

1911.
—
VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

FINANCIAL YEAR ENDING 30TH JUNE, 1911.

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

By Authority:

J. KEMP, GOVERNMENT PRINTER, MELBOURNE.

No. 44.—[2s. 6d.]—11252.

APPROXIMATE COST OF REPORT.

[illegible]

REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE FINANCIAL YEAR ENDING 30TH JUNE, 1911.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 23rd September, 1911.

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 in respect of the financial year ending 30th June, 1911.

The bountiful harvest and the general prosperity of the State combined to produce a heavier traffic than has ever before been experienced in the history of the Railways, and the financial results, which are shown hereunder, were accordingly more satisfactory than in any previous year:—

GROSS REVENUE	...	...	...	...	...	...	£4,896,210 5 6
WORKING EXPENSES (including Special Payments of £66,904 13s. 11d. into the Railway Accident and Fire Insurance Fund, and £100,000 into the Rolling-Stock Replacement Fund)	...	...	...	...	...	...	£2,991,673 9 1
NET REVENUE	...	...	...	...	...	...	£1,904,536 16 5
NET REVENUE of ST. KILDA and BRIGHTON ELECTRIC STREET RAILWAY	...	...	...	...	...	...	£3,033 5 10
TOTAL NET REVENUE	...	...	...	...	...	...	£1,907,570 2 3
INTEREST CHARGES and EXPENSES						£1,516,764 6 11	
PENSIONS and GRATUITIES	...	...				£107,830 14 2	£1,624,595 1 1
SURPLUS	...	...	...	...	...	...	£282,975 1 2

Comparison of the Financial Results with those of the Previous Year.

	Year 1909-10.	Year 1910-11.	Increase.
	£ s. d.	£ s. d.	£ s. d.
Gross Revenue	4,443,862 15 8	4,896,210 5 6	452,347 9 10
Working Expenses	2,711,544 15 4*	2,991,673 9 1*	280,128 13 9
Net Revenue	1,732,318 0 4	1,904,536 16 5	172,218 16 1
Net Revenue of St. Kilda and Brighton Electric Street Railway	2,025 6 3	3,033 5 10	1,007 19 7
Total Net Revenue	1,734,343 6 7	1,907,570 2 3	173,226 15 8
Interest Charges and Expenses	1,472,916 11 7	1,516,764 6 11	43,847 15 4
Pensions and Gratuities	106,329 13 8†	107,830 14 2†	1,501 0 6
Total Interest Charges and Pensions and Gratuities	1,579,246 5 3	1,624,595 1 1	45,348 15 10
Surplus	155,097 1 4	282,975 1 2	127,877 19 10

* Including the following Special Payments :—

	Year 1909-10.	Year 1910-11.
Into Railway Accident and Fire Insurance Fund ..	£75,000	£86,904 13 11
Into Rolling-Stock Replacement Fund	170,000	100,000 0 0

† In conformity with the provisions of Acts Nos. 2133 and 2207, Pensions and Gratuities have since 1st July, 1908, been 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.

Comparison of the Results of Working with those of the Three Preceding Years.

	Year 1907-1908.	Year 1908-1909.	Year 1909-1910.	Year 1910-1911.
* Average mileage of Railway worked ...	3,396	3,397	3,441	3,505
* TRAFFIC TRAIN MILEAGE.				
Passenger—Country ...	2,152,890	2,351,597	2,297,247	2,429,335
" Suburban ...	3,153,831	3,259,024	3,301,666	3,470,697
Mixed ...	2,494,834	2,522,366	2,514,406	2,642,628
Goods (including Live Stock) ...	2,581,853	3,157,591	3,592,293	4,430,063
Total Traffic Train Mileage ...	10,383,408	11,290,578	11,705,612	12,972,723
Number of Passenger Journeys ...	74,907,425	81,020,620	85,280,235	93,795,806
Tonnage of Goods ...	3,349,760	3,783,699	4,120,195	4,586,904
Tonnage of Live Stock ...	405,101	383,087	348,245	380,723
*GROSS REVENUE.				
Coaching Traffic.				
Passenger—Country ...	£ 1,016,008	£ 1,039,243	£ 1,089,603	£ 1,217,097
" Suburban ...	686,062	746,844	783,178	846,619
Dining Car Service ...	...	5,852†	11,603	12,624
Parcels, &c. ...	154,291	166,689	175,110	191,114
Horses, Carriages, and Dogs ...	15,248	16,201	16,514	18,885
Mails ...	63,652	66,330	66,554	68,516
	1,935,261	2,041,159	2,142,562	2,354,855
Goods Traffic.				
Goods ...	1,598,588	1,814,821	1,915,911	2,095,263
Live Stock ...	269,853	252,356	258,665	289,384
Minerals ...	...	...	47,805‡	73,031
	1,868,441	2,067,177	2,222,381	2,457,678
Rentals ...	57,063	57,365	64,447	68,417
Miscellaneous ...	12,603	12,423	14,473	15,260
Total Gross Revenue ...	3,873,368	4,178,124	4,443,863	4,896,210
Per mile of Railway worked ...	1,141	1,230	1,291	1,397
Per traffic train-mile ...	7s. 5½d.	7s. 4½d.	7s. 7½d.	7s. 6½d.
* WORKING EXPENSES.				
Transportation Branch ...	£ 612,719	£ 641,431	£ 684,394	£ 766,784
Way and Works Branch ...	648,589	625,602	643,912	803,658
Rolling-Stock Branch—Operating Expenses ...	571,990	620,669	696,477	758,802
" Repairs and Renewals ...	247,738	372,766	359,725	407,056
" Payment into Rolling-Stock Replacement Fund ...	...	...	170,000	100,000
General Expenses ...	52,455	58,108	59,818	65,987
Payment into Railway Accident and Fire Insurance Fund ...	15,667	90,863(a)	97,219(a)	91,386(a)
Total Working Expenses ...	2,285,897	2,409,439(b)	2,711,545(b)	2,991,673(b)
Per mile of Railway worked ...	673	709	788	854
Per traffic train-mile ...	4s. 4¾d.	4s. 1¼d.	4s. 7½d.	4s. 7¾d.
Percentage of Gross Revenue ...	59.02	57.67	61.02	61.10
* NET REVENUE AFTER PAYMENT OF WORKING EXPENSES				
	£ 1,587,471	£ 1,768,685	£ 1,732,318	£ 1,904,537
Per mile of Railway worked ...	468	521	503	543
Per traffic train-mile ...	3s. 0¾d.	3s. 1½d.	2s. 11½d.	2s. 11¾d.
NET REVENUE OF ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY				
	£ Deficit 3,925(c)	£ 1,866	£ 2,025	£ 3,033
TOTAL NET REVENUE ...	1,583,546	1,770,551	1,734,343	1,907,570
SPECIAL EXPENDITURES AND CHARGES				
	£ 47,058	£ ...	£ ...	£ ...
BALANCE OF NET REVENUE ...	1,536,488	1,770,551	1,734,343	1,907,570
INTEREST CHARGES AND EXPENSES ...	1,483,807	1,430,093	1,472,916	1,516,764
PENSIONS AND GRATUITIES ...	...	105,415	106,330	107,831
Total Interest Charges and Pensions and Gratuities ...	1,483,807	1,535,508	1,579,246	1,624,595
SURPLUS ...	52,681	235,043	155,097	282,975

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

† For portion of year only. Mildura Service opened August, 1908. Inter-State Express services opened December, 1908.

‡ In previous years Mineral Traffic was included with Goods.

§ Not chargeable against Railway Net Revenue prior to 1908-9.

(a) Includes Special Payment, in year 1908-9, £69,972 5s., in year 1909-10, £75,000, and in year 1910-11, £66,904 13s. 11d.—(b) For details see Appendix No. 21.—(c) After deducting Expenditure towards making good Damage by Fire £3,310 11s. 8d.

Comparison of the Results of Working for the Period of Eight Years ending 30th June, 1903, and 30th June, 1911, respectively.

(Exclusive of St. Kilda and Brighton Electric Street Railway.)

	Eight Years ending 30th June, 1903.	Eight Years ending 30th June, 1911.	Increase.	Decrease.
	£	£	£	
Gross Revenue	23,277,612	32,212,232	8,934,620	
Working Expenses	13,866,081	18,147,699	4,281,618	
Net Revenue	9,411,531	14,064,533	4,653,002	
Special Expenditures and Charges in Liquidation of Extraordinary Liabilities ...	160,630	698,390	537,760	
Balance of Net Revenue	9,250,901	13,366,143	4,115 242	
Interest Charges and Expenses (and Pensions and Gratuities in years 1908-9, 1909-10, and 1910-11 only)	11,656,898	12,147,671	490,773	
Deficit	2,405,997	...	...	
Surplus	...	1,218,472	...	
Traffic Train Mileage	79,916,814	83,976,313	4,059,499	
Number of Passengers	388,453,339	584,246,622	195,793,283	
Tonnage of Goods	20,838,899	29,433,643	8,594,744	
Tonnage of Live Stock	1,804,468	2,633,320	828,852	
Per Mile Worked—	£	£	£	
Gross Revenue	913	1,181	268	
Working Expenses	544	665	121	
Net Revenue	369	516	147	
Per Traffic Train Mile—				
Gross Revenue	5s. 9·91d.	7s. 8·06d.	1s. 10·15d.	
Working Expenses	3s. 5·64d.	4s. 3·86d.	0s. 10·22d.	
Net Revenue	2s. 4·27d.	3s. 4·20d.	0s. 11·93d.	
Percentage of Working Expenses to Gross Revenue	59·57	56·34	...	3·23

Capital Expenditure.

£ s. d

The total expenditure charged to Capital Account at 30th
June, 1910, was 43,200,941 9 7

and during the year ending 30th June, 1911, the expenditure so
charged was as follows (for further details see Appendix No. 6):—

Surveys and Construction of New Lines—				£	s.	d
White Cliffs—Yelta	...	...	...	0	9	0
Ouyen—Kow Plains	...	...	...	44,535	15	11
Kow Plains—Murrayville	...	...	...	1,702	7	9
Ultima—Chillingollah	...	...	...	800	1	7
Beeac—Newtown	...	...	...	50,401	17	9
Beech Forest—Crowe's	...	...	...	15,698	2	9
Gheringhap—Maroona	...	...	...	57,443	15	3
Rupanyup—Marnoo	...	...	...	90	0	9
Noradjuha—Toolondo	...	...	...	80	17	9
Jeparit—Lorquon	...	...	...	95	3	7
Alexandra Road—Alexandra	...	...	...	727	3	9
Strathmerton—Toomwal Extension	...	...	...	721	18	3
Eltham—Hurst's Bridge	...	...	...	5,302	3	6
Nyora—Woolamai	...	...	...	11,950	7	1
Woolamai—Powlett Coal Fields	...	...	...	48,788	10	11
Moe—Walhalla	...	...	...	4,146	1	10
Bairnsdale—Orbost	...	...	...	5,741	15	5
				248,226	12	10
Less net credit Mildura—White Cliffs	...	...	...	4	17	8
Line...	...	...	...	248,221	15	2
Surveys	...	...	...	5,659	18	1
Net Increase in Capital Expenditure on Surveys and Construction of New Lines ...				...	£253,881	13 3
Additions and Improvements on Existing Lines, and to Rolling-stock—						
Way and Works	...	...	...	£328,124	13	4
Rolling-Stock	...	...	...	397,826	7	5
Net Increase in Capital Expenditure for Additions and Improvements on Existing Lines and to Rolling- stock ...				...	725,951	0 9

**Net Increase in Expenditure on
Capital Account** £979,832 14 0

so that the total expenditure charged to Capital Account at 30th
June, 1911, was £44,180,774 3 7

Loan Funds.

The total liability in respect of Current Loans allocated to the Railways, at 30th June, 1910, was

	£	s.	d.
...	41,305,702	8	10

and during the year ending 30th June, 1911, the additional liability so allocated was as follows :—

		£	s.	d.
Additional Loans raised for or transferred to the debit of the Railways by the Treasury	For Construction Works.			
	Act 2041 (3½ per cent.) ...	100,000	0	0
	Act 2161 (3 per cent.) ...	37,749	7	3
	Act 2163 (3½ per cent.) ...	4,108	4	5
	Act 2286 (3½ per cent.) ...	901,490	14	4
	Act 2308 (4 per cent.) ...	97,336	12	4
		1,140,684	18	4
	For Redemption of Loan			
	Act No. 1287.			
	Act 1560 (3½ per cent.) ...	538,352	0	3
	Act 1982 (3½ per cent.) ...	252,000	0	0
	Act 2026 (3½ per cent.) ...	585,782	16	3
	Advance pending issue of			
	Securities (3½ per cent.) ...	749,999	19	9
		2,126,134	16	3
		3,266,819	14	7
	Less Loan Act No. 1287, redeemed	2,107,000	0	0

Net Increase for the year	£1,159,819	14	7
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so that the total liability in respect of Current Loans allocated to the Railways at 30th June, 1911, was (see Appendix No. 7)

...	£42,465,522	3	5
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The proceeds of Loans allocated to the Railways, after deducting Discounts and Expenses (less Net Premiums received), amounted at 30th June, 1910, to

	£39,983,231	2	1
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and as this amount was increased during the year ending 30th June, 1911, by

...	1,124,520	9	3
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the total amount at 30th June, 1911, was

...	£41,107,751	11	4
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The difference for the year between the increase in the proceeds of the Loans allocated to the Railways and the increase in the total amount of Current Loans allocated, viz.

...	£35,299	5	4
-----	---------	---	---

represents the Net Discount and Expenses for the year, of which

...	£16,164	9	1
-----	---------	---	---

was incurred in raising loans for Construction Works and

...	19,134	16	3
-----	--------	----	---

in connexion with the redemption of Loan Act No. 1287.

Interest Account.

The Interest on Current Loans allocated to the Railways				
(see Appendix No. 7) amounted during the year to ...				
	£1,524,043	13	7	
And in addition the Railways were debited with—				
Expenses incurred by the Treasury in connexion				
with Payment of Interest, amounting to ...				
	4,846	8	7	
Or a total of ...				
	£1,528,890	2	2	
On the other hand, the Railways				
were credited, in accordance				
with Act 2207, with Interest on				
the Railway Surplus for the				
years ending 30th June, 1909				
and 1910, to the extent of ...				
	11,655	17	0	
and on the amount to the				
credit of the Railways Interest				
Reserve and Railways Addi-				
tions and Improvements Funds				
to the extent of ...				
	469	18	3	
Or a total credit of ...				
	£12,125	15	3	
so that the net debit for Interest and				
Expenses for the year 1910-11 was ...				
	£1,516,764	6	11	

This amount (£1,516,764) represents an increase of £43,848 over the debit for the previous year.

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	2	11	
and as an amount of ...				
	2,164	16	3	
(expended under Vote 172), was provided during				
the year out of Consolidated Funds and debited				
to Construction Works, the total amount so				
provided as at 30th June, 1911, was ...				
	£3,879,248	19	2	

Gross Revenue.

The Gross Revenue was the highest ever earned in one year, and exceeded that for the year 1909-10 by ... £452,347 or an increase equivalent to 10·18 per cent.

This increase was distributed amongst the different subdivisions of traffic as follows:—

	£	Per cent.	£	Per cent.
Passengers—Country ...	127,494	11·70	...	...
„ Suburban ...	63,441	8·10	...	...
Dining Car Service ...	...	...	190,935	10·20
Parcels ...	...	...	1,021	8·80
Horses, Carriages, and Dogs ...	...	...	16,004	9·14
Mails ...	...	...	2,371	1·36
Goods and Minerals ...	...	...	1,962	2·95
Live Stock ...	...	...	204,578	10·42
Rentals ...	...	...	30,719	11·88
Miscellaneous ...	...	...	3,970	6·16
			787	5·44
Total	..	..	..	..
			£452,347	

The Wheat Yield last season, viz. 34,800,000 bushels was the largest on record, and was greater than that of the season 1909-10 (the previous largest harvest) by 6,020,000 bushels

The Wool Traffic was heavier than in any other year during the past eighteen years.

The Gross Revenue per traffic train mile was 7s. 6·58d., or ·53d. less than in the previous year.

Working Expenses.

A detailed statement of the Working Expenses in contrast with those of the previous year will be found in Appendix No. 21.

The percentage of Working Expenses to Gross Revenue was 61·10, as compared with 61·02 in the previous year.

The increase in the Working Expenses, viz., £280,128, or 10·33 per cent., was made up as follows :—

	Increase.	Decrease.	Net Increase.
	£	£	£
Transportation Branch	82,390	...	...
Way and Works Branch	159,746	...	...
Rolling-stock Branch—			...
Operating Expenses	60,325	...	...
Repairs and Renewals	47,331	...	...
Payment into Rolling-stock Replacement Fund	...	70,000	...
General Expenses	6,169	...	...
Payment into Railway Accident and Fire Insurance Fund	...	5,833	...
Total £	355,961	75,833	280,128

and was due to—

- (a) The additional train mileage, which amounted to 1,267,111 miles, or 10·82 per cent.
- (b) Advances in the salaries and wages of the staff.
- (c) The adoption of eight hours as the basis of a day's pay for enginemen.
- (d) A special expenditure of £50,000 on renewals of rails, sleepers, and ballast, for the purpose of releasing serviceable rails for the construction of new lines.
- (e) Extra expenditure incurred in connexion with additions and improvements.

Net Revenue.

The Net Revenue after the payment of Working Expenses and of Pensions and Gratnities was equivalent to 4·24 per cent. of the railway debt of the State.

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 Panshurst (dismantled) ...	15.87	£50,000
Canterbury Loop Line (dismantled) ...	0.20	160,000
Ashburton to Oakleigh ...	2.37	
Fairfield Park to Deepdene ...	3.34	
Darling to Waverley ...	0.84	
Lancefield to Kilmore ...	18.10	7,000
Fawkner Cemetery to Somerton ...	5.28	117,207
Geelong Race-course Line (dismantled) ...	1.96	53,217
Totals ...	47.96 miles	£392,741
Surveys of lines not constructed ...	...	£348,558
Grand Total ...	...	£741,299

Payment Received under the Provisions of Section 14 of Act No. 1439.

The following sum was appropriated by Parliament and paid to the Railways under the provisions of Section 14 of Act No. 1439, viz.:—

For decrease in the revenue due to the carriage of Victorian Coal at reduced rates ...	£7,098	4 11
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Railway Accident and Fire Insurance Fund.

In consequence of the depletion of the Railway Accident and Fire Insurance Fund by payments made in connexion with the accident at Richmond in July, 1910, a sum of £66,905 was credited to that Fund, and debited against the Working Expenses for the year, in addition to the usual statutory contribution of 10s. for every £100 of Gross Revenue (see Appendix No. 10).

Pensions and Gratuities.

The number of officers and employés in the Service at 30th June, 1911, entitled to pension or compensation on retirement, was 1,644, a reduction of 80 as compared with the preceding year (see Appendix No. 19).

The amounts paid in Pensions and Gratuities to retired officers and employés or their dependent relatives were £103,496 and £4,335 respectively, or a total of £107,831, as compared with £101,048 and £5,282 respectively, or a total of £106,330, in the previous year.

St. Kilda and Brighton Electric Street Railway.

The results of operating the St. Kilda and Brighton Electric Street Railway in contrast with those of the previous year will be found in detail in Appendix No. 22.

The Capital Expenditure at 30th June, 1911, on account of			
the construction of this line was ...	...	...	£43,325
and for Rolling-Stock ...	...	...	£15,682
or a total of ...	...	...	£59,007

which represents an increase of £395 for the year.

The Gross Revenue was £12,852, or an increase of £967 over that earned during the previous year, whilst

The Working Expenses amounted to £9,819—a decrease of £41 as compared with the previous year, and

The Net Revenue was, therefore, £3,033—an increase of £1,008 as compared with the previous year, and £926 in excess of the interest on the capital invested.

The car mileage was 346,849 miles—an increase of 6,595 miles—and the number of passengers carried was 1,410,907, or an increase of 48,982 as compared with the previous year.

New Lines Opened for Traffic.

Line.	Miles.	Date Opened for Traffic.
Mildura to White Cliffs (Merbein) ...	6'92	4.7.10
Beeac to Cressy ...	11'36	1.12.10
Beech Forest to Crowe's ...	14'24	20.6.11

New Lines Under Construction, or Authorized.

The following new lines, all of 5 feet 3 inches gauge, were in course of construction at 30th June, 1911:—

Line.	Mileage.
White Cliffs to Yelta ...	9'75
Ouyen to Kow Plains and Murrayville ...	68'75
Cressy to Newtown ...	24'75
Gheringhap to Maroona ...	100'75
Eltham to Hurst's Bridge ...	6'75
	<u>210'75</u>

The construction of the following new lines of 3 feet 3 inches gauge was authorized, but had not been commenced at 30th June, 1911:—

Line.	Mileage.
Noradjuha to Toolondo ...	11'25
Bairnsdale to Orbost ...	60'00
Jeparit to Lorquon ...	14'50
	<u>85'75</u>

Mileage of Railways and Tracks Open for Traffic.

	Year 1909-10.	Year 1910-11.
	Miles.	Miles.
Route Mileage at 30th June ...	3490'84	3523'36
" average during year ...	3441'39	3504'66
Main Tracks, at 30th June ...	3817'62	3863'66
" average during year... ..	3768'17	3839'28
Sidings, at 30th June ...	611'24	628'33
St. Kilda and Brighton Electric Street Railway—		
Main track at 30th June ...	5'13	5'13
Sidings at 30th June ...	'83	'83

Rates and Fares.

Owing to the prosperous condition of the Railways the Commissioners have in recent years been enabled to reduce the rates and fares to an appreciable extent, and to forego the payment formerly allowed from the Consolidated Revenue in respect of the carriage of agricultural produce at reduced rates, and also to accept a lower payment from the Consolidated Revenue in respect of the carriage of Victorian coal.

The concessions which have been made in the rates and fares since the year 1906 now represent an aggregate value of £242,000 per annum, and the reduction in the annual revenue in connexion with the withdrawal and modification respectively of the payments from the Consolidated Revenue in respect of agricultural produce and coal, is equivalent to £126,000 per annum, or a total of £368,000 per annum.

We anticipate that with a continuance of prosperity it will be practicable to make further concessions at an early date in the rates for agricultural produce, fertilizers (including lime for agricultural purposes), flour for export, mutton and lambs for export, frozen produce from country works, and firewood; and the matter is now under consideration.

Duplication of the Caulfield and Camberwell Lines.

In the Report for the year ending 30th June, 1910, it was indicated that the remarkable expansion of traffic demanded an increase in the capacity of some of the Suburban lines, and an amount of £100,000 was accordingly placed on the Loan Application Bill 1910 to admit of the preparation of plans and estimates of the expenditure involved in the provision of additional tracks from Jolimont Junction to Caulfield and Camberwell, and of the purchase of the necessary land.

In order that the question should be exhaustively investigated and a well-considered scheme adopted, thorough inquiries were subsequently made by a Committee of Officers, which reported that while the duplication of the Caulfield line was a matter of urgent necessity, the duplication of the Camberwell line could be regarded more as a matter of comparative desirability; and we came to the conclusion that the duplication of the section from South Yarra Junction to Caulfield was essential and that it would be advisable to regrade the line at the same time, but that the duplication of the section from Jolimont Junction to South Yarra Junction and of any portion of the Camberwell line should be held in abeyance.

The Parliamentary Standing Committee on Railways, to which the matter was remitted in accordance with the law, expressed the opinion that the necessity for the duplication of either line could be obviated by the adoption of electric traction, but we contended, in a comprehensive report (see Appendix No. 25), that this conclusion was erroneous, and we are still strongly of opinion that the duplication of the line from South Yarra to Caulfield is essential, because the electrification of the line, whilst admitting of a more frequent suburban service, would not overcome the present inability to also make satisfactory provision for race, excursion, and country passenger and goods traffic, but would in fact accentuate the difficulty owing to the greater frequency with which suburban trains would be run as compared with existing conditions; and that view is supported by the opinion expressed by the Royal Commission appointed to report upon the Railway and Tramway Systems of Melbourne and Suburbs that electrification would not provide all that is required without duplication because—

“electrification would not enable the inner and outer suburban traffic to be separated, will not allow of express trains being run during busy periods, nor will it provide a clear track for the numerous country passenger and goods trains,”

and by the recommendation of the Commission that the line be duplicated as well as electrified.

It may be remarked that the Commission also confirmed our opinion in regard to electrification, by placing on record that—

“Mr. Merz, in his report, recommended the electrification on the direct current system, but the developments that have since taken place in Europe in the alternating current system have thoroughly justified the Railways Commissioners in delaying electrification until both systems have proved their respective merits from an economic and working point of view.”

Establishment of Repair Shops at Country Centres.

During the year it was decided to considerably augment the amount of repair work to locomotives and other rolling-stock at the following country depôts, viz., Ararat, Ballarat, Ballarat East, Benalla, Bendigo, Colac, Geelong, Korumburra, Maryborough, Seymour, Stawell, Traralgon, and Wonthaggi, and to establish the practice of repairing the tools of trackmen at certain country centres.

Some time will, however, elapse before the requisite accommodation, tools, and machinery—which will involve an expenditure of over £20,000—can be provided, and the scheme brought into full effect, but a commencement has been made, and it is anticipated that about 240 men will eventually be employed at country depôts in the repair and maintenance of locomotives, carriages, trucks, and tools.

Gravitation Goods Yard near North Melbourne.

The proposition to provide a Gravitation Goods Yard near North Melbourne in order to relieve the congestion experienced in the Melbourne Yards was, in accordance with the law, submitted to the Parliamentary Standing Committee on Railways, which, after due inquiry, approved of the scheme.

The work, which will involve an estimated expenditure of £149,462, is being proceeded with as rapidly as possible, and it is anticipated that at least a portion of the yard will be available during the coming grain season.

Duplication of the Flinders-street Viaduct.

The proposal to duplicate the Flinders-street Viaduct, which involves an estimated expenditure of £105,427 for the brickwork, masonry, ironwork, &c., in the substructure and superstructure of the viaduct and for the permanent way thereon, was also submitted to and endorsed by the Parliamentary Standing Committee on Railways, and provision for a portion of the expenditure has been made in the Loan Application Bill 1911, in order that the preliminary work may be commenced.

Supply of Steel Rails.

A contract was entered into and completed during the year for the supply of 19,718 tons of 80-lb. steel rails, or sufficient to relay about 156 miles of track equipped with lighter rails, and tenders were invited for the supply of a further 19,718 tons of 80-lb. steel rails, together with 1,647 tons of 100-lb. steel rails (equal to about 10 miles of track), for the same purpose and for relaying and renewals generally and reserve stock.

The rails so provided for are sufficient to relay about 322 miles of track.

Ambulance Organization, &c.

Special attention has of recent years been devoted to the Ambulance Equipment and to the training of the staff in "First Aid" work.

Every Station in charge of a man is now provided with at least one Stretcher, and the important Stations are also equipped with either an Ambulance Chest or Box.

Each country passenger or mixed train is provided with an Ambulance Chest or Box, a Stretcher, a Fire Extinguisher, and a Tool Chest containing an Axe, a Saw, and a Tommy Bar, whilst each suburban train is equipped with one Stretcher and two Fire Extinguishers and Tool Chests; and two Hospital Cars have been provided and fitted up with the necessary surgical appliances, and are located at Melbourne and Ballarat respectively.

The total equipment at the present time consists of :—

2 Hospital Cars	67 Medical Chests
1 Breakdown Train	536 Ambulance Boxes
21 Breakdown Vans	1,110 Stretchers, and
10 Hand Litters	590 Fire Extinguishers.

Ambulance Corps are established at 39 Depôts, and the training of the men is being systematically continued.

Dining Car Service.

The Dining Car Service was inaugurated in 1908, and five Dining Cars are now in running on the Inter-State express trains between Melbourne and Albury and Melbourne and Ararat, and between Maryborough and Mildura.

The convenience thus afforded to passengers has been much appreciated, and the business transacted on the cars has continued to expand in a satisfactory manner, as indicated by the following figures:—

Service.	Months ending 30th June, 1909.		Year 1909-10.		Year 1910-11.	
	No. of Meals.	Revenue.	No. of Meals.	Revenue.	No. of Meals.	Revenue.
		£		£		£
Sydney Express	16,178	2,802	39,835	6,406	42,202	6,951
Adelaide Express	11,990	1,964	29,950	4,543	32,688	4,971
Mildura Line	2,704	310	4,897	654	5,428	702

Laundry.

A Departmental Laundry was established in 1908, and all linen, towels, &c., used in the Corridor, Dining and Sleeping Cars and on Stations throughout the State are now dealt with there.

The innovation has resulted in a saving of approximately £850 per annum, and the work has increased to such an extent that it is intended to enlarge the plant at an early date.

Way and Works Branch.

The Way and Works were maintained in good working order and repair during the year, and a certificate to that effect from the Chief Engineer will be found in Appendix No. 3.

The expenditure on the Maintenance and Renewal of Way and Works by contrast with that of each of the four preceding years was as shown hereunder:—

	Year 1906-7.	Year 1907-8.	Year 1908-9.	Year 1909-10.	Year 1910-11.
Expenditure	£589,452	£648,589	£625,602	£643,912	£803,658
Per mile of railway } Average mileage	174	191	184	187	229
Per mile of main track } open for traffic	158	174	168	171	209

Two hundred and ninety-four miles of track were relaid with steel rails as follows:—

Rail.	Miles of track relaid.
New 100lb.	17
New 80lb.	206.6
Serviceable 100lb. and 80lb.	0.5
Serviceable 75lb., 66lb., and 60lb., released from other lines by the substitution of heavier rails	85.2
Total	294.0

251,534 sleepers were renewed, 6,423 additional sleepers were put into the track, and 270 miles of fencing were rebuilt.

Three hundred and thirty interlocking levers were installed at twenty-one places, making a total of 7,814 in use at 30th June, 1911, at 596 places, and the proportion of interlocked places 68·27 per cent. Forty-one sets of staff, tablet or Annett's lock gear were provided at twenty-eight intermediate non-staff stations, and forty-two sets of plunger locking gear at twenty-three staff stations.

The Lock and Block system was installed from Richmond to Hawksburn and from Richmond to Prahran. Further extensions of this system are in hand on the lines from Hawksburn to Caulfield, and Viaduct Junction to Essendon. The lines from Princes-bridge to Clifton Hill, Newmarket to Flemington Race-course, and all lines between Flinders-street and Jolimont Junction were electrically track-locked, in addition to a number of isolated sections requiring special protection. Similar work is in hand on the lines from Jolimont Junction to Caulfield, East Richmond to Prahran, and Flinders-street to Port Melbourne.

Seven electric staff sections, fourteen lock and block sections, forty-eight track-locked sections, and twelve block telegraph sections were equipped.

The lines from Mordialloc to Frankston and from Northcote to Reservoir were duplicated.

The regrading of the line from Dimboola to Jeparit will be completed in time or the coming grain season.

The re-arrangement and extension of tracks in Ballarat Station yard was completed, and similar work at Dandenong is well in hand.

The construction of new stations, and a re-arrangement and extension of the tracks at Box Hill and Upper Ferntree Gully, are practically completed.

New station buildings were erected at:—

Bell	Hampton	Mildura	Quambatook
Beulah	Jeparit	Mont Albert	Rainbow
Birchip	Leongatha	Natimuk	Sunbury
Croxton	Mansfield	Northcote	Thornbury.
Donald	Merri	Port Fairy	

Owing to the increase in the Administrative Staff, due to the rapid expansion of business, the accommodation in the General Offices, Spencer-street, has become insufficient, and the addition of a fourth storey to the buildings was commenced during the year, and good progress has been made.

The policy of lengthening passenger platforms, and of raising them to the standard height, and of providing barriers at stations, was continued.

A number of employes' residences of an improved type were erected, and additional rooms, &c., were added to many of the old dwellings.

Extensive additions and improvements were made to the stock-yard accommodation at Newmarket, Wodonga, and Echuca, and also to a number of the smaller yards.

The policy of providing employes with motor cars, quadri-cycles, and tricycles, for the purpose of enabling them to move more rapidly over their sections, was continued, and provision has been made for a further extension of the system.

The strengthening of bridges to admit of the use of heavier and more powerful engines, was continued on the North-Eastern, North-Western, and Western lines.

In order to facilitate the turning of larger engines, 70-ft. turntables were provided at Traralgon and Maryborough, and similar turntables will be installed at Camperdown, Dimboola, and Serviceton. 50-ft. turntables, strengthened and lengthened to 53 feet, were erected at Ballarat East, Healesville, Port Fairy, Sale, Avoca, and Nyora.

The stone-crushing plant at the Ripon Quarry, near Ararat, supplied 47,500 cubic yards of bluestone metal during the year, chiefly for ballasting the line between Glenorchy and Serviceton.

The work of improving the appearance of a number of the station grounds and railway lands adjoining the lines, by tree-planting and the formation of gardens and lawns, was continued.

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.

A statement of the operating expenses and of the expenditure and charges for repairs and renewals for the year, by contrast with that of each of the four preceding years, is shown hereunder :—

	Year 1906-7.	Year 1907-8.	Year 1908-9.	Year 1909-10.	Year 1910-11
For Working	£521,083 ...	£573,990 ...	£620,669 ...	£696,477 ...	£756,802
Per Traffic Train Mile ...	12'46d. ...	13'27d. ...	13'19d. ...	14'28d. ...	14'00d.
For Repairs and Renewals	£323,858 ...	£382,477 ...	£372,766 ...	£359,725 ...	£407,056
Contribution to Rolling-stock Replacement Fund, charged to the Working Expenses	— ..	— ...	— ...	£170,000 ...	£100,000

Inventories of the rolling-stock in existence at 30th June, 1911, 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), 43 locomotives and 100 trucks remaining in the service at 30th June, 1911, were written down from their full tractive power and tonnage capacity to the tractive power and tonnage capacity respectively represented by their value as scrap materials.

The sum of £100,000 was paid into 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, 1911, was £132,968.

The construction of new rolling-stock was actively continued, but the work at the Newport Workshops was considerably retarded by a dearth of mechanics, especially boilermakers.

In order to cope with the large demand for trucks, owing to the increased traffic, contracts were entered into in January and May last for the construction of 15-ton open goods trucks by the firms and to the extent shown hereunder :—

Gray Bros., Williamstown	750
A. Challingsworth, Burnley	100
Kelly and Lewis, Melbourne	100
Cowley's Eureka Ironworks Pty. Ltd., Ballarat ...	300
H. Davis, Richmond	50
Total	1,300

and to encourage expedition in the manufacture of these trucks, bonuses of from £10 to £2 10s. per truck have been provided for early deliveries.

In view of the necessity for the provision of additional locomotives beyond those which it would be possible to produce at the Newport Workshops, inquiries were made in April last as to whether any engineering firms within the Commonwealth could manufacture "DD" class locomotives or locomotive parts, and quotations were obtained from the local agents of British, American, and Continental firms who had been furnished with plans and specifications of this class of locomotive in 1903. Owing to the inability of any of the firms in the Commonwealth to supply locomotives within such time as would meet the requirements of the Department, contracts were entered into in May last for the supply of 20 "DD" class locomotives by the Baldwin Locomotive Works, U.S.A., and of 20 similar locomotives by Messrs. Beyer, Peacock, and Co., of Manchester, England.

In addition, contracts to the value of £72,500 were let to outside firms for the supply of forgings, &c., for new locomotives, trucks, and carriages, and contracts have also been recently let to Victorian and South Australian firms for the supply of 10 sets of locomotive parts to the value of £10,760 for 20 "DD" locomotives now under construction at the Newport Workshops.

The large additions to the rolling-stock during the year 1910-11, and the anticipated output for the year 1911-12, are as indicated hereunder :—

Description.	Output during 1910-11.		Anticipated Output during 1911-12.	
	At Newport Workshops.	By Contractors.	At Newport Workshops.	By Contractors.
<i>Locomotives—</i>				
A2 class, for heavy passenger service ...	12	...	18	...
DD class, for passenger and goods service ...	...	...	20	40
DDE class, for suburban service ...	13	...	10	...
Narrow-gauge ...	1	...	1	...
Shunting Engine and Steam Crane ...	1	...	...	...
Wrecking Crane ...	...	...	1	...
Coaling and Wrecking Crane ...	...	...	1	...
Total ...	27	...	51	40
<i>Carriage Stock—</i>				
Corridor Vestibule Cars (71 feet) for important country trains	26	...	...	...
Corridor Vestibule Cars (58 feet) for country services	...	...	50	...
Narrow-gauge Cars ...	2	...	...	...
Sliding-door suburban Cars ...	40	...	35	...
Sleeping Cars (71 feet) for Melbourne-Adelaide Express Service	2	...	...	...
Total ...	70	...	85	...
<i>Vans and Sundry Stock—</i>				
Goods Vans ...	21	...	110	...
Horse Boxes ...	14	...	...	...
Vestibule Express Luggage Vans (60 feet)	9	...	...	...
Workmen's Sleeping Cars ...	5	...	...	...
Total ...	49	...	110	...
<i>Truck Stock—</i>				
15-ton open Goods Trucks ...	531	75	741	1,225
Refrigerator Trucks ...	21	...	50	...
Combination Bogie Trucks for rails and sleepers and ballast hoppers	49	...	...	...
Narrow-gauge Trucks ...	41	...	6	...
Louvre Trucks ...	...	...	50	...
Sheep Trucks ...	...	...	110	...
Bogie open Goods Trucks (26 tons capacity)	...	...	70	...
Bogie Boiler Trucks ...	...	...	10	...
Total ...	642	75	1,037	1,225

In addition, the equivalent of $16\frac{1}{2}$ suburban passenger cars was provided by the lengthening of existing stock, and the equivalent of a further $22\frac{1}{2}$ cars will similarly be provided during the year 1911-12.

Two "F" class Tender Locomotives were converted into Tank Locomotives for use on light (Motor) trains, and two "McKeen" Motor Cars were ordered at a cost of £13,493, with a view to testing their suitability for light passenger traffic on country lines.

Four boilers of increased capacity were constructed for existing locomotives, and 27 were made for new locomotives.

Three obsolete locomotives were broken up, making a total of 144 broken up, sold, &c., since 1st April, 1904.

Nine hundred and forty-one trucks were equipped with the Westinghouse brake, and the total number so fitted at 30th June, 1911, was 11,300, or 93·6 per cent., and the number fitted with brake-pipes at that date was 766.

Eighty-two carriages were equipped for Pintsch Gas lighting, and the total number so equipped at 30th June, 1911, was 1,076, or 80 per cent.

One thousand eight hundred and thirty-six Pintsch Gas Lamps in carriages were fitted with incandescent mantles, making a total of 7,931 so fitted at 30th June, 1911.

The extensions at the Newport Workshops, referred to in our last Annual Report, were completed, and large additions were made to the equipment and machinery so as to meet the requirements for the construction and repair of rolling-stock.

The total number of employes at the Newport Workshops at 30th June, 1911, was 3,425, as compared with 2,966 at 30th June, 1910, and with only 1,216 at 1st July, 1903.

The average tractive power of the locomotives and the average carrying capacity of the trucks in existence at the 30th June, 1911, were 16,997 lbs. and 11·2 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 315 and 240 square feet respectively.

Stores Branch.

The value of the Stock of Stores at 30th June, 1911, as per the certificate of the Chief Storekeeper (see Appendix No. 4) was £622,363, being a reduction of £24,640 as compared with the value of the Stock of Stores at 1st July, 1903, and an increase of £245,147 as compared with the value as at 1st July, 1910.

Wages and Conditions of Employment of Staff.

The wages and conditions of employment of the staff were reviewed, and a new Regulation (No. 54) was brought into operation on 1st June, 1911, in which provision was made for a very marked improvement in the rates of pay and other conditions of employment.

It was estimated that the additional annual expenditure involved would be—

In respect of increased rates of pay...	...	£96,000
In respect of other concessions	...	19,000
Or a total of	...	£115,000

and an analysis discloses that the annual value of the increments which have already been sanctioned, and the number of Officers and Employés who participated in such increments, are as under :—

SALARIED STAFF.

	No.	Amount.	No.	Amount.
Clerks in receipt of less than £135 per annum	292	£2,620		
Stationmasters and Assistant Stationmasters...	576	5,381		
Other Officers	47	704	915	8,705

DAILY-PAID STAFF.

Apprentices	...	220	£1,940		
Artisans	...	877	8,630		
Engine-cleaners and Firemen	...	605	4,773		
Gangers	...	176	1,667		
Gatekeepers	...	111	868		
Goods Checkers and Goods Foremen	...	69	655		
Guards	...	336	2,684		
Labourers, Repairers, Porters, and Car Cleaners	4,412	35,820			
Lads	...	1,196	9,374		
Shunters and Yard Foremen	...	311	3,826		
Signalmen	...	178	1,455		
Skilled Labourers and Skilled Porters	...	855	7,848		
Train Examiners and Running Gear Repairers	129	1,010			
Other Employés	...	308	3,770	9,783	84,320
Total	...	...	...	10,698	93,025

The value of the increments already sanctioned as a direct result of the Regulation is therefore only, say, £3,000 per annum less than the estimate, and as further increments will become due from time to time during the year ending 30th June, 1912, under the operation of the revised scale, the estimate may be regarded as a fairly accurate appreciation of the benefits which the staff will gain as a result of the higher classification.

In addition, a large number of increments have been granted which would have become due irrespective of the issue of the new Regulation, and inclusive of these increments the total number of Officers and Employés who have received advancement in salary or wage since 1st June, 1911, is 12,922, and the amount involved £119,768 per annum.

It is not yet possible to contrast the actual and estimated expenditure due to concessions other than increased salaries and wages, but it is anticipated that the estimate in this instance also will prove accurate.

State Coal Mines.

During the year it was decided by the Government that we should assume the control and working of the State Coal Mines at Wonthaggi as from 1st July, 1911.

205,516 tons of coal were obtained by the Department from the Mine during the year, comprising 165,635 tons of screened, 39,711 tons of unscreened, and 170 tons of slack coal.

Changes in the Personnel of the Commissioners.

In consequence of private business, Mr. Thomas Tait (who has since been created a Knight Bachelor) found it necessary to relinquish the office of Chairman of the Victorian Railways Commissioners as from 30th November last. Mr. Commissioner Fitzpatrick was appointed as his successor, and the vacancy so created was filled by the appointment of Mr. L. McClelland, Secretary for Railways.

Acknowledgment of Services of Staff.

The Staff continued to perform their duties in a satisfactory manner, and we desire to express our thorough appreciation of the valued assistance and good service rendered by the Officers and Employés generally.

Appendices.

The Balance-sheet for the year, and Capital, Revenue, and Expenditure Accounts and Statements, as well as statistical and other information, statistical diagrams, and maps, are embodied in the Appendices, a list of which is given on page 22.

We have the honour to be, Sir,

Your obedient Servants,

W. FITZPATRICK, Chairman,	} Victorian Railways Commissioners.
C. E. NORMAN,	
L. McCLELLAND,	

A P P E N D I C E S.

Number.	Page.	
1	23	List of Heads of Branches.
2	23	Certificate of the Chief Mechanical Engineer.
3	23	Certificate of the Chief Engineer of Way and Works
4	23	Certificate of the Chief Storekeeper.
5	24	General Balance-Sheet.
6	26	Statement of Expenditure charged to Capital Account.
7	28	Statement of Loans allocated to the Railways and of Interest Charges and Expenses
8	31	Inventory of Rolling-Stock. Numbers.
9	32	Inventory of Rolling-Stock. Capacity, &c.
10	33	Railway Accident and Fire Insurance Fund.
11	34	Statement showing Funds advanced from the Public Account.
12	34	Railway Stores Suspense Account.
13	35	Comparative Analysis of Passenger Traffic and Revenue.
14	36	Comparative Analysis of Goods and Live Stock Traffic and Revenue.
15	37	General Comparative Statement for Fifteen Years.
16	40	Statement of Expenditure charged to Capital Account for Twenty Years.
17	41	Statement showing Cost, Length, Highest Point, Steepest Gradient, and Average Cost per Mile of each Line ; also the Cost of Rolling-Stock, Workshops, General Offices, &c.
18	44	Statement showing Date of Opening, Length, and Authority for Construction of each Line.
19	47	Statement of Number of Officers and Employés entitled to Pension or Compensation.
20	48	Return of Persons Killed or Injured.
21	49	Detailed Statement of Working Expenses for Years 1909-10 and 1910-11.
22	52	Detailed Statement of Results of Working of the St. Kilda and Brighton Electric Street Railway for Years 1909-10 and 1910-11.
23	53	Mileage of Railways and Tracks.
24	54	Return of Traffic at each Station.
25	78	Memorandum in regard to the Report of the Parliamentary Standing Committee on Railways upon the proposition to duplicate the Caulfield and Camberwell lines.
26	82	Extract from General Statement in regard to the proposition to duplicate the Caulfield and Camberwell lines.
		Statistical Diagrams.
		Map of the Victorian Railways.
		„ Melbourne Suburban Lines.
		„ showing through Railway connexions.

APPENDIX No. 1.

HEADS OF BRANCHES.

Acting Secretary	...	...	...	...	MR. E. B. JONES.
Chief Mechanical Engineer	...	...	...	...	" T. H. WOODROFFE.
Chief Engineer of Way and Works	...	...	...	...	" J. H. FRASER.
General Superintendent of Transportation	...	...	...	...	" C. MACAW.
Chief Accountant	...	...	...	...	" J. W. HACKER.
Deputy General Passenger and Freight Agent	...	...	...	...	" W. E. KEAST.
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 1910-11, 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 1910-11, maintained in good working condition and repair.

J. H. FRASER,

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, 1911, was £622,363 9s. 6d.

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	29	...			41,107,751	11	4			
NON-INTEREST BEARING.											
„ Proceeds of Sale of State Lands	...	...	2,825,740	6	1						
„ Consolidated Revenue provided for Redemption of State Loans	...	...	344,200	0	0						
„ Surplus Revenue	...	...	250,696	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	...	...	436,993	10	9						
						3,879,248	19	2			
									44,987,000	10	6
„ Railways Interest Reserve Fund	...	...	...			...			23,495	13	4
„ Railways Additions and Improvement Fund	...	...	...			...			23,495	13	4
„ Advances from Public Account (to be recouped)	11	34	...			...			48,518	11	5
„ Replacement of Rolling-Stock Account	...	...	...			...			132,967	11	4
„ Railway Accident and Fire Insurance Account	...	...	...			...			6,141	5	11
„ Sundry Creditors	...	...	...			...			244,931	3	11
„ Suspense Account—Amount to be subsequently repaid to Consolidated Revenue	...	...	...			...			1,101	15	5
„ Interest Charges and Expenses for the Year	7	29	...			1,516,764	6	11			
„ Pensions and Gratuities	..	3	...			107,830	14	2	1,624,595	1	1
„ Surplus	...	3	...			...			282,975	1	2
Total	...	...	...			...			47,375,222	7	5

Audited and found correct,

F. H. BRUFORD,
Auditor-General.

No. 5.

30TH JUNE, 1911.

Cr.

	No. of		£ s. d.			£ s. d.			£ s. d.		
	Appendix.	Page.									
By Railways, Rolling-Stock, and Equipment	17	43	...			43,832,216	0	0			
„ Surveys for proposed Railways	...	...	...			348,558	3	7			
									44,180,774	3	7
„ Advances from Public Account—Balance of Expenditure	11	34	...			..			48,518	11	5
„ Stores and Materials on hand	12	34	...			622,363	9	6			
Less amount at credit of Stores Depreciation Account ...	12	34	...			19,048	18	0			
									603,314	11	6
„ Balance at credit of Railway Stores Suspense Account ...	12	34	...			138,308	5	9			
„ Balance in hands of Agent-General, London	12	34	...			97,076	9	3			
									235,384	15	0
„ Balance in hands of Agent-General, London, to pay for Locomotives ordered under contract	...	...	...			...			61,740	0	0
„ Balance at Credit of Railways Interest Reserve Fund ...	...	...	...			...			23,495	13	4
„ Balance at Credit of Railways Additions and Improvements Fund	...	...	...			...			23,495	13	4
„ Balance at credit of Rolling-Stock Replacement Fund ...	9	32	...			...			132,967	11	4
„ Balance at credit of Railway Accident and Fire Insurance Fund	10	33	...			...			6,141	5	11
„ Balance at credit of Railway Loans Repayment Fund ...	...	...	...			1,138	12	9			
„ Balance at credit of Trust Fund—Surplus Railway Land	...	...	...			6,325	12	3			
									7,464	5	0
„ Balance at credit of the following Accounts :—											
Sundry Repayments to Treasury	...	...	...			11,303	5	1			
Preliminary Deposits	...	...	...			652	0	0			
Bills Receivable	...	...	...			2,011	14	8			
Trust Funds—Cash and Securities	...	...	...			66,312	4	3			
									80,279	4	0
„ Balance at credit of Railway Capital Funds	...	...	...			...			53,159	9	3
„ Sundry Debtors	...	...	...			...			10,917	1	6
„ Net Revenue for the Year after payment of Working Expenses and Special Payments of £66,904 13s. 11d. and £100,000 into Railway Accident and Fire Insurance Fund and Rolling-Stock Replacement Fund respectively	...	3	...			...			1,907,570	2	3
Total	...	...	...			...			47,375,222	7	5

JOHN W. HACKER,
Chief Accountant.

APPENDIX No. 6.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING 30TH JUNE, 1911.

	Loan Application Acts.	Construction Branch Vote.	Total.	Total Amount.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
SURVEYS AND CONSTRUCTION OF NEW LINES.				
Tocumwal Railway Extension	710 18 3	11 0 0	721 18 3	
Alexandra Road to Alexandra	719 3 9	8 0 0	727 3 9	
Moe to Wallahalla	3,969 11 11	176 9 11	4,146 1 10	
Rupanyup to Marnoo	70 0 9	20 0 0	90 0 9	
Ultima to Chillingollah	749 11 7	50 10 0	800 1 7	
Mildura to White Cliffs (Merbein)	Cr. 12 17 8	8 0 0	Cr. 4 17 8	
Ouyen to Kow Plains	44,307 12 8	228 3 3	44,535 15 11	
Nyora to Woolamai	11,779 12 4	170 14 9	11,950 7 1	
Beech Forest to Crnwe's	15,344 3 4	353 19 5	15,698 2 9	
Beeac to Newtown	49,995 1 2	406 16 7	50,401 17 9	
Woolamai to Powlett Coalfield (including sidings and accommodation at Wonthaggi for loading and weighing coal, and marshalling and despatching trains from the State Coal Mine)	48,432 1 11	356 9 0	48,788 10 11	
Gheringhap to Maronna	57,248 14 9	195 0 6	57,443 15 3	
Bairnsdale to Orbost (clearing and preliminary expenses)	5,621 4 10	120 10 7	5,741 15 5	
Eltham to Hurst's Bridge	5,258 12 3	43 11 3	5,302 3 6	
*Noradjuha to Toolondo	80 17 9	...	80 17 9	
*Jeparit to Lortquon	95 3 7	...	95 3 7	
*Merbein to Yelta	0 9 0	...	0 9 0	
Know Plains to Murrayville	1,686 16 9	15 11 0	1,702 7 9	
Surveys	5,659 18 1	...	5,659 18 1	
Totals	251,716 17 0	2,164 16 3	253,881 13 3	253,881 13 3
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES.				
Provision of new, and additions and improvements at existing stations, offices, yards, docks, pier, and works, including tracks, buildings, road approaches, trucking yards, weighbridges, safety appliances, drainage, sanitation, &c.	65,590 5 8	...	65,590 5 8	
Additions and improvements to accommodation for locomotives and cars, including shops, sheds, ash-pits, turn-tables, water supply, coaling plants, &c.	18,979 18 4	...	18,979 18 4	
Bridges, including additions and improvements and strengthening	6,616 16 7	...	6,616 16 7	
Relaying various lines with heavier rails (cost of increase in weight only)	23,461 8 5	...	23,461 8 5	
Additional sleepers and ballast for strengthening various lines	8,302 3 2	...	8,302 3 2	
Level crossings—additions and improvements, including cattle pits and stops	1,316 11 8	...	1,316 11 8	
Additional cars for repair gangs and shelters for gang cars	2,330 15 5	...	2,330 15 5	
Additional and improved accommodation (dwelling) for employees	9,021 13 2	...	9,021 13 2	
Additional electric lighting, power, &c.	5,574 11 0	...	5,574 11 0	
Additional Pintsch gas plant	852 10 3	...	852 10 3	
Melbourne—Additional accommodation and facilities for, and in connexion with, goods traffic	2,430 8 6	...	2,430 8 6	
Melbourne—Towards new station and other improved accommodation at Flinders Street	20,891 11 10	...	20,891 11 10	
Melbourne (Spencer Street)—Additional accommodation at the General Offices	1,219 0 1	...	1,219 0 1	
Shepparton—New station buildings	2,254 2 4	...	2,254 2 4	
Leongatha—New station buildings	2,065 12 2	...	2,065 12 2	
Armadale—Regrading line and works in connexion therewith	1,876 5 11	...	1,876 5 11	
New Goods Train Sorting Yard—near North Melbourne—and works in connexion therewith	12,320 4 9	...	12,320 4 9	
Mordialloc to Frankston—Duplication of line	39,564 1 9	...	39,564 1 9	
Northeote to Reservoir—Duplication of line	11,954 2 4	...	11,954 2 4	
Signalling, Interlocking, and other safety appliances for traffic working	7,594 15 2	...	7,594 15 2	
Newport Workshops—Towards additions and extensions to shops, sidings, and other works	17,747 11 3	...	17,747 11 3	
Protection from fire of railway buildings and other property	691 3 2	...	691 3 2	
Port Melbourne—Construction of additional berth	1,544 17 6	...	1,544 17 6	
Additional Telegraph and Telephone Lines (including instruments)	3,380 3 3	...	3,380 3 3	
Upper Fern Tree Gully—Improved station, yard, and other accommodation	2,879 10 10	...	2,879 10 10	
Victoria Park—Subway and approaches to station, including additions to buildings	2,521 7 6	...	2,521 7 6	
Box Hill—New Station and other improved accommodation	4,264 15 5	...	4,264 15 5	
Ballarat—Rearrangement of yard, including tracks, signals, and interlocking	2,534 12 1	...	2,534 12 1	
Donald—Engine shed, tracks, &c.	1,035 12 3	...	1,035 12 3	
Carried forward	280,816 11 9	...	280,816 11 9	

* Preliminary Expenses.

APPENDIX No. 6—*continued.*EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING
30TH JUNE, 1911—*continued.*

	Loan Application Acts.	Construction Branch Vote.	Total.	Total Amount.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
TOTAL SURVEYS, ETC. (Brought forward) ...	251,716 17 0	2,164 16 3	253,881 13 3	253,881 13 3
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES— <i>continued.</i>	280,816 11 9	...	280,816 11 9	
Melbourne (Dudley-street)—Towards additional plat- forms and floors for car cleaning, including addi- tional tracks in connexion therewith ...	5,276 19 5	...	5,276 19 5	
Seymour—Towards extension of engine shed, &c. ...	1,501 10 1	...	1,501 10 1	
Additional Sidings and works in connexion therewith	20,098 10 6	...	20,098 10 6	
North Geelong—Purchase of land in connexion with				
Corio Quay scheme ...	4,009 12 2	...	4,009 12 2	
Dimboola to Jeparit—Regrading line ...	752 9 6	...	752 9 6	
Workshops Machinery—Newport Work- shops ...	£13,136 0 10			
Newport Signal Shops ...	4,703 19 7			
Spencer Street Way and Works				
Workshops ...	70 5 1			
Spencer Street Telegraph Works				
Shops ...	153 18 6			
Stationery Branch ...	1,383 11 7			
North Melbourne Engine Shed				
Steam Hammer ...	131 19 1			
	19,579 14 8	...	19,579 14 8	
Sundry other expenditures ...	5,138 6 7	...	5,138 6 7	
	337,173 14 8	...	337,173 14 8	
Less credits on account of sales of land, materials, &c., originally charged to Capital Account ...	...	...	Cr. 9,049 1 4	328,124 13 4
ROLLING-STOCK.				
Locomotives ...	104,673 16 4	...	104,673 16 4	
Carriage stock ...	87,364 8 10	...	87,364 8 10	
Van and sundry stock ...	5,870 4 3	...	5,870 4 3	
Truck stock ...	187,904 16 8	...	187,904 16 8	
Other equipment ...	12,013 1 4	...	12,013 1 4	
	397,826 7 5	...	397,826 7 5	397,826 7 5
Net Expenditure charged to Capital Account for the year	...	...	...	979,832 14 0

APPENDIX No. 7.

STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1911, AND OF THE INTEREST CHARGES AND EXPENSES PAID DURING THE YEAR.

Act.	Rate of Interest per cent.	Principal.	Interest Charges.	Expenses in connexion with Payment of Interest.	Total Interest Charges and Expenses.	Loans Redeemable.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	
47 Viet. No. 760	4	3,758,788 0 3	150,351 10 5	574 0 0	150,925 10 5	In London—1st October, 1913
48 Viet. No. 805	4	3,251,172 4 3	130,046 17 9	483 12 0	130,530 9 9	In London—1st October, 1919
49 Viet. No. 845	4	4,610,110 6 11	184,404 8 3	777 7 11	185,181 16 2	In London—1st October, 1920
56 Viet. No. 1287	4	2,107,000 0 0	84,279 10 2	279 3 9	84,558 13 11	In London—After 1st January, 1911, upon one year's notice, and upon Parliament by Act providing funds for repayment; if not sooner redeemed, on 1st January, 1926 (altered to this date by Act No. 1305)
56 Viet. No. 1296	4	464,672 1 0	18,586 17 8	...	18,586 17 8	In Melbourne—After 1st April, 1913, upon one year's notice, and upon Parliament by Act providing for repayment; if not sooner redeemed, on 1st April, 1923
53 Viet. No. 1032	3½	3,150,000 0 0	110,250 0 0	496 18 11	110,746 18 11	In London—1st October, 1923 (altered to this date by Act No. 1057)
52 Viet. No. 989	3½	4,914,615 13 0	172,011 10 11	780 13 10	172,792 4 9	In London—1st October, 1923
54 Viet. No. 1196	3½					In London—After 1st January, 1921, upon one year's notice, and upon Parliament providing for repayment; if not sooner redeemed, on 1st January, 1926
55 Viet. No. 1217	3½	1,666,666 13 4	58,333 6 8	252 8 8	58,585 15 4	In London—After 1st January, 1921, upon one year's notice, and upon Parliament providing for repayment; if not sooner redeemed, on 1st January, 1926
62 Viet. No. 1562	3	700,000 0 0	21,000 0 0	106 10 5	21,106 10 5	In London—On or after 1st January, 1929, upon notice; if not sooner redeemed, on 1st January, 1949
60 Viet. No. 1451	3½	6,638 19 9	215 15 4	...	215 15 4	Payable out of Consolidated Revenue in amounts of £25,000 each year, commencing 1st January, 1899
62 Viet. No. 1560	3	3,080,389 7 4	92,411 13 7	440 14 10	92,852 8 5	On or after 1st January, 1929, upon one year's notice; if not sooner redeemed, on 1st January, 1949
60 Viet. No. 1468	3	1,130,372 18 0	33,911 3 9	...	33,911 3 9	In Melbourne—All or any of the Stock after expiration of 20 years from 30th September, 1897, upon Parliament providing funds for the purpose, and upon 12 months' previous notice of intention to redeem such Stock having been given under the hand of the Treasurer by advertisement in the <i>Government Gazette</i> and also in two daily newspapers published in Melbourne
62 Viet. No. 1564	3	24,426 18 10	732 16 2	...	732 16 2	Payable out of Consolidated Revenue in amounts of £25,000 each year, commencing 1st July, 1900
63 Viet. No. 1623	3	257,701 0 0	7,731 0 7	...	7,731 0 7	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	1,064,266 11 3	4,191 10 4	1,068,458 1 7	

APPENDIX No. 7—continued.

STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1911, AND OF THE INTEREST CHARGES AND EXPENSES PAID DURING THE YEAR—continued.

Act.	Rate of Interest per cent.	Principal.		Interest Charges.		Expenses in connexion with Payment of Interest.		Total Interest Charges and Expenses.		Loans redeemable.
		£	s. d.	£	s. d.	£	s. d.	£	s. d.	
Brought forward	...	29,122,554	2 8	1,064,266	11 3	4,191	10 4	1,068,458	1 7	
64 Vict. No. 1659	3	500,000	0 0	15,000	0 0	...	...	15,000	0 0	Payable out of Consolidated Revenue in amounts of £10,000 each year, commencing 1st July, 1901. See Act 1564, Section 5
1 Edw. VII. No. 1753	3	303,864	1 2	9,115	18 5	...	...	9,115	18 5	Payable in Melbourne at the expiration of 30 years from 1st January, 1902, but may be redeemed at any time after the expiration of 21 years from such date, upon Parliament providing funds, and upon 12 months' previous notice of intention to redeem being given.
No. 1560	3½	3,718,478	14 3	120,725	8 8	504	18 3	121,230	6 11	1st October, 1929, or at any time thereafter to 1st October, 1949
4 Edw. VII. No. 1901	3	36,890	2 3	1,106	14 0	...	...	1,106	14 0	1st January, 1934, or at any time thereafter to 1st January, 1954
Treasury Bonds Act 1982	3½	5,597,513	14 8	187,092	19 7	...	...	187,092	19 7	1st April, 1916
5 Edw. VII. No. 1990	3½	258,966	13 10	9,063	16 8	...	...	9,063	16 8	{ Bonds, 1st April, 1916 { Stock, 1st April, 1926
6 Edw. VII. No. 2026	3½	1,630,782	16 3	44,636	19 9	...	...	44,636	19 9	Payable out of Consolidated Revenue at any time after 20 years, but not later than 35 years from date of issue. Stock, 1st October, 1917.
5 Edw. VII. No. 2041	3½	149,314	0 8	3,338	7 10	...	...	3,338	7 10	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 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	150	0 0	35,150	0 0	1st October, 1929, or at any time thereafter to 1st October, 1949
9 Edw. VII. No. 2161	3	79,330	11 3	1,354	7 9	...	...	1,354	7 9	At any time after the expiration of 20 years.
										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.
9 Edw. VII. No. 2163	3½	275,000	0 0	9,589	1 0	...	...	9,589	1 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.
1 Geo. V. No. 2286	3½	901,490	14 4	314	17 5	...	...	314	17 5	Date not yet fixed.
1 Geo. V. No. 2308	4	97,336	12 4	767	13 6	...	...	767	13 6	All or any of the Stock which has not been otherwise redeemed may be redeemed at any time after the 31st day of May, 1931, upon Parliament providing funds for the purpose, and upon 12 months' previous notice being given.
Carried forward	...	43,821,522	3 8	1,506,622	15 10	4,846	8 7	1,511,469	4 5	

APPENDIX No. 7—continued.

STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1911, AND OF THE INTEREST CHARGES AND EXPENSES PAID DURING THE YEAR—continued.

Act.	Rate of Interest per cent.	Principal.	Interest Charges.	Expenses in connexion with Payment of Interest.	Total Interest Charges and Expenses.	—
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Brought forward ...	...	43,821,522 3 8	1,506,622 15 10	4,846 8 7	1,511,469 4 5	
Advances pending issue of securities	3½	749,999 19 9	17,420 17 9	...	17,420 17 9	
42 Vic., No 617 Melbourne and Hobsons' Bay Railway Debentures	...	1,000 0 0				
		44,572,522 3 5	1,524,043 13 7	4,846 8 7	1,528,890 2 2	
Deduct amount redeemed, Act No. 1287	...	2,107,000 0 0				
		42,465,522 3 5	1,524,043 13 7	4,846 8 7	1,528,890 2 2	
Less Interest for the year on Railway Surplus for years 1909 and 1910, and on Railways Interest, Reserve, and Additions and Improvements Funds	...	...	12,125 15 3	...	12,125 15 3	
Total amount of current loans allocated to the Railways at 30th June, 1911	...	42,465,522 3 5	1,511,917 18 4	4,846 8 7	1,516,764 6 11	
Less Discount and Expenses on the Sale of Debentures— £1,811,699 6s. 7d. Deduct Net Premiums on Debentures— £453,928 14s. 6d.		1,357,770 12 1	Note.—The total interest, exclusive of expenses incurred in connexion with the payment of interest, viz., £1,524,044, is equivalent to 3.59 per cent. on the total amount of current loans allocated to the Railways at 30th June, 1911.			
Total Net Proceeds of Current Loans allocated to the Railways at 30th June, 1911	...	41,107,751 11 4	Note.—The total interest, exclusive of expenses incurred in connexion with the payment of interest, viz., £1,524,044, is equivalent to 3.71 per cent. on the total net proceeds of loans allocated to the Railways at 30th June, 1911.			

APPENDIX No. 8.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1911.—NUMBERS.

LOCOMOTIVES.

Class Letter	A		A ¹	B	C	D	D ²	E	E ²	F	F ²	H	J	M	O	P	R	T	V	W	X	RY	Y	Combined Shunting Engines and Steam Cranes.	Unclasi- fied.	Narrow- Gauge.	Total.		
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%					%	%
	80	85	137	60	40	80	100	75	80	40	40	40	65	53	60	80	65	128	70	100	113	113	53					80	...
Rating, as per Load Table	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
In existence, as per Register of Rolling-stock, at 30th June, 1911	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
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CARRIAGE, VAN, AND SUNDRY STOCK.

CARRIAGE STOCK.

Class Letter ...	Carriages.										Carriages and Vans combined.										Narrow-Gauge.																			
	1st Class					Composites.					2nd Class.					Composites.					2nd Class.		2nd Class and Vans combined.																	
	Vestib. Corridor.	Vestib. Express.	6 wheels.	4 wheels.	Sliding door	Corridor.	Sleeping	Gas. & Dining.	Dining & Sleeping.	Dining.	Parlor & Observation.	Special.	Contr.	Vestib. Express.	6 wheels.	AB	XY	Sliding Door	Contr.	Vestib. Corridor.	Vestib. Express.	6 wheels.	AC	XZ	ABCXYZ	6 wheels.	YZ	BC	Sliding Door	2nd Class and Mail Sorters.	BDS	BDSE	Class and Mail Sorters.	1st and 2nd Class.	2nd Class.					
(1)	36	32	62	79	1	14	10	1	1	3	2	6	59	16	76	37	3	16	113	26	33	184	169	12	82	1	5	13	56	11	28	4	2	10	10	4	7	1,322	2	1,324
In existence, as per Register of Rolling-stock at 30th June, 1911	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
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VAN STOCK.

Class Letter...	...	...	...	Mail Vans.				Luggage Vans.						ELECTRIC TRAMWAY STOCK.										Motor Buses.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
				Sorting. 6 wheels.	Sorting.	Bulk.	Sorting.	C	Z	4 wheels.	Vestibule.	Vestibule Express.	Range.	Horse Boxes.				Breakdown Vans. 6 wheels.	Pyrograph Car. 4 wheels.	Total.	Combination Motor Cars.	Open Trailer Cars.	Closed Trailer Cars.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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W <th>WW</th> <td>4 wheels, 6 whls.</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> 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(1) Includes one 70-ft. Corridor Car with no vestibule. (2) Includes 1 Holiday Car. (3) Includes 3 Holiday Cars. (4) Includes 135 Holiday Cars. (5) Includes 2 Holiday Cars. (6) "State Cars, Nos. 1, 2, 3." "Victoria," "York," and "Inspection." (7) Holiday Vans. Note.—All Carriage, Van, and Sundry Vehicles are Bogie Stock unless otherwise specified.

APPENDIX No. 8—continued.
TRUCK STOCK.

Class Letter	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.		Powder, 4 wheels.	No sides.	Boiler and Timber.	Combination Trucks for Ballast Sleepers, and Goods open sides.			QR	R	Goods Open.	Breakdown.	Refrigerator.				Water Tank.			Weightbridge 4 wheel.		Live Stock.	Goods covered.	Goods open.	Meat.	
									Late	Co				P	Q	QB					QN	Goods open sides.	S	4 wheels.	6 wheels.	Tr	U							4 wheels.
...	100	8,687	189	675	502	227	46	148	6	24	17	1	50	201	11	1	191	51	16	31	560	30	17	91	2	4	7	1	172	1	8	12,069	4	Total.
In existence, as per Register of Rolling-stock, at 30th June, 1911	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

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, 1911.—CAPACITY, ETC.

	Built or purchased and charged to Capital from the inception of the Railways up to 30th June, 1911.	In existence at 30th June, 1911 (a).	Deficiency.	Surplus.	Cost of making good Deficiency.	Value of Surplus.
Locomotives (tractive power) ...	9,226,342 lbs.	8,355,044 lbs. (b)	871,298 lbs.	...	£ 152,478	£ ...
Carriage Stock (floor area) ...	388,884 sq. ft.	376,765 sq. ft. (c)	12,119 sq. ft.	...	44,234	...
Van Stock (floor area) ...	97,129 sq. ft.	97,515 sq. ft. (d)	...	386 sq. ft.	...	965
Sundry Stock (floor area) ...	20,751 sq. ft.	24,355 sq. ft. (e)	...	604 sq. ft.	...	1,208
Truck Stock (carrying capacity)	127,063 tons	132,698 tons (f)	...	5,635 tons	...	61,985
				196,712		64,158

Excess of cost of making good Deficiency over Value of Surplus
Amount at Credit of Rolling-Stock Replacement Fund at 30th June, 1911, available for replacement of Rolling-Stock ...

(a) Equivalent floor area 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, 1911.
(b) 83 locomotives have been written down to the tractive power represented by their value as scrap materials, and 288 vehicles have been written down to half area. Only 60 per cent. of internal floor area of 18 cars and 50 per cent. of 2 sleeping cars included on account of these vehicles being owned jointly with the South Australian Railways.
(c) 3 vehicles have been written down to internal floor area represented by their value as scrap materials, and van compartments of 70 combined cars and vans have been written down to one-half internal floor area. Only 60 per cent. of internal floor area represented by their value as scrap materials.
(d) 104 vehicles have been written down to internal floor area represented by their value as scrap materials.
(e) 178 "I," 227 "N," 89 "K," 1 "S," 27 "H," 16 "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, 1911.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1910	79,231 14 11	By Expenditure for the year ending 30th June, 1911 (Section No. 6)— Clause—	
" Payment to Fund during the year ending 30th June, 1911 (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	24,545 6 1	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employes of the Commissioners	10,526 9 9
" Special Payment to Fund included in the Working Expenses of the Year	66,904 13 11	(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employes of the Commissioners	109,628 5 9
		(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation shall be paid to persons referred to in Clause (b)	18,959 1 7
		(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	7,020 18 9
		(e) Amount expended in consequence of any loss or damage by fire to buildings, plant, stores, or properties of the Commissioners	889 6 11
		(f) Amount paid as compensation for loss or damage to goods, parcels, &c.	6,864 5 11
		(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.	10,652 0 4
		" Balance at 30th June, 1911	6,141 5 11
	170,681 14 11		170,681 14 11

APPENDIX No. 11.

STATEMENT SHOWING FUNDS ADVANCED DURING THE YEAR ENDED 30TH JUNE, 1911, FROM THE PUBLIC ACCOUNT UNDER THE PROVISIONS OF THE RAILWAYS ADVANCES ACT 1910, FOR THE PURPOSE OF SUBSTITUTING HEAVY RAILS FOR LIGHT RAILS ON VARIOUS LINES.

Act No.	Amount Authorized.	How repayable.	Expenditure to 30th June, 1911.	Amount repaid to 30th June, 1911.	Balance outstanding at 30th June, 1911.
2263	£ 200,000	In four annual instalments of such amounts as the Governor in Council may determine	£ 98,518 11 5	£ 50,000	£ 48,518 11 5

APPENDIX No. 12.

Dr	RAILWAY STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1911.			Cr.		
	£	s.	d.	£	s.	d.
To Stores and Materials on hand when Account was authorized at 30th June, 1896 (Act 1439, Section 20) ...	559,440	16	2	By Stores issued for Belated Repairs (in accordance with Act 1820, Section 3) ...	...	50,000 0 0
" Advances from Loan Funds ...	175,000	0	0	" Cash in Treasury ...	138,308	5 9
" Sundry Outstanding Accounts at 30th June, 1911 ...	154,258	10	4	" Cash with Agent-General in London ...	97,076	9 3
					235,384	15 0
				" Stores and Materials on hand at 30th June, 1911 ...	622,363	9 6
				Less Amount at Credit of Stores Depreciation Account ...	19,048	18 0
					603,314	11 6
					£888,699	6 6

APPENDIX No. 13.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEAR
ENDING 30TH JUNE, 1910 AND 1911

				Year ending 30th June, 1910.		Year ending 30th June, 1911.	
				Number of Journeys.	Revenue.	Number of Journeys.	Revenue.
					£		£
Country Passengers	...	...	1st Class	972,433	309,939	1,093,590	343,010
Do. do.	...	...	2nd do.	4,400,719	671,094	4,807,291	756,385
Do. Season Tickets	...	...	1st do.	837,060	89,940	935,346	97,729
Do. do.	...	...	2nd do.	425,448	18,566	482,922	19,973
Do. Weekly Workmen's	...	...	2nd do.	6,540	64	...	...
Totals for COUNTRY PASSENGERS				6,642,200	1,089,603	7,319,149	1,217,097
Metropolitan—Suburban Passengers							
within 20 miles of Melbourne	...	...	1st Class	18,730,935	278,375	20,658,064	307,549
Do. do. do.	...	...	2nd do.	22,719,457	229,702	24,860,359	251,176
Do. Season Tickets	...	...	1st do.	19,722,619	153,278	21,671,191	162,041
Do. Building Tickets (Free)	...	...	1st do.	626,944	...	739,228	...
Do. Season Tickets	...	...	2nd do.	11,182,756	61,708	11,870,649	56,661
Do. Building Tickets (Free)	...	...	2nd do.	204,422	...	279,340	...
Do. Weekly Workmen's	...	...	2nd do.	4,503,396	32,865	5,323,404	39,699
Totals for METROPOLITAN—SUBURBAN PASSENGERS				77,690,529	755,928	85,402,235	817,126
Race and Special Picnic Traffic, within 20 miles of Melbourne							
Passengers, 1st Class				452,975	15,518	545,036	16,883
do. 2nd do.				494,531	11,732	529,386	12,610
Totals for RACE AND SPECIAL PICNIC TRAFFIC				947,506	27,250	1,074,422	29,493
Total				85,280,235	1,872,781	93,795,806	2,063,716
ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY							
...				1,361,925	11,833	1,410,907	12,782
Grand Totals				86,642,160	1,884,614	95,206,713	2,076,498

APPENDIX No. 14.

ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE FOR YEAR
ENDING 30TH JUNE, 1911.

Kind of Goods.	Year ending 30th June, 1911.	
	Tons carried.	Revenue, £
3rd Class	18,890	42,799
2nd Class	50,752	100,939
1st Class	93,131	132,695
"C" Class	82,885	97,796
"B" Class	155,701	133,629
"A" Class	131,491	93,479
Miscellaneous Class	188,212	44,189
Fish	2,995	4,891
Fruit and Vegetables	47,098	32,392
Butter	38,995	38,395
Other Dairy Produce	35,084	31,258
Wine	6,369	5,140
Wool	80,824	119,149
Flour, Bran, Sharps, and Pollard	196,025	72,905
Wheat	815,892	376,243
All other Agricultural Produce	285,861	102,156
Hay, Straw, and Chaff	219,431	50,789
Fertilizers	129,289	38,934
Minerals (including Coal, Coke, Ores, &c.)	305,915	73,031
Firewood	543,834	131,332
Timber	282,503	95,865
Stone, Gravel, and Sand	408,380	44,561
All other Goods	467,347	277,469
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, and Weighing	...	28,257
Total Tonnage of Goods carried and Total Revenue derived therefrom	4,586,904	2,168,293
Live Stock	380,723	289,384
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom	4,967,627	2,457,677

Numbers of Live Stock—

Horses	53,158
Cattle	268,052
Calves	29,565
Sheep	5,432,034
Pigs	269,205

APPENDIX No. 15.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1896, TO 30TH JUNE, 1911.

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.										
1896-7	3,129	3,126	38,329,402	12,317	517	1,068	8,578	475	9,228,687	42,263,638	2,383,445	1,328,687	1,287,248	2,615,935*	837	5/8.03	
1897-8	3,113	3,123	38,602,304	12,404	517	1,061	8,677	494	9,239,657	43,090,749	2,408,665	1,325,062	1,283,834	2,608,896*	835	5/7.77	
1898-9	3,143	3,122	39,056,451	12,430	519	1,094	9,026	499	9,714,298	45,805,043	2,779,748	1,372,000	1,501,729	2,873,729*	920	5/11.00	
1899-00	3,218	3,186	39,658,819	12,327	523	1,133	9,117	501	10,107,549	49,332,899	2,998,303	1,469,910	1,555,252	3,025,162*	950	5/11.83	
1900-01	3,237	3,228	40,145,404	12,402	533	1,157	9,283	528	11,066,016	54,704,062	3,381,860	1,625,903	1,711,894	3,337,797*	1,034	6/0.39	
1901-02	3,302	3,265	40,613,784	12,298	542	1,189	9,560	541	11,284,944	57,465,077	3,433,627	1,648,381	1,719,462	3,367,843*	1,031	5/11.62	
1902-03	3,383	3,335	40,974,493	12,110	553	1,189	9,724	533	10,286,272	54,798,073	3,093,997	1,592,088	1,454,770	3,046,858*	913	5/11.09	
1903-04	3,381	3,371	41,216,703	12,191	550	1,200	10,025	440	9,172,644	54,282,003	3,439,203	1,645,163	1,792,978	3,438,141	1,020	7/5.96	
1904-05	3,394	3,384	41,279,045	12,162	520	1,214	10,366	443	9,023,365	59,702,050	3,628,237	1,663,473	1,918,793	3,582,266	1,059	7/11.28	
1905-06	3,394	3,394	41,398,037	12,194	511	1,228	10,490	461	9,392,069	65,088,394	3,676,017	1,786,182	2,001,437	3,787,619	1,116	8/0.79	
1906-07	3,396	3,395	41,533,136	12,230	497	1,233	10,625	494	10,035,914	70,170,089	3,965,792	1,931,126	2,081,515	4,012,641	1,182	7/11.96	
1907-08	3,396	3,396	41,928,567	12,346	488	1,246	10,764	518	10,383,408	74,907,425	3,754,861	2,004,927	1,868,441	3,873,368	1,141	7/5.53	
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	
1910-11	3,523	3,505	44,121,767	12,554	547	1,345	12,069	554	12,972,723	93,795,806	4,967,627	2,438,532	2,457,678	4,896,210	1,397	7/6.58	

* 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. 15—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1896, TO 30TH JUNE, 1911.

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.	
	Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Maintenance and Renewals.	Per Average Mile open.	£	s. d.	Per Cent. of Gross Revenue.	Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Repairs and Renewals.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.	Per Train Mile Run.	Per Cent. of Gross Revenue.		
£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.			
1896-7	501,719	1 105	19 18	381,293	122	0/9 92	14 57	359,763	0 935	13 75	193,731	0 504	7 41	183	47,401	0 124	1 83					
1897-8	534,850	1 189	20 50	408,837	131	0/10 62	15 67	366,303	0 552	14 04	264,802	0 532	7 85	197	51,280	0 133	1 97					
1898-9	550,365	1 160	19 16	479,292	154	0/11 84	16 68	398,807	0 985	13 87	228,615	0 565	7 96	180	51,862	0 128	1 80					
1899-00	571,770	1 157	18 89	496,959	156	0 11 80	16 43	432,850	0 1028	14 31	241,129	0 573	7 97	189	57,093	0 135	1 89					
1900-01	616,945	1 138	18 48	506,988	157	0 11 00	15 19	520,527	0 1129	11 40	262,818	0 570	7 87	168	56,018	0 121	1 68					
1901-02	671,588	1 228	19 94	490,438	150	0/10 43	14 56	576,921	1 027	17 13	268,543	0 571	7 98	129	44,385	0 093	1 29					
1902-03	592,897	1 183	19 46	437,840	131	0/10 21	14 37	521,090	1 016	17 10	241,625	0 565	7 93	140	42,498	0 099	1 40					
1903-04	556,015	1 333	17 04	448,959	133	0 11 75	13 06	455,543	0 1192	13 25	265,987	0 691	7 68	139	47,807	0 125	1 39					
1904-05	562,370	1 296	15 70	502,022	148	1/13 35	14 01	488,240	1 099	13 63	274,931	0 731	7 67	122	43,575	0 116	1 22					
1905-06	588,123	1 303	15 53	572,297	169	1 26 2	15 11	481,483	1 030	12 71	306,842	0 784	8 10	133	50,278	0 129	1 33					
1906-07	593,248	1 219	14 78	589,452	174	1 21 10	14 69	521,083	1 046	12 99	323,858	0 774	8 07	122	49,032	0 117	1 22					
1907-08	612,719	1 216	15 82	648,589	191	1 21 99	16 75	573,990	1 127	14 82	382,477	0 884	9 88	135	52,455	0 122	1 35	15,667	0 136			
1908-09	641,431	1 164	15 35	625,602	184	1 11 30	14 97	620,669	1 119	14 86	372,766	0 792	8 92	139	58,108	0 124	1 39	90,863	0 193			
1909-10	684,594	1 203	15 40	643,912	187	1 11 20	14 49	696,477	1 228	15 67	529,725	0 1086	11 92	135	59,818	0 123	1 35	97,219	0 199			
1910-11	766,784	1 219	15 66	823,658	229	1 2 87	16 41	756,802	1 200	15 46	500,056	0 938	10 35	135	65,987	0 122	1 35	91,386	0 169			

Exclusive of St. Kilda and Brighton Electric Street Railway.

* Includes Special Payment into Fund, year 1908-9 £69,972, year 1909-10, £75,000, and year 1910-11, £66,905.

† Includes payment into Rolling Stock Replacement Fund, year 1909-10, £170,000, and year 1910-11, £100,000.

+ 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, £15,242 8s. 8d.; 1906-7, £13,862 2s.; 1907-8, £14,747 0s. 3d.; 1908-9, £16,058 2s. 2d.; 1909-10, £17,078 17s. 3d.; 1910-11, £19,591 8s. 9d.

APPENDIX No. 15—continued.
GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1896, TO 30TH JUNE, 1911.

Year.	TOTAL WORKING EXPENSES.				NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.							Per Cent. on Capital Cost.	Per Cent. on Railway Loans.	SPECIAL EXPENSES AND CHARGES PAID OUT OF THE REVENUE OF THE RAILWAY.	Balance of Net Revenue after Payment of Working Expenses and Special Charges.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.	NET INTEREST CHARGES AND EXPENSES.	AMOUNTS PAID FOR PENSIONS AND GRATUITIES TO EMPLOYEES OF THE COMPANY'S SHIPBROKERS AND 2507.	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.	Per Average Mile open.	Per Train Mile run.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.											
£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£
1896-7	1,484,407	475	3 2'60	56'74	1,131,528	362	2 5'43	2'95	3'08	...	1,131,528	2'95	3'08	1,447,452	...	315,924	...	53,958			
1897-8	1,566,073	501	3 4'68	60'03	1,042,823	334	2 3'09	2'70	2'84	...	1,042,823	2'70	2'84	1,437,269	...	394,446	...	53,720			
1898-9	1,708,941	547	3 6'22	59'47	1,164,788	373	2 4'78	2'98	3'13	7,500	1,157,288	2'96	3'11	1,472,090	...	314,802	...	81,284			
1899-00	1,799,801	565	3 6'73	59'49	1,225,361	385	2 5'10	3'09	3'25	7,500	1,217,861	3'07	3'23	1,430,448	...	212,587	...	95,239			
1900-01	1,953,296	608	3 6'58	58'82	1,374,501	426	2 5'81	3'42	3'62	21,500	1,353,001	3'37	3'56	1,464,809	...	111,808	...	90,443			
1901-02	2,050,875	628	3 7'62	60'90	1,316,968	403	2 4'00	3'24	3'43	21,500	1,295,468	3'19	3'37	1,492,695	...	197,227	...	93,744			
1902-03	1,835,950	550	3 6'84	60'26	1,210,908	363	2 4'25	2'96	3'11	102,630	1,108,278	2'70	2'84	1,473,532	...	365,254	...	93,507			
1903-04	1,802,311	535	3 11'16	52'42	1,635,830	485	3 6'80	3'97	4'15	119,556	1,516,274	3'68	3'84	1,515,755	...	...	519	100,536			
1904-05	1,871,138	553	4 1'77	52'23	1,711,128	506	3 9'51	4'15	4'34	218,485	1,492,643	3'54	3'71	1,461,994	...	...	649	102,656			
1905-06	1,999,023	589	4 3'08	52'78	1,788,596	527	3 9'71	4'32	4'51	117,542	1,671,362	4'03	4'22	1,472,397	...	...	198,905	99,637			
1906-07	2,076,673	612	4 1'66	51'75	1,935,968	570	3 10'30	4'66	4'88	165,749	1,762,417	4'24	4'44	1,483,284	...	...	279,133	110,881			
1907-08	2,285,897	673	4 4'84	59'02	1,587,471	468	3 0'69	3'79	3'98	47,958	1,536,488	3'66	3'85	1,483,807	...	...	...	52,681	103,064		
1908-09	2,409,439	709	4 3'22	57'67	1,768,685	521	3 1'59	4'16	4'35	...	1,770,551	4'16	4'35	1,430,993	105,415*	...	...	235,043	...		
1909-10	2,711,545	788	4 7'59	61'02	1,732,318	503	2 11'52	4'02	4'19	...	1,734,343	4'02	4'20	1,472,016	106,330*	...	...	155,007	...		
1910-11	2,991,673	854	4 7'35	61'10	1,904,537	543	2 11'23	4'32	4'48	...	1,907,570	4'32	4'49	1,516,764	107,831*	...	...	282,975	...		

* In conformity with the provisions of Acts Nos. 2133 and 2207, the Pensions and Gratuities have, since 1st July, 1908, been payable out of the Net Revenue of each year to the extent to which it is available after the payment of the Interest Charges on the Railway Debt of the State.

+ Inclusive of St. Kilda and Brighton Electric Street Railway.—7th May till 30th June, 1906, Net Revenue, £308. Year 1906-7, Net Loss, £7,802, inclusive of £9,941 on account of Damage by Fire. Year 1907-8, Net Loss, £3,925, inclusive of £3,311 on account of Damage by Fire. Year 1908-9, Net Revenue, £1,866. Year 1909-10, Net Revenue, £2,025. Year 1910-11, Net Revenue, £3,033.

APPENDIX No. 16.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDING 30TH JUNE, 1911.

Year ending 30th June.	New Lines and Surveys.	Additions and Improvements on Existing Lines.	Rolling-Stock.	Total.
	£	£	£	£
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†
1911	253,882	328,125†	397,826†	979,833†
Total ...	2,481,167†	3,124,504†	2,233,478†	7,839,149†

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

† Includes St. Kilda and Brighton Electric Street Railway.

APPENDIX No. 17.

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, 1911.

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.	
Melbourne to Bendigo (exclusive of works, Melbourne to Essendon Junction) ...	100.89	...	100.89	1,902	18	1 in 50	4,856,612	19 0	48,137
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	701,909	14 2	12,530
* Bendigo Cattle-yards Branch ...	...	0.89	0.89	732	707	1 " 61	65,489	8 4	4,517
Lancefield Junction to Lancefield ...	...	14.50	14.50	1,675	1,072	1 " 40	117,021	13 2	6,465
† Lancefield to Kilmore ...	...	18.10	18.10	1,734	1,160	1 " 40	393,915	14 8	5,808
Kilmore Junction to Bendigo (Cattle Siding) ...	...	67.82	67.82	1,450	526	1 " 50	176,918	8 5	7,846
Carlsruhe to Daylesford ...	0.38	22.17	22.55	2,469	1,791	1 " 50	181,604	12 7	7,858
Daylesford Junction to North Creswick ...	...	23.11	23.11	2,292	1,429	1 " 40	89,871	5 2	5,531
Kyneton (Redesdale Junction) to Redesdale ...	...	16.25	16.25	1,636	973	1 " 50	405,529	4 5	8,658
Castlemaine to Dunolly ...	0.38	46.46	46.84	948	579	1 " 40	173,223	4 1	5,248
Dunolly to St. Arnaud (including cost of Carapooee Ballast Pits Tramway) ...	0.28	32.73	33.01	943	611	1 " 50	105,680	9 7	4,429
St. Arnaud to Donald ...	...	23.86	23.86	868	374	1 " 50	80,126	5 7	2,481
Donald to Birchip ...	...	32.30	32.30	394	330	1 " 100	41,428	15 9	1,566
Birchip to Cronomby (Woomelang) ...	...	26.45	26.45	351	260	1 " 75	255,342	16 6	2,318
Woomelang to Mildura ...	...	110.15	110.15	334	128	1 " 75	16,828	13 11	2,432
Mildura to White Cliffs ...	...	6.92	6.92	186	126	1 " 75	0	9 0	In progress
White Cliffs to Yelta ...	...	...	...	...	...	...	95,851	0 9	3,954
Dunolly to Inglewood ...	...	24.24	24.24	794	457	1 in 50	88,563	11 0	In progress
Ouyen to Kow Plains ...	...	...	...	...	...	...	1,702	7 9	In progress
Kow Plains to Murrayville ...	...	...	...	...	...	...	62,016	12 8	6,056
Castlemaine (Maldon Junction) to Maldon ...	...	10.24	10.24	1,177	890	1 in 40	68,429	10 0	6,919
Maldon (Laanecoorie Junction) to Melbourne ...	...	9.89	9.89	1,126	649	1 " 50	290,843	11 2	6,970
Maryborough to Ballarat ...	0.26	41.47	41.73	1,525	732	1 " 40	7,426	0 4	3,536
Waubra Junction to Ballarat Race-course ...	...	2.10	2.10	1,508	1,466	1 " 50	72,324	15 4	5,264
Pisgah Junction to Waubra ...	...	13.74	13.74	1,533	1,341	1 " 60	64,007	6 6	4,287
Maryborough to Avoca ...	...	14.93	14.93	885	721	1 " 40	174,074	6 10	4,459
Avoca to Ararat ...	...	39.04	39.04	1,215	763	1 " 50	189,676	5 5	6,556
Bendigo to Inglewood ...	0.80	28.13	28.13	779	443	1 " 70	189,341	14 9	4,422
Inglewood to Charlton ...	...	42.82	42.82	639	422	1 " 50	88,470	12 4	5,368
Charlton to Wycheproof ...	...	16.48	16.48	521	356	1 " 50	74,016	10 1	1,546
Wycheproof to Sea Lake ...	...	47.89	47.89	357	172	1 " 94	18,617	14 2	3,831
Wedderburn Junction to Wedderburn ...	...	4.86	4.86	660	554	1 " 50	75,993	4 8	4,255
Korong Vale to Boort ...	...	17.86	17.86	459	296	1 " 50	45,481	18 7	2,071
Boort to Quambatook ...	...	21.96	21.96	419	287	1 " 75	48,687	0 9	1,606
Quambatook to Ultima ...	...	30.31	30.31	371	256	1 " 100	29,292	8 10	1,454
Ultima to Chillingollah ...	...	20.14	20.14	263	164	1 " 60	303,425	18 4	4,157
Eaglehawk to Kerang ...	...	72.99	72.99	742	255	1 " 70	162,254	2 6	4,615
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ...	...	35.16	35.16	286	225	1 " 100	529,914	19 11	90,275
Footscray to Williamstown (including cost of piers at Williamstown) ...	5.50	0.37	5.87	66	8	1 " 100	27,080	2 2	6,312
* Newport to Braybrook Junction ...	...	4.29	4.29	110	48	1 " 92	1,216,136	5 2	31,024
Newport to Geelong (including cost of Geelong Pier) ...	2.90	35.61	38.51	113	11	1 " 81	375,993	8 1	7,203
* Williamstown Race-course Branch ...	...	0.69	0.69	21	10	1 " 95	148,433	7 5	5,280
Geelong to Colac ...	1.15	49.11	50.24	469	10	1 " 50	370,864	2 11	8,683
† Geelong Race-course Branch ...	...	1.96	1.96	43	10	1 " 50	87,219	7 5	9,318
Colac to Camperdown ...	...	28.11	28.11	569	405	1 " 50	99,905	19 2	8,810
Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ...	0.90	41.81	42.71	550	13	1 " 50	114,034	0 5	5,504
Warrnambool to Koroit ...	...	9.36	9.36	245	19	1 " 50	39,284	18 5	3,598
Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) ...	...	11.34	11.34	208	11	1 " 60	147,281	11 2	7,420
Geelong (Queenscliff Junction) to Queenscliff ...	...	20.72	20.72	264	10	1 " 50	47,225	8 1	5,428
* Mount Moriac to Wensleydale ...	...	10.92	10.92	752	361	1 " 50	80,198	1 11	In progress
Birregurra to Forrest ...	...	19.85	19.85	579	363	1 " 40	72,257	10 8	2,436
Irrewarra to Beaeac ...	...	8.70	8.70	432	390	1 " 66	33,871	14 7	2,378
Beaeac to Newtown (Cressy) ...	...	11.36	11.36	443	388	1 " 50	113,124	2 6	5,068
* Colac to Beech Forest ...	...	29.66	29.66	1,748	225	1 " 30	56,723	17 11	4,665
† Beech Forest to Crowes ...	...	14.24	14.24	1,826	1,356	1 " 30	1,913,223	2 11	35,956
Camperdown (Curdie's River Junction) to Timboon ...	...	22.32	22.32	673	52	1 " 40	...	...	...
Terang to Mortlake ...	...	12.16	12.16	447	414	1 " 60	...	...	...
North Geelong to Ballarat ...	41.45	11.76	53.21	1,725	47	1 " 52	...	...	...
* North Geelong Loop Line ...	...	0.22	0.22	53	46	1 " 57	435,938	16 6	7,625
Ballarat to Ararat ...	4.33	52.84	57.17	1,517	960	1 " 50	184,366	15 8	9,781
Ararat to Stawell ...	...	18.85	18.85	1,086	761	1 " 100	357,416	2 5	5,159
Stawell to Horsham ...	1.18	52.26	53.44	761	423	1 " 100	113,880	14 8	5,307
* Stawell to Grampians ...	...	15.84	15.84	815	621	1 " 30	...	...	...
Horsham to Dimboola ...	0.36	21.10	21.46	477	361	1 " 50	...	...	...
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	416,158	2 5	6,583
Braybrook Junction to Parwan ...	...	21.65	21.65	466	119	1 " 50	268,651	11 2	12,409
Parwan to Gordon ...	...	27.46	27.46	1,877	341	1 " 48	353,983	19 0	12,891
Gordon to Warrenheip ...	0.09	12.78	12.87	1,940	1,707	1 " 50	129,197	15 7	10,039
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 ...	...	...	...	...	...	...	57,658	17 6	In progress
Carried forward ...	164.24	1619.77	1784.01	...	...	...	17,605,355	18 9	...

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Dismantled 26th May, 1909.

¶ 2 ft. 6 in. gauge.

APPENDIX No. 17—continued.

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

Lines	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.		
	Double and over	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile.	
	Miles.	Miles.	Miles.	Feet	Feet	Feet	£ s. d.	£	
Brought forward	164' 24	1619' 77	1784' 01	...	...	...	17,605,355 18 9	...	
* Lal Lal Race-course Branch	...	2' 00	2' 00	1,539	1,532	1 in 112	11,421 6 1	5,711	
Ballarat East to Buninyong...	...	6' 84	6' 84	1,626	1,436	1 " 40	66,146 17 0	9,671	
* 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	59,970 16 4	4,571	
Scarsdale to Linton	...	7' 97	7' 97	1,189	1,022	1 " 40	77,536 19 1	9,729	
* Burrumbeet Race-course Junction to Burrumbeet Race-course	...	1' 14	1' 14	1,297	1,256	1 " 50	3,610 13 4	3,167	
Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant)	...	66' 06	66' 06	1,028	572	1 " 50	340,241 4 8	5,151	
Hamilton to Portland (including cost of sidings to piers at Portland)	...	53' 82	53' 82	606	11	1 " 40	295,127 19 3	5,484	
† Dunkeld to Koroit	...	48' 99	48' 99	834	207	1 " 60	169,414 6 11	3,458	
Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant)	...	18' 10	18' 10	727	590	1 " 60	80,019 1 9	4,421	
Hamilton (Coleraine Junction) to Coleraine	...	23' 01	23' 01	668	301	1 " 40	110,827 3 10	4,816	
Branxholme to Casterton	...	32' 09	32' 09	572	149	1 " 40	178,572 19 10	5,565	
Lubeck 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 Marnoo	...	15' 38	15' 38	494	450	1 " 100	27,570 17 6	1,793	
Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway)	...	31' 20	31' 20	464	360	1 " 66	151,468 4 10	4,855	
Warracknabeal to Beulah	...	21' 92	21' 92	359	288	1 " 80	55,481 14 1	2,531	
Beulah to Hopetoun	...	16' 01	16' 01	290	258	1 " 100	34,668 11 6	2,165	
Horsham to Noradjuha	...	19' 95	19' 95	488	395	1 " 50	80,065 19 1	4,013	
Noradjuha to Toolondo	...	...	...	...	...	...	80 17 9	In progress	
Natimuk (East Natimuk) to Goroke	...	28' 32	28' 32	624	394	1 " 50	67,481 1 6	2,383	
Dimboola to Jeparit	...	21' 59	21' 59	387	268	1 " 75	43,226 10 6	2,002	
Jeparit to Albury (Rainbow)	...	18' 47	18' 47	388	263	1 " 75	32,699 11 4	1,770	
Jeparit to Loxton	...	...	...	...	...	...	95 3 7	In progress	
Essendon Junc. to Essendon	...	...	3' 50	148	14	1 " 67	195,680 3 11	39,136	
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	2,286,023 9 7	12,561	
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	212,560 1 0	41,925	
+ Coburg to Somerton	...	7' 16	7' 16	530	202	1 " 50	72,121 17 2	10,073	
Royal Park (Junction) to Clifton Hill	2' 28	0' 11	2' 39	136	103	1 " 50	156,245 12 5	65,375	
Fitzroy Branch	0' 07	0' 88	0' 95	119	85	1 " 79	76,927 17 5	80,977	
Fitzroy (Whittlesea Junction) to Whittlesea	4' 67	17' 39	22' 06	639	119	1 " 50	278,536 8 0	12,626	
Northeote Loop Line	0' 13	...	0' 13	128	119	1 " 70	8,650 19 4	66,546	
Tallaroak to Yea	...	23' 69	23' 69	698	488	1 " 40	153,421 19 3	6,476	
Yea to Mansfield and Alexandra-road	...	55' 82	55' 82	1,304	557	1 " 40	337,689 0 2	6,050	
Alexandra-road to Alexandra	...	4' 32	4' 32	922	726	1 " 30	26,069 11 11	6,035	
Mangalore to Shepparton	0' 29	44' 96	45' 25	499	372	1 " 100	278,554 6 10	6,156	
Shepparton to Numurkah	2' 16	18' 60	20' 76	376	348	1 " 206	84,598 3 0	4,075	
Numurkah to Cobram	0' 20	21' 45	21' 65	376	355	1 " 165	84,191 15 8	3,889	
Murchison East to Rushworth	...	12' 87	12' 87	476	391	1 " 80	69,758 7 10	5,420	
Toolamba to Tatura	...	6' 83	6' 83	385	371	1 " 108	28,612 5 11	4,189	
Tatura to Echuca	...	34' 07	34' 07	377	320	1 " 122	155,528 2 8	4,565	
Shepparton to Dookie	...	14' 84	14' 84	500	372	1 " 100	54,188 9 2	3,652	
Dookie to Katamatite	...	17' 02	17' 02	490	383	1 " 69	39,061 3 11	2,295	
Numurkah to Nathalia	...	13' 79	13' 79	356	335	1 " 330	51,942 19 7	3,767	
Nathalia to Picola	...	6' 75	6' 75	335	325	1 " 264	13,751 11 2	2,037	
Strathmerton towards Tocumwal	...	8' 20	8' 20	390	358	1 " 330	16,800 15 3	2,049	
Strathmerton to Tocumwal Extension	...	2' 07	2' 07	372	365	1 " 92	14,048 13 5	6,787	
Benalla to St. James	...	20' 33	20' 33	583	450	1 " 75	78,671 11 4	3,870	
St. James to Yarrawonga	...	19' 86	19' 86	514	414	1 " 50	97,204 8 0	4,894	
† Wangaratta to Whitfield	...	30' 49	30' 49	811	481	1 " 80	39,260 0 7	1,288	
Wangaratta (Beechworth Junction) to Beechworth	...	22' 26	22' 26	1,831	502	1 " 30	164,665 7 2	7,397	
Beechworth to Yackandandah	...	12' 84	12' 84	1,912	981	1 " 30	96,786 2 0	7,538	
Everton to Myrtleford	...	16' 56	16' 56	989	581	1 " 40	77,197 0 5	4,661	
Myrtleford to Bright	...	18' 54	18' 54	1,004	688	1 " 50	111,945 7 2	6,038	
Springhurst to Wahgunyah	...	13' 95	13' 95	623	454	1 " 50	74,804 4 10	5,362	
Wodonga to Tallangatta	...	25' 71	25' 71	726	530	1 " 40	188,146 6 4	7,318	
Spencer Street to Flinders Street	0' 76	...	0' 76	33	17	1 " 40	141,884 0 4	186,690	
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	2,524,616 7 9	154,600	
Prince's Bridge to Collingwood	2' 22	...	2' 22	85	23	1 " 62	198,280 14 8	89,316	
Collingwood to Heidelberg	0' 92	4' 57	5' 49	196	68	1 " 50	206,021 2 11	37,527	
Heidelberg to Eltham	...	8' 35	8' 35	303	110	1 " 40	57,663 10 11	6,906	
Eltham to Hurst's Bridge	...	...	...	...	...	...	5,338 16 10	In progress	
Brighton Beach to Sandringham	2' 20	...	2' 20	58	20	1 in 97	78,863 8 4	35,847	
South Yarra to Oakleigh	7' 05	...	7' 05	184	22	1 " 50	327,808 5 8	46,498	
Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branch to the Great Morwell Coy's mine)	11' 76	106' 46	118' 22	513	8	1 " 50	1,120,079 9 4	9,475	
Sale to Stratford (Junction)	...	8' 97	8' 97	64	33	1 " 66	42,739 17 9	4,765	
Carried forward	288' 41	2819' 02	3107' 43	...	...	...	29,926,442 15 0	...	

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Including portion dismantled.

§ 2 ft. 6 in. gauge.

APPENDIX No. 17—*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 ...	288.41	2819.02	3107.43	...	...	...	29,926,442	15	0	...
+ Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines) ...	0.20	10.10	10.30	249	72	1 in 50	297,454	12	5	28,879
‡ Caulfield to Frankston ...	19.65	0.23	19.88	166	10	1 " 50	249,019	0	3	12,526
Frankston to Stony Point (including cost of sidings to pier at Stony Point) ...	...	18.85	18.85	327	10	1 " 50	106,755	5	11	5,663
Mornington Junction to Mornington ...	...	7.67	7.67	194	60	1 " 50	63,594	14	9	8,291
Frankston Cemetery Line ...	...	...	...	...	...	...	330	10	11	...
Spring Vale Cemetery Line ...	...	1.60	1.60	231	145	1 in 50	9,230	16	8	5,769
Dandenong (Great Southern Junction) to Port Albert ...	0.17	117.11	117.28	746	10	1 " 40	983,993	12	4	8,390
Nyora to Woolamai ...	...	16.79	16.79	410	58	1 " 50	55,954	13	10	3,333
Woolamai to Powlett Coal Field ...	...	13.75	13.75	233	14	1 " 60	80,502	5	1	5,855
Korumburra to Coal Creek ...	...	0.89	0.89	735	630	1 " 30	5,761	7	11	6,473
Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line) ...	...	2.25	2.25	765	573	1 " 30	11,539	15	7	5,129
Korumburra (Jumbunna Junction) to Jumbunna	...	3.74	3.74	796	619	1 " 30	20,382	18	11	5,450
Jumbunna to Outtrim ...	...	2.40	2.40	649	539	1 " 40	28,288	13	5	11,787
¶ Welshpool to Welshpool Jetty ...	...	3.23	3.23	57	6	1 " 100	2,943	0	10	911
Warragul to Neerim South ...	...	13.49	13.49	681	349	1 " 40	124,250	12	9	9,211
Moe (Junction) to Thorpdale ...	...	10.67	10.67	798	219	1 " 40	116,204	19	6	10,891
Moe to Walballa ...	...	26.06	26.06	1,323	174	1 " 30	102,765	7	7	3,643
Morwell to North Mirboo ...	...	20.16	20.16	784	184	1 " 40	152,734	2	0	7,576
Traralgon to Heyfield ...	...	22.06	22.06	262	93	1 " 50	122,026	10	10	5,532
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale) ...	0.52	49.30	49.82	296	9	1 " 50	278,570	10	10	5,592
Bairnsdale to Orbost ...	...	...	...	...	...	...	5,760	19	10	in progress
Maifra to Briagolong ...	...	11.79	11.79	238	109	1 " 50	60,579	4	0	5,138
Burley to Waverley Road ...	...	5.23	5.23	111	33	1 " 60	171,853	8	10	32,859
Hawthorn to Lilydale ...	11.82	8.20	20.02	484	41	1 " 40	392,691	5	5	19,615
Lilydale to Healesville ...	0.26	15.11	15.37	351	230	1 " 40	219,242	18	10	14,264
Hawthorn (Kew Junction) to Kew ...	...	0.96	0.96	119	41	1 " 40	75,965	1	1	79,131
Ringwood to Upper Ferntree Gully ...	...	7.44	7.44	436	314	1 " 40	67,404	7	6	9,060
¶ Ferntree Gully to Gembrook ...	...	18.22	18.22	1,057	412	1 " 30	58,512	11	11	3,233
Lilydale to Warburton ...	...	23.97	23.97	738	289	1 " 37½	109,313	19	6	4,560
St. Kilda and Brighton Electric Street Railway, St. Kilda Station to Brighton Beach ...	...	5.13	5.13	59	7	1 " 21½	43,325	0	10	8,445
Total mileage of lines constructed §	321.03	3255.42	3576.45	...	...	...	33,943,826	8	1	...
Less mileage closed for traffic at 30th June, 1911.										
Double, Single, Total.										
Dunkeld to Peshurst (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	...	...	...	...	...	...	...	...
Burley 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, 1911 ...	320.83	3207.66	3528.49	...	...	...	...	...	...	...
Works, Melbourne to Essendon Junction ...	...	...	...	...	...	...	1,675,849	16	2	...
Railway Offices, Spencer Street ...	...	...	...	...	...	...	163,690	16	2	...
Sheds and Workshops, Williamstown ...	...	...	...	...	...	...	154,054	10	9	...
Sheds and Workshops, Newport (including cost of Machinery and Equipment) ...	...	...	...	...	...	...	469,018	4	3	...
General Construction Account (Capital Expenditure common to all lines) ...	...	...	...	...	...	...	394,502	4	10	...
Rolling-stock, Broad-gauge ...	...	...	...	...	...	...	6,953,104	12	0	...
Rolling-stock, Narrow-gauge ...	...	...	...	...	...	...	62,487	13	6	...
Rolling-stock, Electric Street Railway ...	...	...	...	...	...	...	15,681	14	3	...
Grand Total ...	320.83	3207.66	3528.49	...	...	...	43,832,216	0	0	...

† Trains run only as required for traffic.

‡ See lines closed for traffic.

§ Including portion dismantled.

¶ Gauge of lines constructed 345455

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. 13.

APPENDIX No. 18.

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	20,153
1857—May	13	Flinders Street ...	St. Kilda			19,356
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	Salé ...	Morwell ...	39'10		475
" July	27	Birregurra ...	Colac ...	11'81		475
" Oct.	8	Oakleigh ...	Bunyip ...	38'77		475
" "	29	Dunkeld ...	Hamilton ...	19'05		475
" Dec.	1	Moe ...	Morwell ...	8'76		475
" "	19	Hamilton ...	Portland North	52'81		475
" "	19	Portland North	Portland Pier	1'00		475
1878—Feb.	1	Race-course Junction	+Geelong Race-course	1'96		580
" March	1	Moe ...	Bunyip ...	31'59		475
" Sept.	3	Dunolly ...	Bealiba ...	12'16		580
" Dec.	17	Stawell ...	Murtoa ...	35'49		580
" "	23	Bealiba ...	St. Arnaud	20'85		580
1879—Jan.	29	Springhurst ...	Wahgunyah	13'95		580
" Feb.	5	Murtoa ...	Horsham ...	18'00		580
" April	2	South Yarra ...	Oakleigh ...	7'05		604
" May	7	Warrenheip ...	Gordons ...	12'86		580
" "	21	Geelong ...	Queenscliff	20'71		580
1880—Jan.	13	Mangalore ...	Shepparton	45'24		603
" "	13	Toolamba ...	Tatura ...	6'83		636
" Feb.	16	Carlsruhe ...	Trentham	10'82		606
" March	17	Trentham ...	{Daylesford (includ- ing extension)}	11'73		606 671
Carried forward				1193'81		

* Trains run only as required for traffic.

† Dismantled 28th May, 1909.

APPENDIX No. 18—continued.

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

Date of Opening.		From—	To—	Length in Miles.	Authorization Act.
					Number.
			Brought forward ...	1193'81	
1881—June	7	Lancefield Junction ...	Lancefield ...	14'50	660
" Aug.	11	Waubra Junction ...	Ballarat Race-course	2'10	682
" Sept.	1	Shepparton ...	Nunmurkah ...	20'74	682
" Dec.	19	Caulfield ...	Mordialloc ...	9'85	682
1882—Jan.	26	St. Arnaud ...	Cope Cope ...	16'33	682
" April	3	Hawthorn ...	Camberwell ...	2'09	682
" "	15	Inglewood ...	Korong Vale ...	20'20	682
" "	22	Cope Cope ...	Donald ...	7'52	682
" July	1	Horsham ...	Dimboola ...	21'45	682
" Aug.	1	Mordialloc ...	Frankston ...	10'02	682
" Dec.	1	Camberwell ...	Lilydale ...	17'94	682
" "	15	Eaglehawk ...	Raywood ...	13'42	682
1883—April	20	Korong Vale ...	Charlton ...	22'62	682
" June	14	Wodonga ...	River Murray ...	1'94	682
" "	21	Raywood ...	Mitiamo ...	22'44	682
" July	2	Korong Vale ...	Boort ...	17'86	682
" "	2	Colac ...	Camperdown ...	28'10	682
" Aug.	1	Ballarat ...	Scarsdale ...	13'11	682
" Sept.	3	Benalla ...	St. James ...	20'33	682
" Oct.	1	Charlton ...	Wycheproof ...	16'47	682
" Nov.	13	Traralgon ...	Heyfield ...	22'06	682
" "	16	Tallarook ...	Yea ...	23'69	682
" Dec.	17	Everton ...	Myrtleford ...	16'56	682
1884—Feb.	12	Mitiamo ...	Pyramid Hill ...	12'59	682
" "	15	Branxholme ...	Henty ...	23'19	682
" April	2	Braybrook Junction ...	Melton ...	15'64	682
" June	16	Castlemaine ...	Malden ...	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	6	Race-course Junction ...	*Williamstown Race-course	0'69	860, 889, 962 & 1381
" "	10	Morwell ...	Boolarra ...	12'11	682
" Sept.	8	Boolarra ...	Darlimurla ...	4'44	682
1886—Jan.	1	Lal Lal Station ...	*Lal Lal Race-course	2'00	821 and 1381
" "	7	Darlimurla ...	North Mirboo ...	3'61	682
" April	1	Melton ...	Parwan ...	6'00	682
" May	6	St. James ...	Yarrowonga ...	19'86	821 and 1381
" "	12	Murtoa ...	Warracknabeal ...	31'20	821 " 1381
" Nov.	15	Ballarat Cattle-yards Junction ...	*Ballarat Cattle-yards	2'92	821 " 1381
" Dec.	22	Gordons ...	Ballan ...	7'37	821 " 1381
1887—Jan.	19	Dimboola ...	Serviceton ...	63'19	821 " 1381
" "	19	North Creswick ...	Rocky Lead ...	12'65	821 " 1381
" Feb.	16	Parwan ...	Bacchus Marsh ...	2'54	821 " 1381
" March	18	Heyfield ...	Maffra ...	10'92	821 " 1381
" April	21	Wedderburn Junction ...	Wedderburn ...	4'86	821 " 1381
" "	23	Camperdown ...	Terang ...	13'87	821 " 1381
" June	1	Rocky Lead ...	Daylesford Junction ...	10'46	821 " 1381
" "	1	Lubeck ...	Rupanyup ...	9'77	821 " 1381
" Aug.	19	Tatura ...	Echuca ...	34'07	821 " 1381
" "	25	Horsham ...	Noradjuha ...	19'95	821 " 1381
" Sept.	2	Brighton Beach ...	Sandringham ...	2'20	821 " 1381
" "	24	Braybrook Junction ...	*Newport ...	4'29	821 " 1381
" Nov.	8	Maffra ...	Stratford ...	6'11	821 " 1381
" Dec.	19	Hawthorn ...	Kew ...	0'96	821 " 1381
1888—May	8	Royal Park Junction ...	Clifton Hill ...	2'39	821 " 1381
" "	8	Nicholson-street ...	Fitzroy ...	0'95	821 " 1381
" "	8	Clifton Hill ...	Collingwood ...	0'90	821 " 1381
" "	8	Clifton Hill ...	Alphington ...	2'35	682
" "	8	Alphington ...	Heidelberg ...	2'24	821 and 1381
" "	8	Moe Junction ...	Thorpdale ...	10'67	821 " 1381
" "	8	Sale Junction ...	Stratford Junction ...	8'97	821 " 1381
" "	8	Stratford ...	Bairnsdale ...	32'79	821 " 1381
" "	15	Lilydale ...	Yarra Flats ...	7'35	821 " 1381
" Oct.	1	Nunmurkah ...	Nathalia ...	13'79	821 " 1381
" "	1	Nunmurkah ...	Cobram ...	21'65	821 " 1381
" "	1	Shepparton ...	Dookie ...	14'84	821 " 1381
" "	1	Kilmore Junction ...	Kilmore ...	9'51	821 " 1381
" "	1	Bendigo ...	Heathcote ...	27'64	821 " 1381
" "	1	Pisgah Junction ...	Waubra ...	13'74	821 " 1381
" "	1	Frankston ...	Mornington Junction ...	5'02	821 " 1381
" "	1	Dandenong (Great Southern Junction)	Tooradin ...	15'91	821 " 1381
" Nov.	20	Inglewood ...	Dunolly ...	24'24	821 " 1381
" "	20	Hamilton (Coleraine Junction) ...	Coleraine ...	23'01	821 " 1381
			Carried forward ...	2179'32	

* Trains run only as required for traffic.

APPENDIX No. 18—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	
" Sept. 7	Irewarra ...	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 ...	Rushtworth ...	12'87	821 " 1381	
" " 16	Cathkin ...	Alexandra Road ...	4'41	821 " 1381	
" Oct. 10	Seardsdale ...	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	Amarat ...	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 ...	Beulah ...	21'92	1273	
" March 28	Donald ...	Birchip ...	32'30	1273	
1894—March 6	Beulah ...	Hopetoun ...	16'01	1316	
" May 7	Korumburra (Jumbanna Junction) ...	Jumbanna ...	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	Jumbanna ...	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	1585	
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. 18—*continued.*STATEMENT SHOWING DATES OF OPENING AND LENGTH IN MILES OF THE
DIFFERENT SECTIONS OF THE VICTORIAN RAILWAYS—*continued.*

Date of Opening.		From—	To—	Length in Miles.	Authorization Act.	
					Number.	
			Brought forward ...	3299.78		
1903—Jan.	15	Woomelang ...	Hattah ...	68.79	1679	
" May	25	Hattah ...	Nowingi ...	11.94	1679	
" Sept.	30	Nowingi ...	Yatpool ...	16.19	1679	
" Oct.	27	Yatpool ...	Mildura ...	13.23	1679	
" Dec.	21	North Geelong Loop Line	...	0.22	1884	
1904—Jan.	1	Burrumbeet Race-course Junction	*Burrumbeet Race-course	1.14	1879	
" Feb.	7	Springvale Cemetery Line	...	1.60	1763	
" Dec.	5	Northcote Loop Line	...	0.13	1904	
1905—Feb.	28	Strathmerton ...	Towards Tocumwal ...	8.20	1958	
" June	26	Welshpool ...	*Welshpool Jetty ...	3.23	1911	
		Stawell ...	*Grampians ...	15.84		
1906—May	7	St. Kilda ...	+Park Street, Middle Brighton	4.07	1956 and 1973	
" 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 ...	*Walhalla ...	26.06	1691 and 2180	
" "	9	Nyora ...	Woolanai ...	16.79	2125	
" "	9	Woolanai ...	Powlett Coal Field ...	13.75	2221	
" July	4	Mildura ...	White Cliffs ...	6.92	1679	
" Dec.	1	Beeac ...	Cressy ...	11.36	2178	
1911—June	20	Beech Forest ...	†Crowes ...	14.24	2149	
Total mileage				3576.45		
Less mileage closed for Traffic at 30th June, 1911—						
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, 1911				3528.49		

* 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. 23.

APPENDIX No. 19.

RETURN SHOWING THE NUMBER OF OFFICERS AND EMPLOYÉS IN THE SERVICE
OF THE COMMISSIONERS AT 30TH JUNE, 1910, COMPARED WITH THE NUMBER
AT 30TH JUNE, 1911, ENTITLED TO COMPENSATION OR PENSION ON RETIRE-
MENT.

Branch.	At 30th June, 1910.	At 30th June, 1911.	Decrease.
Secretary's ...	10	10	...
Rolling Stock ...	600	581	19
Way and Works ...	438	406	32
Transportation and Traffic ...	605	577	28
Accountancy and Audit of Receipts ...	31	31	...
Telegraph and Stationery ...	23	22	1
Stores ...	16	16	...
St. Kilda and Brighton Electric Street Railway ...	1	1	...
Total ...	1,724	1,644	80

APPENDIX No. 20.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1ST JULY, 1901, TILL 30th JUNE, 1911.

Year.	Passengers.			Number of Passengers Killed and Injured per Million carried due to causes beyond their own Control.			Employés while in the Execution of their Duty.						Employés proceeding to or from Duty within the Railway Boundary.			Persons Killed or Injured at Crossings.			Trespassers.			Miscellaneous.			Total.								
	Through causes beyond their own Control.			Through Contributory Negligence.			Through causes beyond their own Control.			Through Contributory Negligence.			Through causes beyond their own Control.			Through Contributory Negligence.			Through causes beyond their own Control.			Through Contributory Negligence.			Through causes beyond their own Control.			Through Contributory Negligence.					
	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.			
1901-2 <i>a</i>	..	194	..	9	2	154	..	19	1	90	5	140	1	5	4	6	17	6	4	11	34	634	..	..	..	..	..	..	..	..	..		
1902-3	..	11	..	16	1	117	..	21	6	102	3	159	1	3	4	10	20	5	2	10	37	454	..	..	..	..	..	..	..	..	..		
1903-4	..	34	1	17	1	173	..	43	3	105	2	140	1	..	6	4	10	7	3	18	27	541	..	..	..	..	..	..	..	..	..		
1904-5	..	8	..	9	4	156	..	35	3	96	2	118	..	2	5	7	9	9	2	6	25	446	..	..	..	..	..	..	..	..	..		
1905-6 <i>b</i>	..	162	..	17	5	122	..	43	4	101	4	161	..	2	10	8	24	6	1	8	48	630	..	..	..	..	..	..	..	..	..		
1906-7	..	14	1	17	5	148	..	32	1	112	7	140	1	2	8	16	12	3	11	14	46	498	..	..	..	..	..	..	..	..	..	..	
1907-8 <i>c</i>	..	45	..	33	2	170	..	29	4	112	2	151	..	..	6	11	17	7	3	23	79	970	..	..	..	..	..	..	..	..	..	..	
1908-9	..	9	..	19	5	136	..	12	2	101	8	131	1	..	5	9	22	19	2	15	45	451	..	..	..	..	..	..	..	..	..	..	
1909-10	..	11	..	5	2	96	..	7	..	38	6	167	..	4	4	3	8	7	1	15	21	353	..	..	..	..	..	..	..	..	..	..	..
1910-11 <i>d</i>	..	10	526	..	8	99	..	31	..	20	5	128	..	1	7	12	19	7	..	5	49	829	..	..	..	..	..	..	..	..	..	..	
Totals ..	..	55	1,403	2	35	1,371	..	272	24	877	44	1,435	5	19	59	86	158	76	29	125	411	5,805	..	..	..	..	..	..	..	..	..	..	..

This Return only includes casualties in connexion with Train Working and the movement of Rolling Stock.

^a Including Jolimont accident. ^b Including Belgrave accident. ^c Including Sunshine accident. ^d Including Richmond accident.

APPENDIX No. 21.

DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1910-11 COMPARED WITH
THE YEAR 1909-10, EXCLUSIVE OF THE ST. KILDA AND BRIGHTON ELECTRIC
STREET RAILWAY.

	1909-10.	1910-11.
	£	£
TRANSPORTATION BRANCH.		
General Superintendence and Staff	44,127	47,267
Stationery, Printing, and Advertising	24,618	26,124
Stores Expenses	1,996	2,310
STATION, YARD, AND SIGNAL SERVICE -		
Salaries, Wages, and Expenses of Staff	163,027	522,081
Fuel	1,207	2,209
Light	15,437	16,264
Uniforms	2,472	2,261
Other Supplies	19,571	21,394
Sanitary and Other Expenses	4,485	4,573
TOTAL COST OF STATION, YARD, AND SIGNAL SERVICE	£506,199	£568,782
Guards and Conductors—Wages and Expenses	76,474	89,417
„ „ Uniforms and Supplies	1,242	1,436
Gatekeeping	17,390	17,810
Loss and Damage to Property and Goods	Cr. 1,095	Cr. 591
Other Expenses	2,709	2,937
Dining Car Service	10,734	11,292
TOTAL EXPENSES OF TRANSPORTATION BRANCH	£684,394	£766,784
Percentage of Gross Revenue	15.40	15.66
Per Traffic Train Mile	14.03d.	14.19d.
WAY AND WORKS BRANCH.		
General Superintendence and Staff	32,211	37,455
Stationery, Printing, and Advertising	3,966	4,362
Stores Expenses	4,747	7,905
	£40,924	£49,722
MAINTENANCE OF WAY—		
Superintendence and Staff	15,616	16,067
General Labour	249,566	279,702
Track Materials	81,752	144,661
Fences, Gates, Cattle Guards, Roadways, Signs, &c.	30,367	33,626
Tools and Supplies	9,192	11,539
Flood Claims	832	Cr. 467
Other Expenses	..	..
TOTAL COST OF MAINTENANCE OF WAY	£387,325	£485,128
Per Mile of Railway worked	£113	£138
„ „ Track „ (exclusive of Sidings)	£103	£126

APPENDIX No. 21—*continued.*DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1910-11, ETC.—*continued.*

	1900-10.	1910-11.
WAY AND WORKS BRANCH—<i>continued.</i>		
MAINTENANCE OF WORKS—	£	£
Superintendence and Staff	9,742	10,686
Bridges, Culverts, and Drains	50,359	56,054
Piers and Wharfs	3,127	4,883
Weighbridges, Scales, Lifting Cranes, Turntables, Traversers, Grain Conveyors, &c.	12,880	8,609
Buildings, Platforms, and Fixtures	82,194	103,479
Stock Yards	4,722	6,627
Water Supply	10,128	13,286
Signals and Interlocking	22,687	35,367
Telegraph Lines	12,303	17,558
Machinery, Tools, and Supplies	1,921	9,431
Other Expenses	131	215
Gardens, Plantations, &c.	2,469	2,613
TOTAL COST OF MAINTENANCE OF WORKS	£215,663	£268,803
TOTAL EXPENSES OF WAY AND WORKS BRANCH	£643,912	£803,658
Percentage of Gross Revenue	14.49	16.41
Per Mile of Railway worked	£187	£229
Per Traffic Train Mile	13.20 <i>l.</i>	14.87 <i>d.</i>
ROLLING STOCK BRANCH.		
	£	£
General Superintendence and Staff	13,737	15,390
Stationery, Printing, and Advertising	2,751	3,426
Stores Expenses	5,429	9,597
LOCOMOTIVE WORKING—		
Superintendence and Staff	14,280	15,412
Running Sheds { Staff	39,520	43,389
Supplies	3,462	3,513
Drivers and Firemen	235,665	286,587
Coal, Wood, and Kindlers for Locomotives	286,481	267,514
Handling and Inspection of Coal, Wood, and Kindlers for Locomotives	19,792	25,066
Water for Locomotives and Running Sheds	16,302	17,540
Oil, Tallow, Waste, and other Running Supplies for Locomotives	11,415	13,502
Other Expenses	148	74
TOTAL COST OF LOCOMOTIVE WORKING	£627,065	£672,597
Locomotive Miles Run	13,928,626	15,507,373
Per Locomotive Mile	10.80 <i>d.</i>	10.41 <i>d.</i>
Per Traffic Train Mile	12.86 <i>d.</i>	12.44 <i>d.</i>
INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS—	£	£
Labour	30,948	36,804
Supplies	1,761	1,714
Lubricants	1,241	1,537
Light	12,482	14,824
Ice	1,063	913
Other Expenses	..	..
TOTAL COST OF INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS	£47,495	£55,792
Per 1,000 Car Miles	75.47 <i>d.</i>	81.33 <i>d.</i>
TOTAL COST OF WORKING ROLLING STOCK BRANCH	£696,477	£756,802

APPENDIX No. 21—*continued.*DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1910-11, ETC.—*continued.*

	1909-10.	1910-11,
ROLLING STOCK BRANCH—<i>continued.</i>		
REPAIRS AND RENEWALS OF ROLLING STOCK—	£	£
Superintendence and Staff	9,064	12,043
Repairs and Renewals of Locomotives	122,257	125,322
" " Passenger Cars and Vans	105,097	99,841
" " Trucks	76,262	98,712
" " Covers	14,134	19,330
" " Machinery and Tools	9,959	14,434
Power, Heat, Light, &c., for Shops	19,868	35,445
Sundry Charges	2,572	1,586
Other Expenses	512	343
Payment into Rolling-stock Replacement Fund	170,000	100,000
TOTAL COST OF REPAIRS AND RENEWALS OF ROLLING STOCK	£529,725	£507,056
Per Traffic Train Mile	10·86 <i>d.</i>	9·38 <i>d.</i>
TOTAL EXPENSES OF ROLLING STOCK BRANCH	£1,226,202	£1,263,858
Percentage of Gross Revenue	27·59	25·81
Per Traffic Train Mile	25·14 <i>d.</i>	23·38 <i>d.</i>
GENERAL EXPENSES.		
	£	£
Salaries and Expenses, Commissioners' and Secretary's Offices	15,687	15,570
" " Chief Accountant's Office	16,010	17,325
" " Auditor of Receipts' Office	16,706	18,307
Estate Office	1,567	1,753
General Office Expenses	1,387	1,516
Flinders-street Station Buildings General Expenses	1,014	1,263
Legal and Medical Expenses	2,617	4,658
Stationery, Printing, and Advertising (General)	2,623	3,394
Other General Expenses	2,207	2,201
TOTAL GENERAL EXPENSES	£59,818	£65,987
Percentage of Gross Revenue	1·35	1·35
Per Traffic Train Mile	1·23 <i>d.</i>	1·22 <i>d.</i>
PAYMENT INTO RAILWAY ACCIDENT AND FIRE INSURANCE FUND	£97,219†	£91,386 †
Percentage of Gross Revenue	2·19	1·87
Per Traffic Train Mile	1·99 <i>d.</i>	1·69 <i>d.</i>
TOTAL WORKING EXPENSES	£2,711,545	£2,991,673
Percentage of Gross Revenue	61·02	61·10
Per Traffic Train Mile	55·59 <i>d.</i>	55·35 <i>d.</i>
Per Mile of Railway Worked	£788	£854

† Includes Special Payment—Year 1909-10, £75,000, and year 1910-11, £66,904 13s. 11*d.*

APPENDIX No. 22.

RESULTS OF WORKING OF THE ST. KILDA AND BRIGHTON ELECTRIC STREET
RAILWAY FOR THE YEAR 1910-11, COMPARED WITH THE YEAR 1909-10.

	1909-10.	1910-11.
Average Mileage of Railway Worked	5.13	5.13
Car Mileage	340,254	346,849
Number of Passengers carried	1,361,925	1,410,907
Average Fare paid per Passenger	2.08d.	2.17d.
GROSS REVENUE—	£	£
Passengers	11,833	12,782
Parcels	2	1
Rentals	1	1
Miscellaneous	49	68
TOTAL GROSS REVENUE	£11,885	£12,852
Per Passenger Car Mile	8.38d.	8.89d.
Per Mile of Single Track	£2,317	£2,505
ORDINARY WORKING EXPENSES—	£	£
Transportation Account	3,558	3,879
Way and Works Account	1,367	1,152
Rolling Stock Account	2,236	2,189
Power Account	2,346	2,217
General Expenditure	293	318
Payment into Railway Accident and Fire Insurance Fund	60	64
TOTAL WORKING EXPENSES	£9,860	£9,819
Per cent. of Gross Revenue	82.96	76.40
Per Passenger Car Mile	6.95d.	6.79d.
Per Mile of Single Track	£1,922	£1,914
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£2,025	£3,033
INTEREST ON THE TOTAL CAPITAL COST	£2,092	£2,107
NET PROFIT OR LOSS, INCLUSIVE OF INTEREST	Loss, £67	Profit, £926

APPENDIX No. 23.

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 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
Year 1911	5' 3" gauge ...	3'15	2'22	2'43	313'03	3080'63	3401'46	3741'76	621'58	4363'34
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	6'75	128'65
	Total ...	3'15	2'22	2'43	313'03	3202'53	3523'36	3863'66	628'33	4491'99
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	5'13	5'13	5'13	'83	5'96
	Grand Total ...	3'15	2'22	2'43	313'03	3207'66	3528'49	3868'79	629'16	4497'95
		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 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
Year 1910-11.	5' 3" gauge ...	3'15	2'22	2'43	307'35	3081'46	3396'61	3731'23	615'56	4346'79
	2' 6" gauge ...	...	...	...	...	108'05	108'05	108'05	5'99	114'04
	Total ...	3'15	2'22	2'43	307'35	3189'51	3504'66	3839'28	621'55	4460'83
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	5'13	5'13	5'13	'83	5'96
	Grand Total ...	3'15	2'22	2'43	307'35	3194'64	3509'79	3844'41	622'38	4466'79

The mileage of Sidings as shown does not include 55·2 miles of Sidings which are not owned by the Department. The cost of maintenance of about 6 miles of these Sidings is defrayed by the Department, whilst the cost of maintenance of a further 10 miles is repaid to the Department.

DANESFORD LINE.									
Tyden ..	1,423	148 13 7	9 11 4	22 1 4	0 1 6	10 14 3	871	202 5 10	80
Fern Hill ..	2,482	241 18 1	28 10 2	70 16 0	0 11 9	32 12 2	5,246	1,745 12 5	358
Trenham ..	9,045	904 4 9	85 4 5	184 0 3	5 4 0	22 14 2	5,025	1,548 10 7	2,356
Lyonsville ..	3,805	380 1 3	7 0 10	27 12 4	0 6 0	3 9 11	2,744	780 0 1	173
Burling ..	3,266	326 15 1	16 9 5	40 17 5	0 6 0	1 14 2	5,081	1,097 5 8	327
Musk ..	2,912	291 15 4	7 17 1	15 5 4	0 9 0	3 13 1	1,041	393 8 4	158
Danesford ..	27,155	3,817 4 11	337 12 1	586 7 0	13 2 3	52 15 2	4,749	2,059 9 0	7,015
Woodburn ..	482	48 16 10	0 0 0	0 4 8	..	2 11 0	..	0 6 10	..
Sator's Falls ..	1,128	112 8 4	4 13 9	5 3 9	0 6 0	..	473	77 12 11	19
Leonard ..	2,641	264 13 4	20 7 3	24 2 9	0 6 0	..	6,200	991 15 8	229
Wombat ..	1,143	114 3 0	2 12 11	5 18 5	0 2 3	..	3,060	410 1 8	30
Rocklyn ..	2,566	256 13 2	7 0 3	18 16 0	0 5 6	6 4 9	1,547	223 17 0	179
Newlyn ..	5,251	525 11 1	16 3 3	61 10 8	38 5 5	53 18 10	11,850	5,273 10 11	911
Kingston ..	4,769	476 9 2	19 0 1	58 9 7	0 14 0	21 15 10	4,584	2,192 6 9	1,494
Albendale ..	17,014	1,701 4 1	53 11 4	135 15 3	10 19 0	6 18 5	2,513	1,301 9 9	8,618
Broomfield ..	3,461	346 17 8	..	9 8 0	0 11 6	0 8 4	..	0 0 9	..
REDSDALE LINE.									
Edgecombe ..	48	4 8 4	0 7 5	0 5 2	..	2 9 0	2,041	318 12 4	1
Green Hill ..	78	7 8 5	1 8 9	3 13 9	..	1 10 0	133	44 1 9	39
East Moccalle ..	466	46 5 1	5 16 1	10 15 4	1 5 0	1 4 0	994	254 10 6	58
Bancroft ..	66	6 6 7	0 4 1	1 5 0	..	..	777	135 4 2	14
Barford ..	375	37 5 0	9 6 5	24 3 7	2 7 0	15 2 1	968	435 7 7	205
Rede Dale ..	1,184	118 19 0	27 15 3	83 11 11	0 18 6	49 9 8	2,945	1,175 0 7	396
SHEPHERD LINE.									
Muckford ..	626	62 1 6	4 17 0	9 7 6	0 2 0	10 9 3	196	103 3 3	95
Malden ..	15,762	1,576 2 7	166 7 1	395 10 7	13 10 9	27 16 2	1,814	969 11 9	3,904
Bradford ..	5	0 3 4	0 6 0	0 0 9	..	10 4 0	..	0 8 0	..
Shelbourne ..	348	34 7 0	15 2 1	42 16 2	0 6 0	23 9 4	7,184	2,886 10 6	1,720
CASTLEMAINE—MARLBOROUGH LINE.									
Campbell ..	3,607	360 18 6	13 6 8	23 13 10	0 3 0	3 11 1	942	607 13 8	291
Gallford ..	3,289	328 9 11	19 9 9	44 12 2	..	10 4 6	495	393 11 6	790
Stragway ..	2,456	245 6 11	6 14 2	7 6 0	0 6 0	0 7 4	13	20 0 2	5
Newstead ..	6,301	630 8 3	110 14 11	130 5 0	39 2 8	5 13 0	1,553	1,074 5 2	2,023
Joyce's Creek ..	1,170	117 0 6	1 16 3	14 15 1	0 12 3	9 17 1	631	294 7 5	114
Moorlet ..	1,401	140 15 11	20 18 0	24 14 4	1 0 9	11 10 4	3,955	1,264 14 8	402
Carlsbrook ..	4,648	464 5 1	42 19 5	59 12 6	2 17 0	16 8 3	2,745	1,120 12 11	816
Marborough ..	55,102	5,510 2 5	792 9 4	1,084 4 5	20 7 0	325 1 4	11,573	5,084 0 1	18,378
MARLBOROUGH—MILFORD LINE.									
Shinon ..	1,382	138 0 5	0 0 6	0 0 6	..	1 2 11	159	232 3 11	950
Havelock ..	2,492	249 17 5	9 8 5	17 7 6	..	0 8 0	1,442	775 4 4	1,852
Bel Bet ..	3,796	379 14 9	22 18 2	47 0 9	0 12 6	0 8 6	7,442	2,608 16 11	2,567
Dunolly ..	12,348	1,234 12 1	112 19 0	254 16 6	4 11 0	2 1 3	4,907	1,190 4 7	1,61
Goldborough ..	2,117	211 7 2	12 19 2	17 3 1	0 0 9	31 9 7	19,154	5,931 15 7	1,916
Bealiba ..	5,762	576 4 8	102 15 10	158 18 0	0 7 6	1 6 0	1,396	428 13 11	1,916
Maffescent's Skilling ..	..	..	..	..	..	..	6,071	2,540 0 9	462
Enn ..	2,248	224 6 6	17 19 8	43 11 10	1 14 0	0 17 9	3,255	1,385 10 3	312
Carapoor ..	580	58 0 6	32 0 8	13 7 6	0 7 6	0 6 0	14,259	8,036 16 4	11,000
St. Arnaud ..	20,988	2,098 15 1	382 9 9	834 16 0	76 13 9	75 0 6	4,310	2,134 13 2	341
Sutherland ..	423	42 3 0	0 0 6	10 8 1	0 1 6	0 8 8	2,784	1,270 10 2	547
Swanwater ..	515	51 5 7	0 3 6	16 18 5	0 1 6	0 6 6	6,709	3,830 16 11	1,208
Cope Cope ..	2,655	265 5 1	20 0 1	76 17 4	0 1 2	0 10 5	12,989	7,198 1 4	9,478
Donald ..	11,199	1,119 10 3	255 0 6	555 12 2	78 16 0	94 11 2	36	22 13 1	90
Lake Buloke ..	7 14 11	..	0 0 6	0 0 6	0 7 0	..	4,296	2,479 18 1	517
Marley ..	1,773	177 11 1	5 4 4	10 17 0	0 0 9	17 14 0	1,333	798 15 11	226
Massey ..	1,049	104 9 1	1 1 6	14 7 5	0 0 9	15 16 4	3,124	85 9 6	226
Worren Plains ..	4,890	489 5 2	54 16 3	192 16 8	25 8 0	26 7 6	4,846	3,123 19 8	2,308
Merib ..	34	3 4 0	0 0 9	49 6 3	0 4 0	1 6 0	1,225	800 3 9	248
Kimball ..	11,176	1,117 10 4	187 12 3	452 3 3	43 15 9	49 13 9	5,521	3,602 11 3	8,008
Kimball ..	14	1 4 0	0 2 3	3 17 6	0 5 0	0 5 0	620	404 18 3	100
Kinnabul ..	292	29 2 10	2 2 3	3 17 6	0 4 0	0 10 0	2,372	1,396 18 6	245
Curro ..	750	75 6 10	4 3 10	30 17 9	6 5 3	21 18 8	2,535	1,637 11 2	492
Wachupga ..	900	90 0 0	4 10 7	30 17 9	0 6 6	20 4 6	4,678	2,889 9 0	735
Woomelang ..	7,776	777 6 9	108 5 3	201 11 5	7 14 0	91 15 4	8,231	5,206 15 3	4,048

Stinson	1,382	39 0 5	0 0 6	..	..	..	1 2 11	350	232 3 11	950	370 1 3	..	..	530 3 3
Havlock	2,492	137 5 5	13 7 6	..	0 2 0	..	0 8 0	1,442	775 4 4	1,852	912 19 1	..	1 17 9	690 6 5
Bel Bet	133 14	9 0 8	0 12 6	..	0 2 6	..	0 8 0	7,442	2,608 16 11	2,567	1,915 19 9	60 7 9	12 4 3	1,895 4 7
Dunolly	12,383	1,491 12 1	112 19 0	4 11	0 1 3	..	22 2 2	4,907	1,190 4 7	1,61	69 1 11	..	..	6,485 13 5
Goldborough	2,117	72 5 2	254 10 6	1 3	0 0 9	..	31 9 7	19,154	5,931 15 7	1,916	1,503 6 9	96 6 5	46 1 1	1,365 7 7
Bealiba	5,752	716 4 8	158 18 0	0 7 6	1 6 0	..	31 9 7	16,154	5,931 15 7	1,916	1,503 6 9	96 6 5	46 1 1	8,590 11 2
Maifacchin's Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Emu	2,248	261 6 6	43 11 0	1 14 0	0 17 9	..	11 10 0	1,396	428 13 11	462	317 6 9	7 17 6	6 12 11	3,214 17 8
Carapoor	530	116 6 0	13 7 6	0 7 6	0 6 0	..	12 12 0	6,071	2,540 0 9	312	1,385 10 3	2 18 5	5 9 4	1,970 15 8
St. Arnaud	20,988	5,694 15 1	834 16 0	78 13 9	75 0 6	0 3 9	127 12 10	14,259	8,036 16 4	11,000	11,105 5 8	882 11 9	512 8 7	2,638 0 9
Sutherland	422	19 15 6	0 9 8	..	0 3 0	..	10 4 0	4,310	2,134 13 2	341	1,82 16 8	279 10 0	..	1,544 16 7
Svanwater	315	26 5 7	16 16 5	0 1 6	0 6 6	..	9 10 0	2,784	1,270 10 2	547	206 1 1	751 11 2	14 3 0	6,283 12 2
Cape Cape	2,555	451 5 1	20 0 1	0 1 2	1 11 0	0 0 3	20 19 5	6,709	3,830 16 11	1,208	1,096 2 9	3 157 17 1	604 17 11	21,384 1 5
Donald	11,199	3,102 16 3	535 13 2	78 16 0	94 4 2	0 4 6	75 17 7	12,989	7,198 1 4	9,478	7,868 3 3	1,371 17 1	..	21,384 1 5
Lake Buloko	10	7 14 11	0 12 0	..	0 6 0	..	1 8 0	36	22 13 1	90	27 16 11	4 1 6	..	64 12 5
Lithfield	1,773	99 19 11	4 10 11	0 7 0	5 4 4	..	17 14 0	4,296	2,479 18 1	517	324 16 10	270 19 0	12 5 9	8,256 16 10
Massey	1,949	73 15 1	14 7 5	0 9 0	4 3 3	..	15 16 4	1,383	739 13 11	226	85 9 6	226	1 13 6	991 14 3
Waraben	4,830	858 7 2	192 16 8	25 8 0	14 9 9	..	26 7 6	4,846	1,324 6 1	2,308	2,123 19 8	1,377 11 9	162 18 4	7,951 0 2
North Plains	34	5 9 9	19 6 0	..	0 4 0	0 2 6	1 6 0	1,225	800 3 9	248	170 7 10	360 16 1	0 11 1	1,357 10 3
Burton	11,176	3,111 10 4	452 2 3	43 15 9	28 14 3	..	49 13 9	5,521	3,602 11 3	8,008	8,077 17 10	2,176 19 1	452 14 7	18,183 13 8
Karevi	34	1 0 1	3 14 1	..	0 10 0	..	0 5 0	620	404 18 3	100	96 3 7	6 14 2	512 19 7	52 19 7
Kimbulla	292	15 6 10	18 17 9	0 4 0	0 3 0	..	21 18 8	2,372	1,396 18 6	245	142 4 8	287 6 9	8 7 7	1,612 17 4
Curra	752	47 4 9	30 17 9	6 5 3	2 1 0	..	20 4 4	2,635	1,637 11 2	492	438 3 4	4 19 9	8 16 9	2,502 15 8
Warcupa	900	74 0 7	60 6 3	7 14 0	2 19 0	..	24 8 6	4,978	2,889 9 0	735	689 11 6	310 10 9	3,801 1 10	8,590 11 2
Woomelang	7,776	2,104 15 9	109 5 3	7 14 0	10 19 0	0 16 3	91 15 4	8,231	5,206 15 3	4,048	5,457 13 8	402 3 7	517 5 11	13,710 15 5

WAUBRA LINE.

Pisgah ..	369	12 19 2	3 2 9	2 3 0	14 3 6	94 9 9	..	4 6 1	4 0 0	..	154	0 1 0	1 12 6	0 15 9	136 1 0
Midas ..	2,732	78 0 4	0 11 6	1 8 6	70 4 3	6 5 0	..	1 6 8	19 12 6	..	154	39 16 8	16 17 7	9 5 10	221 17 11
Blossard ..	6,064	278 14 0	8 5 10	35 11 9	0 7 0	0 12 6	..	2 11 4	2,106 5 1	1,364	717	312 8 9	10 8 2	10 17 3	2,867 3 6
Leannouth ..	6,823	406 17 4	24 15 5	91 1 10	0 7 3	2 17 1	..	1 5 3	2,101 6 8	717	..	50 1 4	1 3 6	2,088 6 2	2,867 3 6
North L. armouth ..	1,194	43 11 3	1 5 3	0 1 3	0 11 3	0 0 9	..	6 4 8	656 9 4	109	1,208	548 9 3	292 14 2	44 18 6	1,194 13 7
Addington ..	2,741	170 19 11	8 11 10	18 16 10	0 11 3	0 0 6	..	80 18 7	3,533 3 8	1,208	..	65 13 3	..	1,187 6 11	2,741 10 7
Waubra ..	6,804	300 1 7	18 6 7	90 18 1	2 15 9	9 2 3	..	..	..	..	..	..	..	5,185 14 2	6,804 10 7

DIXONVILLE—INGLE-
WOOD LINE.

Painewick ..	36	3 9 5	0 0 3	0 4 7	..	..	..	10 4 0	1,041 14 11	1	..	1 11 5	..	..	1,057 4 7
Laurie ..	61	3 3 6	0 2 10	1 1 4	..	..	..	4 9 9	838 15 0	36	1,208	11 17 0	1 8 5	..	859 2 1
Tarnaculla ..	2,980	584 14 7	38 11 11	130 0 2	1 1 0	11 15 9	..	2 11 4	2,572 18 8	919	..	581 5 8	..	4,623 5 6	2,980 13 7
Leannouth ..	1,140	63 13 2	0 2 6	23 6 0	0 2 6	0 1 0	..	1 6 0	1,256 13 9	919	..	229 6 5	..	1,943 13 7	1,140 10 7
Arndt ..	602	38 10 8	0 0 5	25 1 10	0 1 9	0 0 0	..	0 6 0	880 2 8	851	..	65 13 3	..	1,187 6 11	602 10 7
Bullard ..	221	8 9 8	1 2 5	4 11 5	..	..	..	0 10 0	197 14 4	105	..	..	..	277 12 5	221 10 7

BEXBROOK—KORREA
LINE.

White Hills, sliding ..	2,185	65 15 11	4 19 8	12 13 3	0 4 11	0 3 0	..	1 16 8	551 17 10	113	..	74 18 0	..	..	626 15 10
Broom ..	814	38 2 5	3 19 5	17 5 2	0 12 0	0 3 6	..	2 5 0	736 1 6	804	..	278 7 4	..	..	1,300 1 10
Bugbar ..	1,540	85 11 4	3 19 5	17 5 2	0 12 0	0 3 6	..	2 5 0	116 5 9	204	..	140 18 7	..	5 10 6	307 3 5
Wellford ..	6,827	28 15 2	0 4 7	97 9 8	0 0 9	0 2 3	..	1 1 8	321 10 8	201	..	95 7 3	..	..	532 6 4
Avonmore ..	1,891	112 2 10	4 16 0	17 18 2	0 8 0	0 4 0	..	22 1 9	168 6 11	56	..	17 2 6	..	217 14 2	1,891 10 7
Elmore ..	15,383	2,005 9 7	154 16 0	312 8 6	27 8 0	35 5 0	..	5 0 9	2,376 4 0	1,334	..	750 16 0	400 16 5	43 2 6	15,383 9 11
Rockester ..	14,908	2,885 0 9	240 1 4	342 16 3	37 14 3	43 1 2	..	136 10 7	7,000 18 3	9,081	..	164 2 2	1 10 6	1,208 9 11	14,908 10 11
Edgar ..	29,788	7,061 10 11	114 17 5	955 10 1	101 2 7	113 1 2	..	820 2 6	31,083 14 6	17,882	..	18,973 13 10	9,277 2 8	8,173 5 11	29,788 10 11

BENDIGO—SEA LAKE
LINE.

California Gully ..	14,610	1,240 18 7	185 15 5	346 9 1	1 14 9	6 12 9	..	20 14 0	581 10 9	39,464	..	7,547 12 5	5 14 9	6 18 2	8,151 17 11
Marong ..	4,320	446 15 0	3 19 0	60 0 5	1 10 6	47 13 0	..	28 17 7	1,470 18 2	40,300	..	10,777 15 11	..	..	14,190 3 6
Leleford ..	1,924	86 15 2	3 8 1	17 13 7	1 14 3	0 1 6	..	29 13 0	466 14 5	637	..	277 18 4	9 18 2	26 11 2	1,181 11 10
Dony ..	1,470	109 18 7	42 4 3	119 1 5	1 14 3	0 1 6	..	0 1 5	522 18 6	298	..	134 12 2	0 16 6	0 15 4	780 19 7
Field, water ..	16,388	2,179 8 11	140 15 2	348 13 5	9 16 6	19 6 9	..	15 18 1	6,981 11 1	12,862	..	3,853 9 1	754 3 5	483 1 3	13,685 15 11
Kurling ..	1,057	65 18 10	5 12 6	12 13 9	0 2 6	0 6 6	..	21 15 1	1,775 5 1	2,919	..	27 4 6	274 5 1	66 17 1	7,390 5 7
Glenalbyn ..	1,928	52 12 7	11 16 8	10 12 11	0 2 6	0 1 6	..	11 5 0	1,010 12 10	97	..	112 8 3	224 15 4	40 18 6	1,732 9 9
Wedgehorn Junction ..	2,442	595 5 9	20 1 1	17 11 3	6 11 0	0 3 0	..	26 17 0	918 12 1	142	..	45 19 10	..	9 9 4	1,185 13 2
Wychit-da ..	7,630	1,271 5 6	96 3 5	151 5 8	9 12 9	8 1 6	..	222 8 8	1,940 5 0	1,176	..	106 16 6	4 8 0	13 16 8	1,670 3 6
Barrow ..	1,458	172 14 2	13 12 8	55 9 11	6 17 0	5 12 11	..	17 5 0	1,417 10 10	674	..	597 14 7	351 4 1	64 8 7	5,210 15 5
Brookburnville ..	7,383	218 4 4	19 13 4	61 8 0	1 5 3	0 3 6	..	13 15 5	2,311 4 4	493	..	416 2 2	270 15 8	25 1 10	2,576 14 7
Chertton ..	7,904	1,005 5 11	9 12 0	24 6 8	0 9 9	0 4 9	..	2 3 4	1,678 19 9	485	..	420 19 2	155 16 3	19 15 3	3,217 7 10
Toddys dale ..	372	1,595 6 10	154 16 4	415 19 9	21 18 10	46 3 9	..	44 4 4	6,008 5 10	4,374	..	5,561 11 8	1,098 11 3	4 1 1	2,241 7 5
Glendon ..	1,742	244 8 2	14 5 10	14 3 0	0 2 6	0 13 0	..	16 9 8	1,420 1 8	240	..	116 17 7	260 10 3	260 10 3	15,202 11 1
Farlow ..	89	0 1 11	0 1 11	68 5 7	0 11 6	0 5 0	..	..	2,138 1 2	696	..	508 13 1	810 11 1	38 7 6	1,573 0 2
Wycheproof ..	9,818	2,280 12 10	148 3 7	391 6 10	29 1 3	28 13 3	..	82 17 4	3,206 13 7	26	..	12 16 10	..	..	8,900 18 7
Dunosa ..	577	59 15 8	2 8 10	20 11 7	2 6 6	0 12 0	..	17 4 0	3,066 8 4	3,578	..	3,667 8 4	1,746 19 3	183 11 8	11,884 10 5
Nalland ..	1,011	139 16 10	10 11 7	61 3 13	0 13 0	0 6 0	..	24 12 4	1,596 0 4	383	..	924 13 0	513 4 6	38 10 5	2,585 1 4
Warne ..	204	80 0 2	0 7 11	2 13 10	0 6 6	0 6 6	..	10 16 8	2,489 6 1	1,013	..	169 10 10	..	..	3,682 2 8
Warrig ..	1,891	415 12 5	30 4 11	107 3 3	8 13 0	14 19 6	..	2 6 8	1,095 14 11	252	..	210 18 6	386 6 8	3 10 0	1,304 16 10
Warrig ..	1,458	386 12 11	26 8 6	115 19 3	0 14 9	2 4 0	..	26 8 0	4,108 10 5	1,560	..	2,255 7 1	381 4 0	100 6 5	7,287 11 10
Warrig ..	249	32 4 4	2 2 8	17 19 5	0 4 0	0 4 0	..	3 17 10	1,366 14 2	983	..	224 4 0	..	48 10 0	7,158 8 5
Sea Lake ..	3,081	1,049 1 0	104 6 0	343 18 2	7 10 6	29 16 11	..	30 18 6	9,611 18 9	5,022	..	8,507 10 3	682 13 11	174 12 10	21,162 6 10

WEDDERBURN LINE.

Wedderburn ..	3,174	644 11 7	83 2 10	250 5 4	4 17 0	7 16 2	..	35 11 8	4,564 17 4	3,007	..	2,791 19 4	129 2 1	42 1 11	8,554 5 8
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No. 24.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATION.	PASSENGERS.			PARCELS.			HORSES, CARRIAGES, AND DOGS.			MAILS, TELE-GRAPH, AND DINING CARS.			RENTALS.			MISCELLANEOUS.			GOODS.			LIVE STOCK.			TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).									
	Outwards.			Revenue.			Inwards.			Revenue.			Outwards.			Revenue.			Tons.			Revenue.				Inwards.			Outwards.			Revenue.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.			
KORONG VALLEY—CHILLINGOLLAH LINE.																																		
Borun	1,438	155	15	3	22	12	11	34	15	2	1	9	0	3	13	0	0	0	2,692	1,527	9	11	545	475	0	7	3,008	18	4					
Muin	1,325	235	0	3	21	0	4	58	4	8	3	5	9	1	19	6	0	0	2,403	1,540	17	2	601	484	19	1	2,676	7	7					
Boort	5,723	1,412	15	3	144	2	7	273	11	11	13	19	6	24	9	0	0	6,074	3,614	10	7	3,360	3,222	15	0	10,607	0	0						
Barat	480	70	14	10	4	5	0	49	5	11	0	7	6	0	19	9	0	4,477	2,295	17	10	690	560	1	6	3,024	5	4						
Gedewin	444	56	9	0	2	8	3	22	12	6	0	5	6	0	4	0	0	1,382	793	4	2	210	165	7	1	1,392	16	11						
Gekvale	364	58	16	2	3	1	2	24	18	0	0	4	0	0	0	0	0	2,405	1,379	7	10	261	215	2	0	1,603	12	8						
Quarabook	3,038	929	18	0	88	13	3	197	12	3	15	9	6	9	12	6	0	8,476	5,222	5	0	3,392	3,613	19	9	11,313	5	9						
Chumie	617	117	13	6	4	7	11	41	6	7	0	15	6	0	2	6	0	3,682	2,104	1	9	295	244	7	1	2,748	10	1						
Calbert	1,134	370	13	2	47	7	11	83	4	5	1	12	9	3	8	9	0	5,133	3,153	8	6	1,351	1,731	7	9	6,116	11	10						
Merbat	513	190	19	6	8	13	9	45	15	7	0	0	6	0	14	6	0	5,671	3,380	10	8	683	676	16	10	4,330	2	5						
Chum	3,091	1,389	19	4	71	3	8	188	15	1	2	1	0	4	18	0	0	8,185	4,791	13	7	4,241	5,014	4	6	12,355	12	2						
Wichan	97	3	1	8	0	8	4	3	4	11	0	0	1	6	0	0	0	1,145	747	11	5	163	113	2	10	867	10	8						
Wichan	111	33	6	3	6	10	11	58	0	2	0	2	0	0	10	3	0	4,193	2,853	0	1	1,037	1,001	12	2	3,967	17	10						
Chillingolla	637	67	0	1	11	13	8	82	7	3	0	2	0	0	18	6	0	4,064	3,774	18	5	1,639	2,506	17	4	6,516	2	0						
SWAN HILL LINE.																																		
Meer	1,700	23	7	10	18	18	4	9	12	3	0	2	0	0	5	6	0	1	1,784	423	2	7	14	0	1	0	61	15	6					
Woodvale	759	187	19	4	10	1	4	35	12	0	1	18	6	0	13	6	0	1,184	2,365	18	2	648	315	9	7	43	17	0						
Sebaston	3,227	606	19	4	72	5	8	102	2	10	8	12	3	10	4	1	0	5,014	2,779	9	1	1,636	979	9	0	4,473	12	0						
Radwara	3,859	420	18	10	25	4	10	89	3	8	6	16	0	1	6	3	0	6,293	3,429	11	4	2,628	1,372	0	1	5,397	10	4						
Dungee	3,723	485	9	3	23	2	9	97	14	0	2	15	3	3	6	6	0	4,965	3,636	3	9	1,740	1,372	0	1	5,397	10	4						
Trarua	2,592	385	1	0	23	7	3	81	9	7	6	19	6	1	9	0	0	6,851	3,754	12	6	2,999	1,432	13	7	7,821	16	11						
Milema	1,981	775	17	10	40	18	9	143	5	10	5	7	0	2	2	3	0	4,625	1,859	7	2	732	457	13	5	2,994	17	11						
Peramid	7,353	311	15	11	29	1	11	85	4	2	1	0	6	0	15	3	0	5,100	3,122	8	1	3,234	3,326	3	11	10,278	12	3						
Martha	1,242	930	17	10	27	10	8	178	19	5	6	12	9	10	16	6	0	2,209	2,242	0	11	726	274	3	2	1,610	18	0						
Marcora	4,304	78	1	1	16	6	6	43	7	2	1	6	9	0	14	6	0	2,201	2,242	19	4	807	291	10	3	292	14	7						
Trarua	801	78	1	1	16	6	6	43	7	2	1	6	9	0	14	6	0	2,201	2,242	19	4	807	291	10	3	292	14	7						
South Kerang	23	6,282	12	7	387	14	11	918	2	2	2	64	15	3	81	5	3	0	110	83	19	7	17	9	12	1	568	10	0					
Kerang	19,209	34	16	11	4	16	11	4	16	11	4	16	11	4	16	11	4	43	294	17	2	85	13,559	9	8	4,464	7	9						
Farley	730	260	13	3	16	15	7	54	17	4	8	11	0	0	8	9	0	1,208	829	12	1	431	402	7	7	2,900	18	0						
Lake Charm	3,114	229	3	1	15	16	7	54	17	8	6	0	6	3	2	9	0	1,208	829	12	1	431	402	7	7	2,900	18	0						
Myrtle Park	3,839	30	3	5	50	3	5	152	17	8	1	18	0	0	19	10	3	5,469	3,419	16	5	2,155	2,181	3	11	54	5	4						
Jake Boga	10,502	5,048	13	1	262	10	3	915	11	7	120	16	9	168	16	2	0	10,677	7,911	2	10	3,023	12,781	12	3	33,698	6	9						
Swan Hill																																		
MELBOURNE—SERVICERON LINE.																																		
Federal Manure Siding	5,892	146	15	0	76	0	8	25	18	1	1	1	6	1	18	5	0	5,972	1,874	5	10	8,338	771	1	5	2,645	7	3						
Peck Park	5,178	262	14	1	42	17	4	40	19	1	4	14	0	11	18	9	0	7,167	1,178	10	10	479	1,070	1	7	389	1	7						
Rockbank	22,355	1,223	14	7	194	4	11	195	19	9	42	15	6	94	15	8	0	14,545	3,777	17	8	2,187	716	6	10	1,881	19	7						
Melton																																		
Stoughton																																		
Parwan	1,647	117	14	8	10	18	3	24	2	10	0	14	6	5	19	9	0	4,572	901	17	6	737	210	19	9	1,315	5	10						

No. 24.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.		RENTALS.		MISCELLANEOUS.		GOODS.		LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
	Outwards.		Inwards.		Outwards.		Inwards.		Outwards.		Inwards.		Outwards.		Inwards.		
	Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	
LINTON LINE.																	
Carlisle ..	875	2 18 4	8 13 5	6 6 8	0 2 0	0 1 0	..	0 5 0	..	0 1 11	..	0 10 1	..	..	..	..	37 18 5
Kopke ..	1,074	3 10 6	11 3 10	11 3 1	0 2 0	0 1 0	..	0 10 0	..	104 2 9	..	4 5 11	..	..	..	..	33 14 6
Hadden ..	2,090	4 13 4	11 3 10	11 3 1	0 2 0	0 1 0	..	0 5 11	..	..	..	0 15 9	..	..	..	..	338 7 6
Nimble ..	1,452	4 6 19 10	59 12 7	0 19 2	0 10 6	0 7 0	..	10 16 6	..	35 5 9	..	377	..	..	..	..	790 13 5
Smithsdale ..	8,870	502 11 10	21 14 10	59 12 7	1 10 0	7 11 3	..	12 1 6	..	150 4 3	..	763	..	..	..	..	1,361 15 11
Scarsdale ..	12,043	694 7 0	22 1 2	77 8 4	8 2 6	15 13 0	..	13 17 3	..	1,001 12 10	..	6,994	..	..	..	..	4,752 10 1
Newtown ..	16,847	1,038 15 0	35 12 2	81 10 8	..	0 3 4	..	0 3 4	..	2 10 3	..	..	..	..	..	..	4,752 10 1
Happy Valley ..	622	51 13 6	..	0 13 8	..	..	..	..	..	..	..	..	..	..	..	..	55 0 9
Linton ..	12,057	1,100 10 10	98 17 10	347 5 8	50 15 3	35 13 6	..	16 2 6	..	3,482 14 0	..	5,034	..	..	..	..	8,412 15 2
PORTLAND LINE.																	
Lancaster ..	2,720	377 8 5	39 12 1	151 14 5	3 10 0	7 14 11	..	67 5 9	..	478 5 2	..	1,045	..	..	..	..	2,371 17 5
Mitton ..	10,042	2,020 2 2	142 17 7	442 1 4	40 19 3	40 14 0	..	1 0 0	..	8,261 4 1	..	4,383	..	..	..	..	6,704 10 2
Galbert Siding ..	1,337	95 16 3	5 12 2	27 4 8	..	3 5 3	..	171 19 10	..	38 8 2	..	879	..	..	..	..	227 2 6
Slavery ..	6,381	935 11 1	79 1 5	182 5 1	23 4 9	17 4 6	..	41 8 3	..	6,830 18 3	..	5,471	..	..	..	..	15,396 11 4
Glen Thompson ..	7,702	1,103 12 7	50 19 6	120 18 0	17 18 9	17 19 9	..	40 10 11	..	2,335 0 11	..	1,903	..	..	..	..	1,858 5 10
Munk ..	1,065	8 12 9	1 11 1	18 5 8	..	0 3 0	..	6 0 0	..	1,886 9 0	..	1,085	..	..	..	..	6,078 12 3
Strathkellar ..	202	11 3 7	1 10 0	14 19 4	..	4 17 6	..	2 10 0	..	242 10 4	..	512	..	..	..	..	6,120 2 8
Hamilton ..	42,149	10,461 12 1	879 0 1	1,423 17 1	191 7 0	217 3 3	..	482 11 3	..	783 0 2	..	1,398	..	..	..	..	433 4 7
Branch ..	8,147	974 1 6	39 6 5	122 10 1	6 2 9	2 2 9	..	62 8 10	..	5,689 13 8	..	15,802	..	..	..	..	3,910 15 11
Caulth ..	4,306	535 16 1	25 3 5	102 1 6	17 3 1	15 2 3	..	48 7 6	..	982 17 7	..	763	..	..	..	..	3,324 8 10
Myatun ..	1,189	104 2 7	4 5 4	29 16 5	..	0 12 6	..	..	..	41 16 0	..	130	..	..	..	..	2,760 9 0
Midtown ..	1,249	117 18 7	9 10 8	32 10 9	0 2 0	0 3 0	..	0 11 11	..	461 5 2	..	145	..	..	..	..	285 10 11
Heywood ..	5,863	790 1 10	49 0 2	209 10 3	35 1 9	6 4 9	..	9 3 10	..	1,940 13 3	..	1,244	..	..	..	..	701 4 1
Gofaw ..	172	12 9 2	0 10 2	3 1 5	..	0 0 6	..	..	..	269 18 3	..	85	..	..	..	..	4,090 16 4
Portland ..	1,247	180 19 6	..	0 14 1	..	..	..	..	..	107 8 9	..	..	..	..	..	..	309 11 0
Portland North ..	6,850	1,812 11 5	512 3 0	355 7 3	4 10 0	26 9 0	..	34 17 5	..	3,759 14 1	..	4,227	..	..	..	..	197 8 9
COLERNE LINE.																	
Bochara ..	89	3 16 0	0 2 0	0 6 0	..	..	..	5 7 0	..	117 0 0	..	4	..	..	..	..	179 10 9
Waddon ..	1,039	53 6 0	6 7 1	52 12 8	0 11 3	0 3 6	..	11 14 0	..	575 3 5	..	222	..	..	..	..	813 1 9
Gillurk ..	129	11 14 5	0 11 7	0 15 4	..	..	..	..	..	7 11 1	..	..	..	..	..	..	26 10 11
Colerne ..	7,472	1,638 13 3	102 0 0	376 18 3	26 14 0	18 5 3	..	85 1 4	..	2,843 15 11	..	3,690	..	..	..	..	10,308 14 5
CASTERTON LINE.																	
Minkie ..	10	0 8 7	0 2 7	0 5 7	..	..	..	7 10 1	..	..	..	..	..	..	..	..	8 14 7
Grasdale ..	1,551	261 15 6	7 5 7	26 2 0	1 12 6	7 14 11	..	17 7 11	..	422 0 2	..	192	..	..	..	..	1,482 8 8
Henty ..	4,839	680 10 11	64 7 7	169 8 10	7 18 6	7 14 0	..	68 2 0	..	861 1 9	..	1,358	..	..	..	..	3,520 5 7
Wadsworth ..	939	184 11 1	9 18 11	28 0 0	20 6 0	0 17 9	..	12 16 1	..	394 17 9	..	632	..	..	..	..	2,070 9 11
Wadsworth ..	3,825	360 11 8	22 7 0	39 15 10	13 17 0	0 11 0	..	27 11 8	..	281 18 11	..	187	..	..	..	..	2,762 8 9
Casterton ..	8,590	2,631 17 6	206 11 2	493 7 6	33 1 0	60 17 11	..	136 11 2	..	5,107 14 11	..	4,190	..	..	..	..	13,848 15 7

GRAMPYAN LINE.									
Fran's Creek	..	..	..	..	..	..	..	..	72 1 1
Grampians	..	..	..	..	..	..	..	..	258 16 10
MARNOO LINE.									
Jackson	13	0 0 0	0 0 6	..	..	..	..	..	142 5 7
Rupanyup	4,912	963 0 11	77 7 0	..	..	..	..	..	12,510 10 6
Burrun	205	11 10 4	0 11 5	..	..	..	..	..	402 12 11
Banyena	679	41 11 8	5 12 10	..	..	..	..	..	2,475 18 3
Marchoo	1,425	203 11 4	12 9 3	..	..	..	..	..	6,531 7 3
HOPEFOUR LINE.									
Coromby	1,191	34 15 3	1 18 11	..	..	..	..	..	2,652 18 9
Minyip	10,105	1,771 11 7	108 1 11	..	..	..	..	..	13,257 18 3
Nullan	1,358	41 16 3	28 14 11	..	..	..	..	..	1,280 3 2
Sheepshills	4,665	577 16 4	28 14 11	..	..	..	..	..	8,397 8 10
Mellis	21	0 0 11 9	0 0 11 9	..	..	..	..	..	181 1 10
Warracknabeal	19,778	5,932 12 1	308 13 6	..	..	..	..	..	36,582 2 1
Loh	918	48 10 4	4 14 6	..	..	..	..	..	2,348 6 9
Brin	4,227	278 14 6	24 9 4	..	..	..	..	..	6,170 13 9
Galaguth	1,251	145 14 4	4 11 1	..	..	..	..	..	2,048 15 1
Boulsh	6,051	1,457 12 11	98 3 7	..	..	..	..	..	14,637 13 3
Bosbery	1,553	169 18 11	12 18 0	..	..	..	..	..	4,307 7 2
Geyura	732	32 15 0	3 9 9	..	..	..	..	..	2,702 9 8
Hopefour	5,408	1,525 7 4	82 4 11	..	..	..	..	..	16,411 0 10
NORADJUH LINE.									
Bowlaw	463	10 2 5	0 2 4	..	..	..	..	..	762 16 11
Vectis	1,111	50 17 1	3 0 1 3	..	..	..	..	..	1,776 1 1
Quatang	2,827	114 7 3	3 0 10 7	..	..	..	..	..	1,017 17 2
East Natimuk	585	25 4 4	0 11 7	..	..	..	..	..	54 6 6
Noradjuha	2,124	306 19 1	23 6 1	..	..	..	..	..	4,374 14 11
GOROK LINE.									
Natimuk	7,904	803 17 11	97 5 4	..	..	..	..	..	16,243 17 0
Arriples	313	32 6 11	1 1 6	..	..	..	..	..	259 17 7
Mitre Lake	1,139	93 7 11	4 18 5	..	..	..	..	..	1,250 8 6
Nurcoong Siding*	54	5 11 3	0 1 10	..	..	..	..	..	80 19 1
Gymnaween	956	102 1 4	6 15 6	..	..	..	..	..	1,008 15 4
Goroko	2,642	706 5 6	37 15 10	..	..	..	..	..	4,546 4 2
RAINBOW LINE.									
Katydil	172	10 10 7	0 0 9	..	..	..	..	..	751 12 1
Antwerp	3,202	151 1 6	11 10 8	..	..	..	..	..	2,790 9 6
Tarraryuk	166	18 2 7	2 9 10	..	..	..	..	..	2,290 19 9
Jeparit	8,381	1,174 10 5	95 7 1	..	..	..	..	..	12,624 8 10
Blum	85	3 9 0	0 9 11	..	..	..	..	..	2,240 19 2
Pullat	50	5 7 0	0 3 8	..	..	..	..	..	1,975 5 4
Rainbow	8,977	2,453 6 6	104 7 9	..	..	..	..	..	25,741 13 10
MELBOURNE-GEELONG LINE.									
Laverton	11,040	249 7 3	10 5 2	..	..	..	..	..	4,050 5 9
Werrabee	59,253	2,768 5 3	221 6 7	..	..	..	..	..	15,562 12 8
Bulhan	12,991	885 3 1	98 10 6	..	..	..	..	..	4,777 3 0
Lara	17,627	1,008 18 4	104 11 6	..	..	..	..	..	7,925 15 1
Cowie	974	49 13 10	26 0 2	..	..	..	..	..	92 17 10
Corio	2,530	69 13 9	0 18 5	..	..	..	..	..	3,806 14 2
North Geelong	8,280	636 3 2	93 18 10	..	..	..	..	..	20,925 4 3
Geelong	238,210	29,750 18 10	2,617 1 11	..	..	..	..	..	186,010 5 7

QUEENSLAND LINE.														
South Geelong	20,737	1,486 11 6	280 15 10	133 1 2	3 6 5	2 0 0	..	27 11 1	0 5 9	942	412 13 3	15,653	4,370 1 0	6,716 8 9
Cheatham's Sat Shing	..	..	..	0 17 8	..	..	..	1 11 7	..	4,938	2,810 15 8	200	71 13 11	2,884 1 2
Moolap	512	19 13 9	1 11 3	2 13 1	0 2 0	..	..	2 18 0	..	..	250 15 5	22	3 1 9	26 2 5
Leopold	977	58 6 4	2 16 5	4 3 0	..	..	..	0 10 0	..	787	250 15 5	1,256	147 12 0	470 5 0
Scarborough	285	24 2 10	4 5 5	..	..	..	..	..	..	..	..	..	..	32 12 3
Drysdale	6,841	348 7 11	90 11 9	81 4 8	2 18 0	0 1 8 9	..	29 17 1	0 2 3	6,227	1,436 9 4	1,482	445 1 4	2,576 14 0
Mannering	1,072	50 12 11	0 18 0	3 12 6	..	0 1 6	..	12 12 0	..	1,437	274 16 9	400	81 0 9	423 14 5
Marcus	1,410	147 9 6	56 7 9	10 16 2	86 4 6	18 2 9	..	5 0 0	..	..	4 10 0	5	7 5 9	862 3 9
Queenscliff	9,993	1,741 11 3	177 9 10	331 9 6	2 8 9	2 3 0	..	37 18 7	0 2 6	587	370 6 10	2,003	920 9 5	3,085 0 7
WENSLEYDALE LINE.														
Layard	..	..	0 0 13	0 1 2	..	..	..	..	..	550	38 14 1	32	22 9 2	61 5 4
Gherang	..	..	..	0 1 0	..	..	..	..	..	1,800	203 15 1	6	2 10 2	296 12 3
Wormbete	..	..	..	0 3 0	..	..	..	..	..	2,440	418 9 2	13	6 12 8	425 4 10
Wensleydale	..	..	0 1 0	0 11 2	..	..	..	..	..	2,075	422 7 4	59	31 2 3	434 7 9
FORREST LINE.														
Whoreel	75	3 15 10	0 10 15	2 8 7	0 16 3	1 15 6	..	8 14 2	..	366	92 15 1	158	35 12 4	143 16 11
Dean Marsh	2,385	438 7 2	40 5 10	145 19 8	..	..	..	16 5 2	..	2,244	557 3 9	1,158	421 0 0	1,657 6 7
Pennyroyal	516	21 3 8	10 8 4	21 3 11	0 1 6	0 10 0	..	16 19 1	..	1,113	240 3 4	256	116 2 8	435 16 0
Murroon	703	22 11 3	4 15 5	26 19 2	..	..	..	12 2 2	..	1,707	331 18 1	275	115 14 8	611 13 8
Barwon	1,558	63 6 10	12 7 0	46 7 7	0 16 0	3 0 0	..	13 9 8	..	8,891	2,636 17 10	610	341 7 5	3,737 5 2
Gerrangumete	295	8 16 5	..	13 19 2	2 10 0	0 1 0	..	7 14 3	..	1,022	359 12 10	82	2 17 1	451 0 7
Yaagher	209	10 6 7	..	8 5 1	..	..	..	10 9 0	..	267	138 13 10	30	20 2 9	182 17 3
Forrest	2,122	453 14 0	52 7 3	187 4 7	1 4 9	1 15 0	..	51 2 7	..	11,346	5,179 12 11	1,231	929 6 6	6,907 18 9
BEEAC LINE.														
Ondit	588	22 19 0	8 2 3	26 12 0	16 8 0	8 16 0	..	29 11 2	..	3,092	1,257 19 0	875	216 16 3	1,630 0 0
Kerr*	..	..	..	..	..	..	..	2 5 0	..	..	..	..	..	2 5 0
Beac	4,959	637 4 0	81 5 1	249 15 6	7 15 9	11 4 3	..	76 15 11	..	3,050	1,263 14 0	9,698	2,858 7 10	5,678 11 1
BEEAC-NEWTOWN LINE.														
Wesling*	165	4 9 0	1 7 3	4 2 11	..	0 3 0	..	0 16 3	..	670	297 9 0	308	73 13 3	383 5 8
Cressy*	2,254	433 1 5	20 1 7	150 7 7	7 18 6	14 5 0	..	36 18 2	..	6,257	2,844 19 8	17,524	6,206 3 2	9,862 10 10
Wenetti*	..	..	..	0 1 2	..	..	..	4 13 0	..	4,698	2,383 0 8	256	327 12 10	2,715 7 8
Rokewood*	..	..	..	..	..	..	..	..	..	155	77 2 7	43	14 4 5	91 7 0
GHERINGHAP—MAROONA LINE.														
Borrybank*	..	..	..	..	..	..	..	..	..	353	187 2 7	223	60 6 2	247 8 9
BEECH FOREST LINE.														
Tulloch	13	0 15 0	..	0 6 3	0 0 9	0 0 9	..	..	..	..	0 3 4	..	0 12 6	0 15 9
Coram	1,388	38 2 0	0 3 6	7 15 9	..	0 0 6	..	10 4 0	..	1,794	154 13 9	902	760 11 9	39 4 10
Barangaroo	1,208	34 16 0	0 12 0	12 15 7	0 0 6	0 0 9	..	0 16 8	..	2,089	275 18 6	56	20 7 7	904 5 8
Kawron	790	38 7 9	0 12 0	16 9 8	0 0 9	0 1 6	..	..	..	2,121	361 19 4	83	41 6 5	355 15 2
Loyat	567	33 12 11	1 1 0	50 1 8	0 2 3	0 13 6	..	28 19 9	..	1,144	381 9 4	345	221 10 8	455 10 6
Gellbrand	2,383	213 15 10	12 18 7	50 1 8	..	..	..	17 18 0	..	9	6 9 6	35	21 4 3	960 8 10
Banod	385	28 10 4	0 0 0	9 3 10	..	..	..	7 16 0	..	11	4 8 9	30	13 11 5	74 8 8
Wimba	452	32 16 0	0 0 0	1 14 5	0 3 0	0 1 6	..	2 12 6	..	1,925	508 1 3	54	83 14 9	73 16 8
MacDevitt	33	47 5 0	0 1 0	0 11 5	..	..	..	..	..	..	..	..	..	13 0 9
Wearacohah	533	0 1 8	..	..	..	..	..	..	..	..	..	..	..	658 0 4
Ditchley	..	..	..	..	..	..	..	..	..	..	..	..	..	43 10 4
Beech Forest	4,979	1,056 4 9	45 14 1	196 4 1	0 17 0	0 14 0	..	37 14 8	28 11 6	12,959	8,501 13 3	32	43 8 10	12,018 18 7
Ferguson*	14	0 13 10	0 4 3	..	..	..	..	0 3 4	..	162	118 2 10	10	7 2 1	126 0 4
Manness*	45	1 13 1	..	0 5 0	..	..	..	..	..	90	39 15 8	..	0 10 7	42 7 4
Kinkaid*	..	..	..	..	..	..	..	..	..	70	35 5 10	..	..	35 5 10
Stalker*	..	..	..	..	..	..	..	..	..	..	..	..	..	3 15 6
Wynyard*	19	3 1 6	..	0 2 6	..	..	..	..	..	..	431 11 2	10	0 11 0	462 12 9
Laver Hill*	105	12 4 9	0 4 0	1 7 2 0	..	..	..	..	..	784	6 3	20	27 18 1	64 5 9
Crows*	14	0 10 1	..	0 1 0	..	..	..	..	..	..	..	44	6 5 3	6 16 4

No. 24.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATION.	PASSENGERS.		PAIDOMS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAMS, AND DINING CARS.		RENTALS.		MISCELLANEOUS.		GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).	
	Number of Passenger Journeys.	Revenue.	Outwards.	Inwards.	Revenue.	Outwards.	Inwards.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Outwards.	Inwards.	Revenue.			
£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
TIMBOON LINE.																				
Naracoid ..	3	0 3 11	0 10 2	4 10 2	1 4 6	7 13 3	..	15 12 2	..	17	18 16 5	18	7 3 11	..	..	..	..	46 16 9		
Cobden ..	1,553	133 10 0	71 17 8	156 4 0	..	0 9 0	..	15 12 11	..	3,733	1,760 8 11	2,225	1,951 10 10	..	42 6 4	..	..	4,164 15 0		
Glenflyn ..	325	27 9 8	12 0 10	18 10 9	..	0 6 6	..	8 1 2	..	1,327	249 16 11	89	57 18 6	..	..	..	..	188 12 5		
Montgomery & Bradshaw's Siding ..	..	..	0 1 0	14 0 0	..	..	..	0 1 0	..	1,400	208 15 8	68	37 0 8	..	..	..	..	374 4 4		
Curdie ..	..	..	0 3 11	1 7 2	..	1 18 6	..	..	..	1,328	624 11 4	226	139 17 0	..	..	..	..	259 17 11		
Timboon ..	1,448	253 2 3	37 18 6	149 11 8	..	..	..	16 9 3	..	2,831	675 14 6	656	514 18 0	..	54 17 8	..	..	745 19 5		
MORTLAKE LINE.																				
Mortlake ..	6,251	1,483 10 8	123 0 2	321 13 1	89 1 4	34 9 3	..	56 5 9	0 5 0	3,779	2,829 11 1	5,726	3,912 14 0	579 6 4	190 6 8	9,620 2 11	..	..	1,725 17 6	
KORORO-HAMILTON LINE.																				
Warong ..	55	6 8 0	0 1 10	2 3 10	0 3 0	1 6 0	..	0 5 0	..	29	41 11 4	16	7 13 8	0 17 6	2 14 6	..	..	61 15 8		
Woolthorpe ..	189	21 8 2	0 10 6	19 10 5	2 2 9	5 18 6	..	8 11 9	..	649	130 1 0	102	38 3 0	..	..	..	..	219 14 7		
Hawkesdale ..	1,733	237 11 0	21 4 7	63 0 5	0 2 6	0 12 9	..	10 19 0	..	1,482	424 2 0	573	330 10 5	502 4 5	284 9 6	1,002 2 7	..	..	1,902 2 7	
Minnamite ..	348	52 18 10	5 5 7	28 18 8	0 3 0	11 12 3	..	8 2 10	..	892	348 1 1	107	71 9 10	0 10 0	1 18 6	518 10 7	..	..	518 10 7	
Purdett ..	445	53 8 6	7 15 9	15 0 0	0 3 0	11 12 3	..	11 0 7	..	1,312	126 2 4	34	31 9 11	..	..	..	..	257 1 4		
Penhurst ..	6,020	949 13 0	78 8 0	253 11 4	44 12 9	08 5 6	..	91 3 11	..	1,513	1,337 7 7	2,042	1,386 6 2	1,122 15 8	157 9 8	5,337 13 7	..	..	5,337 13 7	
Taber ..	419	20 2 5	1 0 0	6 14 6	..	0 3 0	..	10 0 8	..	534	83 2 11	146	137 2 2	120 18 9	11 11 7	248 5 8	..	..	248 5 8	
Yatchaw ..	422	16 13 9	2 18 2	5 14 6	..	0 1 6	..	13 8 4	..	375	242 10 7	..	34 3 1	..	..	..	..	448 0 3		
MELBOURNE-WODONGA LINE.																				
Kensington ..	1,236,234	8,010 14 1	114 15 0	215 17 4	5 1 10	176 19 0	..	2 10 0	0 0 0	28,166	3,327 2 3	67,647	42,060 11 0	161 10 2	104 10 11	54,679 16 7	..	..	54,679 16 7	
Newmarket ..	1,578,598	11,501 12 3	172 9 10	303 18 5	2,144 7 10	1,205 18 6	..	80 13 5	0 5 0	18,802	2,393 6 7	42,488	29,961 10 5	14,308 14 6	156,127 0 11	218,289 17 8	..	..	218,289 17 8	
Grounds ..	..	..	0 12 7	14 12 8	66 15 9	179 0 10	..	0 6 8	0 18 9	108	272 6 0	317	236 1 3	290 5 7	542 2 6	1,002 3 10	..	..	1,002 3 10	
Ascot Vale ..	2,276,533	18,062 11 4	192 2 8	375 0 1	18 4 10	4 4 9	..	10 14 8	0 18 9	..	..	..	..	..	..	18,863 17 1	..	..	18,863 17 1	
Moore Ponds ..	..	..	316 10 1	546 8 0	26 6 4	86 17 9	..	12 11 1	0 5 0	..	..	..	..	..	..	15,846 11 6	..	..	15,846 11 6	
Essendon ..	1,631,661	13,672 8 2	281 5 7	285 0 4	33 13 8	182 19 6	..	155 7 3	0 17 9	1,034	510 11 3	17,134	4,437 14 11	..	1 15 1	19,501 19 1	..	..	19,501 19 1	
Essendon — Building Tickets (Free) ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Essendon ..	28,320	143 12 8	0 2 2	0 8 7	..	0 2 0	..	12 11 3	..	..	..	..	..	..	..	..	..	..	..	..
North Essendon — Building Tickets (Free) ..	14,914	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Pascoe Vale ..	720	700 7 5	0 3 5	22 16 5	0 9 0	0 0 6	..	10 13 7	..	..	..	..	..	..	..	..	..	..	..	..
Pascoe Vale — Building Tickets (Free) ..	59,423	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Glenroy ..	1,140	667 2 6	10 11 5	48 8 7	1 1 6	0 1 0	..	0 11 0	..	344	72 6 2	638	111 17 1	..	..	906 19 3	..	..	906 19 3	
Glenroy — Building Tickets (Free) ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Broadmeadows ..	1,260	397 17 6	255 2 2	133 9 9	1 1 6	1 8 0	..	19 13 1	..	941	239 7 3	1,406	254 2 11	33 8 8	114 17 1	1,520 7 11	..	..	1,520 7 11	
Somerton ..	4,004	108 0 2	10 18 8	25 8 4	0 4 0	0 4 0	..	44 17 6	..	..	..	..	..	..	..	180 10 8	..	..	180 10 8	
Craigieburn ..	6,409	277 10 5	88 18 3	48 13 0	5 10 3	5 13 0	..	0 7 1	..	3,498	597 2 3	720	173 4 11	84 6 10	414 17 11	1,006 3 11	..	..	1,006 3 11	

No. 24.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.		MISCELLANEOUS.		GOODS.		LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).	
	Outwards.		Outwards.		Outwards.		Inwards.		Revenue.		Outwards.		Inwards.		Revenue.	
	Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
MANSFIELD LINE— continued.																
Merton ..	1,116	177 17 1	16 0 4	47 10 5	4 7 3	1 18 6	..	10 9 4	..	..	888	610 1 2	279	227 4 11	112 12 1	25 1 1
Woodfield ..	1,010	148 2 9	10 3 8	35 11 10	1 12 0	1 17 0	..	5 7 7	..	..	347	253 15 3	91	74 0 10	72 3 8	3 17 6
Donnie Doon ..	2,983	390 4 3	29 2 1	95 19 5	7 18 3	17 8 9	..	28 8 7	..	..	515	551 5 9	735	826 10 7	253 19 6	20 0 6
Mairdample ..	1,451	180 8 8	10 15 5	40 19 4	0 11 0	0 5 9	..	25 3 0	..	..	4318	2,412 4 6	203	179 1 5	64 15 3	13 17 0
Mansfield ..	4,557	1,779 14 0	173 3 9	401 14 11	13 13 6	20 13 6	..	15 11 2	0 5 3	..	3,047	2,501 14 1	2,880	4,100 7 11	1,015 17 9	384 6 2
ALEXANDRIA LINE.																
Rhodes ..	442	55 0 10	6 3 0	17 13 0	6 1 0	13 3 0	..	0 12 0	0 1 9	..	280	170 10 6	154	164 3 7	4 11 0	418 19 11
Alexandria ..	2,838	1,083 11 2	89 3 9	281 13 5	..	..	..	3 13 6	..	..	2,130	1,713 8 0	2,651	2,704 18 2	604 3 0	139 15 4
SEYMOUR—COBRAM LINE.																
Tabakk ..	1,530	248 11 5	27 18 3	48 10 8	17 14 3	8 12 9	..	11 15 0	0 1 6	..	3,705	1,376 2 6	378	230 6 1	89 11 8	21 12 8
Nagambie ..	10,220	1,562 13 7	153 0 7	316 6 1	22 5 0	24 9 1	..	55 13 5	..	..	10,080	5,949 13 11	2,324	1,805 1 4	438 5 0	78 3 5
Wahring ..	2,508	340 2 1	45 17 0	82 9 11	6 10 3	0 9 9	..	44 2 3	0 2 0	..	11,835	4,257 2 2	539	390 11 10	236 16 3	12 2 1
Murchison East ..	8,735	1,346 14 1	94 17 11	118 8 11	59 12 3	37 5 6	..	79 0 3	0 1 0	..	6,453	2,793 11 6	449	350 8 1	1,028 11 7	225 0 0
Aresda ..	4,372	488 14 7	47 14 8	79 4 4	7 9 6	10 9 4	..	52 5 4	0 1 0	..	13,298	6,077 13 0	1,305	578 1 7	451 15 8	31 16 10
Toolamba ..	9,028	1,025 7 3	33 15 8	66 14 5	17 16 9	29 17 9	..	89 5 0	0 2 6	..	6,149	2,736 18 0	1,003	432 11 10	422 0 11	102 2 7
Moorepark ..	5,521	1,124 1 3	125 11 9	173 16 2	18 1 0	35 12 0	..	34 6 3	0 2 6	..	6,992	4,335 8 2	3,177	2,241 13 4	647 15 5	171 12 4
Shepparton ..	29,758	5,632 8 0	581 4 1	879 1 9	68 4 6	82 10 10	..	392 9 11	1 2 6	..	10,815	6,154 4 10	13,252	10,406 12 0	1,670 16 4	709 15 1
Congupna ..	786	29 7 11	4 9 10	12 10 11	..	0 8 0	..	3 0 2	..	..	1,901	911 3 1	128	51 16 9	230 19 0	7 18 1
Tullygaroppna ..	3,306	419 1 6	34 11 1	94 8 11	5 5 6	0 18 0	..	42 6 11	..	..	8,028	4,043 6 2	1,412	982 14 1	462 6 10	19 15 6
Wunghun ..	3,817	454 12 8	24 0 8	74 16 6	0 7 0	4 0 0	..	24 5 5	0 3 0	..	7,921	3,979 8 3	780	614 19 9	564 9 5	5 12 11
Numarkah ..	15,949	3,045 2 1	255 19 9	473 12 6	31 12 0	38 1 3	..	63 13 8	0 3 0	..	5,709	3,223 2 1	4,857	4,596 13 2	1,246 0 0	189 6 5
Katunga ..	1,156	181 12 8	15 3 5	46 7 6	0 9 9	0 13 0	..	27 8 2	0 0 3	..	5,290	2,780 19 0	557	527 9 8	457 9 9	8 7 0
Swathmetton ..	3,134	462 16 5	38 16 1	141 14 10	1 1 3	0 11 9	..	22 0 6	0 0 3	..	3,600	2,073 10 8	870	934 0 2	837 10 7	57 11 8
Yarrowweyah ..	1,465	301 12 6	11 17 10	38 10 5	0 15 0	4 4 9	..	16 11 1	0 0 2	..	2,208	1,248 16 3	218	221 4 0	225 12 11	7 6 3
Cobram ..	4,521	1,450 12 4	120 15 8	406 16 10	10 18 3	38 9 1	..	110 10 10	..	..	7,001	4,814 7 8	3,780	4,370 16 3	2,113 12 9	300 11 11
RUSHWORTH LINE.																
Murchison ..	2,828	181 4 3	19 7 11	113 0 1	0 7 3	0 14 6	..	16 14 9	..	..	3,464	1,517 17 3	1,441	1,172 11 0	1 6 0	0 9 0
Hannond ..	610	44 15 1	9 10 7	2 10 8	0 2 9	..	..	3 4 10	..	..	3,619	1,357 15 0	20	1 4 7	5 19 0	..
Wawaga ..	6,086	1,138 1 0	127 3 10	325 18 5	5 17 9	6 1 6	..	4 5 0	0 2 0	..	3,466	1,593 8 6	3,652	25 12 1	1,009 12 3	4 12 9
Rushworth ..	..	..	..	..	..	..	..	36 12 4	..	..	20,354	9,089 6 10	..	3,115 0 2	1,009 12 3	56 16 3
TOOLAMBA—ECHUCA LINE.																
Tatara ..	8,123	1,459 8 6	148 12 5	317 18 2	16 19 11	27 19 0	..	87 5 1	0 1 6	..	5,910	3,050 8 6	5,776	3,341 8 2	859 9 6	89 10 11
Pyrruside ..	1,064	160 17 10	0 11 3	23 7 11	7 15 3	0 10 9	..	11 17 6	0 2 0	..	1,227	674 5 6	410	181 17 3	224 12 4	22 13 0
Kerrigan ..	3,587	466 16 3	42 14 6	78 2 10	4 0 4	1 16 0	..	3 4 10	0 2 0	..	6,020	3,467 11 0	2,387	1,195 12 6	446 1 11	22 13 0
Kyrtarra ..	12,143	2,231 0 0	167 6 5	433 6 9	15 8 3	30 10 9	..	54 10 4	0 1 6	..	10,312	6,138 11 8	6,004	5,191 7 4	1,134 19 4	143 6 10
Tongha ..	3,351	458 0 8	34 14 7	92 2 3	18 15 0	0 16 6	..	52 10 5	..	..	5,520	2,813 17 6	2,423	1,483 17 0	392 16 8	26 17 0
Koynga ..	913	82 16 0	3 5 0	16 15 4	1 9 9	0 14 9	..	0 13 9	..	..	1,254	656 4 3	670	338 3 11	689 0 6	117 15 9

KALAMATTE LINE.																
Pine Lodge	445	19 5 10	4 9 9	17 8 4	..	..	..	6 16 0	..	3,925	1,934 3 3	406	143 13 3	18 6 6	9 18 6	2,148 1 5
Lamrock ..	1,899	209 16 7	19 9 11	67 6 6	..	10 14 6	..	18 6 11	..	7,680	3,866 4 2	683	16 16 11	..	18 11 7	4,561 11 1
Cogrove ..	4,323	966 11 10	92 4 5	243 15 5	21 2 7	8 8 9	..	64 4 6	2 16 6	6,404	3,878 0 5	1,912	409 0 0	435 3 6	72 10 10	6,238 15 0
Doorko ..	122	4 12 2	0 2 0	2 8 11	..	0 1 0	..	8 11 0	..	3,983	2,357 10 0	12	1,875 16 1	643 13 7	..	700 5 9
Yabba South	516	28 15 1	5 8 10	31 3 7	0 4 0	0 10 9	..	6 5 0	..	1,424	682 7 8	854	280 6 11	131 7 10	54 1 4	3,051 11 3
Yabba North	337	23 19 6	7 10 0	36 12 6	0 1 6	5 11 6	..	4 10 0	..	6,207	2,514 17 11	457	321 15 10	9 10 3	9 10 3	2,126 3 3
Youtamite	1,344	320 7 0	34 5 8	110 8 7	3 11 3	18 11 9	..	33 6 2	..	7,562	4,074 5 2	1,530	1,236 1 2	482 14 6	21 10 10	6,341 2 1
Kalamatte																
TOUMWAL LINE.																
Mywee	19	0 13 11	0 0 6	0 5 5	..	..	..	2 14 9	..	412	212 10 0	2	5 6 10	..	..	221 10 5
Boyle's Sidling										637	119 6 1	5,078	6,170 11 7	8,292 7 11	598 5 10	119 6 1
Toumwal..	3,183	1,473 6 4	69 3 11	291 0 2	43 9 0	65 1 3	..	38 5 9	0 5 0	4,073	5,785 10 5	..	..	..	..	22,827 7 2
PICOLA LINE.																
Waala	1,879	68 8 10	14 4 8	50 10 6	5 2 3	6 11 0	..	10 14 2	..	6,427	3,339 7 2	427	368 15 7	554 0 3	18 2 4	4,485 16 9
Nadhula	6,106	1,419 16 8	130 3 6	315 15 2	13 18 9	10 11 9	..	50 3 2	0 2 0	9,292	5,564 9 1	2,518	3,507 16 4	1,251 4 1	77 3 4	12,401 3 10
Barwo	76	1 9 2	0 0 2	..	..	..	..	0 12 0	..	..	..	..	..	..	..	2 1 4
Picola	1,787	416 6 3	126 16 11	112 11 8	1 1 6	8 13 0	..	43 9 8	..	7,930	4,625 13 0	841	912 4 0	800 0 11	11 2 1	7,058 1 0
YARRAWONGA LINE.																
Goornbat	3,643	377 3 8	28 1 6	126 4 7	0 16 0	1 4 9	..	22 16 6	..	7,561	3,655 5 9	871	795 14 2	423 6 6	8 17 0	5,439 10 5
Nooramunga	1,244	82 13 7	3 7 7	10 18 6	0 0 9	0 0 6	..	4 8 4	..	1,073	519 10 11	48	29 7 8	24 9 6	..	674 17 4
Devenish ..	4,704	525 9 2	62 2 7	96 15 3	5 10 6	6 1 9	..	24 7 6	..	4,167	2,242 3 0	1,419	1,071 10 11	343 16 0	30 9 10	4,408 6 6
St. James	4,750	716 11 4	51 5 8	140 11 11	4 13 0	9 9 6	..	58 6 1	..	6,589	3,430 16 2	1,640	1,437 0 9	764 1 3	215 8 7	6,584 4 3
Tungamah	4,173	850 14 2	61 0 3	172 17 7	55 9 9	38 14 4	..	28 13 4	..	8,050	4,316 11 4	1,769	1,721 4 7	780 13 8	128 10 3	8,160 14 3
Telford	1,330	112 13 5	11 10 6	26 6 8	3 16 9	11 17 9	..	17 7 0	..	3,979	2,038 18 11	249	163 18 10	249 16 3	22 2 0	2,713 8 7
Yarrawonga	11,011	2,898 1 1	162 11 1	607 12 4	69 8 9	55 7 3	..	98 2 11	0 4 3	22,115	13,476 9 2	5,872	7,016 13 0	3,544 1 3	316 13 3	25,245 4 4
WHITFIELD LINE.																
Targoora	61	1 3 9	..	1 16 4	..	..	..	..	..	..	..	..	..	..	..	3 0 1
Lacey	42	1 5 2	..	0 0 11	..	..	..	..	..	..	..	..	..	..	..	1 6 1
Oxley	1,001	37 12 4	1 7 7	8 16 7	0 0 6	0 1 0	..	11 0 0	..	112	27 15 0	104	58 17 2	0 10 0	..	146 0 2
Skehan	63	3 18 3	0 3 6	..	..	..	..	..	..	..	143 17 5	104	53 19 11	..	0 10 0	3 16 9
Docker	2,327	68 13 10	3 10 6	11 5 10	..	0 0 9	..	..	..	..	..	..	..	..	..	281 18 3
Byrne	567	31 6 8	..	..	..	..	..	..	..	..	..	..	..	..	..	31 6 8
Moyhu	5,314	372 4 7	18 4 10	68 8 10	0 6 0	2 6 6	..	2 4 0	..	1,728	618 12 11	771	731 17 9	45 16 9	22 2 0	1,882 4 2
Angleside	393	23 12 1	..	..	..	..	..	..	..	..	..	..	..	..	..	23 12 1
Claremont.	207	13 10 1	..	..	..	..	..	..	..	..	..	..	..	..	..	13 10 1
Dwyer	607	36 14 6	..	..	..	..	..	..	..	..	..	..	..	..	..	36 14 6
Edi	2,820	188 6 7	9 1 6	26 10 2	0 3 6	0 1 6	..	8 10 2	..	569	200 2 3	165	123 18 10	14 14 4	7 9 2	578 18 0
Hyem	269	20 8 2	..	..	..	..	..	..	..	..	..	..	..	..	..	20 8 2
King Valley	1,276	86 8 6	..	2 18 1	..	..	..	..	..	141	51 12 9	6	10 6 10	..	2 14 3	154 0 5
Jarroitt	376	33 7 3	..	..	..	..	..	..	..	..	..	..	..	..	..	33 7 3
Pieper	443	41 14 1	..	..	..	..	..	..	..	..	..	..	..	..	..	41 14 1
Whitfield	3,463	462 17 9	21 7 5	98 12 1	0 13 0	1 7 9	..	12 5 7	..	1,566	757 1 3	570	518 6 8	68 1 2	44 4 10	1,984 17 6
WANGARATTA-YAC-KANDANDAH LINE.																
Londrigan..	1,013	38 2 11	6 13 8	13 11 5	0 5 6	0 8 0	..	2 8 10	..	1,016	873 17 8	234	118 2 10	5 9 3	12 8 5	573 8 1
Tarawingee	2,343	123 6 8	8 17 7	37 3 8	0 13 6	4 12 0	..	11 18 6	..	1,889	696 1 9	411	279 8 0	..	..	1,162 1 8
Everton ..	4,567	470 14 1	27 13 6	45 4 7	3 14 9	0 1 6	..	31 0 3	..	1,002	333 15 11	177	133 19 11	100 1 0	5 18 3	1,157 3 9
Baarnatha	506	14 6 6	0 6 8	0 18 9	..	..	..	2 10 6	..	..	..	..	..	..	..	17 16 0
Beechworth	13,241	2,867 14 3	238 11 3	568 19 3	24 15 6	59 14 11	..	67 1 6	0 15 3	3,342	2,142 10 4	6,534	6,505 18 0	34 19 6	60 4 5	12,591 4 2
Wooreage	114	8 16 9	..	6 16 3	..	..	..	27 11 8	..	618	183 8 9	83	..	..	..	287 12 9
Yackandandah	3,287	647 5 9	38 1 0	178 7 6	12 10 2	0 18 6	..	16 17 8	0 1 0	1,616	700 19 4	1,661	2,550 11 7	2 19 1	7 0 6	4,115 1 7

No. 24.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.		RENTALS.		MISCELLANEOUS.		GOODS.]				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS OF PASSENGERS).											
	Number of Passenger Journeys.	Revenue.	Outwards.		Inwards.	Revenue.	Outwards.	Revenue.	Inwards.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Outwards.	Inwards.	Revenue.													
			£	s. d.														£		s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
BRIGHT LINE.																														
Brightfield ..	269	11 10 1	1 5 5	1 1 3	0 0 6	0 0 6	..	0 13 0	0 13 0	..	..	1,090	466 18 2	362 7	6 6 3	212 8 3	15 14 7	20 17 6												
Bonnan ..	1,187	99 5 7	0 18 5	40 5 3	1 10 0	0 0 6	..	8 13 11	8 13 11	..	..	3,470	1,428 6 0	1,250	1,949 17 10	60 2 9	5,971 6 10	328 5 6												
Palmerston ..	704	29 0 5	4 7 8	18 5 3	7 3 0	0 0 6	..	52 2 9	52 2 9	..	0 1 9	596	294 10 7	107	70 12 0	0 18 6	420 7 5	5,971 6 10												
Myrtleford ..	4,754	972 16 5	85 1 2	228 14 3	26 14 3	0 10 3	..	4 1 3	4 1 3	..	..	596	294 10 7	107	118 4 9	0 16 6	404 1 5	420 7 5												
Ovens ..	493	27 8 6	4 2 3	18 4 1	0 10 3	0 0 6	..	8 4 11	8 4 11	..	..	522	294 10 7	107	1,326 16 6	4 5 0	40 17 8	404 1 5												
Enoch ..	520	49 7 4	5 17 8	20 17 4	0 12 0	0 0 6	..	4 16 11	4 16 11	..	0 6 0	617	338 6 11	853	4,936 8 11	60 10 1	133 14 3	2,380 18 11												
Poropokah ..	2,288	499 10 2	31 15 0	132 14 0	0 19 6	3 1 6	..	36 12 2	36 12 2	..	..	490	648 3 9	3,467	..	..	..	8,258 19 3												
Bright ..	5,712	1,778 14 4	157 11 11	450 5 10	3 1 6	3 10 6	..	..	..	..	..	..	..	..	..	..	..	..												
WAIKUNIAH LINE.																														
Lillop ..	1,719	34 13 8	0 3 8	3 1 9	..	..	..	1 12 5	1 12 5	..	..	652	135 8 9	95	51 1 11	12 19 6	0 10 0	239 11 8												
Onondaga Siding ..	14,705	8,198 12 5	237 11 8	603 8 1	25 19 3	57 17 4	..	54 2 7	54 2 7	..	0 4 3	7,930	5,766 0 6	8,432	7,781 16 0	211 10 8	50 18 10	309 19 11												
Rutherford ..	14,592	8,828 19 10	174 3 10	390 18 10	158 12 9	139 15 0	..	122 0 7	122 0 7	..	..	7,136	7,797 2 2	12,154	15,608 15 8	3,660 10 2	177 11 11	17,988 1 7												
Waiakunyah ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..												
TALLANGATTA LINE.																														
Randana ..	61	1 10 2	..	0 8 11	5 12 0	..	..	1 0 0	1 0 0	..	..	..	..	..	..	..	..	8 2 2												
Bonegilla ..	104	3 5 8	29 6 2	108 6 1	3 6 0	9 4 6	..	1 13 4	1 13 4	..	..	1,087	980 19 4	1,432	2,070 7 0	2,436 0 9	39 10 0	7 0 4												
Ben ..	3,857	365 16 7	23 11 2	109 12 9	1 4 3	1 12 3	..	39 5 10	39 5 10	..	..	809	757 19 3	849	1,300 0 2	1,763 15 0	7 19 2	6,082 2 3												
Ilwun ..	3,273	352 8 5	23 1 2	12 19 2	0 5 0	0 2 6	..	14 2 11	14 2 11	..	..	464	87 14 5	38	42 7 1	1 2 0	2 14 0	4,332 6 1												
Polka ..	364	47 17 11	2 8 1	12 19 2	0 5 0	0 2 6	..	3 8 5	3 8 5	..	..	..	..	..	..	..	..	200 13 7												
Altona ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	686 15 0												
Tallangatta ..	8,994	2,230 6 7	129 8 0	482 18 3	118 1 9	50 10 0	..	72 19 2	72 19 2	..	..	1,956	2,773 1 0	3,771	6,492 10 6	6,347 13 11	291 0 2	18,968 10 1												
WILLIAMSTOWN LINE.																														
South Kensington ..	248,886	1,619 17 8	5 17 10	18 5 6	5 5 2	0 4 6	..	4 7 1	4 7 1	..	0 1 3	38,179	5,587 4 7	85,958	68,826 12 9	1 13 6	76,069 9 10	1,594 6 0												
Archer Siding ..	2,460,954	22,909 0 5	1,041 2 10	592 19 8	30 5 11	12 3 6	..	113 10 5	113 10 5	..	0 19 4	10,989	1,450 8 3	30,819	1,431 18 3	..	37,847 11 1	37,847 11 1												
Forster ..	777,898	6,149 10 2	50 18 9	360 13 5	1 16 3	0 8 0	..	0 11 0	0 11 0	..	0 3 9	105,251	48,399 13 3	14,134	3,516 4 11	..	6,253 19 7	6,253 19 7												
Seddon ..	920,343	7,817 17 8	71 10 4	139 8 3	7 4 6	2 6 3	..	16 1 2	16 1 2	..	0 5 0	2,164	8,334 16 11	28,499	4,468 2 5	..	59,970 10 1	59,970 10 1												
Yarraville ..	217,516	1,919 18 5	243 3 0	64 8 10	1 0 0	3 19 0	..	0 5 0	0 5 0	..	48 6 2	5,964	1,624 5 7	31,874	10,712 18 5	41 14 0	10,081 14 7	10,081 14 7												
Spotswood ..	847,599	8,079 4 11	121 13 0	140 17 11	17 13 5	3 19 0	..	686 11 5	686 11 5	..	..	2,961	254 5 11	3	6 2 5	..	25,359 18 6	25,359 18 6												
Newport ..	..	..	..	..	..	..	..	..	..	..	..	6,558	733 14 0	..	..	..	280 8 4	280 8 4												
Altona Bay Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	733 14 0												
Archer Siding ..	715,863	8,877 9 8	133 19 9	185 10 10	3 17 9	0 2 6	..	73 12 4	73 12 4	..	0 5 3	548	65 16 8	6,948	1,803 7 2	..	11,144 1 11	11,144 1 11												
North Williamstown ..	473,824	6,032 6 11	68 5 11	117 19 11	5 2 1	1 0 6	..	15 19 0	15 19 0	..	0 8 9	..	..	..	..	..	6,241 3 1	6,241 3 1												
Beach ..	408,802	5,406 11 0	89 6 5	168 6 9	1 13 3	2 14 0	..	282 16 0	282 16 0	..	0 5 0	..	..	..	..	..	3 5 6	3 5 6												
Williamstown ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..												
Williamstown Pier ..	33,766	539 17 11	31 6 0	27 6 0	0 3 0	0 5 6	..	2,347 12 0	2,347 12 0	..	326 12 6	43,429	13,256 1 7	460,728	215,382 15 4	5 7 3	159 1 7	232,076 8 8												
NEWPORT—SUNSHINE LINE.																														
McKenzie and Holland's Siding ..	..	..	..	..	..	..	..	..	..	..	..	10,988	2,527 1 5	..	..	..	..	2,527 1 5												
Russell's Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..												
Ben ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..												
Russell's Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..												
Borthwick's Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..												
Little Brooklyn Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..												
Brooklyn Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..												
Bay's Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..												

[illegible]

[illegible]

THORPDALE LINE.									
David*	1,861	43 15 10	10 3 6	68 15 8	0 18 9	0 1 9	..	..	..
Coalville ..	1,936	76 0 2	14 3 3	67 18 4	10 19 9	0 2 3	..	..	..
Narraean ..	1,723	298 3 10	34 12 8	147 9 3	5 10 9	3 6 0	..	..	..
WALHALLA LINE.									
Gooding ..	63	3 17 5	..	..	..	..	..	..	..
Tyler's River	..	..	..	..	..	..	..	..	..
Gould ..	264	16 3 9	0 5 2	2 2 2	0 8 9	0 2 6	..	..	..
Moondarra ..	445	40 4 10	10 16 6	23 11 0	..	..	..	..	..
Watson ..	135	18 10 9	12 9 3	3 19 4	..	..	..	..	..
Harris ..	932	83 8 11	10 1 3	37 19 11	0 10 0	0 4 3	..	..	..
Murie ..	911	21 2 0	..	1 18 10	..	..	..	..	..
Platina ..	19	0 9 3	..	2 11 11	..	..	..	..	..
Thomson ..	660	77 12 2	..	0 2 0	..	..	..	..	..
Walhalla ..	7,347	1,082 16 11	57 5 1	228 8 5	1 10 9	0 12 9	..	..	..
NORTH MURDOO LINE.									
Hazelwood	137	4 19 5	0 18 9	1 4 4	..	..	..	..	..
Vinuar ..	2,634	260 14 8	26 1 6	102 9 2	4 16 9	20 12 0	..	..	..
Bollara ..	5,390	629 4 0	55 7 3	136 9 10	14 14 0	5 17 6	..	..	..
Dalhousie ..	2,887	75 13 7	7 5 11	24 2 8	3 2 6	0 15 6	..	..	..
North Murdo ..	4,108	764 8 4	78 12 3	189 13 2	30 17 6	14 9 9	..	..	..
TRARALGON-STRATHFORD LINE.									
Glendary ..	2,289	289 9 1	25 17 9	61 4 3	0 19 6	1 3 6	..	..	..
Traralgon ..	3,899	333 19 2	25 10 1	94 0 8	51 18 0	10 10 9	..	..	..
Dawson ..	3,444	472 8 7	36 3 4	84 5 11	16 3 0	4 18 9	..	..	..
Hayfield ..	5,413	866 11 3	105 6 9	189 16 8	21 1 6	13 11 6	..	..	..
Thurana ..	2,794	578 11 2	40 13 5	107 17 0	5 6 3	11 6 0	..	..	..
Mulla ..	5,415	1,014 1 3	184 16 10	389 9 10	64 19 9	91 6 8	..	..	..
BIRAGO LINE.									
Birdale ..	273	50 4 10	10 8 1	31 0 10	..	..	..	..	..
Bushy Park	12	1 8 4	0 0 8	6 18 5	..	..	..	..	..
Bragalong ..	792	182 18 0	17 10 10	76 1 1	..	..	..	..	..
PORT ALBERT LINE.									
Lyndhurst ..	1,938	95 4 3	678 13 3	108 4 6	1 11 6	29 9 0	..	..	..
Carbouna ..	7,870	548 9 6	168 3 9	138 16 7	7 4 0	27 19 6	..	..	..
Torakia ..	5,311	711 13 10	66 13 5	115 18 9	5 1 8	3 3 1	..	..	..
Dunmore ..	5,351	31 5 2	6 6 11	68 0 3	1 18 3	4 1 0	..	..	..
Monomunich ..	5,691	684 0 0	104 11 0	153 15 2	5 12 0	6 3 0	..	..	..
Caldermont ..	5,125	303 9 1	142 8 7	22 8 4	3 12 9	3 4 2	..	..	..
Lang Lang ..	11,289	201 12 0	159 10 8	49 13 7	6 2 6	4 13 2	..	..	..
Nyora ..	16,344	1,024 11 7	82 7 8	187 19 8	6 3 9	3 13 0	..	..	..
Loch ..	13,109	352 17 5	136 0 9	211 5 3	31 8 0	15 19 6	..	..	..
Jeetho ..	4,181	357 4 9	26 7 1	47 0 4	0 18 9	3 2 0	..	..	..
Bona ..	8,434	367 8 8	20 7 1	59 15 1	6 2 3	1 0 6	..	..	..
Whitelaw ..	27	4,376 8 2	410 17 9	2 13 0	38 17 7	0 1 3	..	..	..
Kortumburra ..	37,055	190 5 10	13 8 0	464 5 9	1 12 6	23 14 2	..	..	..
Kardella ..	3,524	173 9 2	24 4 7	31 19 9	0 2 6	3 5 6	..	..	..
Ruby ..	3,097	173 9 2	24 4 7	32 7 8	1 2 0	0 1 6	..	..	..
Leongatha ..	18,397	2,941 1 10	229 17 11	417 17 1	..	22 17 0	..	..	..

No. 24.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.		RENTALS.		MISCELLANEOUS.		GOODS.		LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS OF PASSENGERS).
	Number of Passenger Journeys.	Revenue.	Outwards.	Inwards.	Revenue.	Outwards.	Revenue.	Inwards.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Outwards.	Inwards.	Revenue.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
PORT ALBERT LINE— continued.																	
Koonwarra	1,653	105 8 0	13 19 6	59 16 5	3 10 6	3 5 2	..	..	3 10 10	850	344 9 7	319	194 4 11	190 6 2	114 15 8	1,033 6 9	
Tarwin	2,354	254 15 6	21 0 8	88 16 9	0 11 0	4 3 0	..	..	11 5 3	961	299 10 8	265	183 6 6	346 0 2	78 9 8	1,291 19 2	
Meenyan	4,515	593 6 5	58 13 11	108 11 10	16 15 0	6 2 3	..	..	18 12 8	937	592 17 1	929	890 5 8	597 8 11	124 16 2	3,003 9 11	
Stony Creek	2,316	353 18 7	32 2 7	91 3 6	22 8 3	37 5 9	..	..	1 11 8	707	387 8 2	731	743 1 8	402 1 0	111 11 10	2,184 13 0	
Buffalo	2,928	243 15 2	16 12 5	58 2 11	1 3 3	0 11 0	..	..	5 6 6	1,473	298 5 5	237	246 19 2	251 13 5	50 0 4	1,174 15 7	
Boys	144	2 6 3	0 8 6	7 8 7	..	0 0 6	..	..	..	1,473	416 10 10	47	31 2 11	..	..	467 17 7	
Fish Creek	4,714	621 3 6	45 18 7	148 11 7	7 6 3	8 4 9	..	..	12 4 3	3,481	1,261 11 0	1,036	846 18 6	407 13 10	111 9 7	3,470 15 10	
Hoddle Range	1,270	73 2 8	7 13 0	31 17 6	..	..	..	..	..	664	356 17 5	147	83 8 8	..	1 5 10	564 11 1	
Foster	7,365	1,107 12 4	84 11 10	214 17 3	17 19 9	21 9 0	..	..	49 12 1	2,951	1,230 13 1	2,415	1,738 2 4	350 0 1	114 15 5	4,938 14 5	
Benmison	3,109	95 12 10	32 2 7	43 8 0	0 0 6	0 0 6	..	..	1 0 0	502	337 6 11	204	166 4 9	2 13 0	..	678 9 1	
Toora	5,252	833 14 11	55 9 3	108 10 5	1 7 9	1 0 6	..	..	36 12 10	732	607 4 9	2,052	1,422 7 3	550 7 7	102 9 7	3,898 4 10	
Agnes	368	38 7 9	3 4 9	10 11 8	0 4 0	0 4 0	..	..	1 4 0	49	42 8 3	86	37 0 2	..	1 0 0	134 4 7	
Welshpool	5,702	634 17 0	49 16 11	121 10 10	6 2 0	5 5 6	..	..	32 9 0	403	354 19 4	1,057	778 2 11	368 19 7	102 18 8	2,455 10 9	
Welshpool Jetty	2,312	54 17 0	63 9 4	29 4 6	0 2 0	0 1 0	..	..	0 12 4	223	509 2 0	218	97 16 10	..	1 0 0	763 9 0	
Headley	952	74 3 2	6 19 0	33 18 6	0 2 0	3 6 0	..	..	0 12 0	179	99 5 6	178	121 19 0	0 13 3	75 19 5	416 17 0	
Gellondale	1,569	421 11 3	9 0 6	34 18 9	6 1 0	1 4 0	..	..	8 1 4	1,117	634 18 11	413	396 12 9	204 15 3	46 1 11	1,782 10 3	
Alberton	5,793	1,842 6 11	110 9 5	341 0 1	18 15 0	18 5 6	..	..	22 10 9	2,817	2,315 15 9	2,415	2,265 1 8	2,306 1 9	433 1 4	9,673 8 2	
Port Albert	1,568	331 1 9	37 12 10	56 15 6	0 10 6	8 18	..	..	24 12 0	1,904	1,096 1 2	456	316 3 10	1 2 6	5 12 0	1,878 16 1	
WONTHAGGI LINE.																	
Woolleigh	1,286	126 19 7	33 2 7	23 15 1	0 14 0	0 4 3	..	..	0 5 0	1,531	192 11 11	140	73 5 4	..	4 15 6	453 13 3	
Kernot	1,936	240 5 8	24 15 8	46 4 7	0 3 9	0 6 9	..	..	..	904	209 8 11	189	152 11 11	52 15 9	6 19 7	733 13 10	
Almurt	640	63 12 3	6 5 3	13 18 3	0 3 9	0 4 6	..	..	..	1,555	215 4 3	218	130 10 3	37 12 0	11 2 6	462 9 3	
Glen Forbes	2,258	282 13 9	21 10 6	49 0 11	0 5 9	0 15 6	..	..	0 3 4	1,292	256 12 2	238	228 19 2	36 18 8	33 11 1	890 10 10	
Woolamai	2,161	279 12 9	17 14 4	66 1 6	0 5 9	0 11 3	..	..	0 3 4	422	184 16 5	414	264 5 7	63 17 11	36 12 4	914 1 2	
Anderson	2,828	323 18 11	13 18 11	27 4 2	0 13 6	0 13 0	..	..	..	128	94 18 4	9,829	1,333 11 6	1 9 0	10 0 2	1,906 7 6	
Kilnanda	3,816	351 3 2	26 14 10	42 6 8	0 13 6	0 15 6	..	..	..	..	500 8 8	28	13 11 7	81 7 10	71 0 2	433 6 3	
Dalyston	4,782	645 6 1	33 19 2	130 9 0	1 0 9	16 15 0	..	..	0 6 0	764	..	3,070	2,140 8 9	..	..	3,637 1 5	
Powlett North	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
State Coal Mine*	94	11 5 6	..	..	..	..	..	..	..	3,206	884 0 4	..	..	..	..	..	684 0 4
Wonthaggi	17,843	4,122 9 7	190 10 4	1,227 3 3	12 14 6	27 0 0	..	..	7 15 0	120,373	33,720 19 8	15,981	5,813 3 4	11 16 4	84 11 2	39,545 8 6	
OUTRIM LINE.																	
Jacobinna	9,073	493 6 0	44 7 6	141 13 0	3 6 0	0 16 9	..	..	19 18 2	48,206	10,362 5 11	1,642	1,135 4 9	274 3 5	58 9 1	12,533 5 1	
North Outtrim	4,986	105 2 7	0 2 6	0 15 11	3 19 0	0 4 0	..	..	10 14 11	..	..	..	..	..	..	120 18 11	..
Outtrim	3,249	326 6 5	41 14 7	125 6 1	5 17 6	6 11 9	..	..	4 15 2	29,570	3,894 10 3	1,620	868 6 11	13 10 0	9 7 9	5,229 6 5	..

KEW LINE.		262,019	2,602 5 10	33 17 2	40 13 4	0 12 0	0 1 0	17 11 8	0 5 0	217	3	16,447	3,120 2 3	3 8 0	4 6	2,755 0 0
Barker ..	..	1,015,558	10,361 15 8	211 3 11	272 1 3	6 0 3	1 11 6	189 17 4	0 18 9	..	..	..	..	..	..	14,388 12 0
Kew—Building Tickets (Free) ..	..	10,440	..	..	..	..	..	..	..	..	..	..	..	..	..	..
OUTER CIRCLE LINE.		23,953	228 8 4	..	0 8 2	..	..	1 1 3	..	..	..	..	..	..	..	229 17 9
Riversdale ..	..	2,100	73 1 11	..	..	..	..	..	..	..	..	..	..	..	..	73 1 11
ing Tickets (Free) ..	..	6,404	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Golf Links—Building Tickets (Free) ..	..	720	96 15 0	..	3 15 10	..	..	..	..	..	..	..	..	..	..	100 11 4
Hartwell ..	..	59,727	717 0 9	62 3 10	12 13 5	..	..	2 2 11	..	..	..	..	..	..	..	824 5 11
Burwood ..	..	960	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ticket (Free) ..	..	32,026	430 2 0	1 3 9	12 4 11	..	..	5 10 5	..	..	..	..	..	..	..	454 19 2
Ashterton ..	..	28,173	279 19 7	..	0 0 5	..	..	10 18 8	..	..	..	..	..	..	..	290 18 8
Shenley ..	..	46,769	484 3 7	..	4 9 2	..	..	2 10 0	..	..	..	..	..	..	..	491 8 9
Bakery ..	..	8,700	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Baleyn ..	..	38,247	645 10 9	48 5 10	12 16 0	..	0 0 6	23 1 6	..	..	..	..	..	..	..	732 14 7
Tickets (Free) ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Deaplene ..	..	8,220	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
FERNTREE GULLY LINE.		22,937	723 6 8	243 18 7	170 4 0	1 0 9	1 6 10	2 2 8	..	216 18 11	1,752	387 5 2	3 8 4	11 17 4	1,707 9 3	
Boxwater ..	..	11,041	433 8 5	221 6 7	112 4 9	0 15 0	1 5 1	2 6 0	..	154 0 11	981	277 2 9	77 5 9	10 16 3	1,213 11 9	
Lower Ferntree Gully ..	..	23,808	1,003 6 10	134 6 9	172 16 7	9 8 3	5 12 5	53 11 2	8 15 0	191 1 2	2,201	576 12 1	..	105 3 11	2,341 0 5	
GEMSBROOK LINE.		1,408	31 13 2	12 12 7	9 10 3	0 3 0	0 1 0	0 10 0	..	353 19 1	21	14 12 2	..	..	60 8 2	
Upwey ..	..	4,307	194 3 6	40 1 6	112 8 10	0 9 9	2 17 5	17 4 11	..	382 3 8	666	362 3 8	..	..	1,103 10 8	
Belgrave ..	..	263	11 12 2	1 16 0	6 12 3	0 1 3	0 3 9	6 10 11	..	14 0 10	217	14 0 10	..	..	94 16 6	
Solly ..	..	1,523	90 4 2	30 18 10	31 13 4	0 2 0	0 5 3	8 10 11	..	230 9 9	287	83 0 9	1 5 5	0 9 1	476 0 1	
Parade ..	..	922	64 17 0	16 3 11	35 8 0	0 4 0	0 11 3	12 12 8	..	109 16 9	200	169 16 9	..	2 3 6	243 2 6	
Emerald ..	..	4,179	315 16 11	127 9 9	110 4 8	0 2 9	1 5 0	10 17 11	..	536 1 3	1,022	485 18 2	..	..	1,593 16 5	
Wright ..	..	516	42 11 3	..	0 15 3	0 2 0	0 1 6	0 2 6	..	..	..	..	..	..	43 12 6	
Cockatoo ..	..	2,129	178 0 8	67 13 1	63 15 4	0 12 4	0 15 0	10 8 4	27 10 0	422 19 8	484	213 3 11	3 10 1	3 17 8	964 16 1	
Gemsbrook ..	..	2,706	295 10 11	76 15 11	154 15 8	1 9 5	3 5 0	38 9 10	..	1,620 6 3	1,040	409 19 4	5 10 1	1 15 10	2,633 8 3	
WARRBTON LINE.		6,375	318 17 7	63 13 0	80 8 2	0 16 0	4 3 1	3 4 2	..	878 18 10	628	222 8 1	0 7 6	1 13 6	1,574 9 11	
Byelva ..	..	5,895	849 5 11	122 14 2	79 14 5	0 7 0	1 1 9	27 1 0	..	1,015 15 8	1,307	444 15 6	2 1 3	0 11 6	2,083 8 2	
Wandin ..	..	3,353	234 17 0	59 3 0	45 14 2	0 4 0	0 7 0	6 18 8	..	413 19 11	621	226 9 1	..	3 16 6	391 0 4	
Seville ..	..	618	48 0 6	6 19 5	6 19 0	0 5 0	0 6 6	..	..	103 3 5	187	70 4 3	..	14 0 4	234 1 2	
Kilara ..	..	3,132	243 12 6	36 2 7	46 15 6	0 9 0	2 2 3	6 17 2	..	594 12 1	566	241 19 10	..	94 4 1	1,284 14 0	
Laneshing Place ..	..	3,081	301 9 0	26 15 9	50 19 7	1 11 9	2 16 0	4 9 8	..	275 12 0	320	176 1 7	96 15 0	43 6 7	7,870 16 11	
Yarra Junction ..	..	7,831	703 14 6	54 12 3	163 12 11	1 14 9	2 1 0	53 7 8	..	5,332 18 5	1,977	880 12 3	3 7 3	57 12 10	7,313 13 10	
Britannia ..	..	..	..	..	..	..	..	..	..	3,559 14 3	485	175 3 9 <td>..</td> <td>..</td> <th>3,736 18 0</th>	..	..	3,736 18 0	
West Warburton ..	..	4,267	350 6 7	23 8 0	100 12 4	0 4 6	0 7 6	13 13 8	..	790 15 8	582	269 18 0 <td>1 15 0</td> <th>108 19 2</th> <th>1,060 0 5</th>	1 15 0	108 19 2	1,060 0 5	
Millgrove ..	..	3,151	263 0 7	17 9 3	46 15 11	0 3 0	0 15 6	3 19 4	..	2,838 3 1	410	208 10 8 <td>3 16 3</td> <th>10 6 0</th> <th>3,368 8 7</th>	3 16 3	10 6 0	3,368 8 7	
Warburton ..	..	11,000	1,438 13 7	96 19 9	313 6 7	1 13 0	4 19 3	105 4 3	0 19 4	14,926 4 6	3,714	1,738 6 0 <td>55 12 10</td> <th>105 5 0</th> <th>18,787 1 7</th>	55 12 10	105 5 0	18,787 1 7	

No. 24.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELE-GRAPH, AND DINING CARS.		RENTALS, MISCEL-LEANEOUS.		GOODS.		LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).		
	Number of Passenger Journeys.	Outwards.	Revenue.	Inwards.	Revenue.	Outwards.	Revenue.	Inwards.	Revenue.	Tons.	Revenue.	Outwards.	Inwards.				
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£		s.	d.
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£		s.	d.
HEIDELBERG—LUTHER LINE.																	
Johann ..	176,835	1,390 8 4	62 3 1	45 0 0	0 13 0	..	..	1 0 0	0 3 9	..	..	..	..	..	1,439 8 2		
West Richmond ..	853,916	4,981 5 1	159 5 9	105 18 2	2 5 3	..	..	250 2 0	0 2 6	..	..	..	..	..	5,199 4 9		
North Richmond ..	646,363	5,016 5 4	214 4 10	100 2 2	4 16 10	..	..	6 11 8	0 8 9	..	..	..	..	..	5,342 12 4		
Collingwood ..	553,151	4,376 1 6	125 18 11	127 19 2	1 14 3	..	..	3 18 0	0 5 0	..	..	..	..	..	4,636 4 4		
Victoria Park ..	750,494	5,615 17 11	401 7 1	115 17 3	2 18 9	..	..	224 13 9	0 6 3	3,905	1,774 16 5	44,172	15,963 17 4	..	24,099 19 3		
Clifton Hill ..	9,395 10 10	246 7 4	180 3 10	6 5 7	0 17 9	..	..	27 10 5	0 12 6	..	..	..	..	..	9,857 17 2		
Westgarth ..	803,137	4,167 1 9	120 15 2	179 12 11	1 19 11	..	..	56 18 6	0 2 3	..	..	..	..	..	4,526 12 0		
Westgarth—Building Tickets (Free) ..	11,820	..	..	63 19 10	2 4 5	0 7 6	..	..	..	53	35 7 0	6,799	..	32 9 0	6,694 11 1		
Fairfield Park ..	716,237	1,722 9 4	16 10 8	27 0 6	1 1 0	..	..	..	..	15,860	1,459 14 9	610	..	8 16 0	3,382 13 0		
Alphington ..	185,954	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Alphington—Building Tickets (Free) ..	14,540	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Ivanhoe ..	335,928	3,875 8 0	87 19 10	104 2 3	1 15 3	0 6 6	..	7 14 5	..	59	10 2 4	2,859	..	..	4,572 1 8		
Ivanhoe—Building Tickets (Free) ..	96,448	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Heidelberg ..	274,277	3,938 13 7	148 13 10	179 17 4	15 18 3	3 11 3	..	34 17 4	0 2 0	372	325 1 6	3,244	17 3 6	25 3 4	5,344 2 10		
Heidelberg—Building Tickets (Free) ..	27,180	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Rosanna ..	6,261	..	..	..	..	..	..	..	..	..	..	..	..	..	63 3 6		
Rosanna—Building Tickets (Free) ..	4,020	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Macloed ..	52	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Greenborough ..	30,744	908 0 6	25 15 8	88 7 10	0 4 0	0 5 6	..	4 5 8	..	943	297 13 4	1,011	..	..	1,639 16 8		
Eltham ..	26,372	984 15 1	20 1 8	94 1 3	0 10 0	..	..	..	..	260	72 17 11	760	..	2 17 0	1,394 3 6		
Eltham—Building Tickets (Free) ..	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Melbourne—Flinders street (Country) ..	1,019,353	83,816 8 2	18,078 8 9	9,804 18 7	180 19 6	443 3 11	..	9,190 9 1	323 0 4	..	..	335	..	..	122,267 13 4		
Melbourne—Flinders street (Suburban)	7,730,206	103,080 10 8	..	..	..	..	..	..	..	..	..	..	..	..	103,080 10 8		
PORT MELBOURNE LINE.																	
Montague ..	295,995	2,054 7 7	25 1 0	35 8 1	1 9 4	0 0 6	..	..	..	..	..	..	..	..	2,116 6 5		
North Port ..	694,669	4,920 17 1	54 7 5	33 2 10	7 6 0	0 9 0	..	..	..	..	..	..	..	..	5,036 2 4		
Graham ..	744,900	4,906 14 4	66 11 4	80 12 9	2 4 0	0 6 6	..	7 2 11	..	..	..	..	..	..	5,089 9 9		
Port Melbourne ..	314,984	3,057 8 3	197 7 9	228 7 9	3 2 1	2 18 3	..	808 8 10	100 14 11	156,048	32,500 9 11	211,271	58,600 5 5	435 4 7	95,809 6 1		
ST. KILDA LINE.																	
South Melbourne ..	1,049,616	7,141 8 1	382 1 7	200 5 2	2 11 6	0 12 6	..	133 0 4	0 2 6	..	..	..	..	..	7,840 1 8		
Albert Park ..	2,234,869	15,370 10 8	363 18 1	1,273 14 7	4 2 0	0 4 6	..	44 4 5	0 5 0	..	..	..	..	..	17,066 19 3		
Middle Park ..	1,570,107	11,172 15 8	268 15 6	247 1 3	3 13 0	0 7 0	..	13 6 1	0 5 0	..	..	..	..	..	11,708 3 6		
St. Kilda ..	2,083,160	17,895 13 5	279 9 6	410 12 10	7 19 0	2 5 6	..	178 18 4	0 13 0	180	73 3 3	17,055	2,738 0 9	..	21,592 17 7		

BRIGHTON AND SANDHAM LINES.														
Rehmond..	2,585,184	23,584	4 5	1,131 0 9	689 11 6	21 6 7	5 1 11	4 5 2	0 10 0	..	..	..	..	25,486 0 4
South Yarra ..	1,961,506	18,440	3 5	645 15 3	769 5 7	21 8 3	9 6 6	183 15 3	0 5 3	..	..	..	..	20,070 9 1
Prabur ..	1,523,261	13,490	16 9	1,654 19 4	723 13 4	6 17 4	0 18 0	14 15 0	..	..	..	..	..	15,891 19 9
Windsor ..	1,285,007	11,382	16 4	656 10 9	351 4 9	5 12 3	1 5 0	179 16 7	2 1 3	1,497	951 19 7	14,022 9 6	..	27,553 16 0
Balaclava ..	1,886,880	12,183	15 4	258 15 8	367 18 9	5 11 6	0 19 3	32 1 8	0 7 6	..	..	..	..	12,849 9 8
Elsternwick ..	1,909,925	19,910	17 6	308 5 10	542 11 8	8 17 0	1 12 11	81 17 3	0 8 2	187	132 15 6	2,833 3 11	1 19 9	23,827 10 10
Elsternwick—Build- ing Tickets (Free) ..	13,920	..	..	31 10 7	54 13 11	1 4 9	0 0 0	0 6 8	0 2 6	..	..	..	..	2,948 6 8
Garden Vale ..	256,735	..	..	..	..	..	..	..	..	..	..	..	..	..
Garden Vale—Build- ing Tickets (Free) ..	6,680	..	..	204 7 1	277 17 3	4 4 0	1 13 6	15 16 4	0 13 9	434	116 4 8	10,271	..	13,554 10 7
Brighton ..	883,216	10,854	7 9	..	..	..	..	..	..	..	..	..	..	..
Brighton—Building Tickets (Free) ..	7,740	..	..	150 8 11	264 4 1	4 0 0	1 3 6	5 14 4	0 5 0	101	36 8 2	7,382	..	12,411 10 5
Middle Brighton ..	826,421	10,450	19 8	..	..	..	..	..	..	..	..	..	..	..
Middle Brighton— Building Tickets (Free) ..	2,160	..	..	65 15 2	127 13 1	2 18 5	0 13 9	119 5 5	0 5 0	..	..	..	..	5,253 17 1
Brighton Beach ..	849,227	4,937	6 3	..	..	..	..	..	..	..	..	..	..	..
Brighton Beach— Building Tickets (Free) ..	1,080	..	..	..	..	..	..	..	..	..	..	..	..	..
Hampton ..	311,479	4,051	1 9	58 18 10	126 10 2	2 12 9	0 11 0	39 19 3	0 5 0	..	..	..	..	4,880 7 9
Hampton—Building Tickets (Free) ..	93,900	..	..	..	..	..	..	..	..	..	..	..	..	..
Sandringham ..	580,292	10,121	8 8	183 16 9	376 4 10	12 13 5	5 4 0	86 5 1	0 2 6	795	105 0 11	15,777	2,768 8 1	13,727 12 9
Sandringham—Build- ing Tickets (Free) ..	103,380	..	..	..	..	..	..	..	..	..	..	..	..	..
Traffic derived from Deadlin and Moorab Stations ..	8,113	1,904	3 1	134 16 9	465 2 3	114 6 3	91 5 3	..	442 4 5	12,114	12,822 14 7	4,624	7,058 12 0	13,090 4 10
Traffic derived from South Stations ..	37,915	42,058	10 1	3,411 6 2	6,555 9 11	27 17 6	358 0 8	..	1,733 12 3	4,804	5,505 19 5	13,174	11,152 7 3	4,410 17 0
Traffic derived from New South Wales Stations ..	95,271	54,004	6 1	3,472 15 9	5,116 18 3	992 12 4	801 13 8	..	..	9,504	17,103 11 1	34,872	42,213 8 6	178 7 3
Traffic derived from Queensland Stations ..	2,258	1,870	18 8	28 8 7	143 2 11	..	0 8 0	..	..	..	..	..	..	..
Government Tourist Bureau ..	105,441	49,371	8 9	..	..	..	..	..	32 5 0	..	..	..	..	..
Steamer Cook and Thames ..	27,464	613	10 7	..	..	..	..	..	..	..	..	..	..	613 10 7
Wares to New South Wales, South Aus- tralia, &c. ..	7,328	2,742	3 4	..	..	..	..	..	..	..	..	..	..	2,742 3 4
Telegraph ..	..	..	..	..	..	..	..	..	..	..	..	..	..	4,248 17 0
Mails ..	..	..	..	..	..	..	..	..	..	..	..	..	..	8,515 16 1
Tramway ..	..	..	..	..	..	..	..	..	..	..	..	..	..	12,624 5 11
Tramway and Bright- on Electric Street Railway ..	1,410,907	12,781	15 11	1 8 1	1 8 1	..	..	0 12 0	68 14 3	..	..	..	..	12,853 15 4
Total ..	95,206,713	2,076,497	11 5	191,115 11 9	191,115 11 9	18,885 9 31	18,885 9 31	68,417 5 5	11,079 10 81	4,586,904	2,168,293 15 11	4,586,904	2,168,293 15 11	289,384 3 3
Less Parcels, Horses, Carriages, and Dogs, Goods, and Live Stock Traffic Revenue shown as Outwards and reported as Inwards														
Gross Revenue, Victorian Railways ..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,687,679 0 21
Gross Revenue, St. Kilda and Brighton Electric Street Railway ..	..	..	..	..	..	..	..	..	..	..	..	..	..	12,853 10 3
Total Gross Revenue ..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,687,679 0 21

*Stations open for only portion of the year.

APPENDIX 25.

Victorian Railways,
Commissioners' Office,
Spencer-street,
24th July, 1911.

MEMORANDUM.

Adverting to the question of the duplication and regrading of lines to Caulfield and Camberwell, and to the recommendation of the Parliamentary Standing Committee on Railways that no portion of the duplication of these lines be undertaken, but that Parliament be asked to authorize—

- (a) The regrading of such lines, with the object of abolishing the level crossings thereon;
- (b) The acquisition of sufficient land along such lines, in addition to that required for regrading, to admit of additional tracks being provided when required; and
- (c) The electrification of the lines from Melbourne to Dandenong, Mordialloc, and Ringwood,

the Commissioners have the honour to report that in order to avoid delay a sum of £100,000 was included on the last Loan Application Bill towards the purchase of land and other preliminary work in connexion with the duplication of the lines, and a Committee of Officers which was appointed to report on the question subsequently recommended that both the lines be duplicated, but, after investigation, the Commissioners decided that the immediate requirements would be met by the duplication of the line from South Yarra to Caulfield, and that the duplication of the lines from Jolimont to South Yarra and Camberwell could remain in abeyance.

The proposition of the Commissioners, which is briefly summarized in Appendix 26 attached hereto, was submitted to the Standing Committee, but the Committee apparently accepted the report of the Departmental Officers (and which, by request, was forwarded to the Committee as soon as it was available, without any expression of opinion from the Commissioners) as representing the views of the Commissioners, and they either did not appreciate the significance of the recommendations of the Commissioners, or concluded that the work referred to therein was only an instalment of the entire duplication scheme, and that in a short time the Commissioners would seek the authority of Parliament for its completion.

The Committee also expressed the opinion—

- (a) That country passenger and goods trains can be run through the suburban area when the traffic is slack;
- (b) That under electric traction the race traffic and the excursion traffic could be handled without interfering with the suburban traffic; and
- (c) That the outer suburban traffic will be benefited more by electric traction than duplication;

but, while apparently attaching considerable weight to the evidence of Mr. R. P. Wilson in forming these conclusions, they have entirely ignored the important fact that Mr. Wilson specifically recommended that, even if the Caulfield line were electrified, the Gippsland passenger and goods traffic should be diverted from the Caulfield route to the Glen Iris route, and that in consequence of such diversion the Camberwell line should be duplicated between Burnley and Melbourne, and he further recommended that the line from South Yarra to Caulfield should be regraded in any circumstances.

It is obvious that if Mr. Wilson had felt thoroughly satisfied that all classes of the existing and prospective traffic on the Caulfield line could be efficiently dealt with by adopting electric traction for the suburban trains, he would not have suggested the diversion of portion of it to the Glen Iris route, because the adoption of his proposition would necessitate a much greater expenditure than that involved in the duplication and regrading of the line from South Yarra to Caulfield, as shown hereunder:—

A. The Commissioners' proposal—

Cost of duplicating, without regrading, the line from South Yarra to Caulfield	£187,000	
Cost of regrading the line from South Yarra to Caulfield when done simultaneously with duplication. (If done independently, the cost would be £157,000)	124,000	
		£311,000
Increased working expenses consequent thereon, £1,362 per annum, capitalized at 4 per cent.		34,050
		<u>£345,050</u>

B. Mr. Wilson's proposal—

Cost of improving and duplicating the line from Burnley to Oakleigh, to carry the Gippsland traffic in addition to the existing service	£68,100	
Increased working expenses consequent thereon, £4,230 per annum, capitalized at 4 per cent.	105,750	
Cost of duplicating and regrading the line from Jolimont to Burnley	256,000	
Increased working expenses consequent thereon, £500 per annum, capitalized at 4 per cent.	12,500	
Cost of regrading the line from South Yarra to Caulfield when done independently of duplication	157,000	
		<u>£599,350</u>

It may be mentioned that the amount of £256,000 includes the cost (£145,400) of duplicating the Camberwell line from Jolimont to Swan-street, Richmond, and of acquiring land and making alterations to streets, &c., at Richmond to admit of duplicating the other lines through that station when required, because if any additional lines be constructed there for the Camberwell service it will be advisable to make provision for subsequent duplication of the Caulfield and Brighton lines also; but even if this expenditure were deducted from the above total of £599,350, and the statement of cost confined to the section from Richmond to Oakleigh, *via* Glen Iris, in order that the recommendations of the Commissioners and Mr. Wilson may be contrasted on equal terms from the operating point of view, the capitalization involved in the former would still be only £345,000 as compared with £453,950 in the case of the latter, and it is evident therefore that, apart from the fact that the arrangement proposed by Mr. Wilson would not be so suitable as that recommended by the Commissioners, the diversion of the Gippsland traffic from its long-established route (which is 24 chains shorter than the Glen Iris route) with a consequential inconvenience to passengers, milk traders, and others, would not be justified.

Independent, however, from the views of Mr. Wilson on this subject, the Commissioners desire to say that without the provision of separate tracks the country passenger trains cannot be run at the times which would be most suitable to the travelling public; but whilst this disability only causes inconvenience, the running of goods trains, which now vary in number from fifteen to twenty in each direction daily, and will certainly increase in number, and of which a large proportion must be run on the down journey between the hours of 6 a.m. and 12 midnight, is a different and far more serious matter, for it is becoming increasingly difficult to run these trains through the suburban area without causing delay to the passenger traffic and unreasonable delay to the goods trains, and when the suburban traffic necessitates an increased frequency of service during the slack hours, the difficulty will be more pronounced.

Under the electric traction scheme proposed by Mr. Merz, it was contemplated that during the whole period in which suburban trains are running the intervals between the trains on the Caulfield line should not be greater than fifteen minutes, and as the time occupied on the journey from Melbourne to Caulfield by the electric trains would be eighteen minutes, as against an average of 28 minutes in the case of a fully-loaded goods train, it is obvious that the maximum interval between the electric trains would be so short as to render it almost impossible to work goods trains through between the hours of 6 a.m. and 12 midnight without shunting them at one or more points *en route* in order to avoid delay to the passenger traffic. The small margin available may be illustrated by stating that if a goods train left Flinders-street at 2.3 p.m., following an electric train which departed at 2 p.m., it would not, on the average, reach Caulfield until 2.31 p.m., only two minutes before the next electric train was due; and as the movements of long and heavy goods trains are necessarily slow, it is highly probable that the goods train would delay the electric train. It is clear, therefore, that the conditions in respect of the goods trains would be decidedly unsatisfactory, and that it would be expensive and inconvenient for these trains to be subjected to the delays which would inevitably be involved in the endeavour to work them over the existing track.

Moreover, it was anticipated that after a time the electric trains would require to be run at intervals of less than fifteen minutes during the slack hours, and the almost immediate necessity under electric traction for adopting such an increased service will be appreciated when it is stated that, in consequence of the growth of the traffic, 91 suburban trains are now run daily between Melbourne and Caulfield, as compared with 95 as provided for in Mr. Merz's scheme; and therefore it would probably soon become quite impossible to operate heavy goods trains on the same track as the electric trains during the whole period in which the suburban passenger service is in effect, and a situation which could not possibly be accepted would thereby be created.

These facts clearly demonstrate that the Committee has disposed much too lightly of a most important portion of the problem, despite the views of the Commissioners, and the recommendation of Mr. Wilson, that the country passenger and goods traffic should be diverted from the Caulfield line in the event of electrification.

The congestion caused by race traffic is, as stated by the Committee, above the average on Caulfield Cup Day, and on one or two other Saturdays, but there were during last year no less than 28 Saturdays on which race traffic was conducted on the Caulfield line, and the number of special trains, viz., from 7 to 12, run in connexion with the ordinary meetings at Caulfield and other race-courses, is sufficient, when superimposed on the regular schedule for the mid-day outwards traffic, to cause serious inconvenience, which will be increased when a more frequent service is provided. The necessities of the race traffic can be met better by duplication than by electrification, because the provision of additional tracks will enable the race specials to be despatched as they are filled without dislocating the ordinary schedule, whereas, when the ordinary traffic requires to be regularly run at close intervals, as is the case at mid-day on Saturdays, it is not practicable to interpolate the race specials between the ordinary trains, and run both classes of traffic on one track with the same facility as would be afforded with duplicate tracks. In other words, an independent track is more convenient for the operation of irregular traffic.

The foregoing remarks in regard to the race traffic apply similarly, but to a lesser extent, in respect of excursion traffic, and, while it is true that under electric traction the gain in speed will benefit the outer suburbs quite as much as, if not more than, duplication, the former will not afford the same facilities as the latter for running fully-loaded trains to and from those places without stopping in the dense area.

In addition, the adoption of the recommendation of the Committee that the Camberwell and Caulfield lines be electrified would inevitably necessitate the entire electrification of the suburban lines *on the same system* of electric traction, and also the carrying out of the work to completion without any avoidable delay, otherwise serious disabilities in operation would result, and the electrification of those lines, therefore, must be necessarily regarded as forming only portion of the entire scheme of conversion which, whenever undertaken, should be completed as soon as possible.

The Commissioners desire, however, to point out that the choice of a system of electrification is still an open question, the Committee having simply stated that any doubt on the point will be removed within the next few months by operations in Europe and America, and whilst the Commissioners are not prepared to finally pronounce against the direct current system recommended by Mr. Merz and Mr. Wilson, they do not feel that the circumstances justify them in recommending the immediate adoption of the single phase alternating current system, and desire to have a more extended experience of the developments in other countries before they make a definite recommendation on this very important matter.

Under all the circumstances, the Commissioners are still strongly of opinion, notwithstanding the known possibilities of electric traction--

- (a) That the present and prospective train service on the line from South Yarra to Caulfield, in respect of inner and outer suburban traffic, race traffic, excursion traffic, country passenger traffic, and country and suburban goods traffic cannot be properly conducted otherwise than by the provision of additional tracks ;
- (b) That the electrification of the line from South Yarra to Caulfield will not afford the desired facilities for working the varied descriptions of traffic in as effective manner as duplication, and that the duplication of this line will be equally, if not more, necessary and advantageous with electric traction when the lines are subsequently converted ;
- (c) That in any circumstances it is not advisable to electrify the lines immediately on the direct current system, as proposed by Mr. Merz, mainly because the Commissioners are not convinced that this system is the best for the purpose, and they therefore desire a further postponement so that when it is advisable that the conversion (which will be by far the largest undertaking of the kind yet attempted) be taken in hand, the Government and the Commissioners will be fortified with the knowledge that due care has been exercised to conserve the interests of the State ;

and they submit that their recommendation that the line be duplicated between South Yarra and Caulfield and which was made in the light of their knowledge and experience of the varied traffic that requires to be conducted and with the full realization of their responsibilities, for the purpose of enabling them to satisfactorily carry out the work of transportation with which they are intrusted, cannot be dismissed with the simple assertion of the Committee that the requirements can be met by electrification without duplication, and they positively declare that the duplication of this line is necessary in any circumstances, and the fact that a strong advocate of electrification in Mr. R. P. Wilson felt impelled after consideration of the conditions to recommend the diversion of the Gippsland passenger and goods traffic from the Caulfield line, even if it were electrified, demonstrates that the opinion of the Commissioners on this point is absolutely justified.

It may further be mentioned that in somewhat analogous circumstances the double track on the South Coast line in New South Wales is now being duplicated for a distance of 3½ miles from Sydney to Sydenham, and that it is intended to ultimately carry out the duplication works for a distance of about 9½ miles from Sydney, whilst it is understood that additional tracks are also in contemplation on the main route from Sydney *via* Strathfield, where there are already four tracks in existence.

In regard to the question of regrading the lines with the object of abolishing the level crossings, the Commissioners consider that the regrading of the Caulfield and Camberwell lines is not in itself a matter of immediate urgency, especially from the railway point of view, and although the work should, for reasons of convenience and economy, be carried out simultaneously with duplication if the latter be undertaken, they do not consider that the regrading is of sufficient urgency to warrant its being carried out separately.

The conclusions of the Commissioners may be briefly summarized as under :—

- (a) That the duplication of the line from South Yarra to Caulfield is required in order to enable country passenger trains, country and suburban goods trains, race trains, excursion trains, and outer suburban trains to be run through without stopping and without interfering with the dense inner suburban traffic, and should be carried out as soon as possible, irrespective altogether of the electrification problem ;
- (b) That the varied traffic requirements on the Caulfield line cannot be satisfactorily met at present with the existing double track, and that the difficulty now experienced will, owing to the rapid growth of the traffic, be accentuated to such an extent by the time the duplication can be completed that it will not then be practicable to handle the traffic in an efficient manner otherwise than by the utilization of additional tracks ;
- (c) That the duplication will be at least equally beneficial under electric traction, and that, while the operating conditions under electric traction would be somewhat more advantageous than under steam traction, the advantages conferred by the adoption of the former method of traction would not be sufficient to render the duplication unnecessary. This conclusion is confirmed by Mr. R. P. Wilson's recommendation to divert the Gippsland passenger and goods traffic from the Caulfield to the Glen Iris line, and, as a matter of fact, the higher frequency and the greater speed of trains under electric traction would adversely affect the facilities for working goods trains through the suburban area in such a degree as to form a strong argument in favour of duplication ;
- (d) That, subject to the duplication of the line from South Yarra to Caulfield, the steam service, which is an excellent one, and compares favorably as regards speed with suburban electric services in London, Paris, and New York, can be continued for some years in an efficient and satisfactory manner, and that there is no pressing urgency from the transportation standpoint to immediately electrify the suburban system ;

- (e) That the line should be regraded simultaneously with the duplication ;
- (f) That the duplication of the lines from Jolimont to South Yarra and Camberwell can remain in abeyance ;
- (g) That the commercial aspect of electrification, which was the principal factor in the determination to postpone the conversion when the matter was investigated in 1908, does not, owing to the improved financial position, now constitute such an important element in deciding the question, as was the case on the previous occasion, and that the preponderating influence at the present stage is the settlement of the system of electric traction which should be adopted ;
- (h) That, while the direct current system, as recommended by Mr. Merz, has proved successful for suburban traffic, there is a strong doubt whether it would not be advisable to adopt the single phase alternating system—a system which, in addition to being reported as satisfactory for dense and short distance traffic, lends itself to extension over long distances, whereas the direct current system is commercially practicable for only comparatively short distances ; and
- (i) That, in the circumstances, the Commissioners cannot see their way at the present time to definitely pronounce in favour of either system of electric traction.

In view of the foregoing conclusions, the Commissioners beg to urge that Parliament be asked to authorize the expenditure recommended by them, viz. :—

The cost of the duplication and regrading from South Yarra to Caulfield ..	£311,000
The cost of providing a stand-by siding for locomotives at the east end of the Caulfield line platform at Flinders-street	1,500
A sum towards the cost of purchasing unimproved land that will be required in connexion with the regrading of the line between Richmond and Camberwell ..	30,000
Total	£342,500

subject to such contribution towards the cost of regrading as may be decided shall be borne by the municipalities ; and they are firmly of opinion that, independent of whether or not the electrification of the lines be determined upon, the expenditure indicated will be more beneficial than the expenditure of £310,000 (less any contribution from the municipalities) proposed by the Committee for regrading without duplicating the Caulfield and Camberwell lines, in order to enable the abolition of the level crossings thereon.

The Commissioners enclose, for the information of the Honorable the Minister, a copy of a statement embodying their views, which was presented to the Committee by the Chairman.

* * * * *

(Signed) W. FITZPATRICK,
Chairman.

The Honorable the Minister.

APPENDIX 26.

GENERAL STATEMENT IN REGARD TO THE DUPLICATION AND REGRADING OF THE CAULFIELD AND CAMBERWELL LINES.

. . . . In the Railway Loan Application Bill, which was submitted to Parliament in December last an item was included as follows :—

“Jolimont Junction to Caulfield and Camberwell—Towards purchase of land and other preliminary work in connexion with the duplication of the lines—£100,000,”

and in the notes accompanying the Bill it was stated that—

“Complete detailed estimates have not yet been prepared, but a rough estimate of the total cost of two additional tracks on each of these lines is £900,000.”

The work of summarizing the results of the investigations and revising the plans and estimates was intrusted to a Committee of Officers comprising Mr. E. H. Ballard, Engineer of Way, Mr. T. B. Molomby, Superintendent of Passenger Train Service, and Mr. E. C. Blazey, Superintendent of Goods Train Service, and the Committee, which was instructed to report on the eight definite questions set out hereunder, and on any other points which might come under their notice :—

- (1) Causes which necessitate duplication.
- (2) Reasons for recommending two additional tracks instead of only one.
- (3) Order in which it is recommended that the various sections of the line be duplicated—state advantages to be gained by completion of each section, and prepare separate estimates of cost of each section.
- (4) Terminal facilities at Flinders-street Station—how affected by duplication and what (if any) alterations and additions will have to be made, with estimates of cost of same.
- (5) Advisability of regrading line simultaneously with duplication.
- (6) Estimates of extra cost of regrading and saving in working expenses by doing so.
- (7) Advisability when purchasing property for widening through Richmond of obtaining enough to provide for duplicating in the future the line to Windsor.
- (8) Reasons why electrification will not obviate the necessity for more tracks—

has devoted considerable time and attention to the matter and has furnished a full report.

The broad views of the Committee of Officers, as indicated in their report, are that the lines from Jolimont Junction to both Caulfield and Camberwell should be duplicated, but that while the duplication of the Caulfield line is a matter of urgent necessity, the duplication of the Camberwell line may at present be regarded as a matter of comparative desirability.

After full consideration, the Commissioners, while agreeing with most of the details of the Officers' Report, and being convinced that improved facilities for the large and increasing traffic must be provided forthwith on the Caulfield line, and before long on the Camberwell line also, do not consider that the circumstances warrant the duplication at the present time of any portion of the line to Camberwell, nor of the portion of the line to Caulfield between Jolimont Junction and South Yarra Junction, but they are firmly of opinion that the line from South Yarra Junction to the down side of Caulfield should be duplicated within the earliest practicable time, and that at the same time the line should be regraded so as to do away with all the level crossings.

Their reasons for arriving at this conclusion may be briefly stated as follows :—

- (1) It is necessary to provide as early as possible better facilities for carrying on the large and fast increasing traffic between Melbourne and Caulfield, and there are strong indications that within two or three years much improved facilities will have to be initiated in order to effectively cope with the increasing traffic between Melbourne and Camberwell.

While it is practicable at comparatively small expense, by the provision of more powerful locomotives and the shortening of some of the block sections, to enable the time interval between trains on the Camberwell line to be reduced to three minutes, and such improvements would probably be sufficient to take care of the increasing traffic on that line for some years, the circumstances on the Caulfield line are more difficult to deal with, in that provision must be made for dealing effectively with the heavy traffic to the Caulfield and other race-courses, for the extensive excursion traffic, and for the large and rapidly growing passenger and goods traffic of the Eastern District, and the only way to efficiently cater for the various kinds of traffic on this line is to construct two additional tracks through the steep-grade section between South Yarra and Caulfield.

- (2) It is desirable to provide two additional tracks rather than one, because the estimated saving by the provision of only one additional track instead of two amounts to only about 9 per cent., and such saving would be quite outweighed by the advantages which would be gained in working the traffic and in constructing the two tracks at the one time instead of separately.
- (3) In order to give a substantial measure of relief in traffic working at the earliest date practicable, it is recommended that the duplication of the tracks from the “up” side of South Yarra to the “down” side of Caulfield (estimated cost, inclusive of that of regrading, £311,000) be taken in hand forthwith. It is considered that about 2½ years will elapse from the time the work is commenced until the additional tracks on that section can be ready for traffic.
- (4) The additional trains of which the duplication of the line will admit can be dealt with at the existing platforms at Flinders-street Station, and with but little expense for increased track accommodation.

- (5) The desirability of regrading the Caulfield line from South Yarra through Malvern and the Camberwell line at Burnley, and from Hawthorn through Camberwell, as a remedy for delay and inconvenience to the public at the numerous level crossings, has been advocated by the local councils at various times during the past decade, but the Department has contended that such works would be of much greater benefit to the users of the streets than to the Railways, and that they should only be undertaken on condition that the local municipalities bear a large share of the cost on behalf of the residents.

Any disabilities now suffered by vehicular traffic would be largely increased if numbers of additional trains were run and the level crossings retained, whilst in addition the municipalities have proposed to construct an electric tramway along Glenferrie-road, which would cross the railways at Malvern and Glenferrie Stations, and, in the interests of public safety, the Commissioners are unable to agree to a level crossing of the tramway and the Railway (when the latter is duplicated) at Malvern, and the desirability of regrading the Caulfield line will thus become more acute by the duplication of the tracks and the increased facilities and safety to street traffic would be so valuable that the Commissioners consider it advisable, in the interests of the residents, that the regrading be effected concurrently with the duplication.

- (5) The estimated cost of the regrading simultaneously with the duplication of the Caulfield line from Chapel-street, South Yarra, to High-street, Armadale, and from Boundary-road, Armadale, to Dandenong-road, Malvern, is £124,000, and the only appreciable advantages from a railway working point of view would be an estimated saving of £1,649 per annum in the wages of signalmen and gatekeepers, or equal to interest at 4 per cent. per annum on £41,225, and the practicability through the improvement of the grades of slightly increasing the size of the suburban trains, which, however, would not mean any monetary saving.

A sum of, say, £83,000 would therefore be required to complete the regrading beyond the amount which could payably be invested in such work from a railway point of view, and the additional street traffic facilities would be so valuable that the Commissioners are of opinion that a large part of the sum of £83,000 should be contributed by the municipalities, subject to a special contribution on behalf of the proposed tramway along Glenferrie-road.

- (7) After careful consideration, the Commissioners are of opinion that the requirements of the traffic for some few years to come can be met without incurring the cost of duplicating the lines on the sections from Jolimont Junction to South Yarra and Camberwell, and they now recommend that the duplication of those sections, and the purchase of the land for future duplication between Punt-road, Richmond, and the river at South Yarra be held in abeyance.

Although it may not become actually necessary to take in hand the regrading of any part of the Camberwell line during the next two or three years, it is practically certain that within a few years the expansion of traffic will be so great as to make it highly desirable to regrade the line so as to do away with the level crossings.

In order to enable regrading work to be carried out without interfering with the regular traffic, additional land will have to be obtained, and, especially at and in the vicinity of stations, as much extra land will be required for regrading alone, as would be necessary for both duplication and regrading.

While it is not proposed to at present negotiate for the purchase of such extra lands along the Camberwell line as are already occupied by substantial buildings, and, therefore, not likely to be increased in cost by further improvements being added during the next two or three years, there are numbers of pieces of land alongside the railway, which are at present unoccupied by buildings, portions of which lands it will be necessary to resume for regrading work. The Commissioners consider it would be good policy to purchase as much as will be required of such lands, as can from time to time be obtained at reasonable prices, before any further improvements are placed upon them, and they recommend that a sum of £30,000 be made available for that purpose.

- (8) The question as to whether electrification would admit of the traffic requirements on the Caulfield line from South Yarra to Caulfield being adequately met without duplication has been carefully considered, and, as already stated, the Commissioners are of opinion that the only way to cater efficiently for those requirements is by the duplication of the line. It is recognised that with electric traction it would be possible to provide a more frequent service than with steam traction, but what is required is the facility to run goods trains, country passenger trains, race trains, excursion trains, and outer suburban trains between Melbourne and Caulfield without stopping, independently of the suburban stopping trains, and this cannot be satisfactorily accomplished without additional tracks.

Summarized, the recommendations of the Commissioners are:—

That the duplication of the Caulfield line from the "Up" side of South Yarra to the "Down" side of Caulfield, combined with the regrading of the line from Chapel-street, South Yarra, to High-street, Armadale, and from Boundary-road, Armadale, to Dandenong road, Malvern, be commenced forthwith and completed as soon as practicable—estimated cost, £311,000.

That a stand-by siding for locomotives be provided at the East end of the Caulfield trains platform at Flinders-street Station—estimated cost, £1,500.

That the duplication of the Caulfield line from Jolimont Junction to South Yarra Junction, and of the Camberwell line from Jolimont Junction to Camberwell, or any section thereof (including regrading), be held in abeyance.

That as it is practically certain that within a very few years the growth of traffic will render it highly desirable to regrade the line so as to get rid of all the level crossings between Richmond and Camberwell, portions of the lands which are at present practically unimproved that will be required in connexion with such regrading be purchased as opportunities may occur to do so at reasonable prices, and that a sum of £30,000 be made available for that purpose.

That a substantial part of the cost of regrading the Caulfield line, and thereby doing away with the level crossings of streets, should be borne by the municipalities, subject to a special contribution on behalf of the proposed tramway along Glenferrie-road.

The estimated expenditure involved in the construction of the proposed works and the purchase of land through Richmond to permit of future extensions may be thus summarized :—

South Yarra to Caulfield—Duplication and regrading	...	...	£311,000
Flinders-street Station—Stand-by siding for locomotives at East end of Caulfield trains platform	...	...	1,500
Towards purchase of land that will be required in connexion with the regrading of the line between Richmond and Camberwell	...	...	30,000
			£342,500

The above estimate for duplication and regrading, South Yarra to Caulfield, is based on the experience of expert officers in carrying out similar works on a smaller scale, but in view of the magnitude of the proposed works and of the tendency to the enhancement of prices in all directions, it is quite probable that estimates made at the present time will be exceeded.

DIAGRAM N° 3

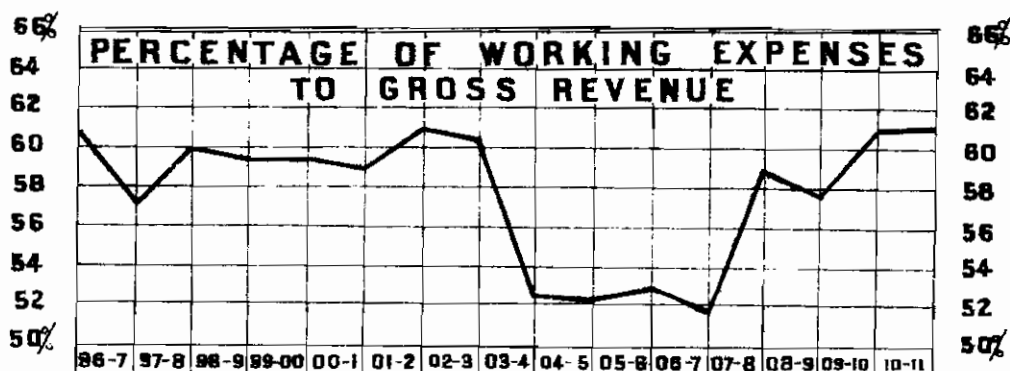
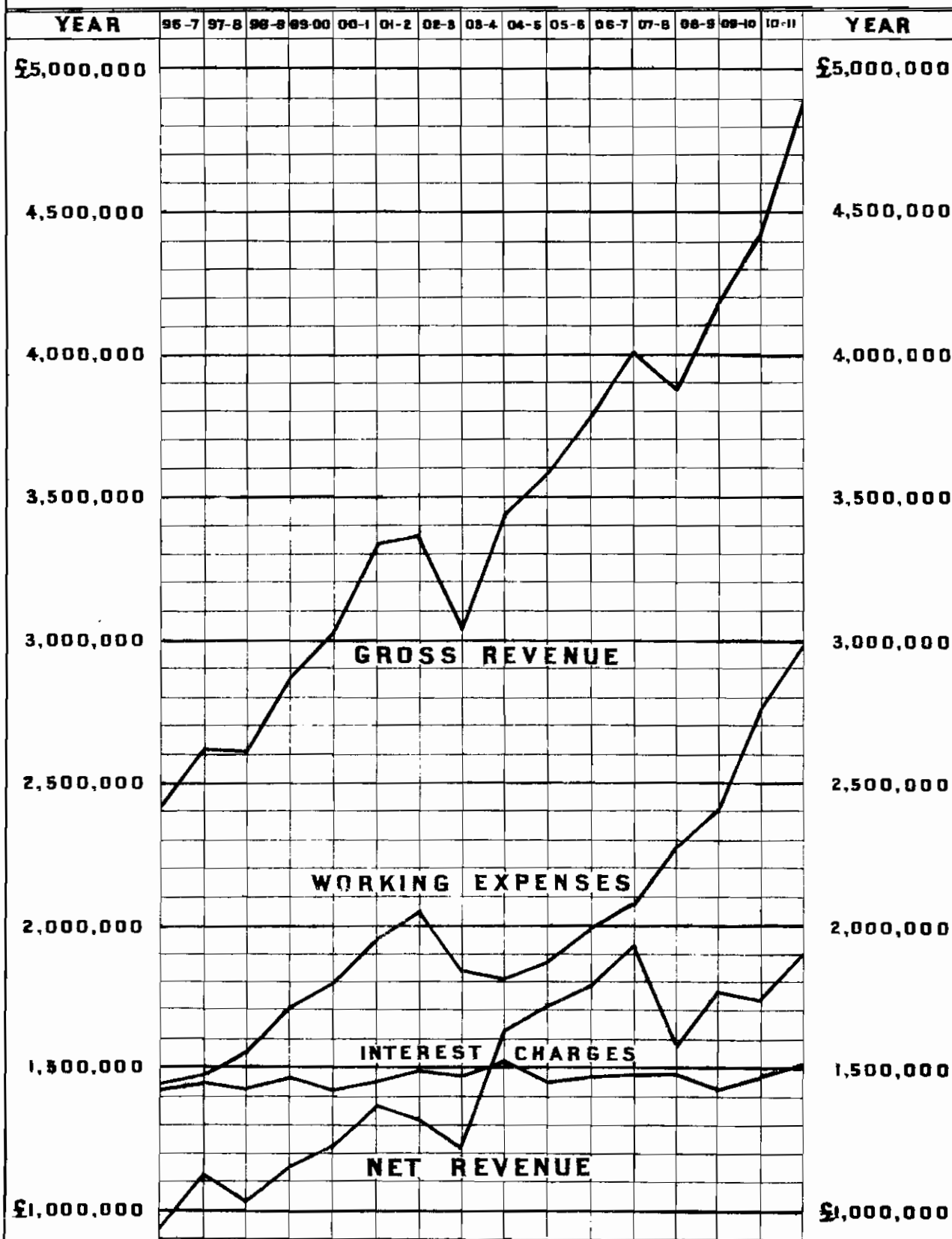


DIAGRAM N° 4

PER AVERAGE MILE OF RAILWAY OPEN

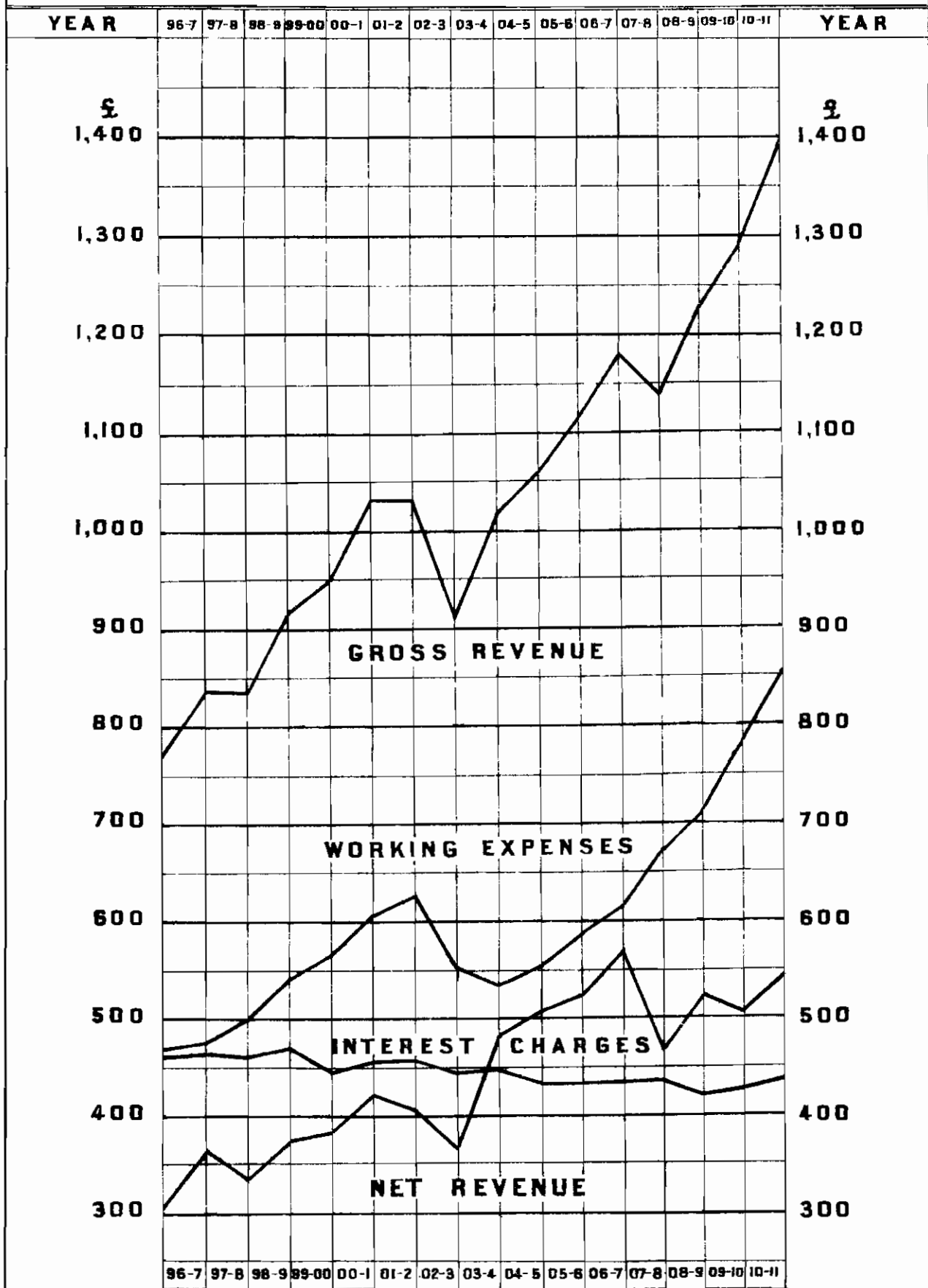
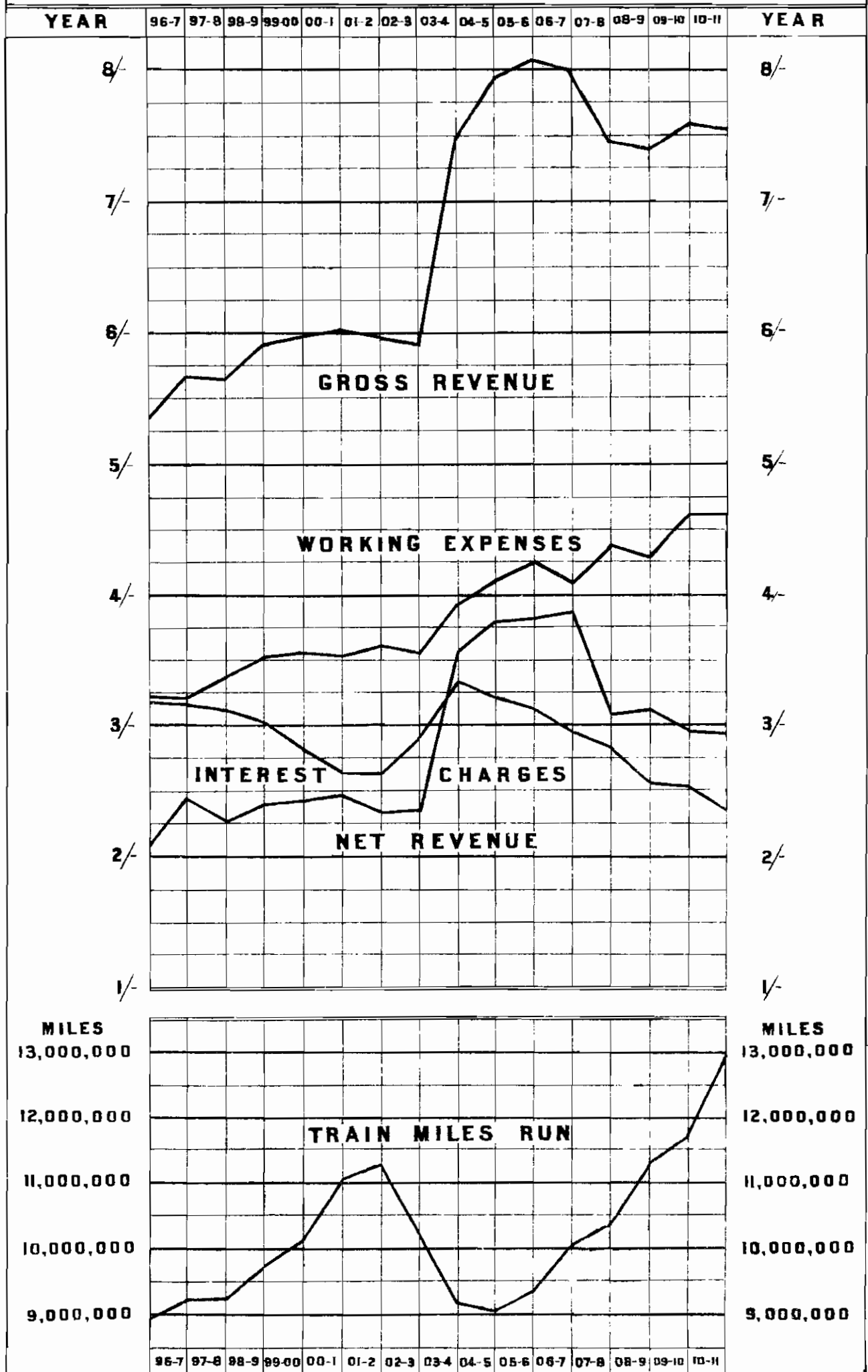


DIAGRAM N° 5

PER TRAIN MILE RUN



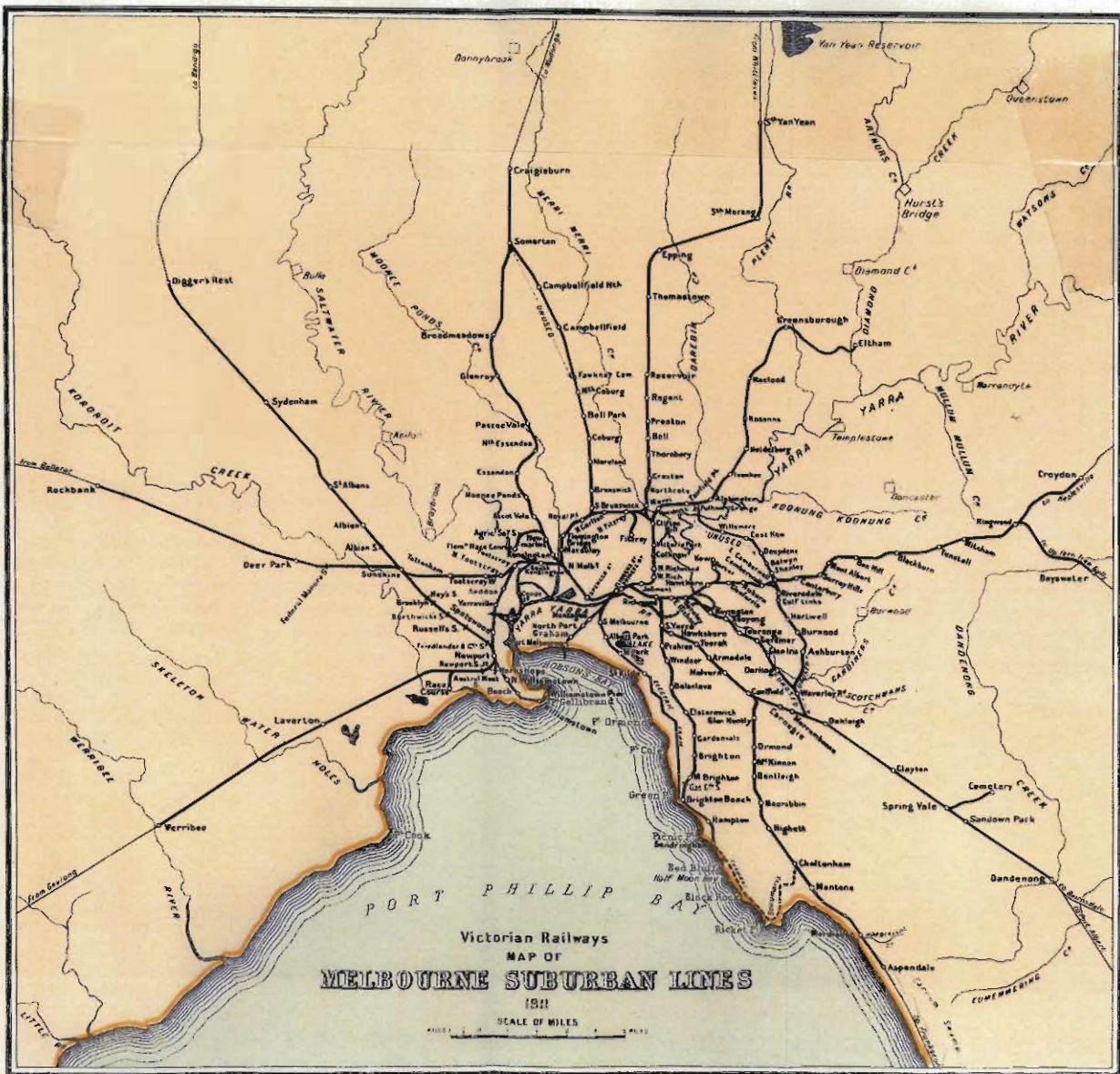


MAP
OF
VICTORIA

Showing Victorian Government Railways
(in Red)

1911

SCALE OF MILES



N. TERRITORY

SOUTH AUSTRALIA

QUEENSLAND

NEW SOUTH WALES

Railway Map
OF PART OF
AUSTRALIA

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

1911

SCALE OF MILES

0 25 50 75 100

BASS STRAIT

TASMAN SEA

SOUTH

PACIFIC

OCEAN

