Train Mile	21·11d.	25·14d.
GENERAL EXPENSES.		
	£	£
Salaries and Expenses, Commissioners' and Secretary's Offices	13,969	15,687
" " Chief Accountant's Office	15,205	16,010
" " Auditor of Receipts' Office	15,652	16,706
Estate Office	1,518	1,567
General Office Expenses	1,334	1,387
Flinders-street Station Buildings General Expenses	..	1,014
Legal and Medical Expenses	2,483	2,617
Stationery, Printing, and Advertising (General)	2,623	2,623
Other General Expenses	5,324	2,207
TOTAL GENERAL EXPENSES	£58,108	£59,818
Percentage of Gross Revenue	1·39	1·35
Per Traffic Train Mile	1·24d.	1·23d.
PAYMENT INTO RAILWAY ACCIDENT AND FIRE INSURANCE FUND	£90,863 †	£97,219†
Percentage of Gross Revenue	2·18	2·19
Per Traffic Train Mile	1·93d.	1·9 9d
TOTAL WORKING EXPENSES	£2,409,439	£2,711,545
Percentage of Gross Revenue	57·67	61·02
Per Traffic Train Mile	51·22d.	55·59d.
Per Mile of Railway Worked	£709	£788

† Includes Special Payment—Year 1908-9, £69,972; Year 1909-10, £75,000.

APPENDIX No. 21.

RESULTS OF WORKING OF THE ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY FOR THE YEAR 1909-10, COMPARED WITH THE YEAR 1908-9.

	1908-9.	1909-10.
Average Mileage of Railway Worked	5'13	5'13
Car Mileage	338,214	340,254
Number of Passengers carried	1,265,492	1,361,925
Average Fare paid per Passenger	2'06d.	2'08d.
GROSS REVENUE—	£	£
Passengers	10,913	11,833
Parcels	2	2
Rentals	...	1
Miscellaneous	26	49
TOTAL GROSS REVENUE	£10,941	£11,885
Per Passenger Car Mile	7'76d.	8'38d.
Per Mile of Single Track	£2,132'75	£2,316'76
ORDINARY WORKING EXPENSES—	£	£
Transportation Account	3,229	3,558
Way and Works Account	930	1,367
Rolling Stock Account	1,971	2,236
Power Account	2,622	2,346
General Expenditure	268	293
Payment into Railway Accident and Fire Insurance Fund	55	60
TOTAL WORKING EXPENSES	£9,075	£9,860
Per cent. of Gross Revenue	82'94	82'96
Per Passenger Car Mile	6'44d.	6'95d.
Per Mile of Single Track	£1,769'01	£1,922'03
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£1,866	£2,025
INTEREST ON THE TOTAL CAPITAL COST	£2,038	£2,092
NET LOSS, INCLUSIVE OF INTEREST	£172	£67

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 1909	5' 3" gauge ...	3'15	2'22	2'43	299'51	3020'87	3328'18	3654'95	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
Year 1910	5' 3" gauge .	3'15	2'22	2'43	299'51	3075'87	3383'18	3709'96	605'36	4315'32
	2' 6" gauge ..	...	...	...	...	107'66	107'66	107'66	5'88	113'54
	Total ...	3'15	2'22	2'43	299'51	3183'53	3490'84	3817'62	611'24	4428'86
	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	3188'66	3495'97	3822'75	612'07	4434'82
		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 1908-9	5' 3" gauge ...	3'15	2'22	2'44	299'50	3007'91	3315'22	3642'01	536'01	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
Year 1909-10	5' 3" gauge ...	3'15	2'22	2'43	299'51	3048'34	3355'65	3682'43	596'33	4278'76
	2' 6" gauge ...	...	...	...	...	85'74	85'74	85'74	5'18	90'92
	Total ...	3'15	2'22	2'43	299'51	3134'08	3441'39	3768'17	601'51	4369'68
	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	3139'21	3446'52	3773'30	602'34	4375'64

The mileage of Sidings as shown does not include 53½ miles of Sidings which are not owned by the Department, about 6 miles of which are maintained by us and at our own expense, and about 9 miles of which are maintained by us, but cost of maintenance is repaid to us.

APPENDIX No. 23.

RETURN OF TRAFFIC AT EACH STATION.

APPENDIX No. 23.

RETURN OF TRAFFIC AT EACH STATION.

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.		RENTS.		MISCELLANEOUS.		GOODS.		LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS OF PASSENGERS).
	Number of Passenger Journeys.	Revenue.	Outwards.		Inwards.		Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Outwards.		Inwards.		
			Revenue.	Revenue.	Revenue.	Revenue.							Revenue.	Revenue.	Revenue.	Revenue.	
Melbourne—Spencer-street, Country ..	1,798,288	£ 325,551 18 3	£ 70,810 1 8	£ 38,156 1 6	£ 2,686 8 8	£ 2,177 9 1	£ ..	£ ..	£ 15,650 10 0	£ 5,994 5 8	£ ..	£ ..	£ 511,932	£ 530,545 15 9	£ 290,517 0 5	£ 2,515 4 10	£ 1,296,758 4 0
Melbourne—Spencer-street, Suburban ..	823,235	10,063 7 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10,063 7 5
MELBOURNE—BENDIGO LINE.																	
North Melbourne ..	981,617	9,709 1 2	779 2 4	409 6 5	29 14 11	8 8 9	..	..	54 19 6	0 13 9	..	..	..	..	..	..	11,051 6 10
Arden-street ..	..	..	..	..	..	..	..	..	640 18 10	..	..	..	..	..	..	..	33,541 15 5
Middle Road ..	255,837	1,704 17 4	37 3 2	13 8 1	5 15 2	0 7 3	..	..	4 19 0	0 3 9	..	..	..	..	..	..	1,856 13 9
Footscray West ..	219,806	1,552 3 4	356 10 4	111 4 7	5 0 1	0 9 9	..	..	36 19 8	..	..	..	..	..	..	..	9,996 9 2
Tottenham ..	12,918	1,713 16 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	113 13 11
Sunshine ..	159,087	2,779 19 6	464 3 6	108 9 8	10 1 9	0 9 6	..	..	37 8 9	..	..	..	..	..	..	..	10,231 3 1
Sunshine — Building Tickets ..	22,100	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	19,231 3 1
Albion ..	93	1 17 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4,001 17 0
St. Albans ..	31,985	434 13 7	69 8 5	34 7 0	0 15 9	..	..	..	12 14 10	..	..	..	..	..	..	..	861 17 4
Yvendenham ..	5,639	200 9 4	19 16 2	32 7 6	2 7 9	1 1 5	..	..	24 1 1	..	..	..	..	..	..	..	1,053 10 7
Digger's Rest ..	5,834	1,274 1 3	44 17 6	52 8 11	2 5 4	18 16 3	..	..	12 9 3	0 1 5	..	..	..	..	..	..	4,632 7 5
Sumbury ..	27,364	1,511 3 4	223 0 8	297 10 6	65 16 3	83 12 9	..	..	51 11 8	..	..	..	..	..	..	..	1,302 12 8
Richfield Junction ..	6,990	411 14 7	43 6 8	32 0 6	9 18 9	8 12 9	..	..	21 16 1	..	..	..	..	..	..	..	3,214 8 9
Middle ..	9,922	515 10 7	138 11 7	127 17 3	9 18 9	8 12 9	..	..	17 16 7	..	..	..	..	..	..	..	3,464 7 7
Gisborne ..	13,943	871 0 3	239 11 7	290 14 9	12 0 9	11 18 0	..	..	20 1 0	0 2 3	..	..	..	..	..	..	7,500 19 1
Wend ..	20,849	1,072 4 7	147 16 1	276 4 10	28 13 0	73 15 0	..	..	141 1 11	1 10 10	..	..	..	..	..	..	371 15 7
Carlsruhe ..	1,857	1,323 17 6	147 16 1	276 4 10	28 13 0	73 15 0	..	..	13 13 8	0 4 10	..	..	..	..	..	..	17,183 15 7
Kyneton ..	42,670	4,769 14 10	589 13 7	743 1 4	87 18 6	117 11 9	..	..	1,049 7 3	0 4 10	..	..	..	..	..	..	329 10 7
Redesdale Junction ..	11,771	827 8 6	64 5 1	128 2 11	14 16 6	5 4 0	..	..	26 16 10	..	..	..	..	..	..	..	2,941 10 7
Mainsbury ..	11,337	827 8 6	64 5 1	128 2 11	14 16 6	5 4 0	..	..	13 6 9	..	..	..	..	..	..	..	1,703 12 3
Harndale ..	6,635	378 7 10	39 12 4	39 12 4	0 6 3	0 10 6	..	..	1 18 0	..	..	..	..	..	..	..	1,731 0 1
Epunstone ..	9,067	268 16 3	38 12 4	53 7 8	2 5 9	1 1 0	..	..	0 4 7	..	..	..	..	..	..	..	1,422 10 1
Chester ..	59,214	7,855 10 6	681 10 2	1,043 8 2	21 16 0	16 15 3	..	..	197 18 6	0 15 6	..	..	..	..	..	..	26,239 3 8
Castlemaine ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	106 8 3
Barker's Creek ..	9,837	455 15 3	98 0 7	61 14 1	0 15 0	0 14 6	..	..	10 0 5	0 1 3	..	..	..	..	..	..	3,541 18 11
Harcourt ..	2,327	132 7 7	15 8 8	30 12 6	0 13 6	1 4 6	..	..	34 5 7	..	..	..	..	..	..	..	761 6 10
Kangaroo ..	12,807	1,459 18 12	37 4 9	60 14 4	0 17 8	0 15 6	..	..	67 2 11	..	..	..	..	..	..	..	1,145 19 2
Golden Square ..	..	..	..	..	..	..	..	..	6 10 0	0 2 7	..	..	..	..	..	..	6,828 18 8
Bendigo ..	181,699	32,375 0 7	3,081 10 8	3,966 12 5	257 11 1	484 15 7	..	..	1,118 0 3	10 14 8	..	..	..	..	..	..	125,148 17 11
Bendigo Electric Supply Co. Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,201 10 1
LANCASHIRE LINE.																	
Rollanda ..	484	49 10 3	3 8 8	11 15 11	0 14 9	0 14 9	..	..	3 15 0	..	..	..	..	..	..	..	303 19 1
Monagatta ..	786	88 10 1	7 19 10	17 15 7	0 1 6	2 8 6	..	..	..	..	..	..	..	..	..	..	254 1 6
North Monagatta ..	431	42 13 0	4 16 7	14 15 9	..	..	..	..	..	..	..	..	..	..	..	..	59 6 10
Romsey ..	5,939	638 11 5	56 1 5	163 10 2	13 12 3	22 7 9	..	..	28 1 3	0 3 0	..	..	..	..	..	..	3,937 18 6
Lancaster ..	8,360	936 4 9	75 16 11	182 5 11	10 6 3	41 17 3	..	..	92 19 4	0 3 0	..	..	..	..	..	..	4,502 19 6

MELBOURNE-SERVICE-TON LINE—continued.														
25,862	2,172	3 10	387 13 11	373 10 0	104 14 8	197 16 0	0 17 9	9,437	2,480 15 3	3,815	1,634 15 9	726 5 10	271 13 10	8,812 18 1
1,726	45 2 6	107 1 6	8 5 11	17 8 2	0 3 0	0 16 3	..	1,485	368 7 3	306	1,083 13 2	8 4 7	25 19 7	551 17 0
1,013	107 1 6	124 10 6	8 5 11	17 8 2	0 3 0	0 16 3	..	1,485	368 7 3	306	1,083 13 2	8 4 7	25 19 7	551 17 0
13,376	1,471 16 10	237 15 9	101 15 2	237 15 9	23 19 3	17 12 6	115 6 10	5,525	1,125 11 7	2,736	1,499 9 5	1,068 8 7	218 1 1	6,227 9 11
363	39 19 2	2 10 3	..	..	..	15 0 6	..	..	..	..	..	..	..	..
10,328	920 1 5	107 15 10	45 17 11	107 15 10	4 9 8	5 2 6	..	5,482	729 3 0	1,627	682 18 6	3 7 3	..	731 16 3
3,401	166 5 7	16 3 2	3 12 3	16 3 2	0 9 0	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	1 9 0	2,542 1 5
7,319	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	10 8 10	1,219 10 9
7,443	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	814 11 10	1,627	682 18 6	3 7 3	13 4 0	1,219 10 9
7,462	435 10 6	110 12 2	23 17 8	110 12 2	2 7 6	0 3 0	..	2,736	8					

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).
	Number of Passenger Journeys.	Revenue.	Outwards.		Inwards.		Revenue.	Inwards.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Outwards.	Inwards.	Revenue.			
			Revenue.	Tons.	Revenue.	Tons.													
																	Revenue.	Tons.	
LINTON LINE.																			
Cardigan ..	896	23 2 5	6 19 8	4 12 6	..	..	..	..	0 5 0	..	..	..	0 2 9	..	..	..	..	35 7 10	
Kopke ..	1,173	33 7 11	2 14 1	1 19 6	..	..	..	..	8 19 8	..	..	..	12	..	..	..	..	50 8 2	
Haddon ..	2,339	83 3 5	10 10 0	7 19 7	..	..	..	..	0 10 0	..	..	..	355	304 6 3	..	..	..	507 18 7	
Nixthool ..	984	34 3 11	..	0 1 0	..	..	..	..	..	..	..	..	471	185 3 2	0 16 0	..	..	834 4 11	
Smythesdale ..	8,375	486 14 5	21 6 3	69 14 3	..	..	..	..	10 16 1	..	..	..	842	397 2 1	7 11 7	..	..	1,372 18 0	
Swatsdale ..	11,380	703 4 3	20 2 1	73 10 10	..	..	..	..	10 11 0	..	..	..	842	397 2 1	7 11 7	..	..	1,372 18 0	
Newtown ..	14,085	907 1 2	31 10 8	69 14 9	..	..	..	..	13 6 4	..	..	..	1,986	2,012 10 1	9 12 10	..	..	3,708 9 0	
Happy Valley ..	541	43 14 4	..	0 10 0	..	..	..	..	0 16 8	..	..	..	..	0 14 7	..	..	..	3,708 9 0	
Linton ..	9,085	1,076 1 4	92 8 8	326 0 6	..	..	..	..	14 10 8	..	..	..	2,975	2,316 7 5	423 7 3	69 7 2	..	6,351 18 3	
PORTLAND LINE.																			
Ripon ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	43 10 2	
Langi Logan ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	879 5 10	
Maroon ..	2,226	340 1 6	37 7 0	133 5 0	..	..	..	..	65 1 8	..	..	..	2,948	1,602 3 9	360 15 10	91 10 3	..	5,869 1 0	
Calvert Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	103 9 6	
Willaura ..	9,142	1,804 15 4	148 11 2	441 9 2	..	..	..	..	159 12 1	..	..	..	7,570	5,600 17 0	514 13 7	374 16 8	..	16,793 3 5	
Staveley ..	1,130	81 19 11	3 0 5	20 19 2	..	..	..	..	36 12 3	..	..	..	706	338 19 2	8 2 11	22 5 0	..	2,112 13 9	
Glen Thompson ..	6,180	935 0 6	68 6 0	168 19 7	..	..	..	..	39 9 8	..	..	..	2,401	1,677 17 6	586 4 2	65 6 2	..	5,523 13 9	
Dunkeld ..	7,943	1,045 17 6	52 9 7	130 17 10	..	..	..	..	5 17 8	..	..	..	905	832 3 9	1,597 2 3	566 13 0	..	5,501 14 1	
Montajup ..	449	31 12 11	2 13 11	17 17 5	..	..	..	..	..	..	..	..	167	67 17 1	..	..	..	385 0 7	
Strathkellar ..	395	20 1 8	1 2 3	20 2 5	..	..	..	..	1 18 4	..	..	..	958	126 12 5	..	..	..	354 8 6	
Hamilton ..	41,930	9,617 17 9	800 7 7	1,317 12 7	..	..	..	..	475 15 6	..	..	..	6,762	11,727 8 5	3,324 17 10	841 8 4	..	33,763 19 10	
Branksholme ..	8,201	994 6 10	52 10 9	125 2 3	..	..	..	..	60 12 6	..	..	..	862	603 12 0	768 2 2	40 12 7	..	3,101 5 11	
Candah ..	4,352	632 13 2	26 7 6	108 1 4	..	..	..	..	45 18 2	..	..	..	875	663 19 4	318 5 3	32 13 0	..	2,530 12 6	
Myamyn ..	1,107	94 14 7	4 8 8	23 6 1	..	..	..	..	2 15 0	..	..	..	27	111 14 2	..	..	..	279 9 4	
Milltown ..	1,185	109 15 7	7 15 5	31 9 3	..	..	..	..	0 7 5	..	..	..	2,323	85 9 8	..	..	..	896 1 5	
Raywood ..	5,230	736 8 6	51 6 7	201 9 11	..	..	..	..	14 16 8	..	..	..	5,196	756 19 3	195 6 11	31 6 11	..	3,746 2 5	
Gorae ..	182	19 16 5	0 12 3	4 3 9	..	..	..	..	..	..	..	..	350	12 16 1	..	..	..	299 11 6	
Portland North ..	1,024	150 12 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	151 8 4	
Portland ..	6,266	1,567 11 2	523 16 5	359 5	..	..	..	..	47 1 10	..	..	..	5,158	2,353 11 9	15 16 3	2,076 12 8	..	11,046 4 5	
COLERAINE LINE.																			
Rechara ..	39	1 8 10	0 1 8	0 5 3	..	..	..	..	9 8 0	..	..	..	..	1 1 6	..	..	..	202 5 6	
Wannon ..	747	42 2 1	6 1 3	39 2 1	..	..	..	..	13 0 8	..	..	..	823	74 16 11	0 8 0	101 5 0	..	379 19 8	
Gritjark ..	94	6 13 11	0 5 9	0 14 6	..	..	..	..	1 0 0	..	..	..	8	6 13 7	..	1 2 0	..	21 11 8	
Coleraine ..	7,360	1,452 7 3	90 7 7	356 18 7	..	..	..	..	88 10 6	..	..	..	3,781	3,107 19 4	1,782 16 11	147 3 8	..	10,003 0 0	
CASTERTON LINE.																			
Makite ..	..	..	0 1 3	0 2 11	..	..	..	..	7 16 0	..	..	..	..	0 11 5	..	..	..	9 0 5	
Grassdale ..	1,298	215 2 4	7 0 3	29 0 0	..	..	..	..	18 6 4	..	..	..	350	217 1 7	541 1 0	8 12 0	..	1,452 17 11	
Merino ..	4,146	692 13 1	48 11 7	139 0 5	..	..	..	..	73 9 5	..	..	..	560	1,036 16 3	227 0 10	19 6 3	..	2,803 9 6	
Reidy ..	771	146 12 11	10 15 0	35 5 4	..	..	..	..	12 16 0	..	..	..	354	397 12 8	503 0 3	562 0 3	..	2,033 9 9	
Randford ..	2,882	336 6 3	21 14 1	43 15 3	..	..	..	..	83 16 6	..	..	..	353	214 15 0	62 18 2	123 19 4	..	2,479 19 4	
Casterton ..	8,711	2,084 13 7	130 14 3	540 18 11	..	..	..	..	156 1 11	..	..	..	4,141	4,977 2 2	4,413 19 6	123 19 4	..	13,314 16 10	

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.)						
	Number of Passenger Journeys.	Outwards.	Revenue.	Outwards.		Revenue.	Inwards.	Revenue.	Inwards.	Revenue.	Tons.	Outwards.		Tons.	Inwards.	Revenue.	Outwards.	Inwards.							
				£	s. d.							£	s. d.							£	s. d.	£	s. d.	£	s. d.
GEELONG-PORT FAIRY LINE.																									
Marshall ..	1,496	61 12 7	94 18 3	14 0 9	5 12 9	2 2 2	..	..	2 15 5	..	..	876	140 9 11	654	134 19 7	0 17 6	10 0 5	459 14 5							
Germanstown ..	1,154	60 5 2	3 16 11	5 17 8	5 17 8	2 2 2	..	..	0 17 6	..	..	6,080	1,652 15 8	..	102 12 8	0 15 3	..	71 1 10							
Pettavel ..	750	58 6 0	2 14 10	5 17 8	5 17 8	2 2 2	..	..	6 11 7	..	..	2,561	301 12 7	1,025	259 16 10	30 14 0	13 18 11	1,832 0 3							
Moriac ..	3,418	288 5 2	23 11 8	58 6 9	24 5 0	1 10 3	..	..	47 11 10	..	..	2,241	345 12 7	4,055	121 10 5	1 4 6	7 17 10	727 17 10							
Buckley ..	1,887	182 6 3	11 3 5	217 3 6	14 5 0	19 18 3	..	..	11 3 4	..	..	8,653	1,673 5 8	2,058	848 9 7	204 7 8	116 7 0	4,240 9 7							
Winchelsea ..	7,043	1,020 16 9	88 3 1	167 7 7	33 15 9	20 9 0	..	..	105 19 1	..	..	1,438	617 2 8	2,951	972 6 0	404 10 5	48 7 2	787 9 2							
Birregurra ..	12,882	1,426 6 4	136 10 3	167 7 7	33 15 9	20 9 0	..	..	105 19 1	..	..	682	308 5 0	310	157 15 7	..	0 7 2	3,931 12 8							
Warracoot ..	1,225	159 2 9	19 6 9	33 15 9	20 9 0	22 12 0	..	..	20 0 2	..	..	171	144 5 3	145	61 19 9	446 14 3	840 13 9	2,487 13 0							
Irrewarna ..	5,631	873 8 8	26 14 0	33 15 9	20 9 0	22 12 0	..	..	27 13 0	..	..	10,746	4,928 0 8	14,777	7,747 13 6	2,222 4 11	1,659 7 6	27,236 3 2							
Colac ..	37,971	6,955 13 9	1,088 2 2	1,154 18 4	206 11 11	198 17 3	..	..	442 8 4	..	..	4,464	2,166 4 0	499	318 9 8	31 8 8	10 8 8	2,883 7 9							
Larport ..	2,204	300 4 10	23 0 0	28 12 2	55 18 9	4 11 3	..	..	2 17 0	..	..	1,041	438 6 2	479	290 17 2	342 15 9	28 2 1	2,696 0 9							
Pirron Yallock ..	4,664	449 19 8	29 3 6	55 18 9	4 11 3	4 11 3	..	..	2 16 7	..	..	262	147 9 1	264	114 19 1	..	1 4 1	464 1 4							
Stoneyford ..	1,789	138 3 11	29 3 6	55 18 9	4 11 3	4 11 3	..	..	15 17 10	..	..	738	763 13 4	1,060	128 13 11	174 0 0	52 18 11	3,276 1 11							
Pombornait ..	4,289	448 13 1	877 1 9	29 3 6	55 18 9	4 11 3	..	..	10 0 5	..	..	186	202 5 11	405	186 7 2	645 10 9	86 13 8	2,429 17 8							
Weertle ..	1,876	349 5 2	83 1 9	877 1 9	26 1 9	1 15 3	..	..	18 8 10	..	..	4,248	3,539 14 9	13,342	7,501 16 6	2,477 12 2	689 8 5	1,081 7 1							
Camperdown ..	23,515	6,043 6 3	659 9 3	968 14 6	201 6 8	187 6 0	..	..	137 16 7	..	..	193	240 16 8	87	40 3 6	695 0 7	42 19 3	1,081 7 1							
Boorcan ..	633	24 3 8	333 8 6	916 2 6	62 10 3	98 16 0	..	..	29 3 3	..	..	3,355	3,558 16 3	11,031	5,804 0 9	2,375 5 5	1,036 12 3	18,510 5 2							
Terang ..	28,791	4,697 6 8	57 7 3	916 2 6	62 10 3	98 16 0	..	..	23 11 1	..	..	2,779	826 17 6	698	389 5 2	89 2 1	85 7 11	1,701 6 4							
Garvoc ..	3,385	187 3 4	23 14 3	56 4 4	7 19 9	14 0 5	..	..	23 3 3	..	..	4,112	1,128 2 5	505	317 9 5	5 12 6	6 15 0	1,979 18 9							
Pannure ..	3,820	413 4 8	21 0 4	50 10 5	7 19 9	14 0 5	..	..	25 9 9	..	..	74	944 5 1	202	103 12 1	2 1 6	7 7 1	1,979 18 9							
Cudgce ..	1,835	102 4 6	10 7 1	13 12 0	13 12 0	0 18 0	..	..	25 9 9	..	..	747	944 5 1	1,243	103 12 1	2 1 6	7 7 1	1,979 18 9							
Allassford ..	4,829	582 5 6	35 15 4	73 12 1	13 12 0	20 2 9	..	..	77 14 5	..	..	26,460	9,548 8 9	30,844	8,017 13 10	70 15 0	54 0 7	3,524 4 3							
Warramboul ..	42,320	8,727 0 9	866 9 6	1,466 2 5	295 0 3	210 2 9	..	..	25 8 4	..	..	16	5,394 11 1	3,331	1,018 13 5	26 10 10	697 19 4	32,629 9 5							
Dennington ..	545	14 15 1	0 15 6	0 15 6	0 15 6	0 12 0	..	..	77 2 2	..	..	8,653	7,340 18 3	4,404	1,996 4 9	918 5 6	168 0 7	14,002 4 6							
Illowa ..	3,269	300 10 11	16 11 2	31 4 4	13 12 0	20 2 9	..	..	164 0 9	..	..	11,823	5,247 9 6	130	1,996 4 9	918 5 6	168 0 7	14,002 4 6							
Korot ..	19,226	2,416 5 4	127 16 10	302 17 5	38 8 6	29 6 7	..	..	29 10 11	..	..	3,996	2,247 9 6	4,404	1,996 4 9	918 5 6	168 0 7	14,002 4 6							
Crossley ..	788	10 3 1	0 2 6	3 1 5	0 0 6	0 0 6	..	..	26 19 7	..	..	59	11 0 7	130	42 4 9	..	..	2,328 12 8							
Grossley ..	559	14 1 11	0 1 0	4 6 7	0 0 6	0 0 6	..	..	0 18 4	..	..	451	125 0 0	78	30 6 0	..	..	72 6 10							
Kirstall ..	601	15 0 6	0 6 10	4 6 7	0 0 6	0 0 6	..	..	5 4 5	..	..	..	..	13	30 6 0	..	..	178 14 5							
Moynoe ..	207	7 8 5	..	2 10 9	7 2 0	0 19 0	..	..	..	..	..	..	1,934 9 7	2,525	1,317 16 3	762 17 11	156 5 9	6,874 13 6							
Rosebrook ..	9,360	1,869 1 7	380 5 7	356 17 7	21 16 0	33 5 9	..	..	41 17 6	..	..	2,475	1,934 9 7	2,525	1,317 16 3	762 17 11	156 5 9	6,874 13 6							
Port Fairy ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..						
GEELONG-BALARAT LINE.																									
Moorabool ..	1,348	74 8 7	14 5 10	20 10 3	10 8 5	0 3 0	..	..	4 3 0	..	..	195	35 1 0	139	33 8 5	..	19 11 0	182 12 10							
Gheringhap ..	3,648	67 17 1	6 15 9	10 8 5	10 8 5	0 2 0	..	..	22 8 4	..	..	1,762	546 14 0	102	56 1 4	..	88 13 5	730 0 11							
Bannockburn ..	10,322	946 6 0	160 11 0	183 0 7	5 14 6	10 5 3	..	..	14 6 10	..	..	2,106	378 2 4	2,451	718 15 8	231 17 1	88 13 5	3,860 10 0							
Lethbridge ..	5,568	379 0 3	23 1 8	60 4 6	60 4 6	0 6 3	..	..	60 7 5	..	..	2,106	378 2 4	2,451	718 15 8	231 17 1	88 13 5	3,860 10 0							
Quarry Siding ..	9,409	903 12 5	93 18 10	163 14 10	2 13 3	14 9 9	..	..	87 8 0	..	..	4,850	700 0 6	1,604	27 8 3	238 16 6	139 14 0	3,369 16 9							
Merredith ..	7,119	648 9 4	39 0 1	122 17 3	6 14 6	3 0 9	..	..	22 3 1	..	..	8,106	1,733 19 5	1,588	603 7 6	8 14 2	34 12 1	3,222 18 2							
Elkington ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..						
Lal Lal Race-course ..	5,162	266 6 3	22 5 2	28 16 7	0 11 10	23 12 0	..	..	30 12 1	..	..	423	52 16 8	..	98 15 2	..	1 1 0	1,173 18 2							
Yendon ..	5,514	297 8 7	22 1 4	32 5 0	0 4 3	11 9 2	..	..	38 2 9	..	..	3,980	714 8 6	251	264 12 3	14 18 9	15 16 4	857 17 6							
Navigator ..	2,722	76 16 1	1 17 11	3 18 4	15 11 0	0 1 6	..	..	3 4 0	..	..	..	..	..	0 7 5	..	..	86 5 3							

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

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELE-GRAPH, AND DINING CARS.		RENTS.		MISCEL-LEANOUS.		GOODS.			LIVE STOCK.			TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).					
	Number of Passenger Journeys.	Outwards.	Outwards.	Inwards.	Outwards.	Inwards.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.	Outwards.		Inwards.		Outwards.	Inwards.						
													Revenue.	Revenue.	Revenue.	Revenue.				Revenue.	Revenue.	Tons.	Revenue.	Revenue.
KOROT-HAMILTON LINE.																								
Warrong ..	121	13 13 3	0 1 3	1 0 1	..	..	..	6 10 0	6 10 0	..	21	28 18 1	25	7 4 4	..	..	1 0 0	58 7 0						
Woolthorpe ..	157	14 19 10	0 8 9	6 9 11	..	..	6 11 6	7 9 0	7 9 0	..	737	120 7 3	196	92 14 7	..	..	1 0 0	248 10 10						
Hawkesdale ..	1,814	231 12 3	19 4 3	63 6 9	0 13 6	0 13 6	1 17 3	9 18 6	10 18 6	..	922	271 19 8	468	270 18 6	700 1 6	177 1 7	6 7 3	1,747 13 9						
Minhamite ..	409	52 19 8	5 11 7	28 10 0	1 1 0	1 1 0	1 17 0	9 1 9	9 1 9	..	1,163	352 9 7	141	68 13 6	1 0 0	6 7 3	528 11 4							
Purdett ..	566	77 17 10	4 8 0	16 6 5	0 17 3	0 17 3	0 17 3	11 1 7	11 1 7	..	142	113 8 8	149	88 19 0	..	11 8 0	304 6 9							
Penshurst ..	6,341	1,041 11 1	70 14 3	241 12 6	60 15 9	60 15 9	68 13 6	95 14 5	95 14 5	1 14 10	1,321	1,240 10 7	2,721	1,604 8 1	1,089 4 1	207 3 2	5,722 2 2							
Tabor ..	295	16 12 4	1 0 7	7 6 3	..	..	0 3 9	9 1 6	9 1 6	..	288	123 9 1	58	34 19 4	..	..	197 9 1							
Yatchaw ..	329	15 9 11	1 1 11	4 2 1	..	..	0 3 9	13 8 4	13 8 4	..	271	159 7 2	143	31 17 6	27 19 0	14 13 6	268 3 2							
MELBOURNE-WODONGA LINE.																								
Kensington ..	1,130,770	7,642 19 2	112 16 1	199 1 4	6 8 9	6 8 9	1 19 6	51 18 4	51 18 4	0 7 6	25,195	3,551 0 8	50,434	33,955 19 2	96 3 1	58 15 0	45,025 10 3							
Newmarket Show Grounds ..	1,400,013	10,650 6 11	155 1 7	348 11 4	1,690 3 5	1,690 3 5	1,151 12 1	16 15 8	16 15 8	0 11 6	11,570	2,011 1 9	42,831	31,806 10 8	13,098 19 9	147,843 6 1	204,808 3 5							
Ascot Vale ..	2,044,150	17,137 15 7	0 9 1	14 12 1	..	..	126 2 6	0 13 4	0 13 4	0 11 3	129	221 3 3	320	171 12 6	304 17 5	460 3 4	1,299 13 6							
Moonee Ponds ..	1,477,468	14,055 8 10	246 17 8	437 9 2	19 17 2	19 17 2	87 15 3	13 2 3	13 2 3	0 7 6	..	..	..	..	..	..	17,462 1 6							
Essendon ..	1,141,484	12,649 2 11	243 17 2	244 17 7	22 6 6	22 6 6	106 12 8	178 4 8	178 4 8	0 13 9	488	385 2 4	17,567	4,428 12 6	..	1 7 3	18,260 17 4							
Essendon — Building Tickets ..	29,890	145 10 9	1 0 0	4 2 0	..	..	0 14 0	12 16 9	12 16 9	..	..	..	..	..	..	..	164 3 6							
North Essendon ..	15,156	722 6 1	0 1 10	20 6 4	0 3 0	0 3 0	0 3 0	10 6 6	10 6 6	..	..	..	..	..	..	..	753 10 0							
Building Tickets ..	59,555	653 19 5	12 12 8	45 12 8	1 4 0	1 4 0	0 12 6	0 11 0	0 11 0	..	217	3 1 3	452	82 12 1	..	..	833 5 7							
Pascoe Vale ..	720	367 10 7	173 17 9	96 4 5	1 9 9	1 9 9	0 9 3	23 3 10	23 3 10	..	266	73 13 6	1,239	281 12 11	81 17 4	103 12 9	1,203 12 1							
Pascoe Vale — Building Tickets ..	40,922	653 19 5	12 12 8	45 12 8	1 4 0	1 4 0	0 12 6	0 11 0	0 11 0	..	217	3 1 3	452	82 12 1	..	..	833 5 7							
Glenroy ..	540	367 10 7	173 17 9	96 4 5	1 9 9	1 9 9	0 9 3	23 3 10	23 3 10	..	266	73 13 6	1,239	281 12 11	81 17 4	103 12 9	1,203 12 1							
Glenroy — Building Tickets ..	17,660	109 7 8	9 5 2	21 5 7	0 4 3	0 4 3	0 4 3	44 2 0	44 2 0	..	3,147	515 13 6	924	190 17 0	54 14 3	95 9 3	1,244 4 9							
Broadmeadows ..	4,232	263 14 6	70 5 5	49 11 1	2 1 0	2 1 0	1 8 5 3	22 5 0	22 5 0	..	1,386	307 10 10	1,057	230 14 4	233 8 2	279 16 0	1,721 6 0							
Donnybrook ..	6,530	291 6 2	257 8 8	85 10 6	3 1 1	3 1 1	10 5 3	22 5 0	22 5 0	..	2,067	466 0 6	516	262 10 10	300 18 5	250 3 1	2,213 14 8							
Craigieburn ..	5,717	141 4 4	27 0 0	49 5 7	1 15 3	1 15 3	2 14 8	8 1 6	8 1 6	..	1,989	308 10 6	..	..	..	..	308 10 6							
Beveridge ..	2,237	682 7 11	83 15 8	90 10 4	4 12 0	4 12 0	6 11 0	0 6 0	0 6 0	..	5,576	1,407 19 5	460	224 19 6	4 18 9	7 3 5	1,954 17 9							
Wallan ..	8,298	63 9 2	3 12 4	7 0 3	0 14 6	0 14 6	0 5 3	3 1 8	3 1 8	..	16	3 2 0	415	104 10 8	288 14 4	265 12 8	2,491 16 6							
Lightwood ..	912	221 3 3	28 18 5	54 9 4	0 19 6	0 19 6	1 3 9	40 15 1	40 15 1	0 11 11	1,324	292 8 7	3,905	1,818 2 9	153 6 6	155 1 0	5,509 5 11							
Kilmore Junction ..	2,796	1,260 14 9	89 0 9	236 15 0	5 7 3	5 7 3	7 19 9	41 5 1	41 5 1	..	3,169	1,355 16 3	4,783	1,386 3 2	..	..	2,741 19 0							
Wandong ..	9,885	1,360 17 10	89 0 9	236 15 0	5 7 3	5 7 3	7 19 9	41 5 1	41 5 1	..	3,169	1,355 16 3	4,783	1,386 3 2	..	..	2,741 19 0							
Kilmore East ..	12,549	1,063 3 4	38 14 6	91 9 3	11 18 10	11 18 10	4 19 3	109 0 4	109 0 4	1 4 0	2,639	775 7 11	550	253 1 3	166 3 1	64 19 5	2,580 1 22							
McDougall ..	10,164	5,656 17 6	310 8 3	551 16 0	57 8 9	57 8 9	59 2 2	1,706 5 2	1,706 5 2	1 1 11	12,236	3,624 17 9	6,367	3,088 7 2	1,254 15 6	1,003 17 6	17,344 17 8							
Tallarook ..	34,534	844 19 10	14 9 8	30 3 3	8 7 6	8 7 6	5 2 9	48 4 9	48 4 9	0 1 0	251	142 12 1	261	142 12 1	17 18 9	2 17 5	2,322 9 6							
Seymour ..	4,756	738 12 10	53 2 10	120 7 11	27 18 3	27 18 3	47 7 9	14 9 3	14 9 3	0 1 0	4,761	1,868 7 0	860	597 14 5	313 15 2	69 16 4	3,851 12 9							
Mangalore ..	7,878	49 1 9	4 4 1	8 14 8	0 0 0	0 0 0	0 1 0	1 18 0	1 18 0	..	445	168 10 6	63	22 18 2	..	..	255 5 2							
Avenel ..	997	49 1 9	4 4 1	8 14 8	0 0 0	0 0 0	0 1 0	1 18 0	1 18 0	..	445	168 10 6	63	22 18 2	..	..	255 5 2							

MELBOURNE— WODONGA LINE— contd.									
Locksley ..	1,346	116 10 5	10 8 9	18 5 2	0 2 9	16 16 0	2 8 3	2,432	876 6 6
Longwood ..	6,068	724 3 7	53 14 7	115 7 11	12 18 3	45 19 0	0 5 6	11,175	4,191 10 5
Creston ..	24 9 9	24 9 9	315 2 10	465 1 1	25 16 0	0 1 0	0 5 6	6,138	2,176 7 6
Euroa ..	16,981	2,865 4 1	315 2 10	465 1 1	25 16 0	0 1 0	0 5 6	17,405	7,470 4 0
Balmatton ..	588	20 2 7	108 14 2	201 12 3	31 4 0	0 1 0	0 2 6	12,114	8,435 19 9
Violet Town ..	7,178	1,083 7 10	108 14 2	201 12 3	31 4 0	0 1 0	0 2 6	14,963	8,435 19 9
Baddagins ..	3,866	309 7 9	81 14 1	46 4 4	0 5 6	1 1 0	0 2 6	13,954	5,881 18 10
Caelli's Siding ..	37,366	6,896 1 8	589 8 9	795 10 5	62 7 2	474 18 0	...	4,244	1,955 5 1
Bendalia ..	1,767	127 13 8	11 16 7	22 0 8	0 1 6	37 0 6	...	2,679	1,234 1 10
Head's Siding ..	6,983	881 3 3	50 15 5	106 8 11	20 10 3	22 10 11	0 2 3	3,251	1,393 9 8
Warragwanna ..	46,319	8,516 16 9	608 16 1	1,052 5 7	172 11 5	365 2 11	1 5 4	13,471	6,391 17 5
Wangaratta Junction ..	909	110 6 1	38 15 2	13 2 7	0 2 9	31 15 11	0 3 0	2,646	943 4 5
Springhurst ..	8,481	1,077 11 6	18 16 7	87 2 10	7 8 6	29 4 7	0 3 0	2,729	1,164 3 5
Chiltern ..	9,813	1,714 7 8	18 16 7	320 1 11	10 16 6	29 4 7	0 3 0	2,883	1,471 17 11
Barnawartha ..	4,322	629 15 2	37 5 6	94 0 10	11 13 4	64 17 6	0 16 6	6,842	2,104 8 10
Wodonga ..	32,680	3,145 8 0	187 11 4	496 5 3	11 13 4	64 17 6	0 16 6	2,273	2,104 8 10
WALLAN-BENDIGO LINE.									
Leslie ..	69	2 16 4	2 18 6	3 1 2	0 1 6	0 5 0	...	177	85 11 1
Hylands ..	473	16 18 1	4 12 2	10 18 6	0 3 0	2 14 5	...	740	187 6 11
Kilmore ..	4,775	437 17 5	72 4 5	205 15 1	11 9 9	56 18 10	0 3 3	1,169	580 2 7
Willowmavin ..	214	4 17 9	3 10 4	4 0 7	0 2 0	16 5 6	...	1,066	280 13 6
Morandang ..	609	9 4 9	8 16 4	17 14 6	0 4 0	6 1 1	...	430	127 1 3
High Camp ..	1,255	108 17 3	15 13 3	34 5 5	1 14 0	21 12 11	...	2,508	1,038 1 6
Pyalong ..	1,407	145 15 6	15 13 3	48 1 7	5 6 3	16 19 11	...	4,946	1,038 1 6
Tooborac ..	2,943	393 2 0	25 5 6	77 11 10	1 10 3	68 6 0	...	9,889	2,197 4 2
McVoy Siding ..	...	...	...	...	...	...	...	52,282	13,694 13 10
Anyte ..	2,012	209 7 0	24 10 10	86 9 7	0 3 0	14 0 5	...	18,963	3,678 11 11
Reahrode ..	7,200	997 14 0	95 6 8	243 3 0	16 5 9	43 18 2	0 3 6	17,125	3,945 19 9
Berrall ..	993	77 15 1	3 18 3	12 14 2	0 4 0	8 8 6	...	4,846	1,743 6 6
Knowsley ..	3,172	224 9 2	14 12 8	29 7 9	2 12 8	22 10 3	...	12,166	2,228 15 11
Ingham ..	...	...	...	...	...	...	...	3,407	1,022 6 0
Axedale ..	8,441	226 0 11	11 18 6	90 0 2	0 9 0	21 14 5	...	9,651	1,553 15 9
Longlea ..	696	26 4 8	2 16 10	7 1 10	...	1 15 6	...	1,210	174 12 2
MANSFIELD LINE.									
Trawool ..	882	101 18 10	10 7 6	24 0 3	0 7 9	16 6 4	...	121	116 11 4
Granite ..	...	...	...	...	...	...	...	...	...
Kerrisdale ..	578	69 6 0	9 13 0	22 5 9	0 9 0	6 2 1	...	581	186 19 4
Homewood ..	561	78 11 9	5 14 11	18 6 7	0 1 9	14 4 1	...	220	142 7 10
Yea ..	10,951	1,630 4 0	213 13 0	283 2 10	18 10 6	67 15 0	0 2 3	1,467	1,138 7 10
Chesnot ..	322	10 3 6	3 19 4	23 5 11	0 12 0	16 15 0	...	11,540	5,012 18 9
Molesworth ..	1,008	137 12 4	15 2 1	55 6 1	0 9 9	16 15 0	...	1,135	557 3 7
Cathkin ..	1,618	229 8 4	13 11 2	23 11 1	2 40 0	23 13 7	0 0 9	1,328	572 15 9
Yarek ..	1,252	268 4 6	6 18 0	63 15 2	0 10 0	15 19 7	...	1,171	572 15 9
Kanumbra ..	333	26 4 2	4 16 0	22 5 6	0 5 6	18 11 4	...	1,171	572 15 9
Merton ..	1,250	101 14 6	16 4 7	46 17 8	1 4 6	18 11 4	...	709	578 8 3
Woodfield ..	837	105 15 0	4 13 7	29 11 4	0 6 6	18 11 4	...	215	495 4 1
Ronne Doon ..	2,647	387 14 9	27 8 1	90 2 2	3 46 0	27 18 5	...	445	1,585 4 1
Mandamrie ..	1,692	183 9 3	15 4 10	48 11 11	5 8 6	25 0 3	0 3 3	8,081	2,669 2 4
Mansfield ..	5,593	1,765 14 0	150 13 7	340 2 10	5 8 6	25 0 3	0 3 3	2,861	2,669 2 4
ALEXANDRA LINE.									
Rhodes ..	1,190	335 18 1	22 14 5	92 1 1	11 11 3	11 16 10	0 0 9	798	587 18 6
Alexandra ..	1,546	581 4 6	50 15 6	173 0 10	6 13 9	1 13 11	0 1 6	1,198	1,026 19 11

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

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELE-GRAPH, AND DINING CARS.		RENTS.		MISCELLANEOUS.		GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS OF PASSENGERS).
	Number of Passenger Journeys	Outwards.	Inwards.		Outwards.		Inwards.		Revenue.		Revenue.		Outwards.		Inwards.		Inwards.		
		Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.					
															£	s. d.		£	
SEYMOUR-COBHAM LINE.																			
Tabak ..	1,535	228 12 7	21 6 6	45 9 10	11 1 6	6 19 3	..	..	19 11 1	0 2 3	1,884 12 3	5,488	350	197 14 2	82 18 6	16 17 9	2,515	3 5	
Nagambie ..	11,032	1,505 19 0	131 19 8	302 1 4	17 16 6	27 0 2	..	..	60 9 7	..	6,517 1 4	18,156	2,380	1,845 1 6	447 7 1	94 4 11	10,949	3 4	
Wairangi ..	2,775	332 18 6	31 5 4	59 10 0	1 0 0	0 13 3	..	..	62 5 10	..	5,093 7 7	14,205	708	332 0 2	110 15 9	12 1 10	6,035	18 3	
Murchison East ..	7,848	1,204 8 3	99 6 8	114 15 7	37 5 2	4 4 0	..	..	90 18 5	..	2,687 3 6	6,544	571	441 1 0	850 1 6	152 0 3	5,726	2 7	
Arcadia ..	3,455	429 6 9	28 10 7	72 11 5	4 6 8	4 12 0	..	..	85 17 8	..	5,265 16 10	13,036	629	403 19 6	463 17 10	99 19 5	6,844	18 9	
Toonaka ..	8,058	954 2 2	30 5 9	62 3 10	15 5 9	8 15 6	..	..	91 14 0	..	4,357 5 9	744	744	342 18 6	417 2 5	189 7 3	4,150	0 11	
Moorepark ..	5,413	1,145 9 0	90 0 1	164 0 9	16 12 9	19 10 6	..	..	83 11 2	0 3 6	5,078 5 10	8,093	5,298	2,674 15 4	444 1 8	120 16 0	9,787	6 7	
Shepperton ..	25,881	4,821 7 8	518 10 0	778 19 4	94 0 8	48 18 6	..	..	370 10 7	0 9 3	5,199 16 3	8,705	11,976	9,206 10 8	1,590 4 11	794 2 0	23,423	9 10	
Concunia ..	653	23 17 9	3 11 10	77 5 9	..	0 2 0	..	..	13 3 0	..	946 18 11	1,912	181	53 5 11	43 0 0	12 7 3	1,103	12 5	
Tallygaroppa ..	3,034	413 0 8	31 16 9	100 17 5	0 17 6	0 15 0	..	..	41 12 1	0 0 9	3,308 11 5	1,295	1,295	963 15 3	473 15 0	13 0 9	5,348	2 7	
Wungah ..	3,884	429 4 4	26 14 5	79 12 1	5 7 6	9 4 3	..	..	29 1 4	0 1 0	2,976 2 2	5,843	833	596 11 10	440 17 3	74 12 4	4,667	8 6	
Nmarrukah ..	13,627	2,629 2 1	225 7 0	421 0 11	33 17 2	30 15 9	..	..	68 1 6	0 3 3	2,688 13 6	4,533	4,533	4,092 7 6	966 14 1	266 18 1	11,413	0 10	
Katunga ..	1,017	158 13 2	21 5 7	39 3 8	10 9 0	0 4 3	..	..	17 1 1	0 0 3	1,842 18 0	3,282	376	810 6 1	478 2 2	13 18 1	2,892	1 4	
Strathmerton ..	2,613	398 14 8	39 2 11	126 18 5	1 14 6	1 11 0	..	..	22 11 6	..	1,343 12 4	2,156	755	773 17 10	556 17 0	98 6 8	3,362	7 4	
Yarroweeyah ..	1,373	329 5 3	14 9 5	41 6 1	1 14 6	0 6 0	..	..	16 7 5	..	1,707 14 1	1,289	165	151 9 1	201 5 10	15 7 3	1,479	4 11	
Cobham ..	4,262	1,655 11 3	110 3 3	396 9 6	17 13 0	41 0 3	..	..	83 1 3	..	3,624 3 2	4,845	2,920	3,990 11 7	2,806 14 10	513 19 10	13,039	7 11	
RUSWORTH LINE.																			
Murchison ..	2,094	128 5 9	15 17 1	109 5 11	3 7 0	7 6 3	..	..	19 14 5	..	2,253 19 5	5,137	1,612	1,203 15 8	2 9 4	3 9 6	3,747	10 4	
Hammond ..	501	43 14 6	8 16 2	18 7 7	..	0 2 3	..	..	2 15 0	..	2,204 7 5	5,846	32	4 3 3	..	..	2,211	18 0	
Rusworth ..	5,160	990 14 7	118 5 3	304 17 6	22 2 3	6 10 0	..	..	6 10 0	0 2 3	1,147 12 1	2,900	3,862	28 15 4	794 10 7	2 6 6	1,256	4 5	
TOOLAMBA-ECHUCA LINE.																			
Tatara ..	7,340	1,332 15 1	133 14 5	314 9 0	9 10 3	32 8 0	..	..	83 12 8	0 2 3	2,919 5 11	6,006	5,758	3,494 12 4	805 13 0	94 9 9	9,220	12 8	
Byrnside ..	971	149 3 5	4 19 0	20 16 4	6 18 3	1 3 0	..	..	11 7 0	..	469 13 9	916	420	204 16 6	139 18 0	23 10 2	1,022	5 5	
Merriman ..	3,586	472 10 10	33 18 10	70 4 0	26 12 6	9 13 3	..	..	53 14 10	..	3,061 16 4	5,267	2,518	1,264 11 9	412 11 8	34 0 0	5,439	14 0	
Kyalram ..	10,557	1,952 16 1	144 3 5	407 10 6	11 1 6	10 9 6	..	..	61 8 9	0 5 3	5,586 4 8	10,942	6,907	4,883 15 11	884 16 3	120 18 4	14,063	10 2	
Toonaka ..	2,304	288 5 11	29 12 4	81 15 1	25 14 0	15 0 3	..	..	48 18 1	..	1,496 7 5	4,878	1,334	820 18 11	402 9 6	50 17 8	3,259	19 2	
Koyuga ..	360	48 5 2	1 14 7	7 18 2	0 15 9	1 18 0	..	..	0 15 0	..	346 7 8	740	73	8 17 8	586 7 11	106 15 6	1,117	15 5	
KATAMATIE LINE.																			
Pine Lodge ..	392	16 2 11	2 16 1	14 14 0	..	0 4 9	..	..	5 12 8	..	1,429 14 10	2,911	272	97 12 10	23 12 0	..	1,690	10 1	
Lamrock ..	..	..	..	..	..	..	..	..	..	..	737 10 10	987	58	25 11 8	..	..	763	2 6	
Cosgrove ..	1,348	160 7 7	16 2 7	60 11 6	6 4 9	6 4 9	..	..	12 12 11	..	2,947 12 10	5,231	665	449 9 9	271 15 3	26 8 0	3,951	5 2	
Doodie ..	3,921	855 6 3	84 18 2	239 7 8	7 16 6	21 14 6	..	..	69 1 3	0 8 0	2,205 5 2	4,739	2,003	1,895 5 2	470 12 3	74 15 9	5,924	2 7	
Yabba South ..	81	26 7 4	0 1 6	0 7 7	..	0 4 0	..	..	1 0 8	..	489 11 10	1,093	7	8 14 4	..	..	504	7 3	
Yabba North ..	346	40 11 5	4 1 10	27 15 10	0 1 6	0 1 6	..	..	21 16 3	..	2,429 10 3	5,005	381	273 4 4	137 10 0	58 0 8	2,972	12 1	
Yonnamite ..	212	16 3 8	7 6 5	28 17 7	0 5 0	0 5 0	..	..	10 10 0	..	1,193 15 3	2,313	349	234 5 3	5 4 2	5 4 2	1,496	6 11	
Katamatie ..	1,135	243 1 10	23 19 3	91 3 8	6 4 9	21 7 0	..	..	26 12 4	..	3,090 17 6	5,591	1,250	1,152 5 1	384 10 10	63 13 6	5,102	15 0	
TOOTUMWAL LINE.																			
Mywee ..	18	0 9 3	..	0 3 1	..	..	..	..	..	..	275 8 0	527	8	3 19 7	..	..	279	19 11	
Boyle's Sliding ..	..	..	..	..	..	..	..	..	..	..	195 5 4	958	..	..	..	..	195	5 4	
Tootumwal ..	2,921	1,954 15 9	57 1 4	242 8 8	57 0 3	71 12 3	..	..	26 17 10	0 5 9	5,589 7 2	4,341	3,068	4,613 14 8	6,788 15 10	559 4 2	19,280	1 8	

PICOLA LINE.														
Waaa ..	1,106	69 10 3	10 13 5	46 4 6	19 8 4	3 13 10	..	9 10 8	4,180	2,247 5 4	349	295 19 3	519 14 9	33 13 11
Nathalia ..	5,551	1,243 2 0	119 3 6	303 16 10	9 6 6	8 17 3	..	54 7 11	6,066	3,812 7 1	2,568	3,287 12 9	1,275 16 9	81 10 1
Barwo ..	61	2 4 8	45 17 6	107 4 4	8 2 9	0 6 6	..	0 12 0	..	4,322 4 3	807	802 17 10	353 10 7	10 11 10
Picola ..	1,470	352 19 2	..	..	..	6 13 3	..	28 13 6	7,244	..	..	..	..	6,047 15 0
YARRAWONGA LINE.														
Goornabat ..	2,851	290 10 6	23 0 7	98 1 3	0 19 3	4 7 9	..	18 19 6	8,067	3,754 4 7	923	807 17 3	275 10 1	12 8 1
Noornunga ..	1,192	77 10 11	1 18 8	7 17 2	0 1 0	0 1 9	..	3 0 0	1,016	376 1 11	40	19 6 2	15 1 0	600 18 7
Devonish ..	4,458	490 9 6	49 5 1	90 13 4	6 9 3	6 18 6	..	27 13 1	5,087	2,575 0 9	1,229	1,037 2 11	422 13 3	36 10 10
St. James ..	4,591	678 2 8	43 0 2	134 1 10	6 1 6	10 0 6	..	49 9 2	8,752	4,403 4 11	1,592	1,293 3 7	721 11 11	67 12 9
Tungamah ..	3,646	730 0 4	49 10 11	163 8 1	12 5 6	24 17 4	..	70 8 7	6,822	3,825 16 11	1,659	1,790 13 2	483 18 2	146 17 9
Telford ..	961	79 9 6	7 0 4	26 13 1	0 5 0	0 1 9	..	21 8 11	3,167	1,699 11 3	163	80 2 11	317 10 0	22 16 9
Yarrawonga ..	8,991	2,623 17 0	138 1 6	517 19 10	33 3 1	29 13 3	..	100 5 0	17,309	11,020 5 1	5,294	6,706 6 1	3,205 16 9	2,254 19 8
														24,763 17 0
WHITFIELD LINE.														
Tarapore ..	129	2 12 2	..	..	..	..	..	..	..	..	..	..	..	2 12 2
Lachy ..	74	2 11 2	..	..	..	..	..	..	..	..	..	..	..	2 11 2
Oxley ..	1,040	36 14 11	2 3 11	12 19 10	..	1 0 6	..	11 0 0	120	91 9 6	107	62 5 4	..	147 14 0
Shehan ..	55	2 8 5	..	..	..	..	..	..	..	..	..	..	..	..
Decker ..	2,086	70 9 4	2 16 10	8 1 7	..	0 1 6	..	..	670	135 13 4	125	72 15 3	..	2 8 5
Byrne ..	622	33 11 8	..	..	..	..	..	..	..	..	..	..	..	286 17 10
Moxon ..	5,602	401 7 2	19 19 9	67 8 0	0 1 9	0 3 0	..	4 12 0	1,924	648 19 4	903	864 12 10	48 17 8	33 11 8
Angelside ..	339	20 6 2	..	..	..	..	..	..	..	..	..	..	..	2,061 16 11
Claremont ..	312	18 10 9	..	..	..	..	..	..	..	..	..	..	..	20 6 2
Dwyer ..	321	20 8 1	..	..	..	..	..	..	..	..	..	..	..	18 10 9
Edi ..	2,244	192 14 2	5 19 10	..	0 4 0	0 4 0	..	10 1 6	861	282 11 2	135	100 1 10	22 0 3	20 8 1
Hyem ..	169	12 15 8	..	..	..	..	..	..	..	..	..	..	..	644 18 4
King Valley Siding ..	910	75 12 1	..	..	..	..	..	..	149	53 4 1	..	0 9 7	..	12 15 8
Jarrett ..	478	43 6 4	..	..	..	..	..	..	..	..	..	..	..	129 5 9
Piner ..	310	31 17 9	..	..	..	..	..	..	..	..	..	..	..	48 6 4
Whitfield ..	3,463	449 18 5	22 17 0	108 2 11	5 17 0	1 0 0	..	11 6 3	2,258	962 16 2	563	519 18 4	59 3 11	31 17 9
														2,166 18 3
WANGARATTA-YACK-ANDAMAH LINE.														
Londiam ..	1,105	42 12 4	4 17 6	12 0 5	0 4 0	0 1 9	..	1 2 4	545	205 3 0	187	101 1 1	8 19 11	0 15 3
Tarrawingee ..	2,448	130 14 7	9 13 1	49 2 0	1 15 9	5 7 3	..	13 17 10	1,402	440 0 2	466	335 10 10	1 15 9	1,038 13 0
Everton ..	4,339	485 15 5	26 16 5	43 16 5	2 5 9	0 9 0	..	24 16 9	1,258	521 4 6	203	163 18 6	54 8 11	1,326 10 11
Barmutha ..	354	9 0 0	0 2 2	..	..	..	..	5 10 1	..	..	..	..	..	14 12 3
Beethworth ..	12,229	2,501 3 4	221 13 1	561 2 8	19 17 0	47 19 6	..	75 9 8	5,368	2,439 8 1	6,744	6,272 17 5	17 8 0	12,229 17 5
Woorangee ..	118	7 11 3	0 6 6	6 19 5	..	0 1 6	..	26 4 8	127	62 1 5	69	57 17 9	..	161 10 0
Yackandandah ..	2,856	500 16 2	37 19 6	174 4 8	1 3 3	1 2 9	..	16 1 10	1,498	579 16 4	1,586	2,455 5 11	2 9 1	3,770 7 9
PACIFIC LINE.														
Freemantle ..	255	13 15 0	0 1 3	0 19 1	..	..	..	7 19 4	..	0 14 11	13	9 2 0	265 7 8	10 15 7
Bayview ..	1,009	82 2 8	8 12 8	49 9 5	0 0 6	1 17 6	..	12 16 9	989	428 4 4	557	400 8 1	..	32 11 7
Falton ..	7,700	380 14 7	2 16 5	19 8 3	0 1 0	0 6 6	..	14 3 8	1,237	229 3 11	81	56 18 3	0 16 8	1,259 15 2
Marble ..	5,787	1,087 4 11	71 10 6	228 4 0	6 9 6	14 4 3	..	53 5 8	3,008	1,002 14 1	1,408	2,044 18 8	765 10 1	354 9 3
Oven ..	553	23 6 4	3 15 2	18 19 7	..	1 11 6	..	4 10 7	571	221 12 4	107	82 11 6	..	5,360 2 1
Eurol ..	498	37 10 3	3 1 1	20 5 0	0 1 6	0 2 6	..	15 12 1	573	241 12 11	111	163 11 8	..	386 3 10
Persepolis ..	2,690	402 18 1	23 16 3	129 2 2	0 4 6	1 8 0	..	3 2 9	602	292 19 6	826	1,489 19 8	3 7 6	481 17 0
Pratt ..	7,241	2,037 10 6	147 7 10	481 9 10	4 1 9	8 11 9	..	42 10 2	520	570 11 0	3,530	5,236 7 8	74 18 4	2,397 17 8
														8,733 12 10
WAGBAY LINE.														
Elkhart ..	1,933	51 4 9	0 1 0	1 12 5	..	0 0 9	..	1 3 10	557	135 15 8	85	32 14 6	1 1 0	2 2 2
Connaught ..	16,496	3,256 4 4	236 9 5	618 19 9	17 4 9	17 3 6	..	55 1 6	2,642	3,869 13 0	2,642	503 3 6	274 9 0	225 16 1
Wagbaya ..	14,589	3,522 6 0	137 4 4	521 14 0	118 12 9	81 1 9	..	117 3 4	8,272	9,409 12 2	10,845	13,763 10 6	4,882 12 9	503 3 6
														18,215 14 8
														32,890 4 9

PRESTON-WHITE-
SEA LINE.

North Carlton	12,639	252 2 10	28 6 11	81 19 0	2 1 3	0 2 0	..	4 12 11	..	4,405	890 6 3	13,406	3,793 10 9	1 10 0	..	4,544 17 11
North Fitzroy	364,675	2,831 18 2	270 9 8	424 0 9	6 7 1	0 11 0	..	55 6 8	..	801	470 2 10	8,273	2,206 19 5	18 10 0	1 12 6	6,345 8 0
Merriv ..	257,097	1,790 5 0	0 0 9	0 0 9	..	..	..	356 16 1	0 7 9	1,620	1,035 11 1	51,642	16,163 15 1	..	..	17,576 11 6
Northcote	362,515	2,385 1 2	29 14 1	28 5 1	2 18 2	0 1 6	..	17 14 9	..	..	..	..	..	..	..	1,568 18 6
Croxton ..	353,010	3,597 1 6	56 16 0	88 4 3	1 10 6	0 14 0	..	4 15 10	0 6 3	10,084	8,214 5 4	11,138	2,872 13 5	..	..	3,195 12 4
Thorbury ..	308,346	2,143 3 0	17 15 7	29 6 2	1 0 9	0 2 0	..	11 19 5	..	64	19 11 5	5,433	1,082 12 10	..	..	4,808 9 6
Bell Building Tickets	304,837	2,390 18 0	63 15 11	48 18 2	3 4 0	0 3 0	..	11 1 0	..	5,235	1,298 8 10	4,524	1,121 14 8	28 6 4	2,171 19 7	7,203 3 10
(Free) ..	7,560	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7,133 9 6
Preston ..	186,358	1,653 10 7	37 19 8	34 2 7	1 11 3	0 8 9	..	2 10 2	..	..	..	..	..	..	..	1,730 12 0
Preston .. Building	6,180	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	193,185	1,814 17 5	39 5 3	29 15 5	13 17 9	0 3 0	..	7 14 9	..	..	..	..	..	..	..	1,905 13 7
Regent .. Building	18,060	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	39,172	481 14 8	36 13 7	35 5 1	116 4 3	16 13 0	..	3 8 3	..	40	15 12 2	1,012	153 1 4	14 17 6	23 7 6	806 17 4
Reservoir .. Building	120	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	6,383	82 14 1	5 3 4	10 3 9	0 9 9	0 4 6	..	7 18 3	..	64	12 17 0	289	58 4 9	..	..	177 15 5
Thornastown ..	10,275	241 16 6	34 10 11	47 10 5	4 7 0	70 16 6	..	17 3 10	..	106	40 18 8	1,459	381 4 5	8 5 3	20 16 4	867 9 10
Epping ..	6,670	199 11 7	220 15 2	73 11 3	4 5 3	26 5 6	..	12 1 1	..	321	49 2 1	1,006	206 9 2	13 9 8	67 14 6	917 5 3
South Morang ..	12,250	396 19 7	249 17 11	118 19 4	1 10 5	10 19 0	..	1 2 4	..	1,194	242 18 2	960	308 14 7	49 9 6	27 6 2	1,405 17 0
South Yan Yean ..	5,161	211 13 8	126 7 9	54 14 9	0 6 6	3 11 9	..	2 13 4	..	1,694	337 1 11	754	197 8 8	145 4 5	72 8 0	842 13 0
Whitlessa ..	10,866	647 18 5	255 15 5	174 1 1	3 15 9	10 18 6	..	39 2 1	0 0 9	4,106	910 1 10	1,713	557 0 7	..	..	2,816 6 10
Melbourne—Prince's	332,348	46,722 18 2	8,809 7 0	4,922 13 8	228 9 7	218 18 11	..	558 8 7	36 15 6	..	..	353	324 3 4	..	..	61,821 14 9
bridge (Country) ..	872,847	12,878 9 0	..	..	..	..	..	..	..	..	..	..	..	..	..	12,878 9 0
Melbourne—Prince's	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
bridge (Suburban)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
MELBOURNE-BURNS- DALE LINE.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hawthorn ..	1,981,682	16,448 12 0	417 4 5	772 11 11	11 2 6	1 14 6	..	29 13 1	0 7 3	1,263	695 17 3	47,890	9,104 18 2	..	2 18 3	17,682 3 8
Traralgon ..	873,810	9,493 12 5	302 7 11	243 1 5	17 1 8	2 8 9	..	192 0 5	0 5 11	..	..	..	..	..	..	20,463 12 2
Armadale ..	1,341,829	15,338 11 3	203 10 7	218 1 3	12 9 2	2 13 3	..	23 9 11	0 5 3	..	..	..	..	..	..	28,831 6 9
Muramba ..	1,782,407	21,127 13 5	391 16 5	878 18 1	13 9 1	2 12 3	..	93 18 1	1 0 0	668	164 15 4	34,805	5,561 15 10	..	..	28,235 16 6
Cardfield .. Building	904,585	13,216 7 4	255 5 3	424 15 10	1,638 13 3	1,118 13 2	..	18 1 2	0 7 6	684	212 15 1	11,655	1,747 6 5	398 16 1	452 10 4	19,463 11 5
Cardfield .. Tickets (Free) ..	3,240	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cardfield .. Building	127,928	1,506 18 9	20 18 7	37 19 5	0 19 2	0 6 0	..	22 13 0	..	..	..	..	..	..	2 13 0	1,592 13 11
Cardfield .. Tickets (Free) ..	11,700	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Murrumbidgee ..	174,998	2,184 10 3	34 18 9	74 0 10	0 19 4	0 8 0	..	20 16 10	..	7	4 6 9	3,919	494 14 8	..	..	2,814 15 5
Murrumbidgee .. Tickets (Free) ..	17,290	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Oakleigh .. Building	465,942	7,163 17 3	234 16 1	250 16 10	64 9 4	19 16 0	..	92 1 0	2 2 10	2,413	523 13 7	11,726	2,008 0 9	20 15 3	32 9 9	10,412 18 8
Oakleigh .. Tickets (Free) ..	61,542	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Clayton .. Building	46,090	731 18 1	232 19 0	110 10 6	0 17 0	0 4 0	..	1 8 4	..	232	44 13 9	2,030	243 2 9	..	..	1,374 13 5
Clayton .. Tickets (Free) ..	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Spring Vale ..	49,592	963 16 9	120 18 3	66 4 10	2 10 3	4 8 3	..	19 6 1	0 3 9	1,188	190 4 5	4,247	490 15 2	1 8 6	8 12 3	1,868 8 6
Sandown Park Race- course ..	217	7 5 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Spring Vale Cemetery	150,163	5,557 12 9	0 2 6	86 0 11	1 0 0	232 16 7	..	..	..	..	..	53	7 19 8	..	..	249 1 7
Holburn ..	2,771	339 4 8	255 1 6	596 5 11	60 0 6	64 9 1	..	290 0 4	1 1 3	5,972	1,263 6 2	10,402	2,319 19 7	1,961 11 0	1,838 3 6	15,208 8 0
Narre Warren ..	14,171	314 8 7	249 6 3	116 0 5	0 6 9	1 12 11	..	14 1 7	..	101	30 2 0	173	60 6 4	..	..	85 3 5
Beaconsfield ..	6,783	446 8 10	239 17 8	218 16 9	14 8 6	15 19 3	..	8 17 10	..	1,732	509 6 8	1,122	342 13 0	56 7 11	112 3 1	1,834 1 8
Officer ..	2,908	442 8 0	186 13 1	151 0 8	4 3 3	4 10 3	..	3 11 3	..	17,099	2,024 7 2	1,801	670 17 0	148 1 6	142 12 5	4,436 10 4
Pakenham ..	17,790	1,016 8 8	336 15 1	56 13 2	1 3 0	1 18 6	..	1 2 11	..	1,516	305 7 4	875	352 19 3	4 2 0	6 15 6	1,363 11 5
Nar-mur-goon ..	5,775	575 7 2	313 16 9	206 17 4	13 14 3	9 9 6	..	25 15 6	..	1,100	269 18 10	646	212 0 7	124 0 0	84 12 11	1,106 3 0
Tyona ..	2,675	223 17 2	59 16 0	121 11 8	4 13 6	12 8 6	..	22 15 0	..	4,379	1,297 3 1	2,456	971 7 4	435 1 8	373 11 7	4,663 0 8
Cardfield ..	5,777	580 19 11	63 1 2	138 1 0	2 4 7	2 10 0	..	6 0 0	..	3,932	1,096 10 6	1,253	514 8 5	116 4 0	110 1 3	2,663 16 5
..	..	..	..	..	..	..	..	16 16 11	..	3,469	1,019 12 6	1,272	594 11 4	111 7 3	46 14 2	1,506 8 6
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	70 15 1	2,631 0 8

No. 28.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELE-GRAPH, AND DINING CARS.		RENTS.		MISCELLANEOUS.		GOODS.				LIVESTOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS OF PASSENGERS).	
	Outwards.		Inwards.		Outwards.		Inwards.		Revenue.		Revenue.		Outwards.		Inwards.		Outwards.		Inwards.	
	Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		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.
MELBOURNE-BAIRNSDALE LINE—continued.																				
Bairnsdale ..	848	16 1	224	8 11	4 5 6	8 7 0	..	..	42 9 4	0 0 5	768	111 15 2	1,968	1,013 17 3	..	..	37 9 8	99 10 1	111 15 2	4,230 6 4
Jefferson's Siding ..	596	10 8	122	17 5	7 4 3	1 14 8	..	..	65 1 8	..	10,979	1,851 16 9	3,708	461 13 0	..	..	37 7 10	53 18 4	3,851 13 8	6,784 13 6
Bunyip ..	8,060	1,912 16 0	326 1 1	502 14 3	30 10 0	16 11 3	..	..	97 1 7	..	8,171	2,487 15 7	3,974	2,045 9 10	..	..	222 19 5	213 5 7	12,815 16 0	15,815 16 0
Longwarry ..	18,538	4,158 3 7	517 18 11	47 15 11	32 4 0	40 12 6	..	..	730 16 8	0 8 0	3,335	1,529 19 10	7,320	3,499 12 2	..	..	42 12 4	611 11 5	1,494 5 2	2,027 9 10
Warragul ..	4,868	221 19 5	47 15 11	116 4 5	0 11 3	0 9 6	..	..	14 2 2	..	2,041	766 3 3	1,423	386 3 6	..	..	171 17 7	21 13 0	3,833 9 10	7,515 3 8
Ninina ..	4,185	345 14 9	543 19 0	116 4 5	4 3 9	14 13 0	..	..	25 3 3	..	1,193	507 16 6	640	287 15 0	..	..	361 16 11	143 2 1	2,027 9 10	7,515 3 8
Darwin ..	8,629	951 14 10	109 5 10	162 18 11	5 14 9	14 13 0	..	..	163 12 4	0 13 3	5,568	2,468 7 0	4,325	1,976 10 5	..	..	737 13 1	216 19 7	6,293 2 2	12,322 16 1
Yaragon ..	11,911	1,466 17 0	270 7 0	269 15 11	33 7 3	42 6 9	..	..	183 12 4	0 13 3	1,550	1,095 5 10	4,539	2,466 2 7	..	..	802 17 0	230 0 2	6,779 6 9	12,322 16 1
Trafigar ..	16,495	1,997 4 7	134 0 7	296 3 5	50 12 0	36 3 6	..	..	75 15 2	0 1 6	2,841	1,257 1 6	1,952	1,608 13 3	..	..	1,128 16 7	613 6 10	6,293 2 2	12,322 16 1
Moe ..	17,267	2,251 4 7	170 14 5	464 5 11	74 3 6	56 17 3	..	..	312 15 2	..	3,528	2,051 10 1	4,154	3,728 2 9	..	..	1,128 16 7	613 6 10	6,293 2 2	12,322 16 1
Morwell ..	23,651	3,575 5 10	317 12 1	464 5 11	0 14 4	5 15 2	..	..	12 18 11	..	26	29 9 11	14	48 9 4	..	..	218 16 3	3 8 7	114 9 9	1,180 12 1
Trafigar ..	1,070	23 17 9	11 7 10	29 19 9	21 15 9	4 15 0	..	..	47 13 7	0 10 0	1,852	680 9 11	127	79 0 3	..	..	622 0 2	222 7 11	3,554 15 3	593 3 0
Traynam ..	1,636	137 13 10	57 10 8	188 13 0	0 1 0	0 1 0	..	..	16 2 5	0 7 9	864	819 1 8	992	795 13 1	..	..	2,500 7 4	494 4 11	13,481 9 8	734 12 10
Rosedale ..	6,745	859 16 2	7 10 8	212 8 0	0 3 9	0 9 6	..	..	184 9 8	0 0 9	1,221	5,009 10 11	104	40 13 6	..	..	1,332 12 5	203 7 5	5,175 0 6	429 12 7
Nantook ..	237	8 10 8	0 3 9	2 12 8	..	0 1 0	..	..	65 16 3	8 9 0	989	1,185 10 6	6,425	4,039 15 8	..	..	1,130 16 6	26 2 7	1,423 0 7	4,050 12 3
Fullan ..	614	65 3 8	3 13 8	10 5 0	91 7 9	119 4 9	..	..	7 10 5	..	8,421	2,433 10 11	110	39 8 5	..	..	242 0 3	30 16 6	1,871 3 7	22,535 16 8
Sutton ..	23,970	4,854 1 10	367 15 0	820 4 1	37 10 3	16 12 9	..	..	184 9 8	0 0 9	2,037	1,185 10 6	1,325	948 0 8	..	..	3,222 6 7	450 10 6	22,535 16 8	212 19 4
Montgomery ..	..	0 4 8	0 1 0	0 3 9	..	0 9 6	..	..	65 16 3	8 9 0	989	1,185 10 6	1,325	948 0 8	..	..	3,222 6 7	450 10 6	22,535 16 8	212 19 4
Stratford ..	..	1,224 14 7	89 5 9	204 11 1	37 10 3	16 12 9	..	..	7 10 5	..	8,421	2,433 10 11	110	39 8 5	..	..	242 0 3	30 16 6	1,871 3 7	22,535 16 8
Munro ..	1,904	120 19 10	5 9 10	17 18 2	0 3 3	0 9 6	..	..	7 10 5	..	1,204	555 17 7	299	184 9 11	..	..	594 2 9	26 12 11	1,871 3 7	22,535 16 8
Fernbank ..	3,928	335 1 6	12 9 5	59 13 0	..	0 2 0	..	..	21 7 0	..	2,430	1,543 9 3	1,119	722 12 10	..	..	468 17 1	26 12 11	1,871 3 7	22,535 16 8
London ..	8,802	925 2 6	43 10 9	127 10 11	25 9 3	16 11 6	..	..	1 12 9	..	1,829	945 0 6	258	145 18 9	..	..	3,222 6 7	450 10 6	22,535 16 8	212 19 4
Hillside ..	2,052	233 10 7	9 7 8	35 7 4	0 7 0	4 9 0	..	..	44 0 2	0 9 9	7,103	6,543 2 4	5,985	4,440 17 10	..	..	3,222 6 7	450 10 6	22,535 16 8	212 19 4
Bairnsdale ..	16,173	6,248 12 2	423 3 11	961 8 5	106 13 9	94 11 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..
NERRIM SOUTH LINE.																				
Lilloe ..	978	14 15 11	0 2 8	2 7 10	..	..	..	..	4 8 4	0 5 0	418	150 1 8	135	40 1 4	..	..	0 14 6	0 7 6	212 19 4	4,230 6 4
Bun Bala ..	2,135	57 3 6	2 12 11	51 3 11	..	0 4 6	..	..	10 13 6	..	923	390 8 1	1,421	620 10 2	..	..	31 3 8	0 18 6	1,156 4 0	1,566 4 0
Bravington ..	405	10 13 0	0 4 6	2 14 7	..	0 3 0	..	..	0 14 4	..	54	31 6 4	212	78 7 4	..	..	45 0 6	4 4 0	718 7 9	134 2 3
Rokely ..	2,142	69 11 11	1 2 10	22 4 3	..	0 16 6	..	..	0 14 4	..	786	372 0 11	366	202 10 6	..	..	1 6 6	0 7 6	1,077 13 11	1,077 13 11
Cressover ..	2,187	60 7 9	0 10 5	30 4 9	..	0 1 0	..	..	53 1 6	..	2,943	873 8 7	491	111 7 5	..	..	395 10 1	119 15 8	4,399 4 4	4,399 4 4
Nerrim South ..	5,414	637 14 4	70 6 11	181 3 8	4 8 3	9 8 0	..	..	..	..	4,170	1,737 0 0	1,674	1,190 15 11	..	..	..	..	..	..
THORNDALE LINE.																				
Coalville ..	1,124	23 16 9	11 0 3	59 8 9	0 1 6	0 1 9	..	..	31 10 1	1 12 2	636	192 19 5	215	175 13 8	..	..	27 16 8	14 2 5	969 10 11	969 10 11
Naracan ..	1,670	45 14 7	20 5 8	66 13 7	0 14 3	2 16 6	..	..	56 6 4	..	1,279	443 11 11	369	267 16 2	..	..	91 10 6	48 18 6	2,153 17 9	2,153 17 9
Thorpdale ..	1,439	244 4 2	32 16 9	135 1 10	5 1 3	6 5 9	..	..	56 9 8	..	1,338	716 15 6	765	669 1 4	..	..	241 3 0	..	..	..
WALLALLA LINE.																				
Gooding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tyers River ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Gould ..	12	6 13 1	0 8 3	1 2 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Pearson ..	63	0 6 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Watson ..	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Harris ..	117	11 17 4	0 16 10	1 18 2	0 3 9	0 3 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Murie ..	67	7 11 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Thomson ..	22	5 17 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Wallalla ..	706	148 8 1	4 19 7	33 3 5	0 8 0	0 2 0	..	..	0 2 6	..	193	190 1 3	434	363 5 1	..	..	1 3 2	1 3 2	742 16 3	742 16 3

FRANKSTON STONY POINT LINE— continued.		790 17 5	575 9 3	209 0 8	4 4 0	4 18 7	11 13 10	2,420	472 1 10	3,464	720 15 1	2 15 6	45 16 7	2,837 12 9
Carrum ..	23,608	..	..	..	..	..	..	58,694	..	7	2 0 10	..	..	2 0 10
Wedge's Siding ..	..	..	..	..	..	..	..	2,447	..	..	..	..	..	5,551 14 10
Frankston Sand Siding ..	42,137	1,980 12 8	211 4 2	446 13 10	9 14 0	17 12 6	26 17 9	2,447	5,551 14 10	3,820	1,169 17 4	45 4 9	79 9 8	4,381 18 8
Frankston ..	1,846	72 19 0	9 4 1	25 9 2	0 1 6	0 18 0	12 3 0	137	394 7 9	165	83 0 8	..	15 14 3	266 4 7
Langwarrin ..	4,194	237 10 7	25 14 0	26 3 1	2 3 3	4 18 6	12 13 8	1,562	56 14 11	168	67 5 10	1 9 5	43 10 3	749 2 3
Mornington Junction ..	6,896	470 0 6	105 18 9	122 9 0	6 16 2	1 12 6	29 4 2	2,553	1,055 7 4	2,529	825 14 11	1 15 9	10 16 4	2,629 16 5
Somerby ..	2,259	168 13 6	41 14 5	36 12 3	0 3 6	0 1 6	12 6 6	1,410	426 18 5	670	202 11 2	0 9 6	2 8 0	891 18 9
Tyabb ..	3,954	328 2 10	70 8 4	116 6 3	0 9 0	1 0 3	12 4 0	3,414	801 19 11	1,108	426 11 1	3 0 3	43 9 5	1,803 11 4
Bittern ..	3,113	408 6 7	119 0 7	149 19 0	6 9 6	4 0 3	23 1 7	2,769	693 12 6	805	400 12 5	221 14 3	134 16 0	2,161 12 8
Crib Point ..	273	30 18 8	0 4 11	6 3 8	2 13 6	10 18 0	10 18 10	4	284 12 2	66	24 12 9	3 11 6	24 8 3	64 5 2
Stony Point ..	4,168	572 14 6	187 11 1	226 17 7	2 13 6	10 18 0	10 18 10	600	284 12 2	1,180	502 0 7	..	..	1,826 6 0
MORNINGTON LINE.														
Moorooduc ..	398	29 15 3	12 12 11	7 5 2	1 6 6	0 6 3	13 10 0	225	57 3 0	352	63 10 10	89 8 0	161 3 7	436 1 6
Mornington ..	11,964	1,155 15 1	262 13 2	424 13 9	14 0 9	11 0 0	31 19 0	410	210 3 2	2,079	819 19 9	58 8 8	184 15 11	3,173 14 0
HEALESVILLE LINE.														
East Richmond ..	1,082,561	6,846 19 10	185 17 11	127 9 5	1 3 0	0 6 0	6 13 8	9,483	4,471 11 8	68,384	21,941 14 1	..	..	7,168 16 1
Burnley ..	980,609	7,008 3 10	145 11 4	347 8 2	2 17 6	0 7 9	91 16 3	9,483	629 2 11	21,334	4,508 15 11	1 3 4	0 15 3	34,009 10 7
Hawthorn ..	1,340,756	11,962 18 2	192 16 11	237 17 10	5 17 4	1 12 6	107 2 6	696	..	..	..	..	..	17,648 9 8
Glenferrie ..	1,705,110	16,915 11 7	449 15 4	478 13 4	7 2 9	1 11 3	47 4 4	..	..	..	..	..	..	17,902 18 7
Auburn ..	1,656,174	17,072 14 5	223 14 8	326 9 8	8 2 6	1 5 5	14 4 8	..	..	..	..	..	..	17,646 18 10
Auburn — Building Tickets (Free) ..	6,840	..	..	..	..	..	..	..	..	..	..	..	..	..
Camberwell ..	1,492,585	18,189 0 5	302 11 6	357 18 1	23 18 4	6 16 6	146 0 2	951	419 6 2	32,126	5,700 12 6	4 6 6	11 1 3	25,161 18 11
Camberwell — Build- ing Tickets (Free) ..	5,220	..	..	..	..	..	..	..	..	..	..	..	..	..
East Camberwell ..	549,857	6,281 10 11	52 7 7	71 7 6	2 16 2	0 10 6	41 11 6	..	..	..	..	..	..	6,450 4 2
East Camberwell— Building Tickets (Free) ..	720	..	..	..	..	..	..	..	..	..	..	..	..	..
Canterbury ..	766,579	9,499 8 11	196 2 3	261 2 3	4 17 9	1 13 3	108 6 0	107	54 11 4	6,922	1,319 5 0	..	..	11,445 11 9
Canterbury — Build- ing Tickets (Free) ..	20,100	..	..	..	..	..	..	..	..	..	..	..	..	..
Surrey Hills ..	459,245	6,024 13 9	75 10 8	123 9 0	7 1 11	0 14 6	24 10 0	71	40 10 10	8,125	1,375 15 7	0 17 6	..	7,675 15 0
Surrey Hills—Build- ing Tickets (Free) ..	11,280	..	..	..	..	..	..	..	..	..	..	..	..	..
Mont Albert ..	180,876	2,252 17 4	18 14 8	37 13 7	1 9 0	0 2 0	..	..	..	..	0 1 0	..	..	2,310 17 7
Mont Albert—Build- ing Tickets (Free) ..	8,340	..	..	..	..	..	..	..	..	..	..	..	..	..
Box Hill ..	455,219	6,894 9 11	282 1 2	241 13 10	8 7 10	2 16 0	10 10 9	1,638	579 9 11	13,406	2,212 7 8	42 13 6	208 1 4	10,489 3 5
Box Hill—Building Tickets (Free) ..	49,440	..	..	..	..	..	..	..	..	..	..	..	..	..
Blackburn ..	110,829	1,540 8 3	35 1 11	78 3 10	1 14 9	0 13 3	12 14 3	142	28 11 8	3,667	515 3 2	..	..	2,212 14 4
Blackburn—Building Tickets (Free) ..	8,360	..	..	..	..	..	..	..	..	..	..	..	..	..
Tunstall ..	68,638	945 9 10	77 9 10	34 13 2	0 8 9	0 0 9	..	..	..	..	1 3 8	..	..	1,059 6 0
Tunstall — Building Tickets (Free) ..	720	..	..	..	..	..	..	..	..	..	..	..	..	..
Michigan ..	94,414	1,511 11 9	80 11 4	105 17 0	0 8 3	0 9 9	10 6 0	2,760	607 16 11	6,784	1,178 1 8	..	..	3,495 2 8
Ringwood ..	108,463	2,118 13 1	171 15 11	163 12 11	13 6 3	0 17 6	18 3 11	1,243	562 3 9	4,166	827 8 8	8 7 4	11 17 6	3,896 10 1
Croydon ..	41,857	1,326 18 4	288 13 6	203 3 4	4 1 0	0 19 0	51 8 11	2,146	423 13 3	3,552	787 8 11	..	4 3 6	3,090 9 9
Mooroolbark ..	8,151	239 13 10	193 4 1	35 18 3	1 0 6	2 7 6	2 0 0	1,571	215 14 10	269	62 13 3	0 18 5	14 9 8	766 2 4
Cave Hill Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Lyndale ..	46,360	2,336 8 3	399 1 1	302 19 11	42 8 5	23 7 6	178 8 2	16,207	800 10 0	4,383	1,368 14 1	157 17 5	431 19 1	6,041 13 11
Goldstream ..	2,770	169 16 5	179 2 1	57 1 0	2 18 0	16 9 9	3 3 0	2,275	257 15 2	392	146 2 11	6 11 6	7 17 9	846 17 7
Yering ..	6,217	369 7 5	627 19 6	179 1 0	0 14 0	4 1 0	12 10 0	666	238 8 1	1,373	370 8 11	..	166 9 3	1,973 8 2
Yarra Glen ..	10,460	725 12 9	223 18 3	218 1 11	14 4 6	46 11 9	35 1 3	8,578	1,939 2 0	1,508	596 16 10	225 4 5	169 4 6	4,193 18 2
Taravatra ..	1,000	71 2 1	16 15 5	17 17 6	48 12 8	12 14 1	1 6 4	120	29 8 1	19	10 19 10	1 16 9	3 6 2	213 18 11
Healesville ..	14,467	1,567 14 4	326 10 3	527 2 4	21 18 3	17 7 3	62 1 7	1,505	486 3 5	3,561	1,593 6 9	29 19 8	120 1 2	4,752 5 4

Traffic derived from Dunedin Stations ..	2,486	1,578	9 8	128 16 3	432 3 7	68 9 0	103 18 3	..	..	391 6 9	8,175	9,966 15 0	4,097	6,703 14 4	10,780 5 8	667 18 6	30,321 17 0
Traffic derived from Dunedin Stations ..	31,995	30,052 10 11	3,392 0 3	3,392 0 3	5,444 13 0	38 18 0	299 6 10	..	..	2,317 4 7	4,539	5,084 8 3	14,210	10,508 14 1	1,348 10 10	2,310 6 8	66,746 19 5
Traffic derived from New Zealand Stations ..	77,286	45,609 1 1	3,106 7 11	4,408 11 5	927 17 5	927 17 5	656 1 0	..	..	..	9,082	17,003 7 0	30,037	30,699 9 11	380 8 5	1,036 0 3	109,775 4 5
Traffic derived from Overland Stations ..	1,757	1,517 19 8	22 5 1	95 2 5	..	..	..	..	..	..	..	..	..	..	..	27 10 0	1,662 17 2
Traffic derived from Overland Stations ..	87,139	40,012 0 5	..	..	..	..	..	..	..	36 10 4	..	..	..	..	..	..	40,048 10 9
Traffic derived from Overland Stations ..	27,093	608 9 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	608 9 3
Traffic derived from Overland Stations ..	7,430	2,703 18 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,703 18 0
Traffic derived from Overland Stations ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4,272 1 2
Traffic derived from Overland Stations ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	66,553 15 9
Traffic derived from Overland Stations ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11,602 12 7
Traffic derived from Overland Stations ..	1,361,925	11,833 7 5	1 12 8	1 12 8	1 12 8	..	..	..	..	0 12 0	..	..	..	..	..	..	11,886 9 6
Total ..	36,642,160	1,884,014 8 8	175,111 14 4	175,111 14 4	175,111 14 4	10,513 18 3	82,423 9 6	64,447 7 4	10,250 13 5	4,120,195	1,063,715 12 8	4,120,195	1,063,715 12 8	258,666 8 3	258,665 8 3	6,869,754 5 11	
Less Parcels, Horses, Carriages, and Dogs, Goods, and Live Stock Traffic Revenue shown as Outwards and repeated as Inwards ..																	2,414,006 13 6
Gross Revenue, Victorian Railways ..																	4,443,862 15 7
Gross Revenue, St. Kilda and Brighton Electric Street Railway ..																	11,884 16 10
Total Gross Revenue ..																	£4,455,747 12 5

* Open for only portion of the year.

APPENDIX No. 24

No. 2207.

An Act to amend the *Railway Funds Act 1907*.

[22nd November, 1909.]

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

Short title
construction
and com-
mencement.

Nos. 1135, 1250,
1439, 1825, 1946,
2034, 2133.

Application of
surplus railway
revenue for
year ended 30th
June, 1909.

Interest.

Calculation of
interest.

Definition.

Application of
surplus railway
revenue for
subsequent
years.

Interest.

Calculation of
interest.

Application of
surplus railway
revenue not
otherwise
required.

Repeal of
section 6 of
No. 2133.

Payments into
funds to restore
them to their
limits.

Provision where
general revenue
exceeds
expenditure.

Limit of
payments into
railway funds.

1. (1) This Act may be cited as the *Railway Funds Act 1909*, and shall be read and construed as one with the *Railway Funds Act 1907*, which Act and this Act shall be deemed and taken to be included in the *Railways Acts*.

(2) This Act shall be deemed and taken to have come into operation on the first day of July One thousand nine hundred and eight.

2. (1) Notwithstanding anything contained in the *Railway Funds Act 1907*, the surplus railway revenue for the year ended on the thirtieth day of June One thousand nine hundred and nine shall be included in the Consolidated Revenue of Victoria in the accounts of the Treasurer for that year instead of being dealt with in accordance with the provisions of the *Railway Funds Act 1907*.

(2) Until such time as the Treasurer has paid into the two funds provided for in the said Act the amount of the surplus railway revenue which in accordance with this section is included in the Consolidated Revenue there shall be paid by the Treasurer interest thereon out of the Consolidated Revenue at the rate of three and one-half per centum per annum.

(3) The said interest on such surplus railway revenue shall be calculated as from the thirtieth day of June One thousand nine hundred and nine and shall be applied towards the payment of interest on the Railway Loan Funds.

(4) In this amending Act the expression "surplus railway revenue" means surplus railway revenue for any year after deducting therefrom all superannuation or retiring allowances compensation and gratuities paid for such year in respect of railway service.

3. (1) Notwithstanding anything contained in the *Railway Funds Act 1907*, if for any year after the thirtieth day of June One thousand nine hundred and nine the revenue for Victoria is less than the expenditure therefor without taking into account the revenue and working expenditure of the railways, then so much of the surplus railway revenue (if any) in such year as in the opinion of the Auditor-General is necessary to make good the deficiency shall be included in the Consolidated Revenue in the accounts of the Treasurer for such year instead of being dealt with in accordance with the provisions of the *Railway Funds Act 1907*.

(2) Until such time as the Treasurer has paid into the two funds provided for in the said Act the amount of the surplus revenue which in accordance with this section is to be included in the Consolidated Revenue there shall be paid by the Treasurer interest thereon out of the Consolidated Revenue at the rate of three and one-half per centum per annum.

(3) The said interest on such surplus railway revenue shall be calculated as from the thirtieth day of June in each year and shall be applied towards the payment of interest on the Railway Loan Funds.

(4) So much of the surplus railway revenue in any year after the thirtieth day of June One thousand nine hundred and nine as is not required to make good any such deficiency shall to the necessary extent be dealt with in accordance with the provisions of the *Railway Funds Act 1907*.

4. For section six of the *Railway Funds Act 1907* the following section shall be substituted, namely :—

6. If at the end of any year subsequent to the thirtieth day of June One thousand nine hundred and nine the balance or balances at credit of either or both of such funds is or are reduced by payments thereout below the said limit or limits of such fund or funds then the surplus railway revenue (if any) of such or any subsequent year shall be paid into such fund or funds until the limit or limits thereof as aforesaid is or are reached. Provided, however, that not less than one-half of the surplus railway revenue of any year shall be paid into the Railway Interest Reserve Fund until it amounts to the limit of Three hundred thousand pounds as aforesaid.

5. (1) If for any year after the thirtieth day of June One thousand nine hundred and nine the revenue for Victoria exceeds the expenditure therefor then the amount by which the revenue is in the opinion of the Auditor-General in excess of the expenditure shall to the necessary extent be paid by the Treasurer into the two funds provided for in the *Railway Funds Act 1907* and in accordance with the provisions of that Act.

(2) Payment shall be so made by the Treasurer only to the extent to which surplus railway revenue has in accordance with the provisions of this Act been included in the Consolidated Revenue and not paid into the said two funds and only in any year to the extent required to bring the said two funds up to their respective limits.

DIAGRAM N° 1

AVERAGE MILEAGE WORKED

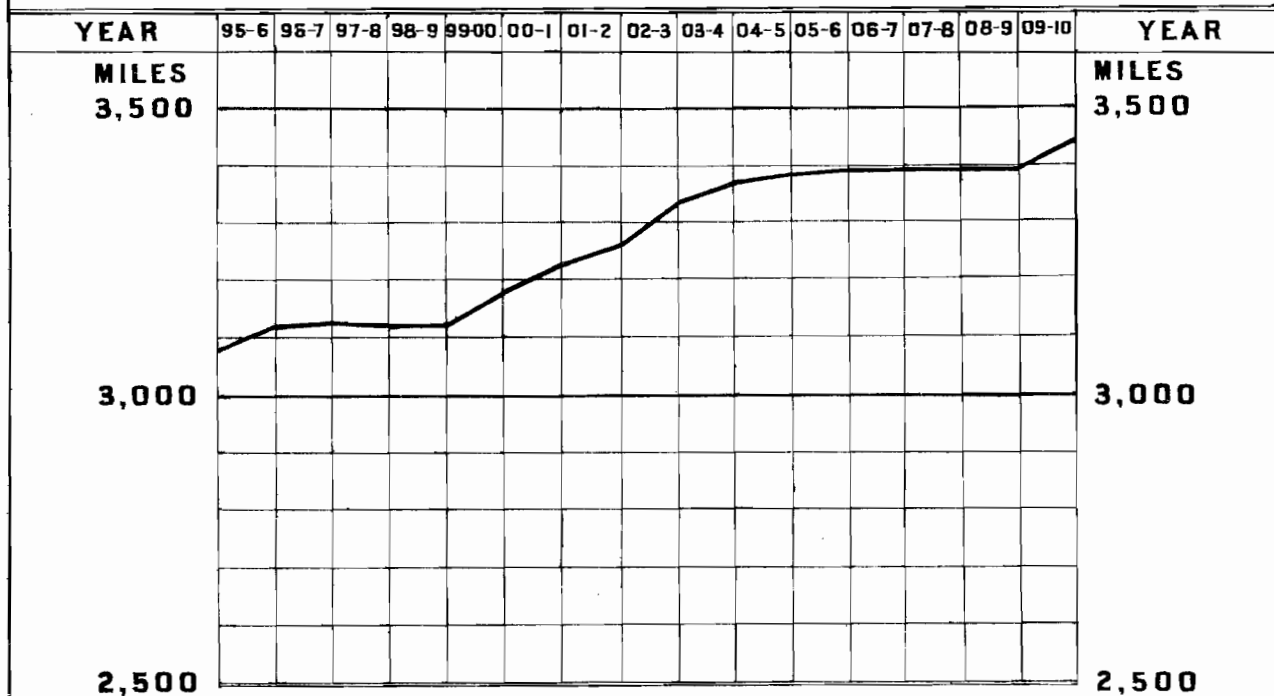


DIAGRAM N° 2

AVERAGE COST PER MILE

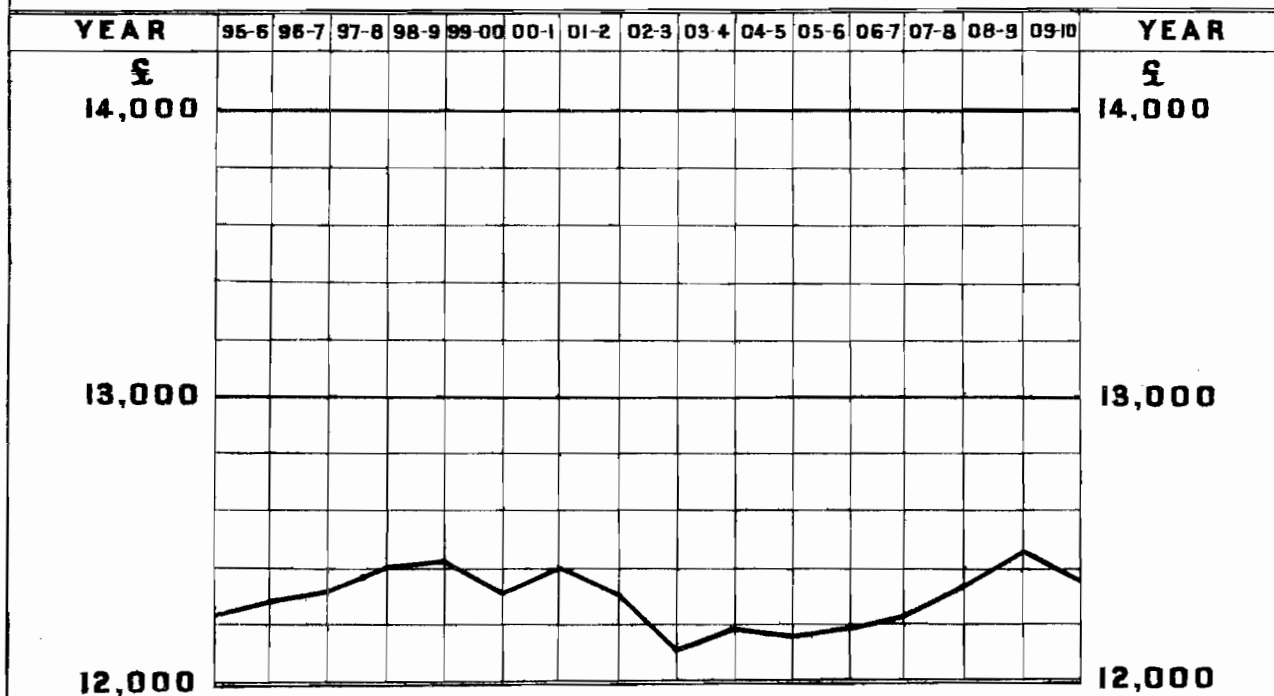


DIAGRAM N° 3

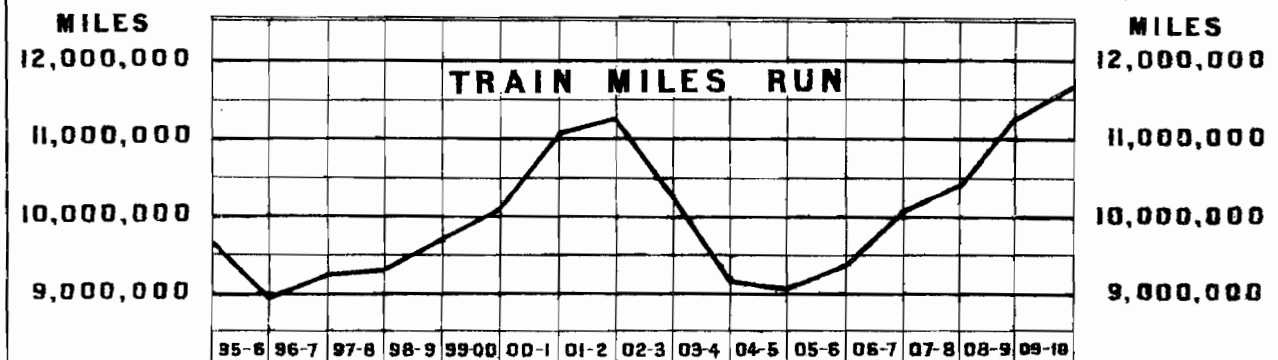
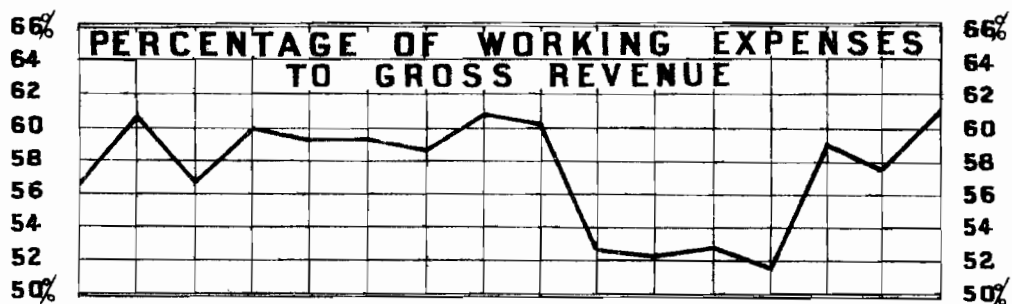
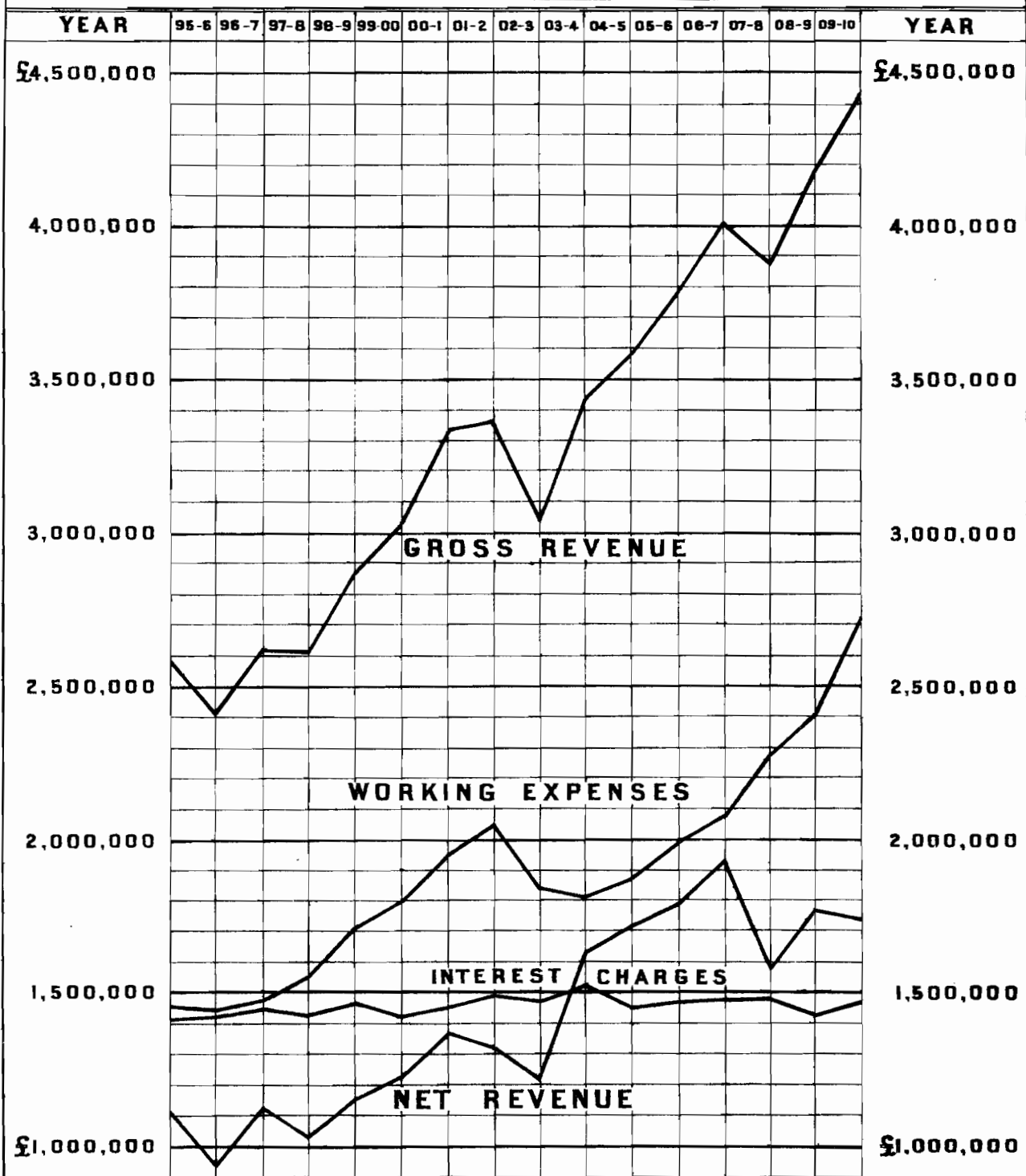


DIAGRAM N° 4

PER AVERAGE MILE OF RAILWAY OPEN

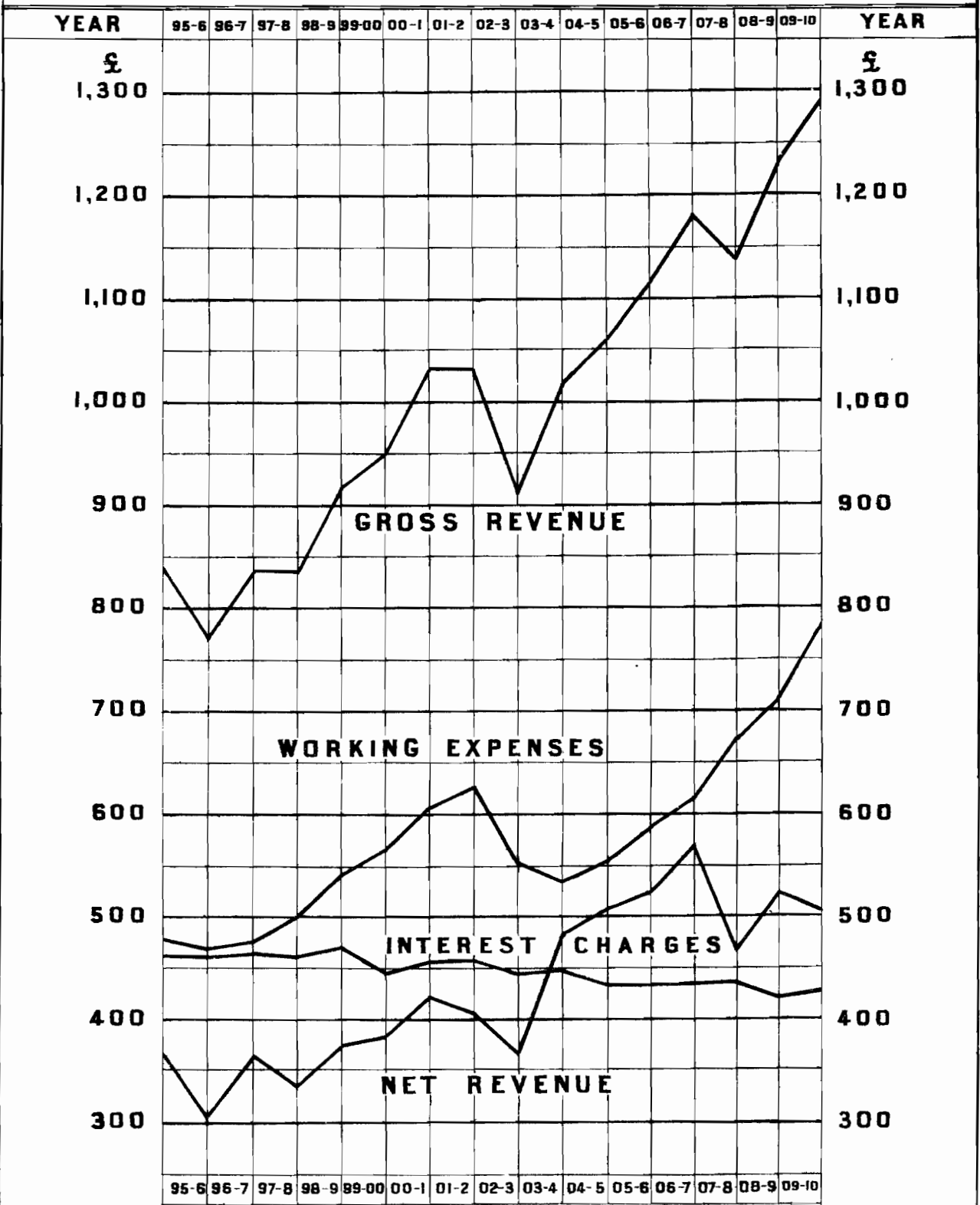
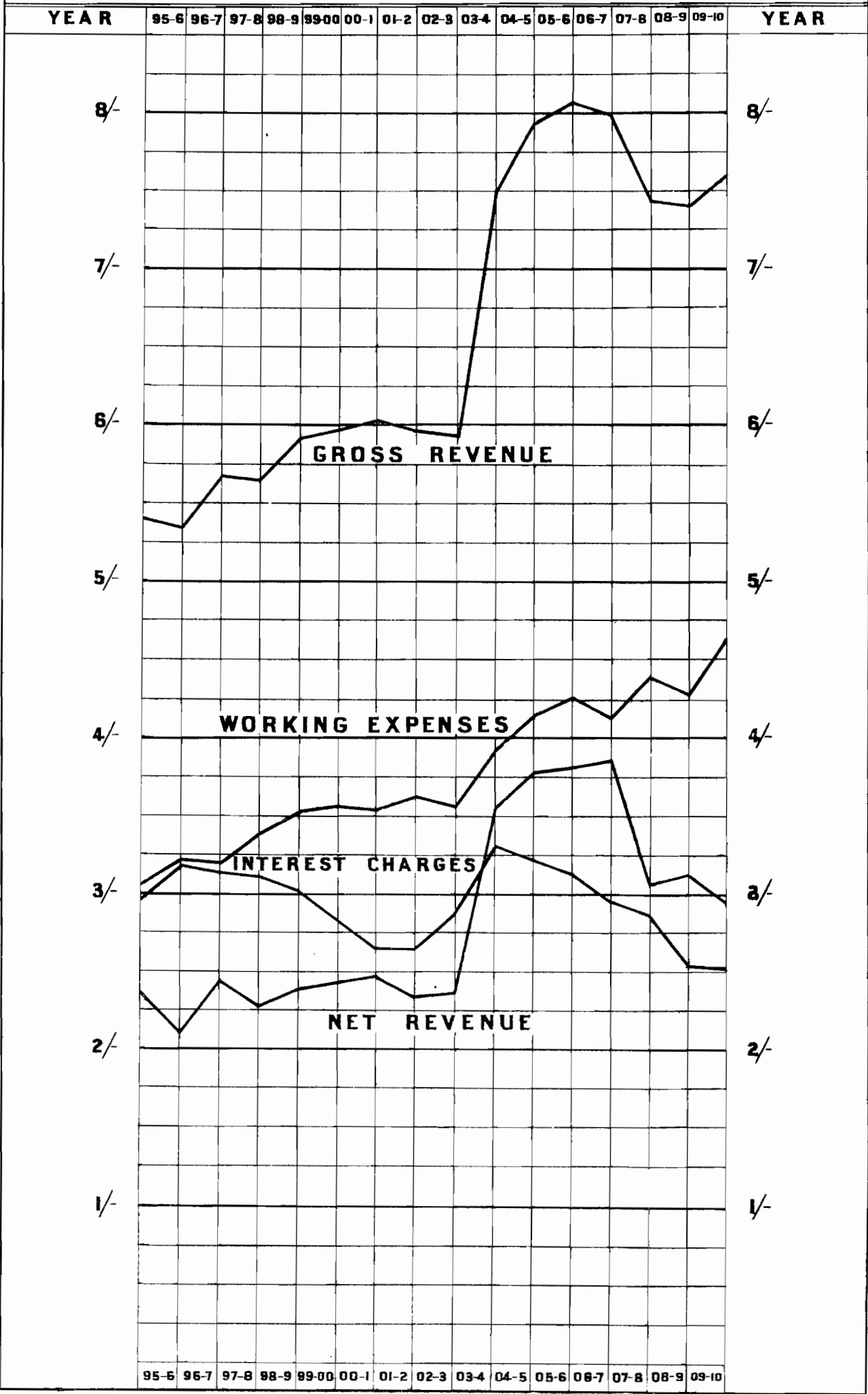
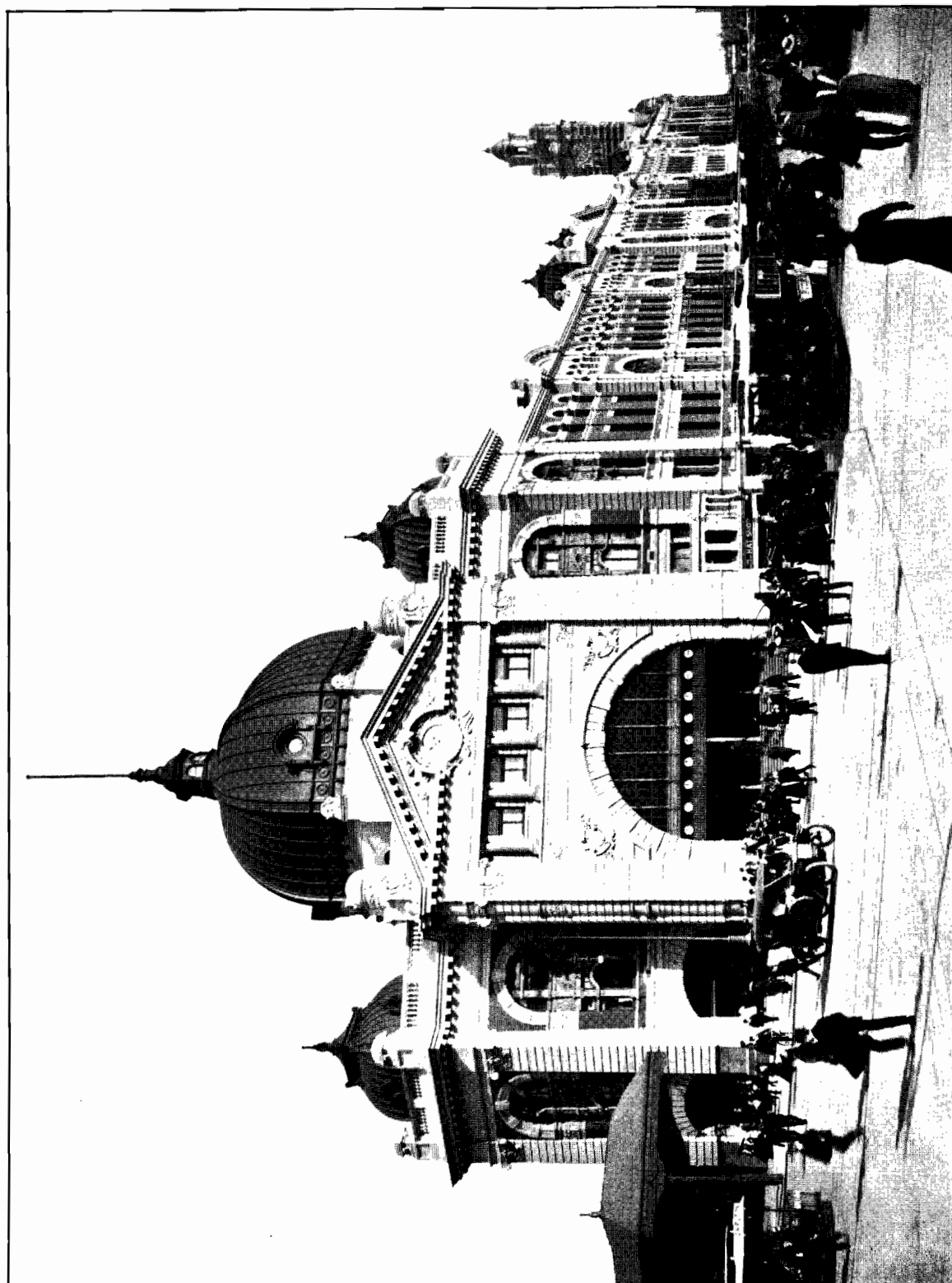


DIAGRAM Nº 5

PER TRAIN MILE RUN

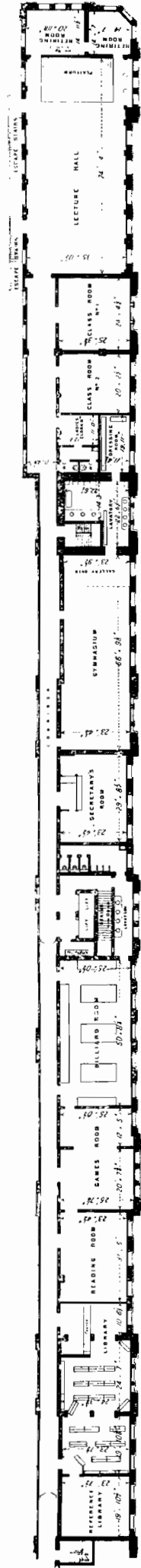




CENTRAL SUBURBAN STATION, FLINDERS STREET.

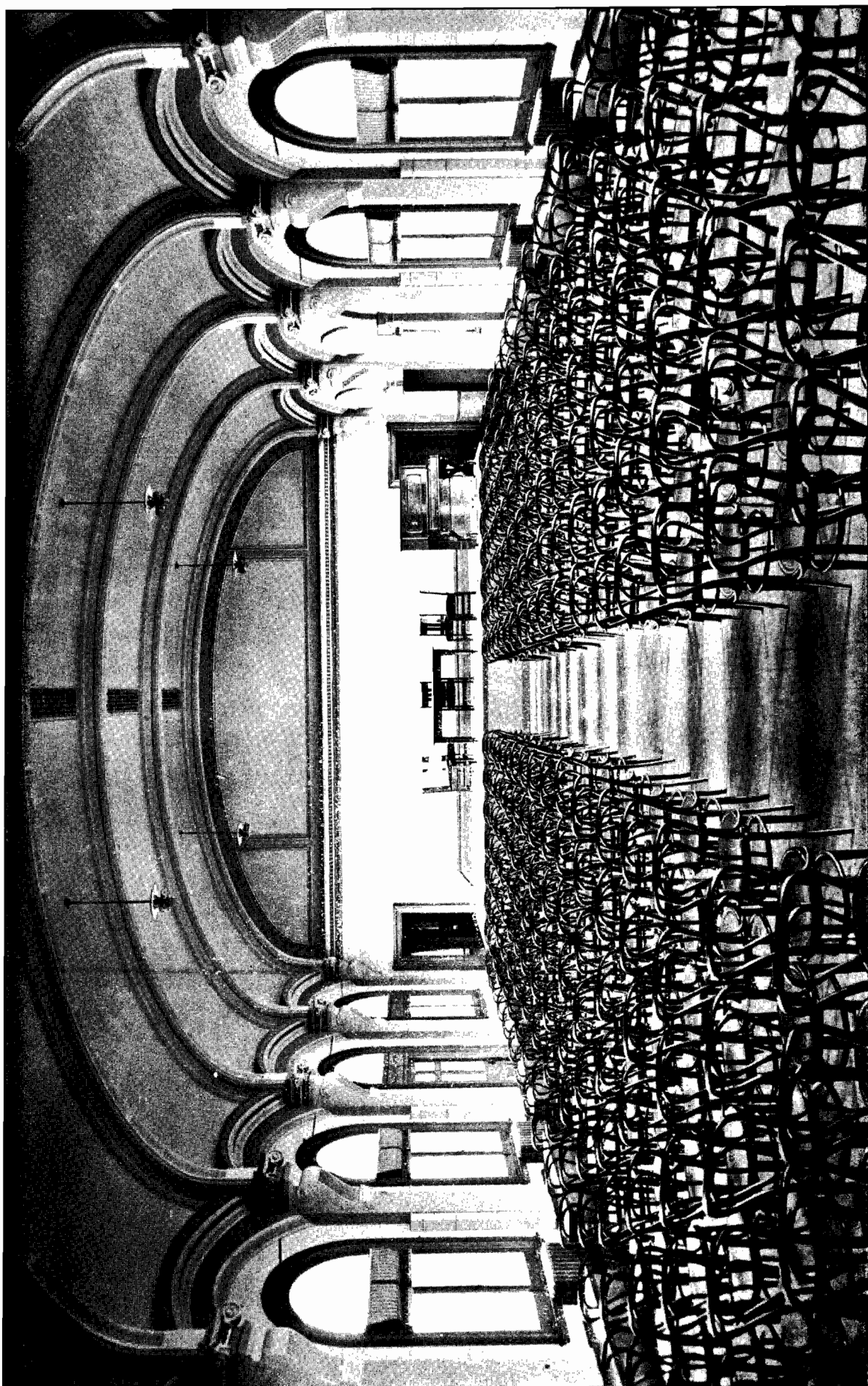


COUNCIL ROOM AND SECRETARY'S OFFICE.



FLOOR PLAN.

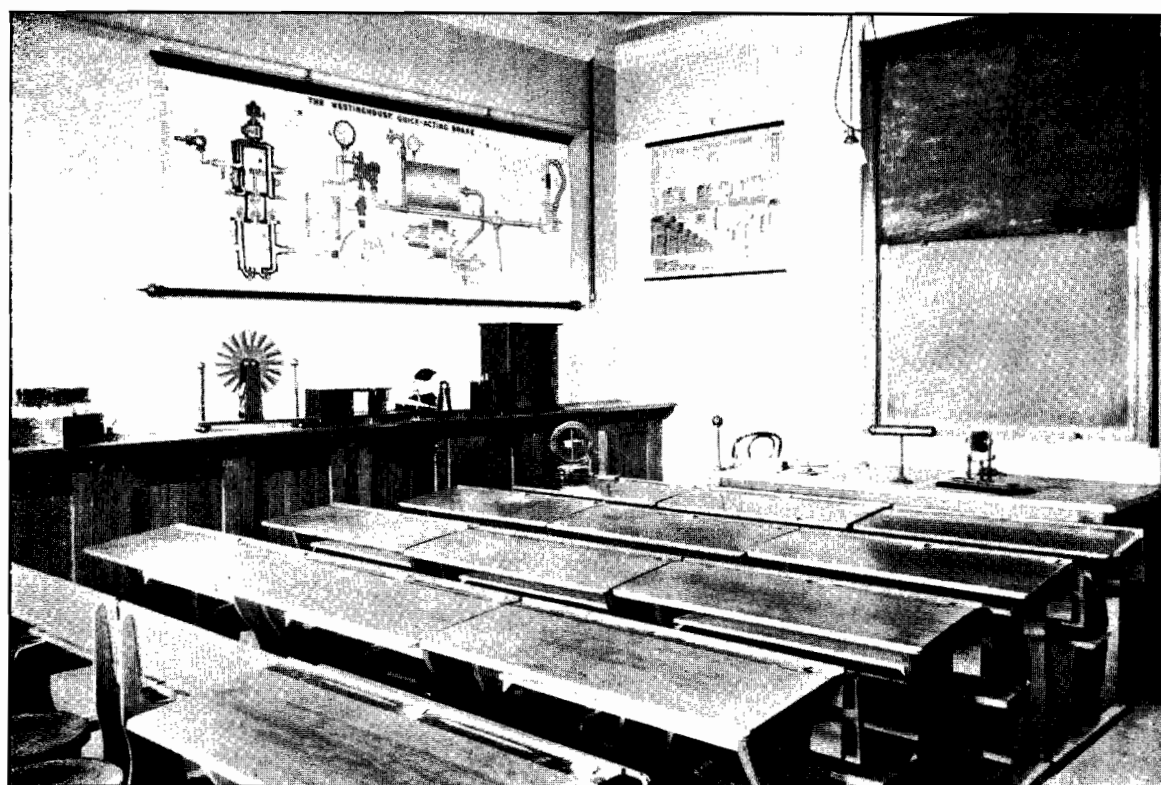
VICTORIAN RAILWAYS INSTITUTE.



LECTURE AND CONCERT HALL, VICTORIAN RAILWAYS INSTITUTE.



REFERENCE LIBRARY AND NON-SMOKING READING-ROOM.



CLASS ROOM.

VICTORIAN RAILWAYS INSTITUTE.

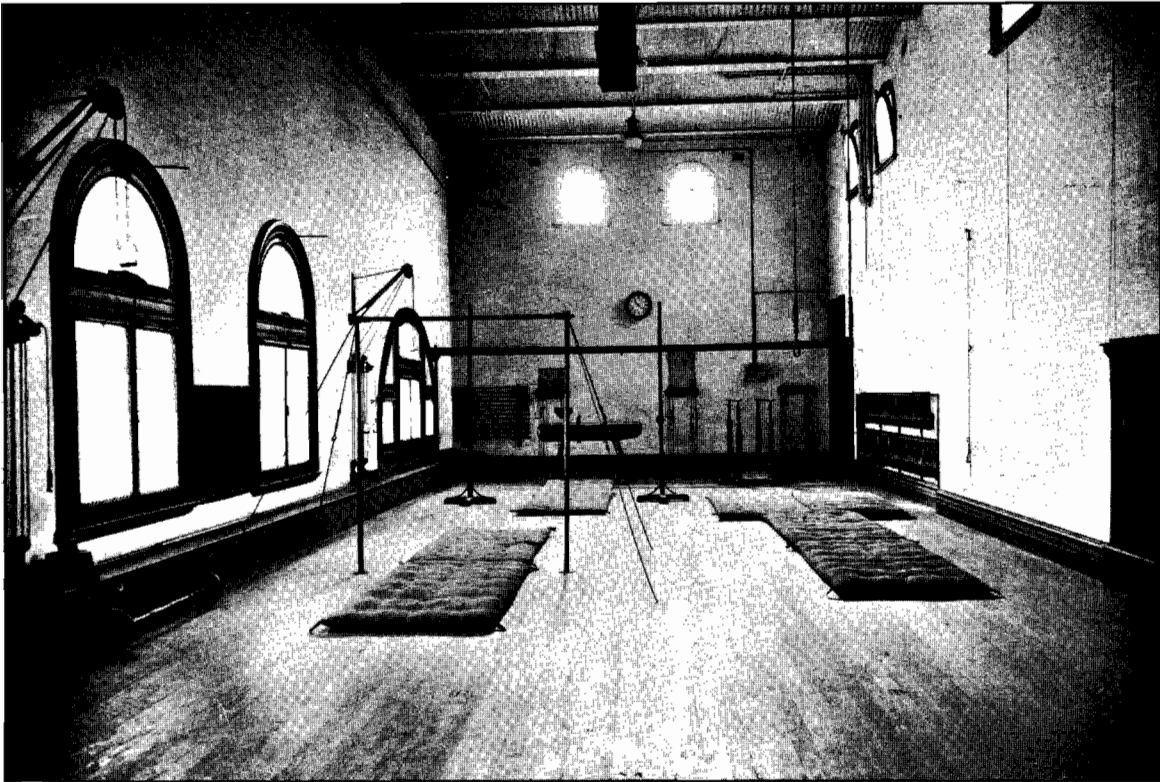


BILLIARD ROOM.



READING AND SMOKING ROOM.

VICTORIAN RAILWAYS INSTITUTE.

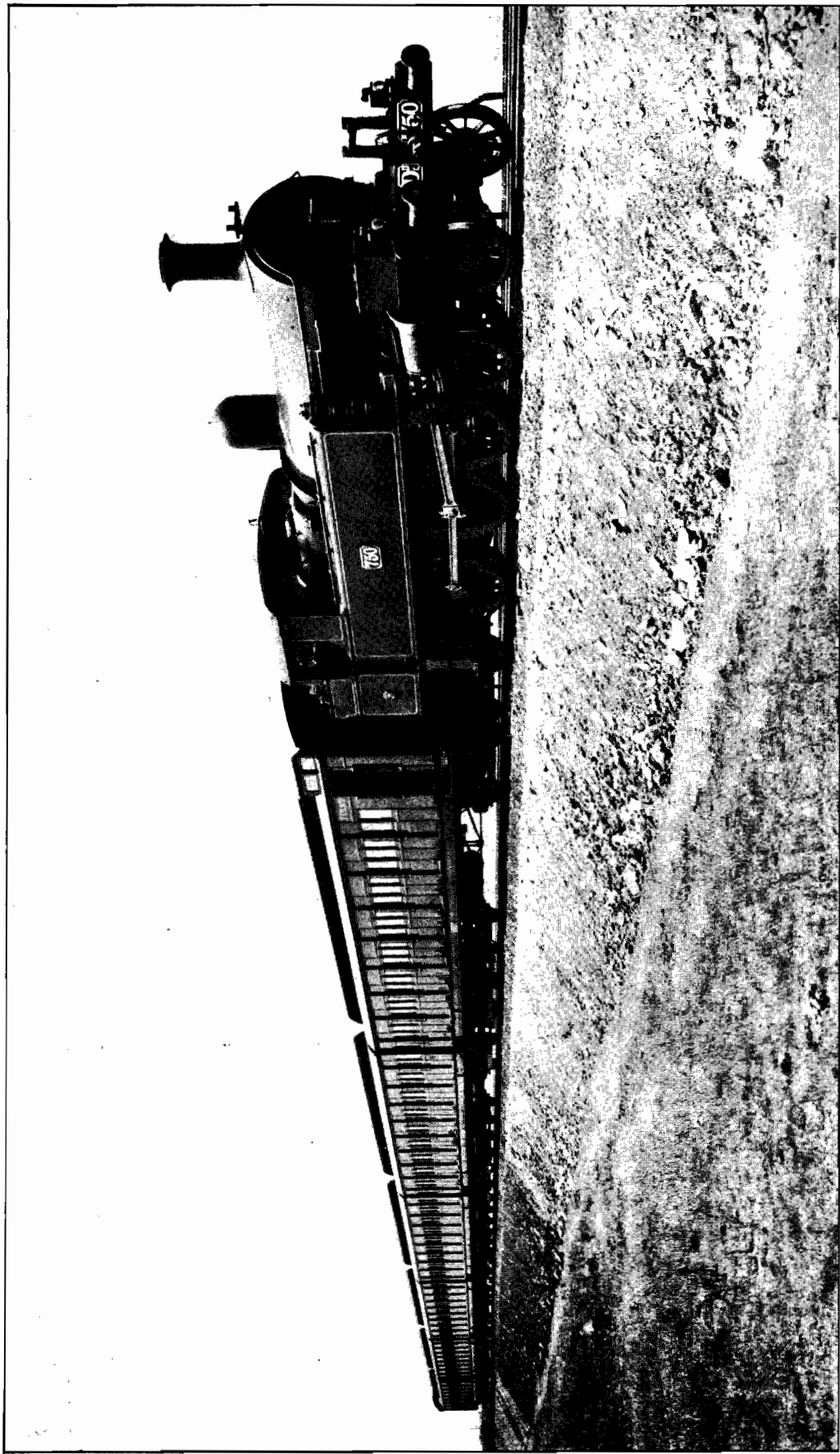


GYMNASIUM.

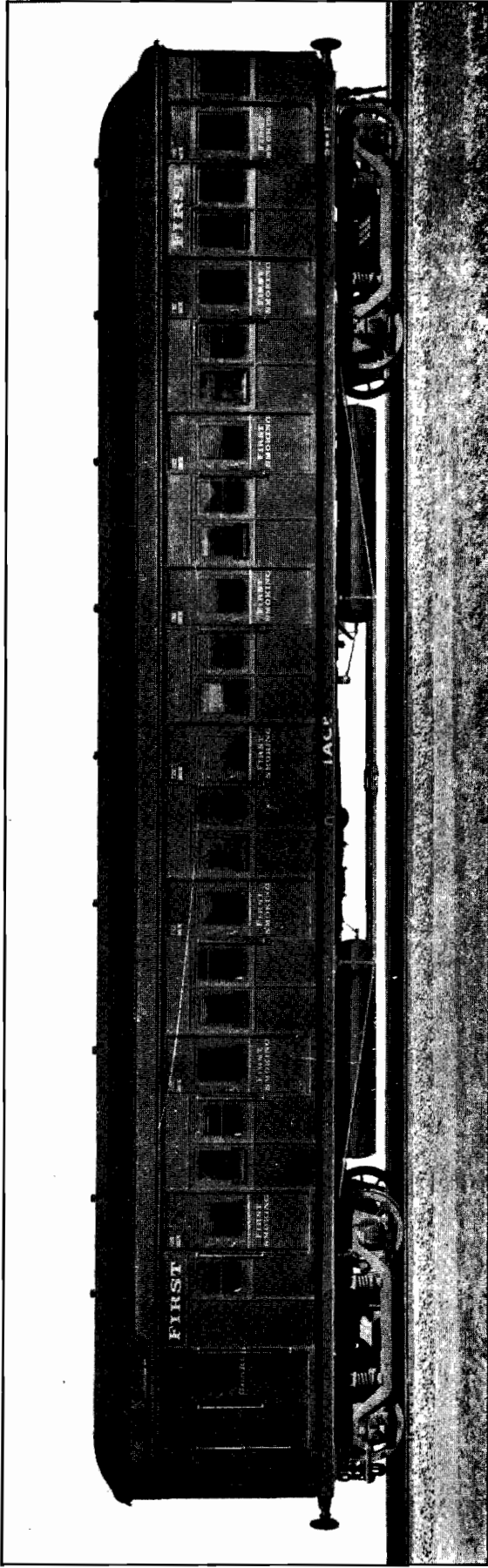


GAMES ROOM.

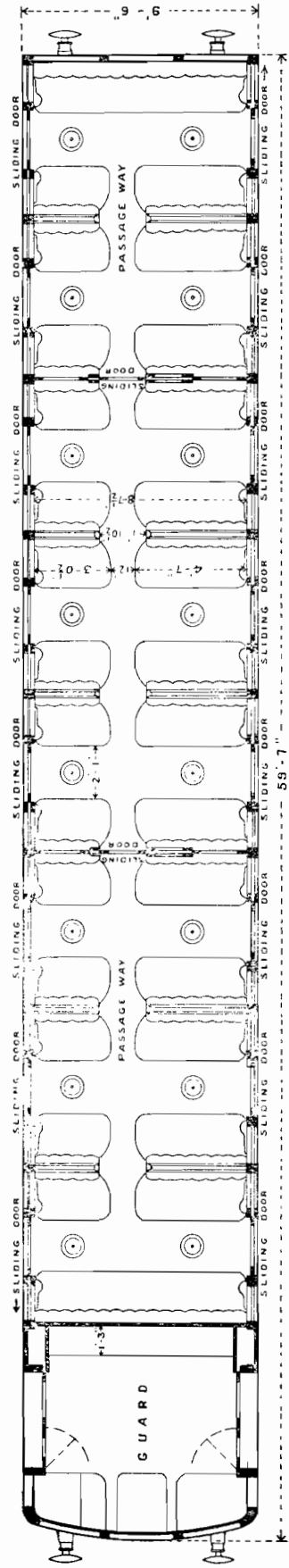
VICTORIAN RAILWAYS INSTITUTE.



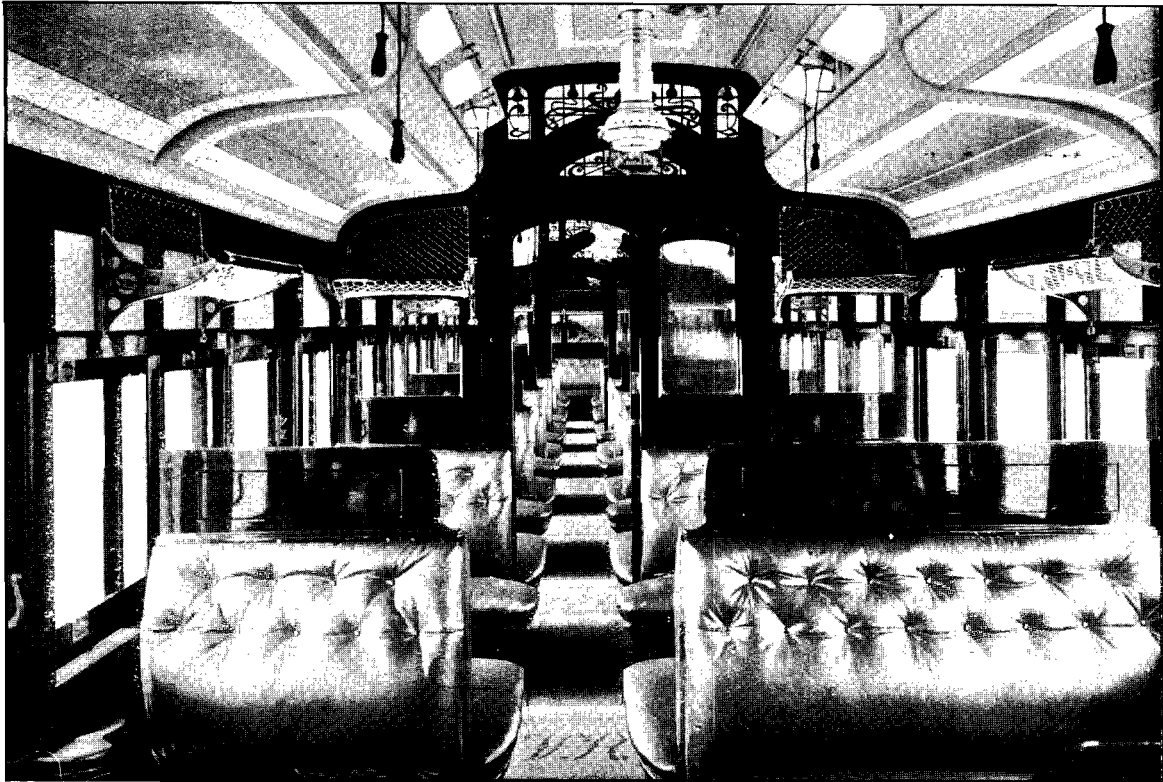
STANDARD SUBURBAN TRAIN—"TAIT" CARS WITH SLIDING DOORS AND CENTRAL PASSAGE WAY.



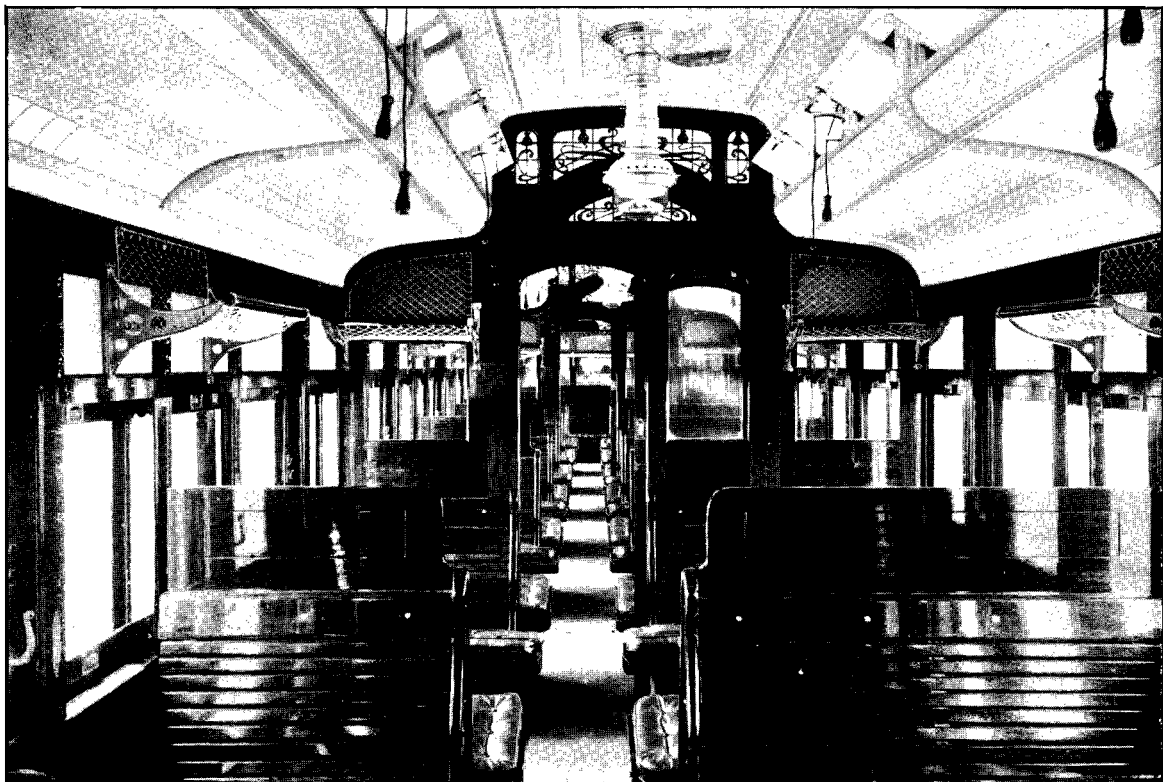
"TAIT" SUBURBAN CAR WITH GUARD'S COMPARTMENT.



FLOOR PLAN.



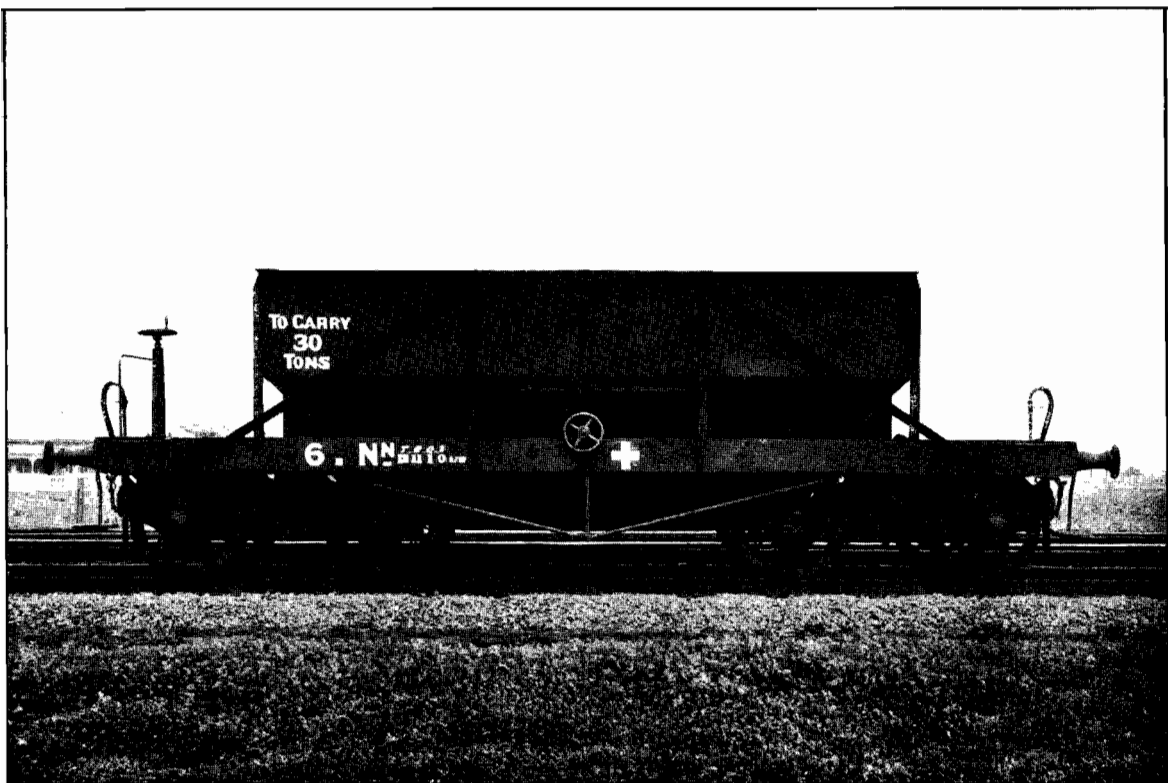
INTERIOR OF "TAIT" FIRST CLASS SUBURBAN CAR.



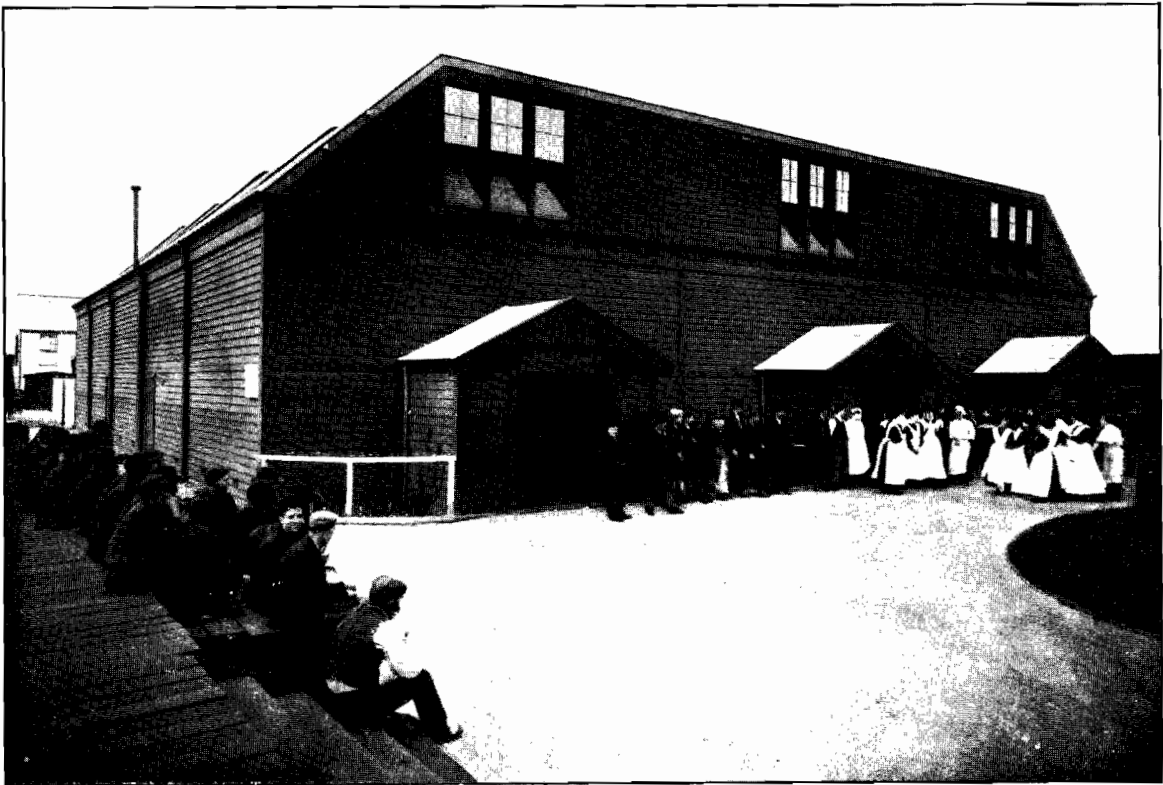
INTERIOR OF "TAIT" SECOND CLASS SUBURBAN CAR.



"F" CLASS LOCOMOTIVE ALTERED FOR MOTOR TRAINS.



BALLAST TRUCK.



EMPLOYES DINING ROOMS, NEWPORT WORKSHOPS.



ONE OF THE DINING ROOMS WITH EMPLOYES AT MIDDAY DINNER
(THREE HOT COURSES FOR 6D.).



