

1912.
—
VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

FINANCIAL YEAR ENDING 30TH JUNE, 1912.

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

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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE FINANCIAL YEAR ENDING 30TH JUNE, 1912.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 25th September, 1912.

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, 1912.

Notwithstanding a large decrease in the grain yield as compared with the previous year, the revenue was the highest which has ever been earned in one year, owing in a large measure to the continued development of passenger traffic on both suburban and country lines, and the financial results of working the Railways, which were of a satisfactory nature, are as shown in the following statement:—

	£	s.	d.
GROSS REVENUE	5,218,967	6	3
WORKING EXPENSES (including Special Payments of £25,400 into the Railway Accident and Fire Insurance Fund, £50,000 into the Rolling-Stock Replacement Fund, and £50,000 on Special Renewals for the purpose of releasing serviceable rails for the construction of new Railways)	3,310,484	8	1
NET REVENUE	1,908,482	18	2
NET REVENUE OF ST. KILDA and BRIGHTON ELECTRIC STREET RAILWAY	1,729	6	0
TOTAL NET REVENUE	1,910,212	4	2
INTEREST CHARGES and EXPENSES	1,513,101	17	6
PENSIONS and GRATUITIES	131,319	0	6
	1,644,420	18	0
SURPLUS	265,791	6	2

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

	Year 1910-11.	Year 1911-12.	Increase or Decrease.	
			+	—
	£ s. d.	£ s. d.	£	s. d.
Gross Revenue	4,896,210 5 6	5,218,967 6 3	+ 322,757	0 9
Working Expenses	2,991,673 9 1*	3,310,484 8 1*	+ 318,810	19 0
Net Revenue	1,904,536 16 5	1,908,482 18 2	+ 3,946	1 9
Net Revenue of St. Kilda and Brighton Electric Street Railway	3,033 5 10	1,729 6 0	— 1,303	19 10
Total Net Revenue	1,907,570 2 3	1,910,212 4 2	+ 2,642	1 11
Interest Charges and Expenses ..	1,516,764 6 11	1,513,101 17 6	— 3,662	9 5
Pensions and Gratuities	107,830 14 2	131,319 0 6	+ 23,488	6 4
Total Interest Charges and Pensions and Gratuities	1,624,595 1 1	1,644,420 18 0	+ 19,825	16 11
Surplus	282,975 1 2	265,791 6 2	— 17,183	15 0

* Including the following Special Payments :—

	Year 1910-11.	Year 1911-12.
Into Railway Accident and Fire Insurance Fund	£66,904 13 11	£25,400 0 0
Into Rolling-Stock Replacement Fund	100,000 0 0	50,000 0 0
For Special Renewals for the purpose of releasing serviceable rails for the construction of new lines	50,000 0 0	50,000 0 0

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

	Year 1908-1909.	Year 1909-1910.	Year 1910-1911.	Year 1911-1912.
*Average Mileage of Railway worked ...	3,397	3,441	3,505	3,543
*TRAFFIC TRAIN MILEAGE.				
Passenger—Country ...	2,351,597	2,297,247	2,429,335	2,679,590
" Suburban ...	3,259,024	3,301,666	3,470,697	3,833,144
Mixed ...	2,522,366	2,514,406	2,642,628	2,772,876
Goods (including Live Stock) ...	3,157,591	3,592,293	4,430,063	4,750,965
Total ..	11,290,578	11,705,612	12,972,723	13,836,375
Number of Passenger Journeys ...	81,020,620	85,280,235	93,795,806	104,234,732
Tonnage of Goods ...	3,783,699	4,120,195	4,586,904	4,886,001
Tonnage of Live Stock ...	383,087	348,245	380,723	411,684
*GROSS REVENUE.				
Coaching Traffic.				
Passenger—Country ...	£ 1,039,243	£ 1,089,603	£ 1,217,097	£ 1,347,774
" Suburban ...	746,844	783,178	846,619	959,367
Dining Car Service ...	5,852†	11,603	12,624	14,221
Parcels, &c. ...	166,689	175,110	191,114	207,307
Horses, Carriages, and Dogs ...	16,201	16,514	18,885	21,398
Mails ...	66,330	66,554	68,516	74,426
	2,041,159	2,142,562	2,354,855	2,624,493
Goods Traffic.				
Goods ...	1,814,821	1,915,911	2,095,263	2,085,488
Live Stock ...	252,356	258,665	289,384	320,831
Minerals ...	...	47,805†	73,031	100,663
	2,067,177	2,222,381	2,457,678	2,506,982
Rentals ...	57,365	64,447	68,417	71,437
Miscellaneous ...	12,423	14,473	15,260	16,055
Total ...	4,178,124	4,443,863	4,896,210	5,218,967
Per mile of Railway worked ...	1,230	1,291	1,397	1,473
Per traffic train-mile ...	7s. 4'81d.	7s. 7'11d.	7s. 6'58d.	7s. 6'53d.
*WORKING EXPENSES.				
Transportation Branch ...	£ 641,431	£ 684,394	£ 766,784	£ 901,024
Way and Works Branch ...	625,602	643,912	803,658	893,350
Rolling-Stock Branch—Operating Expenses ...	620,669	696,477	756,802	842,438
" Repairs and Renewals ...	372,766	359,725	407,056	497,940
" Payment into Rolling-Stock Replacement Fund ...	...	170,000	100,000	50,000
General Expenses ...	58,108	59,818	65,987	74,237
Payment into Railway Accident and Fire Insurance Fund ...	90,863(a)	97,219(a)	91,386(a)	51,495(a)
Total ..	2,409,439(b)	2,711,545(b)	2,991,673(b)	3 310 484 (b)
Per mile of Railway worked ...	709	788	854	934
Per traffic train-mile ...	4s. 3'22d.	4s. 7'59d.	4s. 7'35d.	4s. 9'42d.
Percentage of Gross Revenue ...	57'67	61'02	61'10	63'43
*NET REVENUE AFTER PAYMENT OF WORKING EXPENSES ...				
	£ 1,768,685	£ 1,732,318	£ 1,904,537	£ 1,908,483
Per mile of Railway worked ...	521	503	543	539
Per traffic train-mile ...	3s. 1'59d.	2s. 11'52d.	2s. 11'23d.	2s. 9'11d.
NET REVENUE OF ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY ...				
	£ 1,866	£ 2,025	£ 3,033	£ 1,729
TOTAL NET REVENUE ..	1,770,551	1,734,343	1,907,570	1,910,212
INTEREST CHARGES AND EXPENSES ..	1,430,093	1,472,916	1,516,764	1,513,102
PENSIONS AND GRATUITIES ..	105,415	106,330	107,831	131,319
Total Interest Charges and Pensions and Gratuities ..	1,535,508	1,579,246	1,624,595	1,644,421
SURPLUS ..	235,043	155,097	282,975	265,791

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

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

‡ In previous years Mineral Traffic was included with Goods.

(a) Includes Special Payment, in year 1908-9, £69,972 5s., in year 1909-10, £75,000, in year 1910-11, £66,904 13s. 11d., and in year 1911-12, £25,400.—(b) For details see Appendix No. 21.

Gross Revenue.

The Gross Revenue was 6·59 per cent. greater than that of the preceding year—which had constituted a record—and the increase, which amounted to £322,757, was distributed amongst the different subdivisions of traffic as follows:—

	£	Per cent.	£	Per cent.
Passengers—Country ...	130,677	10·74		
„ —Suburban ...	112,748	13·32		
			243,425	11·80
Dining Car Service ...	...	...	1,597	12·65
Parcels ...	...	...	16,193	8·47
Horses, Carriages, and Dogs ...	...	...	2,513	13·31
Mails ...	...	...	5,910	8·63
Goods and Minerals ...	...	...	17,857	·82
Live Stock ...	...	...	31,447	10·87
Rentals ...	...	...	3,020	4·41
Miscellaneous ...	...	...	795	5·21
Total ...	...	...	£322,757	...

The Gross Revenue per traffic train mile was 7s. 6·53d., or 0·05d. less than in the previous year.

Working Expenses.

The Working Expenses are contrasted in detail with those of the previous year in Appendix No. 21.

The percentage of Working Expenses to Gross Revenue was 63·43, as compared with 61·10 in the previous year.

The increase in the Working Expenses, viz., £318,811, or 10·66 per cent., was made up as follows:—

	Increase.	Decrease.	Net Increase.
	£	£	£
Transportation Branch ...	134,240	...	...
Way and Works Branch ...	89,692	...	...
Rolling-stock Branch—			...
Operating Expenses ...	85,636	...	...
Repairs and Renewals ...	90,884	...	...
Payment into Rolling-stock Replacement Fund ...	...	50,000	...
General Expenses ...	8,250	...	...
Payment into Railway Accident and Fire Insurance Fund ...	...	39,891	...
Total ...	408,702	89,891	318,811

and was due to—

- (a) The additional train mileage, which amounted to 863,652 miles, or equivalent to 6·66 per cent.
- (b) The increases in salary and wage, and other concessions, which were granted to the staff under the provisions of Regulation 54, or in accordance with the provisions of new or amended Wages Board Determinations;
- (c) Increased prices paid for coal and oil;
- (d) The establishment of Repair Shops at Country Depôts;
- (e) The replacement of an increased number of truck covers; and
- (f) Extra expenditure incurred in connexion with additions and improvements.

Net Revenue.

The Net Revenue after the payment of Working Expenses and of Pensions and Gratuities was equivalent to 4·03 per cent. of the railway debt of the State.

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. :—

	£	s.	d.
For decrease in the revenue due to the carriage of Victorian Coal at reduced rates	...	10,018	0 10

Railway Accident and Fire Insurance Fund.

A sum of £25,400 was credited to the 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), and the total amount credited to the Fund during the year, including a contribution of £75 in respect of the revenue of the St. Kilda and Brighton Electric Street Railway, was £51,570.

Pensions and Gratuities.

Eighty-nine officers and employés entitled to pension or compensation left the Service through various causes during the year ; but, on the other hand, twenty-three employés had their pension rights restored under the provisions of Act No. 2329, so that the net decrease in the number of officers and employés entitled to pension or compensation was sixty-six, and the number of such officers and employés in the Service at 30th June, 1912, was 1,578 (see Appendix No. 19).

The amounts paid in Pensions and Gratuities to retired officers and employés or their dependent relatives were £106,358 and £24,961 respectively, or a total of £131,319, as compared with £103,496 and £4,335 respectively, or a total of £107,831, in the previous year.

The increase was due mainly to the passing of Act No. 2329, which restored full pension and compensation rights to a number of employés who had participated in the Strike of Enginemen in 1903 (and who had been penalized by the reduction of their pension and compensation rights to two-thirds or one-third of the full amount, or by the abolition of such rights) and which thus necessitated extra payments in respect of men who had been retired from the service, or died, subsequent to 1903.

Capital Expenditure.

The total expenditure charged to Capital Account at 30th June, 1911, was ... £ 44,180,774 s. 3 d. 7

and during the year ending 30th June, 1912, 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	...	...	2	13	6
Ouyen—Kow Plains	...	...	28,894	10	2
Kow Plains—Murrayville	...	...	21,845	0	8
Ultima—Chillingollah	...	...	799	17	0
Crowland—Navarre	...	...	36	6	4
Beeac—Newtown	...	...	15,175	11	5
Beech Forest—Crowe's	...	...	5,031	4	7
Gheringhap—Maroona	...	...	182,363	5	3
Rupanyup—Marnoo	...	...	576	9	4
Noradjuha—Toolondo	...	...	17,997	3	10
Jeparit—Lorquon	...	...	16,185	2	5
Rushworth—Colbinabbin	...	...	102	13	4
Benalla—Tatong	...	...	60	8	0
Eltham—Hurst's Bridge	...	...	31,263	11	11
Woolamai—Powlett Coal Fields	...	...	12,001	12	4
Moe—Walhalla	...	...	1,004	4	6
Bairnsdale—Orbost	...	...	13,344	0	8
			346,683	15	3

Less net credit Nyora — Woolamai Line... 1,450 9 2
345,233 6 1

Surveys ... 10,726 5 5

Net Increase in Capital Expenditure on Surveys and Construction of New Lines ... £355,959 11 6

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

Way and Works ... £445,795 14 2
Rolling-Stock ... 914,633 16 9

Net Increase in Capital Expenditure for Additions and Improvements on Existing Lines and to Rolling-stock ... 1,360,429 10 11

Net Increase in Expenditure on Capital Account ... £1,716,389 2 5

so that the total expenditure charged to Capital Account at 30th June, 1912, was ... £45,897,163 6 0

Loan Funds.

£ s. d.

The total liability in respect of Current Loans allocated to the Railways, at 30th June, 1911, was 42,465,522 3 5

and during the year ending 30th June, 1912, 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 1753 (3 per cent.) ...	8,000	0	0
Act 2041 (3½ per cent.) ...	86,966	4	5
Act 2161 (3 per cent.) ...	82,848	14	6
Act 2286 (3½ per cent.) ...	405,664	6	6
Act 2308 (4 per cent.) ...	181,393	9	7
Act 2323 (3½ per cent.) ...	917,306	6	4
	1,682,179	1	4
For Redemption of Advance pending issue of Securities.			
Act 1982 (3½ per cent.) ...	200,000	0	0
Act 2026 (3½ per cent.) ...	402,249	19	9
	602,249	19	9
	2,284,429	1	1
Less Amount redeemed on account of Advance of £749,999 19s. 9d., pending issue of Securities	599,999	19	9
Net Increase for the year	£1,684,429	1	4
so that the total liability in respect of Current Loans allocated to the Railways at 30th June, 1912, was (see Appendix No. 7)			
	£44,149,951	4	9
The proceeds of Loans allocated to the Railways, after deducting Discounts and Expenses (less Net Premiums received), amounted at 30th June, 1911, to	£41,107,751	11	4
and as this amount was increased during the year ending 30th June, 1912, by	1,652,934	5	11
the total amount at 30th June, 1912, was	£42,760,685	17	3
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, which represents the Net Discount and Expenses for the year was	£31,494	15	5
of which the amount incurred in raising loans for Construction Works was	£29,244	15	5
and the balance, incurred in connexion with the redemption of Advance pending issue of Securities, was	2,250	0	0

Interest Account.

The Interest on Current Loans allocated to the Railways
(see Appendix No. 7) amounted during the year to ... £ 1,524,340 s. 6 d. 0

And in addition the Railways were debited with—

Expenses incurred by the Treasury in connexion with

Payment of Interest, amounting to ... £ 4,451 s. 1 d. 6

Or a total of ... £ 1,528,791 s. 7 d. 6

£ s. d.

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, 1910, and 1911, to the extent of ... £ 14,965 s. 6 d. 1

and on the amount to the credit of the Railways
Interest Reserve and Railways Additions and
Improvements Funds to the extent of ... £ 724 s. 3 d. 11

Or a total credit of ... £ 15,689 s. 10 d. 0

so that the net debit for Interest and Expenses for the year
1911-12 was ... £ 1,513,101 s. 17 d. 6

This amount (£1,513,102) represents a decrease of £3,662 as compared
with 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, 1911 ... £ 3,879,248 s. 19 d. 2

and as further moneys (expended under Vote 166) were provided
during the year out of Consolidated Funds and debited to
Construction Works, to the extent of ... £ 2,470 s. 14 d. 10

the total amount so provided as at 30th June, 1912 (see Appendix
No. 5), was ... £ 3,881,719 s. 14 d. 0

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

Lines Closed for Traffic.	Mileage.	Approximate Capital Cost.
Dunkeld to Penshurst (dismantled) ...	15·87	£ 50,000
Canterbury Loop Line (dismantled) ...	0·20	160,000
Ashburton to Oakleigh ...	2·37	
Fairfield Park to Deepdene ...	3·34	
Darling to Waverley ...	0·84	
Lancefield to Kilmore ..	18·10	117,207
Fawkner Cemetery to Somerton ...	5·28	53,217
Geelong Race-course Line (dismantled) ...	1·96	5,317
Totals ...	47·96 miles	£ 392,741
Surveys of lines not constructed ...	...	£ 359,284
Grand Total ...	...	£ 752,025

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 are shown in detail in Appendix No. 22.

The Capital Expenditure at 30th June, 1912, on account of					
the construction of this line was	...	...	...	...	£44,197
and for Rolling-Stock	...	...	...	...	£16,393
or a total of					£60,590

which represents an increase of £1,583 for the year.

The Gross Revenue was £15,012, or an increase of £2,160 over that earned during the previous year, whilst

The Working Expenses, which include £1,400 for renewing the storage battery in connexion with the Electrical plant, heavier expenditure on the maintenance of the Power House plant, and additional expenditure due to the increased wages paid to the staff and the extra car mileage, amounted to £13,283—an increase of £3,464 as compared with the previous year, and

The Net Revenue was, therefore, £1,729—a decrease of £1,304 as compared with the previous year, and £349 less than the interest on the capital invested.

The car mileage was 367,306 miles—an increase of 20,457 miles—and the number of passengers carried was 1,674,918, or an increase of 264,011 as compared with the previous year.

New Lines Opened for Traffic.

Line.	Miles.	Date Opened for Traffic.
Cressy to Newtown	24.49	25.9.11
Ouyen to Kow Plains	56.39	25.6.12
Kow Plains to Murrayville	11.48	25.6.12
Eltham to Hurst's Bridge	6.64	25.6.12

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, 1912:—

Line.	Mileage.
White Cliffs to Yelta	9.75
Gheringhap to Maroona	100.75
Noradjuha to Toolondo	11.25
Jeparit to Lorquon	14.50
Bairnsdale to Orbost	60.00
	196.25

The construction of the following new lines of 5 feet 3 inches gauge was authorized, but had not been commenced at 30th June, 1912:—

Line.	Mileage.
Rushworth to Colbinabbin	12.00
Benalla to Tatong	18.25
Crowland to Navarre	23.00
	53.25

Mileage of Railways and Tracks Open for Traffic.

	Year 1910-11.	Year 1911-12.
	Miles.	Miles.
Route Mileage at 30th June	3523·36	3622·36
" average during year	3504·66	3543·31
Main Tracks, at 30th June	3863·66	3962·66
" average during year... ..	3839·28	3883·61
Sidings, at 30th June	628·33	651·58
St. Kilda and Brighton Electric Street Railway—		
Main track at 30th June	5·13	5·13
Sidings at 30th June	·83	·83

Reductions in Freights.

During the year substantial reductions in freights, with an estimated annual value of £76,000, were made, and the principal commodities which were benefited by the reduced rates were:—

Agricultural Produce.
 Flour from Country Mills for export.
 Manures (including Lime).
 Frozen Meat from Country Works.
 Sheep and Lambs for Freezing Works.
 Firewood and Mining Timber.
 Colonial Spirits.
 Beehives and Honey.
 Wrought Iron Pipes for Water Works Trusts, &c.
 Chicory Roots.
 Beet Sugar.
 Leather (on the Up journey).
 Wattle Bark and Hides for Country Tanneries.
 Vehicle Wheels (in the rough and unfinished).
 Trees (Fruit and shelter and cuttings).

Duplication and Regrading of the Lines between South Yarra and Caulfield.

In pursuance of the scheme for duplicating and reggrading this section of line, towards the accomplishment of which an amount of £150,000 was provided under the *Loan Application Bill* 1911, the Toorak and Malvern Stations were partly demolished and temporary island platforms substituted. The earthworks for the new tracks between Toorak and Malvern, and the construction of the overhead bridges where level crossings now exist, were also proceeded with, and the work progressed satisfactorily and as rapidly as was anticipated.

Gravitation Goods Yard near North Melbourne.

Owing to the unstable nature of the ground forming the foundation for the embankment on the south side of the Moonee Ponds creek, several subsidences occurred which necessitated the provision of additional filling and the extension of the bridge over the creek, and somewhat retarded the progress of the work. It is, however, anticipated that a sufficient portion of the works will be completed to accommodate the traffic from the Western, North-western, and Northern systems during the forthcoming grain season, and the balance of the work will be completed as quickly as possible.

Duplication of the Flinders-street Viaduct.

The duplication of the Flinders-street viaduct was commenced. Good progress was made with the substructure, and the foundations for a number of the piers were established, whilst a contract was let for a portion of the superstructure.

Supply of Steel Rails.

A contract was entered into and completed during the year for the supply of 1,647 tons of 100-lb. and 19,718 tons of 80-lb. steel rails, together with the necessary fastenings, or sufficient to relay about 10 and 156 miles of track respectively. The 80-lb. rails were required for the purpose of relaying light rails for the construction of new lines, and the 100-lb. rails for the same purpose and for relaying and renewals generally and reserve stock.

A contract was also entered into late in the year for the supply of approximately 400 tons of 92-lb. steel Tram rails, for use in the duplication of the portion of the St. Kilda and Brighton Electric Street Railway, between the St. Kilda Railway Station and the Elwood Power House.

Tenders were invited in May for the supply of 13,146 tons of 80-lb. steel rails, as well as 2,100 tons of 60-lb. steel rails, to be used principally in the manufacture of points and crossings, but owing to the unsatisfactory nature of the quotations no tender was accepted.

Rail Motor Cars.

The two gasoline rail motor cars obtained from the McKeen Motor Car Company, United States of America, were placed in regular service in May last, one between Ballarat and Maryborough, and the other between Hamilton and Warrnambool. So far these cars have given satisfactory service, but it is yet too early to express a definite opinion as to their economic value as compared with that of an ordinary steam train running under similar conditions.

Arrangements were also made to obtain from England an engine, boiler, &c., of the Great Western type of rail motor car (steam) for trial purposes, and this is expected to arrive here shortly. The car body and the underframe for this engine is being made at the Newport Workshops.

Way and Works Branch.

The way and works were maintained in good working order and repair throughout the year—*vide* the certificate of the Chief Engineer in Appendix No. 3—and the duplication and regrading of a portion of the Caulfield line, and other highly important and special works to which reference has already been made, were proceeded with.

Other important works undertaken or completed included the duplication of the line from Westgarth to Alphington, which is nearing completion; the regrading (now completed) of the line between Essendon and North Essendon, including the abolition of the level crossing at Glass-street and the provision of a new overhead crossing at Napier-street; and the regrading of the line at South Geelong and the substitution of an overhead bridge for the level crossing at Moorabool-street, which is well advanced.

The policy of relaying light lines with heavier rails was continued, and during the year 167 miles of track were relaid with steel rails as follows :—

Description of Rails.						Miles of track relaid.
New 100 lb.	..	..	..	..	..	2·7
New 80 lb.	..	..	..	..	..	133·3
Serviceable 100 lb. and 80 lb.	..	..	..	..	..	1·7
Serviceable 75 lb., 66 lb., and 60 lb., released from other lines by the substitution of heavier rails	..	..	..	..	..	29·3
Total	..	..	..	..	..	167·0

and the tracks were also strengthened by 8,564 additional sleepers ; whilst 291,874 sleepers were renewed, and 251 miles of fencing were rebuilt.

Thirty-three additional places were interlocked and 426 interlocking levers installed, making the proportion of interlocked places 69·73. Forty-four sets of staff, tablet, or Annett's Lock Gear were provided at 33 intermediate non-staff stations and 105 sets of plunger locking gear at 47 staff stations.

The installation of improved safe-working systems on the suburban lines was pushed forward as expeditiously as possible ; the lock and block system was installed at North Richmond and Collingwood and is in hand on the sections from Hawksburn to Caulfield, Spencer-street to Broadmeadows, and East Richmond to Camberwell ; whilst the lines from North Melbourne to South Kensington (down line), Jolimont Junction to East Richmond, Caulfield and Prahran, Auburn to Glenferrie (up line), and Beach to Williamstown, were electrically track-locked, as well as a number of isolated sections requiring special protection. Similar work is in hand on the lines from Flinders-street to Port Melbourne and Spencer-street to Essendon.

Twenty-six electric staff sections, two lock and block sections, 56 track-locked sections, and six block telegraph sections were equipped.

The station yards at Dandenong, Charlton, Seymour, and Mildura were rearranged and enlarged, and similar work is in hand at Wallan, Hamilton, Woomelang, Warburton, Elsternwick, Mitcham, and Yarraville.

A new station was established at Ripponlea, and the construction of new station buildings and a rearrangement and extension of the station yard at Heidelberg was commenced.

New station buildings were erected at Fairfield, Glenrowan, Ivanhoe, Maffra, Mornington, Stratford, Trafalgar, and Yarragon, and similar work is in hand at Croydon, Macedon, North Williamstown, Newport, Penshurst, Sheep Hills, Spotswood, Sydenham, Riddell, and Westgarth.

Good progress was made with the addition of the fourth story to the General Offices, Spencer-street, and the work is nearing completion.

Smaller works at different places included the lengthening and raising to the standard height of passenger platforms, the provision of barriers, the construction of additional dwelling accommodation for employes, and the improvement of existing dwellings, the enlargement and improvement of stock-yards, and the installation of longer and stronger turntables in order to enable the newer types of engine to be properly handled.

The system of providing employes with motor cars and other track machines for the purpose of enabling them to move more rapidly over their sections was continued.

In order to admit of the use of heavier and more powerful engines, additional bridges were strengthened on several of the lines, especially on the North-Eastern, North-Western, and Western lines. The construction of a new double track bridge over the River Yarra at Hawthorn, and the renewal and strengthening of the bridge over the Saltwater River at Footscray, were commenced, and these works are well advanced.

The stone crushing plant at the Ripon Quarry, near Ararat, supplied 61,200 cubic yards of bluestone metal during the year, chiefly for ballasting the line between Glenorchy and Serviceton.

Steady progress was made in the work of improving the appearance of station grounds and railway lands adjoining the lines by tree planting and the formation of gardens and lawns.

Rolling Stock Branch.

The whole of the rolling-stock in use, and the machinery and tools, were maintained in good working order and repair—*vide* the certificate of the Chief Mechanical Engineer in Appendix No. 2—and inventories of the rolling-stock in existence at 30th June, 1912, based on numbers and capacity respectively, are embodied in Appendices Nos. 8 and 9.

In addition to the removal from the register of the rolling-stock which was scrapped during the year (Appendix No. 8), two workmen's sleeping cars and 130 old trucks were written down to the internal floor area and tonnage capacity respectively represented by their value as scrap materials.

The sum of £50,000 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, 1912, was £46,291.

The contracts entered into in May, 1911, with Messrs. Beyer, Peacock and Company, England, and the Baldwin Locomotive Works, United States of America, for the supply of 20 "DD" class locomotives each were completed during the year, and the whole of the engines completed the prescribed running tests of 2,000 miles, and have given satisfactory service.

It was determined in November last, as the result of a close investigation, that in order to meet the continued expansion of traffic it would be necessary to construct at least 210 locomotives during the next three years, and the following programme of construction, which was approved by the Government, was decided upon, viz.:—

Method of Manufacture.	No. of engines per annum.
To be constructed at the Newport Workshops ..	30
To be manufactured in parts by contractors and assembled at the Newport Workshops	20
To be constructed wholly by contractors ..	20

It was decided that the contracts should be restricted, if practicable, to Victorian manufacturers, except in respect of the first year, in which the tenders for the complete locomotives were invited throughout the Commonwealth, inasmuch as the time available did not admit of the provision of the necessary works in this State; and contracts were entered into for the supply of locomotives as under:—

With Messrs. Walkers Limited, Queensland, for the supply of 20 of the "DD" class, to be delivered by April next.

With the Austral Otis Engineering Company Limited, of Melbourne, for the supply of 20 of the "DD" class, to be delivered by June, 1914.

In order to induce local manufacturers to undertake the initial expense, a promise was made that 20 locomotives per annum would be obtained by contract, subject to reasonable prices, during a period of eight years, and a specific arrangement was made to place a contract for 20 locomotives with the Austral Otis Engineering Company Limited for the second, as well as the first year of that period.

Contracts were also let to the value of £78,000 to a number of Victorian firms and one South Australian firm for the supply of parts for "DD" "DDE," and "A2" class locomotives.

It was also necessary to enter into contracts for a further 825 "I" trucks, of which 458 were delivered on or before 30th June, 1912.

By means of contracts and the continuance of an active policy of construction at the Newport Workshops, the output of new rolling-stock reached large dimensions, as indicated by the following statement, which also shows the anticipated output for the year 1912-13 :—

Description.	Output during 1911-12.		Anticipated Output during 1912-13.	
	At Newport.	By Contractors.	At Newport.	By Contractors.
LOCOMOTIVES.				
"A2" class, for heavy passenger service	8	..	30	..
"DD" class, for passenger and goods service	16	40	4	20
"DDE" class, for suburban service	10	..	15	..
Narrow-gauge	1	..	2	..
McKeen rail motor cars	..	2	..	..
Wreckage crane	1	..	..	..
Coaling and wreckage crane	1	..	..	..
Great Western type rail motor car	..	..	..	1*
Total	37	42	51†	21
CARRIAGE STOCK.				
Corridor vestibule cars (58 feet) for country services ..	37	..	33	..
Narrow-gauge cars	..	..	5	..
Sliding-door suburban cars	20	..	87	..
Equivalent number of suburban cars represented by compartments added to existing cars	20	..	20	..
State car	1	..	..	..
Electric cars	..	..	1	8
Total	78	..	146	8
VAN AND SUNDRY STOCK.				
Passenger vans	..	..	5	..
Goods vans	82	..	70	..
Total	82	..	75	..
TRUCK STOCK.				
Fifteen-ton open goods trucks	482	1,683	474	867
Refrigerator trucks	..	..	50	..
Combination bogie trucks for rails and sleepers and ballast hoppers	1	..	40	..
Narrow-gauge trucks	6	..	15	..
Louvre trucks	14	..	87	..
Sheep trucks	100	..	100	..
Bogie open goods trucks (26 tons capacity)	13	..	57	..
Bogie boiler trucks	..	..	10	..
Cattle trucks	..	..	50	..
Bogie flat trucks	..	..	25	..
Water trucks	..	..	20	..
Total	616	1,683	928	867

* The car body and underframe are being made at Newport.

† Including those to be assembled at Newport from parts being made by contract.

Progress was made with the construction of boilers of increased capacity for existing locomotives, the equipment of trucks with the Westinghouse brake, the substitution of Pintsch gas lighting for oil lighting in carriages, and the fitting of Pintsch gas lamps in carriages with incandescent mantles.

The new nickel platers' shop and several small extensions at the Newport Workshops were completed, and the extension to the tarpaulin shop and the new workshop store, are approaching completion. 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 employés at the Newport Workshops at 30th June, 1912, was 3,834, as compared with 3,425 at 30th June, 1911, 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 30th June, 1912, were 17,369 lbs., and 11·8 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 333 and 236 square feet respectively.

Stores Branch.

The value of the Stock of Stores at 30th June, 1912, as per the certificate of the Chief Storekeeper (see Appendix No. 4) was £643,067, being a reduction of £3,936 as compared with the value of the Stock of Stores at 1st July, 1903, and an increase of £20,704 as compared with the value as at 1st July, 1911.

Dining Car and Laundry Services.

The satisfactory service and the convenience to passengers which are furnished by the Dining Cars were reflected in a further increase in the patronage of the Cars, and the revenue derived on each of the lines on which the service is provided is contrasted hereunder with the figures of the previous year:—

—				Year 1910-11.	Year 1911-12.	Increase 1911-12.
				£	£	£
Sydney Express	...	...	...	6,951	7,916	965
Adelaide Express	...	...	...	4,971	5,249	278
Mildura Line	...	...	...	702	1,056	354
Total	...	...	...	12,624	14,221	1,597

The Departmental Laundry also continued to yield satisfactory results, and its operation for the year resulted in a profit of £894.

State Coal Mine.

The State Coal Mine at Wonthaggi was placed under our control as from the beginning of the year, and a report of the General Manager, containing full information as to the results of operation, has been prepared for presentation to Parliament.

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 20.

We have the honour to be, Sir,

Your obedient Servants,

W. FITZPATRICK, Chairman,

C. E. NORMAN,

L. McCLELLAND.

} Victorian Railways
Commissioners.

APPENDICES.

APPENDICES.

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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.
Superintendent of Printing	...	...	...	...	" A. VALENTINE.

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 1911-12, maintained in good working order and repair.

T. H. WOODROFFE,

Chief Mechanical Engineer.

APPENDIX No. 3.

CERTIFICATE RESPECTING WAY AND WORKS.

I hereby certify that the whole of the permanent way, stations, buildings, piers, wharfs, and other works on the Victorian Railways were, during the year 1911-12, 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, 1912, was £643,066 14s. 11d.

GEO H. SUTTON,

Chief Storekeeper.

Dr.

GENERAL BALANCE-SHEET AT

	Reference.		£ s. d.			£ s. d.			£ s. d.		
	Appendix.	Page.									
To face value of Bonds and Stock allocated to the Railways	7	26	...			44,149,951	4	9			
Less Discounts and Floating Charges	7	26	1,843,194	2	0	...					
Less Premiums	7	26	453,928	14	6	1,389,265	7	6			
Net Proceeds	7	26	...			42,760,685	17	3			
CONTRIBUTIONS FROM REVENUE FOR CAPITAL PURPOSES.											
„ 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	...	...	439,464	5	7	3,881,719	14	0			
									46,642,405	11	3
„ Railways Interest Reserve Fund	...	...	...			...			36,209	17	11
„ Railways Additions and Improvement Fund	...	...	...			...			36,209	17	11
„ Advances from Public Account (to be recouped)	11	33	...			...			97,762	16	3
„ Replacement of Rolling-Stock Account	...	...	...			...			52,811	14	2
„ Railway Accident and Fire Insurance Account	...	...	...			...			27,853	11	7
„ Sundry Creditors	...	...	...			...			356,144	12	8
„ Suspense Account—Amount to be subsequently repaid to Consolidated Revenue	...	...	...			...			2,543	2	7
„ Surplus	...	3	...			...			265,791	6	2
Total	...	...	...			...			47,517,732	10	6

Audited and found correct,

F. H. BRUFORD,
Auditor-General.

No. 5.

30TH JUNE, 1912.

Cr.

	Reference.		£	s.	d.	£	s.	d.	£	s.	d.
	Appendix.	Page.									
By Cost of Way, Works, Buildings, and Equipment ...	17	40	37,592,876	9	0						
„ Cost of Rolling-Stock ...	17	40	7,945,002	8	0	45,537,878	17	0			
„ Cost of Surveys for proposed Railways ...	...	...	...			359,284	9	0	45,897,163	6	0
„ Advances from Public Account—Balance of Expenditure carried forward ...	11	33	...			...			97,762	16	3
„ Stores and Materials on hand	12	33	...			643,066	14	11			
Less amount at credit of Stores Depreciation Account ...	12	33	...			13,686	9	3	629,380	5	8
„ Balance at credit of Railway Stores Suspense Account ...	12	33	...			195,785	15	3			
„ Balance in hands of Agent-General, London...	12	33	...			116,202	5	5	311,988	0	8
„ Balance in hands of Agent-General, London, to pay for Locomotives ordered under contract ...	...	...	...			...			19,867	11	9
„ Unexpended Balance of Capital Funds ...	...	...	...			...			3,030	2	9
„ Balance at Credit of:—											
Railways Interest Reserve Fund ...	...	...	...			...			36,209	17	11
Railways Additions and Improvements Fund ...	...	...	...			...			36,209	17	11
Rolling-Stock Replacement Fund ...	9	31	...			...			46,290	14	2
Railway Accident and Fire Insurance Fund ...	10	32	...			...			27,853	11	7
Railway Loans Repayment Fund ...	...	...	...			6,659	19	5			
Trust Fund—Surplus Railway Land ...	...	...	...			9,110	16	3	15,770	15	8
„ Balance at credit of the following Accounts:—											
Sundry Repayments to Treasury ...	...	...	...			13,882	6	7			
Preliminary Deposits ...	...	...	...			1,677	0	0			
Bills Receivable ...	...	...	...			3,274	4	5			
Trust Funds—Cash and Securities ...	...	...	...			97,207	9	0	116,041	0	0
„ Sundry Debtors ...	...	...	...			...			14,373	4	0
„ Net Revenue for the Year after payment of Working Expenses ...	...	3	...			1,910,212	4	2			
Less Interest Charges and Expenses in connexion therewith and Pensions and Gratuities...	...	3	...			1,644,420	18	0	265,791	6	2
Total ...	...	...	...			...			47,517,732	10	6

JOHN W. HACKER,
Chief Accountant.

APPENDIX No. 6.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING 30TH JUNE, 1912.

	Loan Application Acts.	Construction Branch Vote.	Total.	Total Amount.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
SURVEYS AND CONSTRUCTION OF NEW LINES.				
Moe to Walhalla	926 4 6	78 0 0	1,004 4 6	
Rupanyup to Marnoo	544 9 4	32 0 0	576 9 4	
Ultima to Chillingollah	764 17 0	35 0 0	799 17 0	
Ouyen to Kow Plains	28,701 5 2	193 5 0	28,894 10 2	
Nyora to Woolamai	Cr. 1,470 9 2	20 0 0	Cr. 1,450 9 2	
Beech Forest to Crowe's	4,634 2 7	397 2 0	5,031 4 7	
Beeac to Newtown	15,018 16 5	156 15 0	15,175 11 5	
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)	11,821 0 8	180 11 8	12,001 12 4	
Gheringhap to Maroona	181,774 5 3	589 0 0	182,363 5 3	
Bairnsdale to Orhost	13,074 10 8	269 10 0	13,344 0 8	
Eltham to Hurst's Bridge	31,110 2 5	153 9 6	31,263 11 11	
Noradjuha to Toolondo	17,891 8 10	105 15 0	17,997 3 10	
Jeparit to Lorquon	16,081 5 9	103 16 8	16,185 2 5	
*White Cliffs to Yelta	2 13 6	...	2 13 6	
Kow Plains to Murrayville	21,688 10 8	156 10 0	21,845 0 8	
*Rushworth to Colbinabbin	102 13 4	...	102 13 4	
*Crowland to Navarre	36 6 4	...	36 6 4	
*Benalla to Tatong	60 8 0	...	60 8 0	
Surveys	10,726 5 5	...	10,726 5 5	
Totals	353,488 16 8	2,470 14 10	355,959 11 6	355,959 11 6
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES.				
Provision of new, and additions and improvements at existing stations, offices, yards, docks, piers, and works, including tracks, buildings, road approaches, trucking yards, weighbridges, safety appliances, drainage, sanitation, &c.	82,275 12 0	...	82,275 12 0	
Additions and improvements to accommodation for locomotives and cars, including shops, sheds, ash-pits, turn-tables, water supply, coaling plants, &c.	16,289 7 2	...	16,289 7 2	
Bridges, including additions and improvements and strengthening	13,586 7 11	...	13,586 7 11	
Relaying various lines with heavier rails (cost of increase in weight only)	11,455 0 10	...	11,455 0 10	
Additional sleepers and ballast for strengthening various lines	11,652 9 2	...	11,652 9 2	
Level crossings—additions and improvements, including cattle-pits and stops	1,778 13 9	...	1,778 13 9	
Additional cars for repair gangs and shelters for gang cars	3,810 12 10	...	3,810 12 10	
Additional and improved dwelling accommodation for employés	21,808 1 7	...	21,808 1 7	
Additional electric lighting, power, &c.	6,300 14 1	...	6,300 14 1	
Additional Pintsch gas plant	6,179 4 8	...	6,179 4 8	
Melbourne—Additional accommodation and facilities for, and in connexion with, goods traffic	5,956 1 11	...	5,956 1 11	
Melbourne—Towards new station and other improved accommodation at Flinders-street	7,076 11 1	...	7,076 11 1	
Melbourne (Spencer-street)—Additional accommodation at the General Offices	14,289 12 6	...	14,289 12 6	
Fairfield—New station buildings	2,131 2 5	...	2,131 2 5	
Ivanhoe—New station buildings, &c.	1,744 7 5	...	1,744 7 5	
Armadale—Regrading line and works in connexion therewith	4,148 10 4	...	4,148 10 4	
New Goods Train Sorting Yard—near North Melbourne—and works in connexion therewith	92,999 17 7	...	92,999 17 7	
Yarraville—Provision of additional siding and goods yard accommodation, including purchase of land	3,402 15 5	...	3,402 15 5	
Signalling, Interlocking, and other safety appliances for traffic working	19,941 11 6	...	19,941 11 6	
Newport Workshops—Towards additions and extensions to shops, sidings, and other works, including fire protection	9,098 14 7	...	9,098 14 7	
Protection from fire of railway buildings and other property	1,220 8 1	...	1,220 8 1	
Additional Telegraph and Telephone Lines (including instruments)	4,531 9 9	...	4,531 9 9	
Melbourne—Towards enlargement and equipment of Way and Works' Shops, including fire protection	11,076 12 0	...	11,076 12 0	
Box Hill—New Station and other improved accommodation	1,046 7 7	...	1,046 7 7	
Camperdown—To provide refreshment-room accommodation	2,745 19 9	...	2,745 19 9	
Melbourne (Dudley-street)—Towards additional platforms and floors for car-cleaning, including additional tracks in connexion therewith, and fire protection	2,859 9 6	...	2,859 9 6	
Carried forward	359,405 15 5	...	359,405 15 5	

* Preliminary Expenses.

APPENDIX No. 6—*continued.*EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING
30TH JUNE, 1912—*continued.*

	Loan Application Acts.	Construction Branch Vote.	Total.	Total Amount.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
TOTAL SURVEYS, ETC. (Brought forward) ...	353,488 16 8	2,470 14 10	355,959 11 6	355,959 11 6
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES— <i>continued.</i>	359,405 15 5	...	359,405 15 5	
Additional Sidings and works in connexion therewith Melbourne (Flinders-street)—Towards duplication of viaduct ...	4,906 5 2	...	4,906 5 2	
Dandenong—Improved station, yard, and other accom- modation ...	4,869 18 3	...	4,869 18 3	
Dunboola to Jeparit—Regrading line ...	3,031 16 7	...	3,031 16 7	
Essendon and North Essendon (between)—Regrading line, including building a bridge at Glass-street ...	4,351 19 1	...	4,351 19 1	
South Yarra to Caulfield—Towards duplication and regrading of lines ...	3,694 19 3	...	3,694 19 3	
Brighton Line—Glen Eira-road—New station ...	25,860 9 0	...	25,860 9 0	
Scymour—Increased siding accommodation... ..	3,399 12 7	...	3,399 12 7	
Additional accommodation and machinery for exten- sion of repairs to rolling-stock, plant and tools at various country stations ...	2,052 0 0	...	2,052 0 0	
Heidelberg Line.—Duplication of line from West- garth to Alphington ...	10,163 10 11	...	10,163 10 11	
St. Kilda to Brighton Electric Street Railway— Improvement of power plant ...	3,379 15 8	...	3,379 15 8	
South Geelong—Regrading line and substituting over- head bridge for level crossing at Moorabool-street ...	778 14 7	...	778 14 7	
Tottenham—Purchase of land for goods train mar- shalling yard ...	1,044 16 8	...	1,044 16 8	
Machinery— Newport Workshops ... £6,465 7 11	9,107 13 9	...	9,107 13 9	
Newport Signal Shops ... 2,172 16 11				
Printing and Stationery Branch ... 222 10 4				
North Melbourne Speed Recorder Shop ... 7 4 0				
Melbourne Truck Shop ... 231 11 9				
	9,099 10 11	...	9,099 10 11	
Sundry other expenditures ...	7,390 10 10	...	7,390 10 10	
	452,537 8 8	...	452,537 8 8	
Less credits on account of sales of land, materials, &c., originally charged to Capital Account ...	...	...	Cr. 6,741 14 6	445,795 14 2
ROLLING-STOCK.				
Locomotives ...	225,637 4 5	...	225,637 4 5	
Carriage stock ...	151,276 2 4	...	151,276 2 4	
McKeen Motor-Cars ...	10,003 8 3	...	10,003 8 3	
Van and sundry stock ...	34,385 16 0	...	34,385 16 0	
Truck stock ...	491,775 12 8	...	491,775 12 8	
St. Kilda to Brighton Electric Street Railway ...	711 6 5	...	711 6 5	
Other equipment ...	844 6 8	...	844 6 8	
	914,633 16 9	...	914,633 16 9	914,633 16 9
Net Expenditure charged to Capital Account for the year	...	...	...	1,716,389 2 5

APPENDIX No. 7.

STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1912, 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 Vict. No. 760	4	3,758,788	0	3	150,351	10	5	573	17	9	150,925	8	2	In London—1st October, 1913
48 Vict. No. 805	4	3,251,172	4	3	130,046	17	9	484	5	3	130,531	3	0	In London—1st October, 1919
49 Vict. No. 845	4	4,610,110	6	11	184,404	8	3	688	1	2	185,092	9	5	In London—1st October, 1920
56 Vict. 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 Vict. No. 1032	3½	3,150,000	0	0	110,250	0	0	472	10	0	110,722	10	0	In London—1st October, 1923 (altered to this date by Act No. 1057)
52 Vict. No. 989	3½	4,914,615	13	0	172,011	10	11	734	19	0	172,746	9	11	In London—1st October, 1923
54 Vict. No. 1196	3½													In London—After 1st January, 1921, upon one year's notice, and upon Parliament providing for repayment; if not sooner redeemed, on 1st January, 1926
55 Vict. No. 1217	3½	1,666,666	13	4	58,333	6	8	250	0	0	58,583	6	8	In London—After 1st January, 1921, upon one year's notice, and upon Parliament providing for repayment; if not sooner redeemed, on 1st January, 1926
62 Vict. No. 1562	3	700,000	0	0	21,000	0	0	105	0	0	21,105	0	0	In London—On or after 1st January, 1929, upon notice; if not sooner redeemed, on 1st January, 1949
60 Vict. No. 1451	3¼	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 Vict. No. 1560	3	3,080,389	7	4	92,411	13	7	435	16	8	92,847	10	3	On or after 1st January, 1929, upon one year's notice; if not sooner redeemed, on 1st January, 1949
60 Vict. No. 1468	3	1,130,372	18	0	33,911	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 Vict. 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 Vict. 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	...	27,015,554	2	8	979,987	1	1	3,744	9	10	983,731	10	11	

APPENDIX No. 7—*continued*.STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1912, 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	...	27,015,554 2 8	979,987 1 1	3,744 9 10	983,731 10 11	
64 Viet. 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	311,864 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	130,146 15 1	556 11 8	130,703 6 9	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	5,797,513 14 8	196,704 1 7	...	196,704 1 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	2,033,032 16 0	59,730 0 2	...	59,730 0 2	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.
6 Edw. VII. No. 2041	3½	236,280 5 1	5,226 0 0	...	5,226 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. 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	162,179 5 9	3,350 3 8	...	3,350 3 8	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 amounts borrowed to be set apart annually out of Revenue to meet Stock.
9 Edw. VII. No. 2163	3½	275,000 0 0	9,625 0 0	...	9,625 0 0	Stock. At any time after the expiration of 20 years. Debentures. From 10 to 35 years after issue. From and after 1st July, 1909, one-half per centum of amount borrowed to be set apart annually out of Revenue to meet Stock.
1 Geo. V. No. 2286	3½	1,307,155 0 10	37,720 9 0	...	37,720 9 0	{ Stock. On 29th September, 1917, or at any time thereafter upon 12 months' notice.
Carried forward	...	42,802,914 16 6	1,497,025 19 8	4,451 1 6	1,501,477 1 2	{ Debentures. 1st April, 1921. 1st May, 1921.

APPENDIX No. 7—continued.

STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1912, 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 ...	...	42,802,914 16 6	1,497,025 19 8	4,451 1 6	1,501,477 1 2	
1 Geo. V. No. 2308 ...	4	278,730 1 11	7,396 12 9	...	7,396 12 9	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.
2 Geo. V. No. 2323 ...	3½	917,306 6 4	...	...	...	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. Stock payable out of Consolidated Revenue on and after 1st July, 1912 one-half per centum of amount to be set apart annually out of Revenue to meet Stock.
Advances pending issue of securities	3½	150,000 0 0	19,917 13 7	...	19,917 13 7	
42 Vic., No 617 Melbourne and Hobsons' Bay Railway Debentures	...	1,000 0 0	...	...	...	
Less Interest for the year on Railway Surplus for years 1909 1910 and 1911, and on Railways Interest Reserve, and Additions and Improvements Funds	...	44,149,951 4 9	1,524,340 6 0	4,451 1 6	1,528,791 7 6	
		...	15,689 10 0	...	15,689 10 0	
Total amount of current loans allocated to the Railways at 30th June, 1912	...	44,149,951 4 9	1,508,650 16 0	4,451 1 6	1,513,101 17 6	
Less Discount and Expenses on the Sale of Debentures— £1,843,194 2s. od. Deduct Net Premiums on Debentures— £453,928 14s. 6d.						Note.—The total interest, exclusive of expenses incurred in connexion with the payment of interest, viz., £1,524,340, is equivalent to 3.45 per cent. on the total amount of current loans allocated to the Railways at 30th June, 1912.
		1,389,265 7 6				
Total Net Proceeds of Current Loans allocated to the Railways at 30th June, 1912	...	42,760,685 17 3				Note.—The total interest, exclusive of expenses incurred in connexion with the payment of interest, viz., £1,524,340, is equivalent to 3.56 per cent. on the total net proceeds of loans allocated to the Railways at 30th June, 1912.

APPENDIX No. 8—*continued*.
TRUCK STOCK.

[illegible]

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, 1912.—CAPACITY, ETC.

	Built or purchased and charged to Capital from the inception of the Railways up to 30th June, 1912.	In existence at 30th June, 1912 (a).	Deficiency.	Surplus.	Cost of making good Deficiency.	Value of Surplus.
Locomotives (tractive power) ...	...	9,893,119 lbs. (b)	428,621 lbs.	...	£ 85,724	£ ...
Carriage Stock (floor area) ...	10,321,740 lbs.	410,410 sq. f. (c)	7,126 sq. ft.	...	24,941	...
Van Stock (floor area) ...	417,536 sq. ft.	108,703 sq. ft. (d)	...	1,804 sq. ft.	...	4,059
Sundry Stock (floor area) ...	106,899 sq. ft.	21,371 sq. ft. (e)	...	620 sq. ft.	...	1,240
Truck Stock (carrying capacity) ...	20,751 sq. ft.	165,735 tons (f)	...	4,563 tons	...	59,319
	161,172 tons				110,665	64,618

Excess of cost of making good Deficiency over Value of Surplus Amount at Credit of Rolling-Stock Replacement Fund at 30th June, 1912, 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, 1912.
 (b) 81 locomotives have been written down to the tractive power represented by their value as scrap materials.
 (c) 151 vehicles have been written down to internal floor area represented by their value as scrap materials, and 273 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.
 (d) 3 vehicles have been written down to internal floor area represented by their value as scrap materials, and van compartments of 65 combined cars and vans have been written down to one-half internal floor area. Only 60 per cent. of internal floor area of 4 luggage vans and 3 mail vans included on account of being owned jointly with the South Australian Railways.
 (e) 104 vehicles have been written down to internal floor area represented by their value as scrap materials.
 (f) 299 "I," 172 "N," 72 "K," 1 "S," 27 "H," 16 "TH," and 16 "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, 1912.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1911	6,141 5 11	By Expenditure for the year ending 30th June, 1912 (Section No. 6)— Clause—	
" Payment to Fund during the year ending 30th June, 1912 (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	26,169 17 9	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employes of the Commissioners	5,943 15 8
" Special Payment to Fund included in the Working Expenses of the Year	25,400 0 0	(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employes of the Commissioners	5,955 7 1
		(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation shall be paid to persons referred to in Clause (b)	2,023 6 4
		(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	9,178 3 5
		(e) Amount expended in consequence of any loss or damage by fire to buildings, plant, stores, or properties of the Commissioners	286 18 8
		(f) Amount paid as compensation for loss or damage to goods, parcels, &c.	6,175 7 5
		(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.	294 13 6
		" Balance at 30th June, 1912	27,853 11 7
	57,711 3 8		57,711 3 8

APPENDIX No. 11.

STATEMENT SHOWING FUNDS ADVANCED DURING THE YEAR ENDED 30TH JUNE, 1912, 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, 1912.	Amount repaid to 30th June, 1912.	Balance outstanding at 30th June, 1912.
2268	£ 200,000	In four annual instalments of such amounts as the Governor in Council may determine	£ s. d. Year 1910-11 ... 98,518 11 5 " 1911-12 ... 99,244 4 10 <u>197,762 16 3</u>	£ Year 1910-11 ... 50,000 " 1911-12 ... 50,000 <u>100,000</u>	£ s. d. 97,762 16 3

c

APPENDIX No. 12.

Dr.	RAILWAY STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1912.			Cr.		
	£	s.	d.	£	s.	d.
To Stores and Materials on hand when Account was authorized at 30th June, 1896 (Act 1439, Section 20)	...	...	...	By Stores issued for Belated Repairs (in accordance with Act 1820, Section 3)	...	...
" Advances from Loan Funds	...	...	...	" Cash in Treasury	...	...
" Sundry Outstanding Accounts at 30th June, 1912	...	...	...	" Cash with Agent-General in London	...	...
				" Stores and Materials on hand at 30th June, 1912	643,066	14 11
				Less Amount at Credit of Stores Depreciation Account	13,686	9 3
					629,380	5 8
					<u>£991,368</u>	<u>6 4</u>

APPENDIX No. 13.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEAR ENDING 30TH JUNE, 1911 AND 1912.

Class of Traffic.	Year ending 30th June, 1911.					Year ending 30th June, 1912.				
	Number of Journeys.			Revenue.		Number of Journeys.			Revenue.	
	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	Total.
COUNTRY—										
Single and Return Tickets ...	1,093,590	4,807,291	5,900,881	£ 343,010	£ 756,385	£ 1,099,395	£ 1,216,924	£ 5,265,580	£ 6,482,504	£ 1,221,519
Periodical Tickets ...	935,346	482,922	1,418,268	97,729	19,973	117,702	1,043,366	545,566	1,588,932	126,255
Total ...	2,028,936	5,290,213	7,319,149	440,739	776,358	1,217,097	2,260,290	5,811,146	8,071,436	1,347,774
METROPOLITAN (within 20 miles of Melbourne)—										
Single and Return Tickets ...	20,658,064	24,860,359	45,518,423	307,549	251,176	558,725	23,366,882	27,459,139	50,826,021	629,646
Race and Special Picnic Tickets ...	545,036	529,386	1,074,422	16,883	12,610	29,493	633,521	594,053	1,227,574	33,102
Periodical Tickets ...	21,671,191	11,870,649	33,541,840	162,041	56,661	218,702	24,281,124	12,511,140	36,792,264	248,017
Do. (Free Building Tickets) ...	739,228	279,340	1,018,568	...	...	...	621,032	148,740	769,772	...
Weekly Workmen's Tickets ...	...	5,323,404	5,323,404	...	39,699	39,699	...	6,547,665	6,547,665	48,602
Total ...	43,613,519	42,863,138	86,476,657	486,473	360,146	846,619	48,902,559	47,260,737	96,163,296	959,367
ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY ...	...	...	1,410,507	...	...	12,782	...	...	1,674,918	14,926

APPENDIX No. 14.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE
FOR YEARS ENDING 30TH JUNE, 1911 AND 1912.

Kind of Goods.	Year ending 30th June, 1911.		Year ending 30th June, 1912.	
	Tons carried.	Revenue. £	Tons carried.	Revenue. £
3rd Class	18,890	42,799	22,563	49,959
2nd Class	50,752	100,939	54,122	105,479
1st Class	93,131	132,695	98,447	134,376
" C " Class	82,885	97,796	98,814	108,439
" B " Class	155,701	133,629	164,479	133,125
" A " Class	131,491	93,479	129,921	93,108
Miscellaneous	188,212	44,189	232,401	53,782
Fish	2,995	4,891	3,396	4,348
Fruit and Vegetables	47,098	32,392	51,695	32,393
Butter	38,995	38,395	33,230	32,593
Other Dairy Produce	35,084	31,258	32,893	29,247
Wine	6,369	5,140	5,782	4,650
Wool	80,824	119,149	100,368	139,491
Flour, Bran, Sharps, and Pollard	196,025	72,905	208,125	74,569
Wheat	815,892	376,243	640,607	267,842
All other Agricultural Produce	285,861	102,156	266,281	96,617
Hay, Straw, and Chaff	219,431	50,789	289,028	77,608
Fertilizers	129,289	38,934	142,645	35,865
Minerals (including Coal, Coke, Ores, &c.)	305,915	73,031	409,348	100,663
Firewood	543,834	131,332	570,849	137,345
Timber	282,503	95,865	323,028	106,831
Stone, Gravel, and Sand	408,380	44,561	528,150	56,357
All other Goods	467,347	277,469	479,829	281,516
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, and Weighing	...	28,257	...	29,948
Total Tonnage of Goods carried and Total Revenue derived therefrom	4,586,904	2,168,293	4,886,001	2,186,151
Live Stock	380,723	289,384	411,684	320,831
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom	4,967,627	2,457,677	5,297,685	2,506,982

Numbers of Live Stock—

	Year ending 30th June, 1911.		Year ending 30th June, 1912.	
Horses	...	53,158	...	50,698
Cattle	...	268,052	...	292,386
Calves	...	29,565	...	24,533
Sheep	...	5,432,034	...	5,887,469
Pigs	...	269,205	...	338,172

APPENDIX No. 15.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1897, TO 30TH JUNE, 1912.

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.					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.	Total Train Miles Run.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock conveyed.	From Passenger, &c., and Live Stock Traffic.				Total.	
												£	£				£
1897-8	3,113	3,123	38,602,364	12,404	517	1,061	8,677	494		9,239,657	43,090,749	2,408,665	1,325,062	1,283,834	2,608,896*	835	5/7/77
1898-9	3,143	3,122	39,056,451	12,430	519	1,094	9,026	499		9,714,298	45,805,043	2,779,748	1,372,000	1,501,729	2,873,729*	920	5/11'00
1899-00	3,218	3,186	39,658,819	12,327	523	1,133	9,117	501		10,107,549	49,332,899	2,998,303	1,469,910	1,555,252	3,025,162*	950	5/11'83
1900-01	3,237	3,228	40,145,404	12,402	533	1,157	9,283	528		11,066,016	54,704,062	3,381,860	1,625,903	1,711,894	3,337,797*	1,034	6'0'39
1901-02	3,302	3,265	40,613,784	12,298	542	1,189	9,560	541		11,284,944	57,465,077	3,433,627	1,648,381	1,719,462	3,367,843*	1,031	5/11'62
1902-03	3,383	3,335	40,974,493	12,110	553	1,189	9,724	533		10,286,272	54,798,073	3,093,997	1,592,088	1,454,770	3,046,858*	913	5/11'09
1903-04	3,381	3,371	41,216,703	12,191	550	1,200	10,025	440		9,172,644	54,282,003	3,439,203	1,645,163	1,792,978	3,438,141	1,020	7/5'96
1904-05	3,394	3,384	41,279,045	12,162	520	1,214	10,366	443		9,023,365	59,702,050	3,628,237	1,663,473	1,918,793	3,582,266	1,059	7/11'28
1905-06	3,394	3,394	41,398,037	12,194	511	1,228	10,490	461		9,392,069	65,088,394	3,676,017	1,786,182	2,001,437	3,787,619	1,116	8'0'79
1906-07	3,396	3,395	41,533,156	12,230	497	1,233	10,625	494		10,035,914	70,170,089	3,965,792	1,931,126	2,081,515	4,012,641	1,182	7/11'96
1907-08	3,396	3,396	41,928,567	12,346	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	12,524	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
1911-12	3,622	3	45,836,573	12,655	623	1,352	14,292	634		13,836,375	104,234,732	5,297,685	2,711,985	2,506,982	5,218,967	1,473	7/6'53

* The estimated value of services performed for the State for which no payment was received, in each of the years 1897-8 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, 1897, TO 30TH JUNE, 1912.

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES (INCLUDING COMPENSATION TO YEAR 1907-8 INCLUSIVE).				EXPENDITURE: WAY AND WORKS BRANCH.				EXPENDITURE: ROLLING-STOCK BRANCH.				GENERAL EXPENDITURES.				RAILWAY ACCIDENT AND FIRE INSURANCE FUND.	
	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES (INCLUDING COMPENSATION TO YEAR 1907-8 INCLUSIVE).		EXPENDITURE: WAY AND WORKS BRANCH.		EXPENDITURE: ROLLING-STOCK BRANCH.		GENERAL EXPENDITURES.		EXPENDITURE: ROLLING-STOCK BRANCH.		GENERAL EXPENDITURES.		EXPENDITURE: ROLLING-STOCK BRANCH.		GENERAL EXPENDITURES.		RAILWAY ACCIDENT AND FIRE INSURANCE FUND.	
	Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Maintenance and Renewals.	Per Average Mile open.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Repairs and Renewals.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.	Per Train Mile run.
	£	s. d.		£	s. d.			£	s. d.		£	s. d.		£	s. d.		£	s. d.
1897-8	534,850	1 18 9	20 50	408,837	1 31	0 10 62	15 67	366,303	0 5 52	14 04	204,802	0 5 32	7 85	51,280	0 11 33	1 97		
1898-9	550,365	1 16 0	19 16	479,292	1 54	0 11 84	16 68	398,807	0 9 85	13 87	228,615	0 5 65	7 96	51,862	0 11 28	1 80		
1899-00	571,770	1 15 7	18 89	496,959	1 56	0 11 80	16 43	432,850	0 10 28	14 31	241,129	0 5 73	7 97	57,093	0 11 35	1 89		
1900-01	616,945	1 13 8	18 48	506,988	1 57	0 11 00	15 19	520,527	0 11 29	15 60	262,818	0 5 70	7 87	56,018	0 11 21	1 68		
1901-02	671,588	1 2 28	19 94	490,438	1 50	0 10 43	14 56	576,921	1 0 27	17 13	268,543	0 5 71	7 98	44,385	0 10 93	1 29		
1902-03	592,897	1 3 33	19 46	437,840	1 31	0 10 21	14 37	521,090	1 0 16	17 10	241,625	0 5 65	7 93	44,498	0 10 99	1 40		
1903-04	586,015	1 3 33	17 04	448,959	1 33	0 11 75	13 06	455,543	0 11 92	15 25	265,987	0 6 91	7 68	47,807	0 11 25	1 39		
1904-05	562,370	1 2 96	15 70	502,022	1 48	1 11 35	14 01	488,240	1 0 99	13 63	274,931	0 7 31	7 67	43,575	0 11 16	1 22		
1905-06	588,123	1 3 03	15 53	572,297	1 69	1 2 62	15 11	481,483	1 0 30	12 71	306,842	0 7 84	8 10	50,278	0 11 29	1 33		
1906-07	593,248	1 2 19	14 78	589,452	1 74	1 2 10	14 69	521,083	1 0 46	12 99	323,858	0 7 74	8 07	49,032	0 11 17	1 22		
1907-08	612,719	1 2 16	15 82	648,589	1 91	1 2 99	16 75	573,990	1 1 27	14 82	382,477	0 8 84	9 88	52,455	0 11 22	1 35		
1908-09	641,431	1 1 64	15 35	625,602	1 81	1 1 30	14 97	620,669	1 1 19	14 86	372,766	0 7 92	8 92	58,108	0 11 24	1 39	90,863	0 11 93
1909-10	684,394	1 2 03	15 40	643,912	1 87	1 1 20	14 49	696,477	1 2 28	15 67	539,725	0 10 86	11 92	59,818	0 11 23	1 35	97,219	0 11 99
1910-11	766,784	1 2 19	15 66	823,658	2 29	1 2 87	16 41	756,802	1 2 00	15 45	507,056	0 9 38	10 35	65,987	0 11 22	1 35	91,386	0 11 69
1911-12	901,024	1 3 63	17 26	893,350	2 52	1 3 49	17 12	842,438	1 2 62	16 14	547,940	0 9 50	10 50	74,237	0 11 29	1 42	51,495	0 10 89

* Includes Special Payment into Fund, year 1908-9 £69,972, year 1909-10, £75,000, year 1910-11, £66,905, and year 1911-12, £25,400.

† Includes payment into Rolling Stock Replacement Fund, year 1909-10, £170,000, year 1910-11, £100,000 and year 1911-12, £50,000.

‡ Stoves Branch Expenses have been apportioned to the other Branches as follows:—Year 1901-2, £12,214 18s. 6d.; 1902-3, £11,958 10s. 4d.; 1903-4, £12,318 1s. 1d.; 1904-5, £11,901 1s. 5d.; 1905-6, £13,242 8s. 8d.; 1906-7, £13,862 2s.; 1907-8, £14,747 0s. 3d.; 1908-9, £16,058 2s. 2d.; 1909-10, £17,078 17s. 5d.; 1910-11 £19,991 8s. 9d.; 1911-12, £22,892 6s. 7d.

Exclusive of St. Kilda and Brighton Electric Street Railway.

APPENDIX No. 15—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1897, TO 30TH JUNE, 1912.

Year.	TOTAL WORKING EXPENSES.				NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.				SPECIAL EXPENDITURES AND CHARGES PAID OUT OF THE RAILWAY REVENUE.				Balance of Net Revenue after Payment of Working Expenses and Special Expenditures and Charges.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.	Per Cent. on Rail-way Loans.	NET INTEREST CHARGES AND EXPENSES.	AMOUNTS PAID FOR PENSIONS AND GRATUITIES TO OFFICERS AND EMPLOYEES OF THE COMMISSIONERS. (ACTS Nos. 2133 AND 2207.)	DEFICIT SURPLUS.	AMOUNT PAID FOR PENSIONS AND GRATUITIES NOT INCLUDED IN FOREGOING.
	Amount.	Per Average Mile open.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile open.	Per Train Mile run.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.	£	s.	d.	£	£	£	£	£	£	£	£
1897-8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1898-9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1899-00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1900-01	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1901-02	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1902-03	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1903-04	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1904-05	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1905-06	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1906-07	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1907-08	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1908-09	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1909-10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1910-11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1911-12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

* 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 Dighton 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. Year 1911-12, Net Revenue, £1,729.

APPENDIX No. 16.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY
YEARS ENDING 30TH JUNE, 1912.

Year ending 30th June.	New Lines and Surveys.	Additions and Improve- ments on Existing Lines.	Rolling-Stock.	Total.
	£	£	£	£
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†
1912	355,959	445,796†	914,634†	1,716,389†
Total ...	2,528,999	3,377,903	2,904,953	8,811,855

* 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, 1912.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.		
	Double and over	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile.	
	Miles.	Miles.	Miles.	Feet.	Feet.		£ s. d.	£	
Melbourne to Bendigo (exclusive of works, Melbourne to Essendon Junction) ...	100.89	...	100.89	1,902	18	1 in 50	4,874,518 1 8	48,315	
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	702,997 15 1	14,549	
* Bendigo Cattle-yards Branch ...	...	0.89	0.89	732	707	1 " 61			
Lancefield Junction to Lancefield ...	...	14.50	14.50	1,675	1,072	1 " 40	65,706 19 9	4,532	
† Lancefield to Kilmore ...	...	18.10	18.10	1,734	1,160	1 " 40	117,002 2 4	6,464	
Kilmore Junction to Bendigo (Cattle Siding) ...	...	67.82	67.82	1,450	526	1 " 50	394,520 16 7	5,814	
Carlsruhe to Daylesford ...	0.58	22.17	22.55	2,469	1,791	1 " 50	177,068 4 4	7,852	
Daylesford Junction to North Creswick ...	...	23.11	23.11	2,292	1,429	1 " 40	181,818 6 7	7,868	
Kyneton (Redesdale Junction) to Redesdale ...	...	16.25	16.25	1,636	973	1 " 50	89,871 5 2	5,531	
Castlemaine to Dunolly ...	0.38	46.46	46.84	948	579	1 " 40	407,119 17 4	8,692	
Dunolly to St. Arnaud (including cost of Carapooee Ballast Pits Trainway) ...	0.28	32.73	33.01	943	611	1 " 50	174,485 2 11	5,286	
St. Arnaud to Donald ...	...	23.86	23.86	868	374	1 " 50	107,711 5 5	4,514	
Donald to Birchip ...	...	32.30	32.30	394	330	1 " 100	80,962 14 10	2,507	
Birchip to Cronomby (Woomelang) ...	...	26.45	26.45	351	260	1 " 75	44,268 1 11	1,674	
Woomelang to Mildura ...	...	110.15	110.15	334	128	1 " 75	260,591 5 9	2,366	
Mildura to White Cliffs ...	...	6.92	6.92	186	126	1 " 75	16,843 19 8	2,434	
White Cliffs to Yelta ...	...	...	...	...	...	...	3 2 6	In progress	
Dunolly to Inglewood ...	...	24.24	24.24	794	457	1 in 50	95,925 4 11	3,957	
Ouyen to Kow Plains ...	...	56.39	56.39	351	137	1 " 60	117,458 1 2	2,083	
Kow Plains to Murrayville ...	...	11.48	11.48	218	146	1 " 75	23,547 8 5	2,051	
Castlemaine (Maldon Junction) to Maldon ...	...	10.24	10.24	1,177	890	1 " 40	62,138 7 5	6,068	
Maldon (Laanecoorie Junction) to Shelbourne ...	...	9.89	9.89	1,126	649	1 " 50	68,429 10 0	6,919	
Maryborough to Ballarat ...	0.26	41.47	41.73	1,525	732	1 " 40	291,436 13 11	6,984	
Waubra Junction to Ballarat Race-course ...	...	2.10	2.10	1,508	1,466	1 " 50	7,426 0 4	3,536	
Pisgah Junction to Waubra ...	...	13.74	13.74	1,533	1,341	1 " 60	72,566 18 3	5,281	
Maryborough to Avoca ...	...	14.93	14.93	885	721	1 " 40	64,549 18 0	4,324	
Avoca to Ararat ...	...	39.04	39.04	1,215	763	1 " 50	174,198 3 3	4,462	
Crowland to Navarre ...	...	...	...	...	...	...	36 6 4	...	
Bendigo to Inglewood ...	0.80	28.13	28.93	779	443	1 " 70	189,877 16 6	6,563	
Inglewood to Charlton ...	...	42.82	42.82	639	422	1 " 50	192,055 1 5	4,485	
Charlton to Wycheproof ...	...	16.48	16.48	521	356	1 " 50	88,797 6 5	5,388	
Wycheproof to Sea Lake ...	...	47.89	47.89	357	172	1 " 94	74,816 12 4	1,562	
Wedderburn Junction to Wedderburn ...	...	4.86	4.86	660	554	1 " 50	18,655 1 8	3,838	
Korong Vale to Boort ...	...	17.86	17.86	459	296	1 " 50	76,140 5 10	4,263	
Boort to Quambatook ...	...	21.96	21.96	419	287	1 " 75	46,482 12 10	2,117	
Quambatook to Ultima ...	...	30.31	30.31	371	256	1 " 100	40,426 9 3	1,631	
Ultima to Chillingollah ...	...	20.14	20.14	263	164	1 " 60	30,092 5 10	1,494	
Eaglehawk to Kerang ...	...	72.99	72.99	742	255	1 " 70	306,972 8 4	4,206	
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ...	...	35.16	35.16	286	225	1 " 100	162,916 11 11	4,634	
Footscray to Williamstown (including cost of piers at Williamstown) ...	5.50	0.37	5.87	66	8	1 " 100	538,329 13 10	91,709	
* Newport to Braybrook Junction ...	...	4.29	4.29	110	48	1 " 92	27,097 19 9	6,317	
Newport to Geelong (including cost of Geelong Pier) ...	2.90	35.61	38.51	113	11	1 " 81	1,221,307 10 7	31,156	
* Williamstown Race-course Branch ...	...	0.69	0.69	21	10	1 " 95			
Geelong to Colac ...	1.13	49.11	50.24	469	10	1 " 50	381,479 8 5	7,308	
† Geelong Race-course Branch ...	...	1.96	1.96	43	10	1 " 50	153,417 7 7	5,458	
Colac to Camperdown ...	...	28.11	28.11	569	405	1 " 50			
Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ...	0.90	41.81	42.71	550	13	1 " 50	372,040 2 1	8,711	
Warrnambool to Koroit ...	...	9.36	9.36	245	19	1 " 50	87,356 6 10	9,333	
Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) ...	...	11.34	11.34	208	11	1 " 60	102,209 8 8	8,837	
Geelong (Queenscliff Junction) to Queenscliff ...	...	20.72	20.72	264	10	1 " 50	113,999 11 11	5,502	
* Mount Moriac to Wensleydale ...	...	10.92	10.92	752	361	1 " 50	39,261 5 1	3,595	
Birregurra to Forrest ...	...	19.85	19.85	579	363	1 " 40	147,335 6 2	7,422	
Irrewarra to Beeac ...	...	8.70	8.70	432	390	1 " 66	47,225 8 1	5,428	
Beeac to Newtown ...	...	35.85	35.85	443	388	1 " 50	95,373 13 4	2,660	
† Colac to Beech Forest ...	...	29.66	29.66	1,748	225	1 " 30	75,094 7 2	2,532	
† Beech Forest to Crowe's ...	...	14.24	14.24	1,826	1,356	1 " 30	38,902 19 2	2,732	
Camperdown (Curdie's River Junction) to Timboon ...	...	22.32	22.32	673	52	1 " 40	113,176 9 8	5,071	
Terang to Mortlake ...	...	12.16	12.16	447	414	1 " 60	56,860 8 9	4,676	
North Geelong to Ballarat ...	41.45	11.76	53.21	1,725	47	1 " 52	1,915,030 9 6	35,990	
* North Geelong Loop Line ...	...	0.22	0.22	53	46	1 " 57	48,841 13 7	7,676	
Ballarat to Ararat ...	4.33	52.84	57.17	1,517	960	1 " 50			
Ararat to Stawell ...	...	18.85	18.85	1,086	761	1 " 100	185,356 16 7	9,833	
Stawell to Horsham ...	1.18	52.26	53.44	761	423	1 " 100	369,723 3 3	5,337	
* Stawell to Grampians ...	...	15.84	15.84	815	621	1 " 30			
Horsham to Dimboola ...	0.36	21.10	21.46	477	361	1 " 50	115,740 6 9	5,440	
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	421,761 15 9	6,671	
Braybrook Junction to Parwan ...	...	21.65	21.65	466	119	1 " 50	269,590 5 9	12,452	
Parwan to Gordon ...	...	27.46	27.46	1,877	341	1 " 48	354,328 14 11	12,903	
Gordon to Warrenheip ...	0.09	12.78	12.87	1,940	1,707	1 " 50	129,737 11 1	10,081	
* 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 ...	...	...	...	...	...	...	240,022 2 9	In progress	
Carried forward ...	164.24	1712.13	1876.37	...	...	...	17,962,165 9 1	...	

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Dismantled 28th May, 1909.

§ 2ft. 6in. 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.
Brought forward	...	164.24	1712.13	1876.37	...	...	...	17,962,165	9	1	...	
* Lal Lal Race-course Branch	...	...	2.00	2.00	1,539	1,532	1 in 112	11,420	12	4	5,710	
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	60,101	3	0	4,581	
Scarsdale to Linton	...	...	7.97	7.97	1,189	1,022	1 " 40	77,746	6	5	9,755	
* 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	346,211	11	5	5,241	
Hamilton to Portland (including cost of sidings to piers at Portland)	...	...	53.82	53.82	606	11	1 " 40	295,409	0	5	5,489	
‡ Dunkeld to Koroit	...	...	48.99	48.99	834	207	1 " 60	169,424	9	11	3,428	
Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant)	...	...	18.10	18.10	727	590	1 " 60	80,019	1	9	4,441	
Hamilton (Coleraine Junction) to Coleraine	...	...	23.01	23.01	668	301	1 " 40	110,859	18	8	4,818	
Braxholme to Casterton	...	...	32.09	32.09	572	149	1 " 40	178,604	4	1	5,566	
Lubeck to Rupanyup (including portion of cost of the Warranook Ballast Pits Tramway)	...	...	9.77	9.77	487	455	1 " 147	45,017	6	9	4,608	
Rupanyup to Marnoo	...	...	15.38	15.38	494	450	1 " 100	28,147	6	10	1,830	
Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway)	...	...	31.20	31.20	464	360	1 " 66	153,501	12	9	4,920	
Warracknabeal to Beulah	...	...	21.92	21.92	359	288	1 " 80	56,727	8	4	2,588	
Beulah to Hopetoun	...	...	16.01	16.01	290	238	1 " 100	35,052	15	7	2,189	
Horsham to Noradjuha	...	...	19.95	19.95	488	395	1 " 50	80,168	13	7	4,018	
Noradjuha to Toolondo	...	...	...	...	...	...	...	18,078	1	7	In progress	
Natinuk (East Natinuk) to Goreke	...	...	28.32	28.32	624	394	1 " 50	68,028	2	10	2,402	
Dimboola to Jeparit	...	...	21.59	21.59	387	268	1 " 75	48,584	8	4	2,250	
Jeparit to Albacutya (Rainbow)	...	...	18.47	18.47	388	263	1 " 75	33,808	5	8	1,830	
Jeparit to Lorne	...	...	...	...	...	...	...	16,280	6	0	In progress	
Essendon Junction to Essendon	...	...	3.50	3.50	148	14	1 " 67	...	...	...	...	
* Flemington Race-course Branch	...	...	1.50	1.50	70	42	1 " 96	198,229	14	5	39,646	
Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway)	...	...	61.12	120.87	181.99	1,147	105	1 " 50	2,303,434	13	1	12,657
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	213,553	9	11	42,121	
+ 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	103	1 " 50	156,678	11	9	65,556	
Fitzroy Branch	...	...	0.07	0.88	0.95	85	1 " 79	76,927	17	5	80,977	
Fitzroy (Whittlesea Junction) to Whittlesea	...	...	4.67	17.39	22.06	119	1 " 50	280,727	3	6	12,726	
Northcote Loop Line	...	...	0.13	0.13	128	119	1 " 70	8,651	2	6	66,547	
Tallaroek to Yea	...	...	23.69	23.69	698	488	1 " 40	154,137	1	5	6,506	
Yea to Mansfield and Alexandra-road	...	...	55.82	55.82	1,304	557	1 " 40	339,283	3	10	6,078	
Alexandra-road to Alexandra	...	...	4.32	4.32	922	716	1 " 30	26,776	19	5	6,198	
Mangalore to Shepparton	...	...	0.29	44.96	45.25	372	1 " 100	279,353	3	5	6,174	
Shepparton to Numurkah	...	...	2.16	18.60	20.76	348	1 " 206	84,754	3	6	4,083	
Numurkah to Cobran	...	...	0.20	21.45	21.65	355	1 " 165	84,494	12	7	3,903	
Murchison East to Rushworth	...	...	12.87	12.87	476	391	1 " 80	69,908	17	6	5,432	
Rushworth to Colbinabbin	...	...	...	...	...	...	...	102	13	4	...	
Toolamba to Tatura	...	...	6.83	6.83	385	371	1 " 108	28,618	7	3	4,190	
Tatura to Echuca	...	...	34.07	34.07	377	320	1 " 122	155,782	19	11	4,572	
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	39,960	13	0	2,348	
Numurkah to Nathalia	...	...	13.79	13.79	356	335	1 " 330	52,074	11	0	3,776	
Nathalia to Picola	...	...	6.75	6.75	335	325	1 " 264	13,801	11	2	2,045	
Strathmerton towards Tocumwal	...	...	8.20	8.20	390	358	1 " 330	16,805	9	1	2,049	
Strathmerton to Tocumwal Extension	...	...	2.07	2.07	372	365	1 " 92	13,176	7	7	6,365	
Benalla to St. James	...	...	20.33	20.33	583	450	1 " 75	78,777	9	1	3,875	
Benalla to Tatong	...	...	...	...	...	...	...	60	8	0	...	
St. James to Yarrowonga	...	...	19.86	19.86	514	414	1 " 50	97,401	5	9	4,904	
* Wangaratta to Whitfield	...	...	30.49	30.49	811	481	1 " 80	39,327	13	0	1,290	
Wangaratta (Beechworth Junction) to Beechworth	...	...	22.26	22.26	1,831	502	1 " 30	164,820	18	0	7,404	
Beechworth to Yackandandah	...	...	12.84	12.84	1,912	981	1 " 30	96,840	7	4	7,542	
Everton to Myrtleford	...	...	16.56	16.56	989	581	1 " 40	77,297	2	9	4,668	
Myrtleford to Bright	...	...	18.54	18.54	1,004	688	1 " 50	112,154	14	9	6,049	
Springhurst to Wahgunyah	...	...	13.95	13.95	623	454	1 " 50	75,254	1	3	5,395	
Wodonga to Tallangatta	...	...	25.71	25.71	726	530	1 " 40	188,257	5	3	7,322	
Spencer Street to Flinders Street	...	...	0.76	0.76	33	17	1 " 40	146,778	17	2	193,120	
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	2,544,289	8	5	155,805	
Prince's Bridge to Collingwood	...	...	2.22	2.22	85	23	1 " 62	199,355	11	4	89,800	
Collingwood to Heidelberg	...	...	0.92	4.57	5.49	68	1 " 50	214,423	6	10	39,057	
Heidelberg to Eltham	...	...	8.35	8.35	303	110	1 " 40	58,114	15	10	6,960	
Eltham to Hurst's Bridge	...	...	6.64	6.64	248	116	1 " 50	36,602	8	9	5,512	
Brighton Beach to Sandringham	...	...	2.20	2.20	58	20	1 " 97	79,164	7	10	35,984	
South Yarra to Oakleigh	...	...	7.05	7.05	184	22	1 " 50	360,307	8	10	51,107	
Carried forward	...	276.65	2802.59	3079.24	...	...	...	29,301,324	9	9	...	

* 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.			£
Brought forward ...	276·65	2802·59	3079·24	...	...	...	29,301,324 9 9	...
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	1,132,680 2 4	9,581
Sale to Stratford (Junction) ...	...	8·97	8·97	64	33	1 " 66	42,830 0 4	4,775
† Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines) ...	0·20	10·10	10·30	249	72	1 in 50	297,686 16 10	28,902
‡ Caulfield to Frankston ...	19·65	0·23	19·88	166	10	1 " 50	252,439 17 0	12,698
Frankston to Stony Point (including cost of sidings to pier at Stony Point) ...	...	18·85	18·85	327	10	1 " 50	107,907 17 11	5,725
Mornington Junction to Mornington ...	...	7·67	7·67	194	60	1 " 50	66,946 18 7	8,728
Frankston Cemetery Line ...	...	...	...	...	...	...	330 16 11	...
Spring Vale Cemetery Line ...	...	1·60	1·60	231	145	1 in 50	9,278 2 0	5,799
Dandenong (Great Southern Junction) to Port Albert ...	0·17	117·11	117·28	746	10	1 " 40	990,730 2 10	8,448
Nyora to Woolamai ...	...	16·79	16·79	410	58	1 " 50	54,504 4 8	3,246
Woolamai to Powlett Coal Field (including sidings, Wonthaggi) ...	...	13·75	13·75	233	14	1 " 60	92,503 17 5	6,728
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	11,533 5 7	5,126
Korumburra (Jumbunna Junction) to Jumbunna	...	3·74	3·74	796	619	1 " 30	2,0671 5 2	5,527
Jumbunna to Outtrim ...	...	2·40	2·40	649	539	1 " 40	28,323 11 3	11,801
¶ 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	124,255 0 5	9,211
Moe (Junction) to Thorpdale ...	...	10·67	10·67	798	219	1 " 40	116,235 12 8	10,894
Moe to Walhalla ...	...	26·06	26·06	1,323	174	1 " 30	103,769 12 1	3,982
Morwell to North Mirboo ...	...	20·16	20·16	784	184	1 " 40	152,784 0 5	7,579
Traralgon to Heyfield ...	...	22·06	22·06	262	93	1 " 50	122,970 7 5	5,574
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale) ...	0·52	49·30	49·82	296	9	1 " 50	282,080 4 3	5,662
Bairnsdale to Orbost ...	...	...	...	...	...	...	19,135 0 6	In progress.
Maffra to Briagolong ...	...	11·79	11·79	238	109	1 " 50	60,691 1 2	5,148
Burnley to Waverley Road ...	...	5·23	5·23	111	33	1 " 60	172,219 0 10	32,929
Hawthorn to Lilydale ...	11·82	8·20	20·02	484	41	1 " 40	397,953 5 1	19,878
Lilydale to Healesville ...	0·26	15·11	15·37	351	230	1 " 40	219,950 10 5	14,310
Hawthorn (Kew Junction) to Kew ...	...	0·96	0·96	119	41	1 " 40	75,996 10 10	79,163
Ringwood to Upper Ferntree Gully ...	...	7·44	7·44	436	314	1 " 40	68,160 13 8	9,161
¶ Ferntree Gully to Gembrook ...	...	18·22	18·22	1,057	412	1 " 30	59,668 19 11	3,275
Lilydale to Warburton ...	...	23·97	23·97	738	289	1 " 37½	114,535 7 1	4,778
St. Kilda and Brighton Electric Street Railway, St. Kilda Station to Brighton Beach ...	...	5·13	5·13	59	7	1 " 21½	44,197 6 2	8,615
Total mileage of lines constructed §	321·03	3354·42	3675·45	...	...	...	34,552,998 10 3	...
Less mileage closed for traffic at 30th June, 1912.								
Double. Single. Total.								
Dunkeld to Penshurst (dismantled 19th February, 1898) ...	...	15·87	15·87					
Lancefield to Kilmore ...	...	18·10	18·10					
Fawkner Cemetery to Somerton ...	...	5·28	5·28					
Oakleigh to Fairfield Park—Fairfield Park to Deepdene ...	...	3·34	3·34					
Ashburton to Oakleigh ...	0·20	2·17	2·37					
Canterbury Loop Line (dismantled) ...	...	0·20	0·20					
Burnley to Waverley Road—Darling to Waverley Road ...	...	0·84	0·84					
Geelong Race-course Line (dismantled 28th May, 1909) ...	...	1·96	1·96					
Total mileage open for traffic at 30th June, 1912 ...	320·83	3306·66	3627·49					
Works, Melbourne to Essendon Junction ...	...	...	...				1,800,973 0 6	
Railway Offices, Spencer Street ...	...	...	...				178,190 9 0	
Sheds and Workshops, Williamstown ...	...	...	...				154,054 10 9	
Sheds and Workshops, Newport (including cost of Machinery and Equipment) ...	...	...	...				486,782 8 8	
General Construction Account (Capital Expenditure common to all lines) ...	...	...	...				419,877 9 10	
Rolling-stock, Broad-gauge ...	...	...	...				7,850,909 1 10	
Rolling-stock, Narrow-gauge ...	...	...	...				67,696 17 3	
Rolling-stock, Electric Street Railway ...	...	...	...				16,393 0 8	
McKeen Motor Cars ...	...	...	...				10,003 8 3	
Grand Total ...	320·83	3306·66	3627·49	...	...	...	45,537,878 17 0	...

Trains run only as required for traffic. † See lines closed for traffic. ‡ Including portion dismantled. § Gauge of lines constructed—miles 5ft. 3in., 3553·55; miles 2ft. 6in., 121·90. ¶ 2ft. 6in. gauge.

NOTE.—All tracks to piers, wharfs, and hallast 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 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	20.1.53
1857—May 13	Flinders Street ...	St. Kilda			19.3.56
1859—Feb. 8	Prince's Bridge ...	Richmond			43
" Dec. 12	Richmond ...	Cremerne			43
" " 19	Windser ...	North Brighton			42
1860—Sept. 24	Richmond ...	Pic-nic Station			43
" Dec. 22	Cremerne ...	Windser ...			43
1861—April 13	Pic-nic Station ...	Hawthorn...			43
" Dec. 21	North Brighton ...	Brighton Beach			127
1857—June 17	Williamstown Junction	Geelong ...	38.51		36
1859—Jan. 17	Footscray ...	Williamstown Pier	5.87		150
" Feb. 10	Melbourne ...	Sunbury ...	23.95		36
1860—Oct. 21	Essendon Junction ...	Essendon ...	3.50		331
1861—July 8	Sunbury ...	Woodend ...	24.70		36
1862—April 11	North Geelong Junction	Ballarat ...	53.21		36
" " 25	Woodend ...	Kyneton ...	8.32		36
" Oct. 21	Kyneton ...	Bendigo ...	43.90		36
1864—Sept. 19	Bendigo ...	Echuca ...	55.13		36
1867—Nov. 30	Newmarket Junction ...	*Race-course	1.50		331
1872—April 18	Essendon ...	Schoolhouse-lane	54.00		331
" Aug. 26	Schoolhouse-lane	Seymour ...	2.29		331
" Nov. 20	Seymour ...	Longwood	23.39		331
1873—March 20	Longwood ...	Violet Town	20.54		331
" Aug. 18	Violet Town ...	Benalla ...	16.14		331
" Oct. 28	Benalla ...	Wangaratta	24.04		331
" Nov. 21	Wangaratta ...	Wodonga ...	41.60		331
1874—July 7	Castlemaine ...	Maryborough	33.02		415
" " 7	Ballarat ...	Creswick ...	11.05		415
" Aug. 11	Ballarat ...	Beaufort ...	28.74		415
" Oct. 6	Maryborough	Dunolly ...	13.81		415
" Nov. 16	Creswick ...	Clunes ...	11.19		415
1875—Feb. 2	Clunes ...	Maryborough	19.49		415
" April 7	Beaufort ...	Ararat ...	28.64		415
" July 7	Beechworth Junction	Everton ...	12.05		475
1876—Feb. 15	Ararat ...	Scallan's Hill	17.85		475
" April 14	Scallan's Hill	Stawell ...	1.00		475
" Sept. 19	Bendigo ...	Bridgewater	24.49		475
" " 30	Everton ...	Beechworth	10.21		475
" Oct. 21	Maryborough	Avoca ...	14.92		475
" Nov. 18	Bridgewater ...	Inglewood	4.44		475
" " 25	Geelong ...	Winchelsea	25.64		475
1877—March 13	Winchelsea ...	Birregurra	12.79		475
" April 24	Ararat ...	Dunkeld ...	47.02		475
" June 1	Sale ...	Morwell ...	39.10		475
" July 27	Birregurra ...	Colac ...	11.81		475
" Oct. 8	Oakleigh ...	Bunyip ...	38.77		475
" " 29	Dunkeld ...	Hamilton ...	19.05		475
" Dec. 1	Moe ...	Morwell ...	8.76		475
" " 19	Hamilton ...	Portland North	52.81		475
" " 19	Portland North	Portland Pier	1.00		475
1878—Feb. 1	Race-course Junction...	+Geelong Race-course	1.96		580
" March 1	Moe ...	Bunyip ...	31.59		475
" Sept. 3	Dunolly ...	Bealiba ...	12.16		580
" Dec. 17	Stawell ...	Murtoa ...	35.49		580
" " 23	Bealiba ...	St. Arnaud	20.85		580
1879—Jan. 29	Springhurst ...	Walgunyah	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—	Authorization Act.	
			Length in Miles.	Number.
		Brought forward ...	1193'81	
1881—June 7	Lancefield Junction ...	Lancefield ...	14'50	660
" Aug. 11	Waubra Junction ...	Ballarat Race-course ...	2'10	682
" Sept. 1	Shepparton ...	Numurkah ...	20'74	682
" Dec. 19	Caulfield ...	Mordialloc ...	9'85	682
1882—Jan. 26	St. Arnaud ...	Cope Cope ...	16'33	682
" April 3	Hawthorn ...	Camberwell ...	2'09	682
" " 15	Inglewood ...	Korong Vale ...	20'20	682
" " 22	Cope Cope ...	Donald ...	7'52	682
" July 1	Horsham ...	Dimboola ...	21'45	682
" Aug. 1	Mordialloc ...	Frankston ...	10'02	682
" Dec. 1	Camberwell ...	Lilydale ...	17'94	682
" " 15	Eaglehawk ...	Raywood ...	13'42	682
1883—April 20	Korong Vale ...	Charlton ...	22'62	682
" June 14	Wodonga ...	River Murray ...	1'94	682
" " 21	Raywood ...	Mitiamo ...	22'44	682
" July 2	Korong Vale ...	Boort ...	17'86	682
" " 2	Colac ...	Camperdown ...	28'10	682
" Aug. 1	Ballarat ...	Scarsdale ...	13'11	682
" Sept. 3	Benalla ...	St. James ...	20'33	682
" Oct. 1	Charlton ...	Wycheproof ...	16'47	682
" Nov. 13	Traralgon ...	Heyfield ...	22'06	682
" " 16	Tallaroak ...	Yea ...	23'69	682
" Dec. 17	Everton ...	Myrtleford ...	16'56	682
1884—Feb. 12	Mitiamo ...	Pyramid Hill ...	12'59	682
" " 15	Branxholme ...	Henty ...	23'19	682
" April 2	Braybrook Junction ...	Melton ...	15'64	682
" June 16	Castlemaine ...	Maldon ...	10'24	682
" Sept. 1	Henty ...	Casterton ...	8'90	682
" " 9	North Melbourne ...	Coburg ...	5'07	682
" Oct. 25	Pyramid Hill ...	Kerang ...	24'54	682
1885—April 6	Race-course Junction ...	*Williamstown Race-course	0'69	860, 880, 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 ...	Yarrawonga ...	19'86	821 and 1381
" " 12	Murtoa ...	Warracknabeal ...	31'20	821 " 1381
" Nov. 15	Ballarat Cattle-yards Junction ...	*Ballarat Cattle-yards	2'92	821 " 1381
" Dec. 22	Gordons ...	Ballan ...	7'37	821 " 1381
1887—Jan. 19	Dimboola ...	Serviceton ...	63'19	821 " 1381
" " 19	North Creswick ...	Rocky Lead ...	12'65	821 " 1381
" Feb. 16	Parwan ...	Bacchus Marsh ...	2'54	821 " 1381
" March 18	Heyfield ...	Maffra ...	10'92	821 " 1381
" April 21	Wedderburn Junction ...	Wedderburn ...	4'86	821 " 1381
" " 23	Camperdown ...	Terang ...	13'87	821 " 1381
" June 1	Rocky Lead ...	Daylesford Junction ...	10'46	821 " 1381
" " 1	Lubeck ...	Rupanyup ...	9'77	821 " 1381
" Aug. 19	Tatura ...	Echuca ...	34'07	821 " 1381
" " 25	Horsham ...	Noradjuha ...	19'95	821 " 1381
" Sept. 2	Brighton Beach ...	Sandringham ...	2'20	821 " 1381
" " 24	Braybrook Junction ...	*Newport ...	4'29	821 " 1381
" Nov. 8	Maffra ...	Stratford ...	6'11	821 " 1381
" Dec. 19	Hawthorn ...	Kew ...	0'96	821 " 1381
1888—May 8	Royal Park Junction ...	Clifton Hill ...	2'39	821 " 1381
" " 8	Nicholson-street ...	Fitzroy ...	0'95	821 " 1381
" " 8	Clifton Hill ...	Collingwood ...	0'90	821 " 1381
" " 8	Clifton Hill ...	Alphington ...	2'35	682
" " 8	Alphington ...	Heidelberg ...	2'24	821 and 1381
" " 8	Moe Junction ...	Thorpdale ...	10'67	821 " 1381
" " 8	Sale Junction ...	Stratford Junction ...	8'97	821 " 1381
" " 8	Stratford ...	Bairnsdale ...	32'79	821 " 1381
" " 15	Lilydale ...	Yarra Flats ...	7'35	821 " 1381
" Oct. 1	Numurkah ...	Nathalia ...	13'79	821 " 1381
" " 1	Numurkah ...	Cobram ...	21'65	821 " 1381
" " 1	Shepparton ...	Dookie ...	14'84	821 " 1381
" " 1	Kilmore Junction ...	Kilmore ...	9'51	821 " 1381
" " 1	Bendigo ...	Heathcote ...	27'64	821 " 1381
" " 1	Pisgah Junction ...	Waubra ...	13'74	821 " 1381
" " 1	Frankston ...	Mornington Junction ...	5'02	821 " 1381
" " 1	Dandenong (Great Southern Junction)	Tooradin ...	15'91	821 " 1381
" Nov. 20	Inglewood ...	Dunolly ...	24'24	821 " 1381
" " 20	Hamilton (Coleraine Junction) ...	Coleraine ...	23'01	821 " 1381
		Carried forward ...	2179'32	

* Trains run only as required for traffic.

APPENDIX No. 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.	10	Irrewarra ...	Beeac ...	8'70	821 " 1381	
" "	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 ...	Bunninyong ...	6'84	821 " 1381	
" Oct.	8	Whittlesea Junction ...	Preston Reservoir ...	4'78	821 " 1381	
" "	8	Coburg ...	†Somerton ...	7'16	821 " 1381	
" Nov.	12	Yea ...	Molesworth ...	10'68	821 " 1381	
" Dec.	3	Heathcote ...	Tooborac ...	10'56	821 " 1381	
" "	4	Bacchus Marsh ...	Ballan ...	17'54	821 " 1381	
" "	4	Ringwood ...	Upper Fern Tree Gully ...	7'44	821 " 1381	
" "	17	Hastings ...	Stony Point ...	5'74	821 " 1381	
" "	23	Preston Reservoir ...	Whittlesea ...	17'29	821 " 1381	
1890—Feb.	4	Terang ...	Mortlake ...	12'16	821 " 1381	
" "	4	Terang ...	Warrnambool ...	28'82	821 " 1381	
" "	4	Koroit ...	Warrnambool ...	9'36	821 " 1381	
" "	4	Koroit ...	Port Fairy ...	11'34	821 " 1381	
" March	17	Mount Moriac ...	*Wensleydale ...	10'92	821 " 1381	
" "	24	Burnley ...	†Oakleigh ...	6'29	821 " 1381	
" May	12	Warragul ...	Rokeby ...	8'12	821 " 1381	
" "	30	Kerang ...	Swan Hill ...	35'16	821 " 1381	
" "	30	Camberwell ...	†Waverley Road ...	4'25	821 " 1381	
" June	17	Molesworth ...	Cathkin ...	2'74	821 " 1381	
" July	18	Huon-lane ...	Bolga ...	6'61	821 " 1381	
" Aug.	22	Kilmore ...	Tooborac ...	20'10	821 " 1381	
" "	22	Dunkeld ...	†Koroit ...	48'99	821 " 1381	
" "	22	Hamilton ...	Penshurst ...	18'11	821 " 1381	
" Sept.	1	Murchison East ...	Rushworth ...	12'87	821 " 1381	
" "	16	Cathkin ...	Alexandra Road ...	4'41	821 " 1381	
" Oct.	10	Scarsdale ...	Linton ...	7'97	821 " 1381	
" "	17	Myrtleford ...	Bright ...	18'54	821 " 1381	
" Nov.	10	Cathkin ...	Merton ...	15'47	821 " 1381	
" "	11	Tooradin ...	Loch ...	23'53	821 " 1381	
" "	18	Ararat ...	Avoca ...	39'04	821 " 1381	
1891—Jan.	15	Kyneton (Redesdale Junction) ...	Redesdale ...	16'25	821 " 1381	
" March	24	Fairfield Park ...	†Riversdale (including ‡Canterbury loop line)	4'99	821 " 1381	
" "	24	Maldon (Laanecoorie Junction) ...	Shelbourne ...	9'89	821 " 1381	
" May	7	Merton ...	Maindample ...	13'86	821 " 1381	
" June	2	Loch ...	Korumburra ...	9'89	821 " 1381	
" "	5	Birregurra ...	Forrest ...	19'85	821 " 1381	
" July	23	Beechworth ...	Yackandandah ...	12'84	821 " 1381	
" "	24	Bolga ...	Tallangatta ...	5'02	821 " 1381	
" Oct.	6	Maindample ...	Mansfield ...	8'64	821 " 1381	
" Nov.	23	Spencer Street ...	§Flinders St. (Viaduct) ...	0'76	821 " 1187	
" Dec.	17	Korumburra ...	Leongatha ...	9'19	821 " 1381	
1892—Jan.	13	Leongatha ...	Port Albert ...	58'75	821 " 1381	
" March	18	Rokeby ...	Neerim South ...	5'36	1030 " 1300	
" April	5	Curdie's River Junction ...	Timboon ...	22'32	821 " 1381	
" "	6	Lancefield ...	†Kilmore ...	18'10	821 " 1381	
" Oct.	28	Korumburra ...	Coal Creek ...	0'89	1240 " 1255	
" Nov.	22	Dookie ...	Katamatite ...	17'02	1529	
1893—Jan.	5	Warracknabeal ...	Beulah ...	21'92	1273	
" March	28	Donald ...	Birchip ...	32'30	1273	
1894—March	6	Beulah ...	Hopetoun ...	16'01	1316	
" May	7	Korumburra (Jumbunna Junction) ...	Jumbunna ...	3'74	1240 and 1294	
" "	14	Bendigo Cattle-yards Junction ...	*Bendigo Cattle-yards ...	0'89	1030 " 1381	
" June	1	Korumburra (Strezlecki Junction) ...	Strezlecki ...	2'25	1240 " 1294	
" "	19	Dimboola ...	Jeparit ...	21'59	1312	
" July	31	Natimuk (East Natimuk) ...	Goroke ...	28'32	1292	
" Aug.	7	Boort ...	Quambatook ...	21'96	1312	
1895—March	8	Wycheproof ...	Sea Lake ...	47'89	1383	
1896—Feb.	5	Jumbunna ...	Outtrim ...	2'40	1371 and 1420	
" Dec.	15	Nathalia ...	Picola ...	6'74	1293	
1899—March	14	Wangaratta ...	¶Whitfield ...	30'49	1492	
" Sept.	18	Birchip ...	Woomelang ...	26'45	1550	
" Nov.	2	Jeparit ...	Rainbow ...	18'47	1558	
1900—March	1	Quambatook ...	Ultima ...	30'30	1555	
" Dec.	18	Upper Fern Tree Gully ...	¶Gembrook ...	18'22	1549	
" "	26	Bungaree ...	*Race-course ...	1'53	1682	
1901—Oct.	21	Melbourne ...	Collingwood ...	2'22	1590	
" Nov.	13	Lilydale ...	Warburton ...	23'97	1586	
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	Woolamai	16.79	2125
" " 9	Woolamai	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
" Sept. 25	Cressy	Newtown	24.49	2178
1912—June 25	Ouyen	Kow Plains	56.39	2179
" " 25	Kow Plains	Murrayville	11.48	2290
" " 25	Eltham	Hurst's Bridge	6.64	2217
Total mileage ...			3675.45	
Less mileage closed for Traffic at 30th June, 1912—			Miles.	
Dunkeld to Peshurst (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, 1912 ...			3627.49	

* 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, 1911, COMPARED WITH THE NUMBER
AT 30TH JUNE, 1912, ENTITLED TO COMPENSATION OR PENSION ON RETIRE-
MENT.

Branch.	At 30th June, 1911.	At 30th June, 1912.	Decrease.
Secretary's	10	10	...
Rolling Stock	581	563	18
Way and Works	406	389	17
Transportation and Traffic ...	577	547	30
Accountancy and Audit of Receipts	31	31	...
Telegraph and Stationery ...	22	21	1
Stores	16	16	...
St. Kilda and Brighton Electric Street Railway	1	1	...
Total ...	1,644	1,578	66

APPENDIX No. 20.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1ST JULY, 1902, TILL 30th JUNE, 1912.

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.			Solely through their own Action or Negligence.			Killed.			Injured.			Killed.			Injured.			Killed.	Injured.
	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.			
1902-3	..	..	16	1	117	200	..	21	6	102	3	159	1	3	4	10	20	5	2	10	37	454	..	..	..	..	..		
1903-4	..	..	17	1	173	626	..	43	3	105	2	140	1	..	6	4	10	7	3	18	27	541	..	..	..	..	..		
1904-5	..	..	9	4	156	134	..	35	3	96	2	118	..	2	5	7	9	9	2	6	25	446	..	..	..	..	..		
1905-6 <i>a</i>	..	..	17	5	122	2,498	..	43	4	101	4	161	..	2	10	8	24	6	1	8	48	630	..	..	..	..	..		
1906-7	..	..	17	5	148	199	..	32	1	112	7	140	1	2	8	16	12	3	11	14	46	498	..	..	..	..	..		
1907-8 <i>b</i>	..	45	33	2	170	5,793	..	29	4	112	2	151	..	..	6	11	17	7	3	23	79	970	..	..	..	..	..		
1908-9	..	..	19	5	136	111	..	12	2	101	8	131	1	..	5	9	22	19	2	15	45	451	..	..	..	..	..		
1909-10	..	..	5	2	96	129	..	7	..	38	6	167	..	4	4	3	8	7	1	15	21	353	..	..	..	..	..		
1910-11 <i>c</i>	..	10	..	8	99	5,608	..	31	..	20	5	128	..	1	7	12	19	7	..	5	49	829	..	..	..	..	..		
1911-12	..	..	1	9	116	124	..	44	..	12	23	134	3	11	9	13	19	11	4	7	67	362	..	..	..	..	..		
Totals ..	55	1,222	2	42	1,333	1,454	..	297	23	799	62	1,429	7	25	64	93	100	81	29	121	444	5,534	..	..	..	..	..		

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

APPENDIX No. 21.

DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1911-12 COMPARED WITH
THE YEAR 1910-11, EXCLUSIVE OF THE ST. KILDA AND BRIGHTON ELECTRIC
STREET RAILWAY.

	1910-11.	1911-12.
TRANSPORTATION BRANCH.		
	£	£
General Superintendence and Staff	47,267	54,354
Stationery, Printing, and Advertising	26,124	30,130
Stores Expenses	2,310	2,471
STATION, YARD, AND SIGNAL SERVICE—		
Salaries, Wages, and Expenses of Staff	522,081	613,940
Fuel	2,209	2,325
Light	16,264	18,085
Uniforms	2,261	4,493
Other Supplies	21,394	24,836
Sanitary and Other Expenses	4,573	5,737
TOTAL COST OF STATION, YARD, AND SIGNAL SERVICE	£568,782	£669,416
Guards and Conductors—Wages and Expenses	89,417	106,378
„ „ Uniforms and Supplies	1,436	2,166
Gatekeeping	17,810	20,982
Loss and Damage to Property and Goods	Cr. 591	Cr. 667
Other Expenses	2,937	2,695
Dining Car Service	11,292	13,099
TOTAL EXPENSES OF TRANSPORTATION BRANCH	£766,784	£901,024
Percentage of Gross Revenue	15·66	17·26
Per Traffic Train Mile	14·19 <i>d</i> .	15·63 <i>d</i>
WAY AND WORKS BRANCH.		
	£	£
General Superintendence and Staff	37,455	40,067
Stationery, Printing, and Advertising	4,362	5,368
Stores Expenses	7,905	4,798
	£49,722	£50,233
MAINTENANCE OF WAY—		
Superintendence and Staff	16,067	17,313
General Labour	279,702	308,727
Track Materials	144,661	133,366
Fences, Gates, Cattle Guards, Roadways, Signs, &c.	33,626	42,142
Tools and Supplies	11,539	13,788
Flood Claims	Cr. 467	Cr. 77
Other Expenses	..	..
TOTAL COST OF MAINTENANCE OF WAY	£485,128	£515,259
Per Mile of Railway worked	£138	£146
„ „ Track „ (exclusive of Sidings)	£126	£133

APPENDIX No. 21—*continued.*DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1911-12, ETC.—*continued.*

	1910-11.	1911-12.
WAY AND WORKS BRANCH—<i>continued.</i>		
MAINTENANCE OF WORKS—	£	£
Superintendence and Staff	10,686	13,441
Bridges, Culverts, and Drains	56,054	66,116
Piers and Wharfs	4,883	7,282
Weighbridges, Scales, Lifting Cranes, Turntables, Traversers, Grain Conveyors, &c.	8,609	11,799
Buildings, Platforms, and Fixtures	103,479	107,169
Stock Yards	6,627	11,393
Water Supply	13,286	12,708
Signals and Interlocking	35,367	53,971
Telegraph Lines	17,558	26,488
Machinery, Tools, and Supplies	9,431	14,649
Other Expenses	215	244
Gardens, Plantations, &c.	2,613	2,598
TOTAL COST OF MAINTENANCE OF WORKS	£268,808	£327,858
TOTAL EXPENSES OF WAY AND WORKS BRANCH	£803,658	£893,350
Percentage of Gross Revenue	16·41	17·12
Per Mile of Railway worked	£229	£252
Per Traffic Train Mile	14·87 <i>d.</i>	15·49 <i>d.</i>
ROLLING STOCK BRANCH.		
	£	£
General Superintendence and Staff	15,390	17,307
Stationery, Printing, and Advertising	3,426	4,358
Stores Expenses	9,597	7,660
LOCOMOTIVE WORKING—		
Superintendence and Staff	15,412	17,526
Running Sheds { Staff	43,389	48,718
{ Supplies	3,513	3,836
Drivers and Firemen	286,587	329,888
Coal, Wood, and Kindlers for Locomotives	267,514	283,198
Handling and Inspection of Coal, Wood, and Kindlers for Locomotives	25,066	26,713
Water for Locomotives and Running Sheds	17,540	19,751
Oil, Tallow, Waste, and other Running Supplies for Locomotives	13,502	15,255
Other Expenses	74	98
McKeen Motor Cars	..	514
TOTAL COST OF LOCOMOTIVE WORKING	£672,597	£745,497
Locomotive Miles Run	15,507,373	16,755,264
Per Locomotive Mile.. .. .	10·41 <i>d.</i>	10·67 <i>d.</i>
Per Traffic Train Mile	12·44 <i>d.</i>	12·93 <i>d.</i>
INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS—	£	£
Labour	36,804	46,063
Supplies	1,714	1,896
Lubricants	1,537	1,752
Light	14,824	16,736
Ice	913	1,169
Other Expenses	..	..
TOTAL COST OF INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS	£55,792	£67,616
Per 1,000 Car Miles.. .. .	81·33 <i>d.</i>	94·21 <i>d.</i>
TOTAL COST OF WORKING ROLLING STOCK BRANCH	£756,802	£842,438

APPENDIX No. 21—*continued.*DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1911-12, ETC.—*continued.*

	1910-11.	1911-12.
ROLLING STOCK BRANCH—<i>continued.</i>		
REPAIRS AND RENEWALS OF ROLLING STOCK—	£	£
Superintendence and Staff	12,048	13,553
Repairs and Renewals of Locomotives	125,322	168,733
" " Passenger Cars and Vans	99,841	112,287
" " Trucks	98,712	110,145
" " Covers	19,330	26,436
" " Machinery and Tools	14,434	17,270
Power, Heat, Light, &c., for Shops	35,445	44,660
Sundry Charges	1,586	4,701
Other Expenses	343	155
Payment into Rolling-stock Replacement Fund	100,000	50,000
TOTAL COST OF REPAIRS AND RENEWALS OF ROLLING STOCK	£507,056	£547,940
Per Traffic Train Mile	9·38 <i>d.</i>	9·50 <i>d.</i>
TOTAL EXPENSES OF ROLLING STOCK BRANCH	£1,263,858	£1,390,378
Percentage of Gross Revenue	25·81	26·64
Per Traffic Train Mile	23·38 <i>d.</i>	24·12 <i>d.</i>
GENERAL EXPENSES.		
	£	£
Salaries and Expenses, Commissioners' and Secretary's Offices	15,570	15,860
" " Chief Accountant's Office	17,325	20,441
" " Auditor of Receipts' Office	18,307	20,916
Estate Office	1,753	1,679
General Office Expenses	1,516	1,785
Flinders-street Station Buildings General Expenses	1,263	1,389
Legal and Medical Expenses	4,658	5,160
Stationery, Printing, and Advertising (General)	3,394	3,405
Other General Expenses	2,201	3,502
TOTAL GENERAL EXPENSES	£65,987	£74,237
Percentage of Gross Revenue	1·35	1·42
Per Traffic Train Mile	1·22 <i>d.</i>	1·29 <i>d.</i>
PAYMENT INTO RAILWAY ACCIDENT AND FIRE INSURANCE FUND	£91,386 †	£51,495 †
Percentage of Gross Revenue	1·87	·99
Per Traffic Train Mile	1·69 <i>d.</i>	·89 <i>d.</i>
TOTAL WORKING EXPENSES	£2,991,673	£3,310,484
Percentage of Gross Revenue	61·10	63·43
Per Traffic Train Mile	55·35 <i>d.</i>	57·42 <i>d.</i>
Per Mile of Railway Worked	£854	£934

† Includes Special Payment—Year 1910-11, £60,904 13*s.* 11*d.*, and year 1911-12, £25,400.

APPENDIX No. 22.

RESULTS OF WORKING OF THE ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY FOR THE YEAR 1911-12, COMPARED WITH THE YEAR 1910-11.

	1910-11.	1911-12.
Average Mileage of Railway Worked	5'13	5'13
Car Mileage	346,849	367,306
Number of Passengers carried	1,410,907	1,674,918
Average Fare paid per Passenger	2'17d.	2'13d.
GROSS REVENUE—	£	£
Passengers	12,782	14,926
Parcels	1	1
Rentals	1	...
Miscellaneous	68	85
TOTAL GROSS REVENUE	£12,852	£15,012
Per Passenger Car Mile	8'89d.	9'81d.
Per Mile of Single Track	£2,505	£2,926
ORDINARY WORKING EXPENSES—	£	£
Transportation Account	3,879	4,781
Way and Works Account	1,152	1,321
Rolling Stock Account	2,189	2,379
Power Account	2,217	4,263
General Expenditure	318	464
Payment into Railway Accident and Fire Insurance Fund	64	75
TOTAL WORKING EXPENSES	£9,819	£13,283
Per cent. of Gross Revenue	76'40	88'48
Per Passenger Car Mile	6'79d.	8'68d.
Per Mile of Single Track	£1,914	£2,589
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£3,033	£1,729
INTEREST ON THE TOTAL CAPITAL COST	£2,107	£2,078
NET PROFIT OR LOSS, INCLUSIVE OF INTEREST	Profit, £926	Loss, £349

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 1911	5' 3" gauge ...	3'15	2'22	2'43	313'03	3080'63	3401'46	621'58	4363'34
	2' 6" gauge ...	...	...	...	...	121'90	121'90	6'75	128'65
	Total ...	3'15	2'22	2'43	313'03	3202'53	3523'36	628'33	4491'99
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	5'13	5'13	·83	5'96
	Grand Total ...	3'15	2'22	2'43	313'03	3207'66	3528'49	629'16	4497'95
Year 1912	5' 3" gauge ...	3'15	2'22	2'43	313'03	3179'63	3500'46	644'33	4485'09
	2' 6" gauge ...	...	...	...	...	121'90	121'90	7'25	129'15
	Total ...	3'15	2'22	2'43	313'03	3301'53	3622'36	651'58	4614'24
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	5'13	5'13	·83	5'96
	Grand Total ...	3'15	2'22	2'43	313'03	3306'66	3627'49	652'41	4620'20
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 1910-11.	5' 3" gauge ...	3'15	2'22	2'43	307'35	3081'46	3731'23	615'56	4346'79
	2' 6" gauge ...	...	...	...	...	108'05	108'05	5'99	114'04
	Total ...	3'15	2'22	2'43	307'35	3189'51	3504'66	621'55	4460'83
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	5'13	5'13	·83	5'96
	Grand Total ...	3'15	2'22	2'43	307'35	3194'64	3509'79	622'38	4466'79
Year 1911-12.	5' 3" gauge ...	3'15	2'22	2'43	313'03	3100'58	3761'71	630'30	4392'01
	2' 6" gauge ...	...	...	...	...	121'90	121'90	6'94	128'84
	Total ...	3'15	2'22	2'43	313'03	3222'48	3543'31	637'24	4520'85
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	5'13	5'13	·83	5'96
	Grand Total ...	3'15	2'22	2'43	313'03	3227'61	3548'44	638'07	4526'81

The mileage of Sidings as shown does not include 58'88 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 13'36 miles is repaid to the Department.

APPENDIX No. 24.

RETURN OF TRAFFIC AT EACH STATION.

APPENDIX No. 24.

RETURN OF TRAFFIC AT EACH STATION.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELE-GRAPH, AND DINING CARS.		RENTALS.		MISCEL- LANEOUS.		GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).		
	Outwards.		Inwards.		Outwards.		Inwards.		Revenue.		Revenue.		Outwards.		Inwards.		Outwards.			Inwards.	
	Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Tons.		Revenue.		Revenue.			Revenue.	
	Number of Passenger Journeys.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.
Melbourne—Spencer- street, Country ..	2,261,745	397,876 13 8½	82,405 18 11½	47,085 15 6½	3,287 1 8½	2,739 3 0½	..	..	16,787 5 6	7,169 4 7	614,143	601,162 2 2	733,252	334,180 4 8	2,610 15 9	10,718 8 2	1,506,022 13 9½	..	..		
Melbourne—Spencer- street, Suburban ..	1,091,906	13,859 0 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13,859 0 9	..	..		
MELBOURNE-BENDIGO LINE.																					
North Melbourne ..	1,245,384	11,721 10 9	822 13 1	466 14 1	39 17 8	9 3 0	..	..	45 17 0	0 1 1	14,452	2,510 0 8	88,053	27,962 11 3	..	..	13,107 16 8	..	..		
Arden-street ..	321,842	2,253 1 7	29 6 3	15 19 11	3 6 3	0 10 0	..	..	701 11 0	..	..	..	..	..	..	..	31,174 2 11	..	..		
Middle Footscray ..	259,819	1,920 5 0	424 7 5	116 8 10	9 15 3	1 4 6	..	..	37 15 4	0 1 3	74,833	10,674 2 5	9,136	2,626 10 4	1 16 9	7 0 3	2,307 9 6	..	..		
Footscray West ..	15,805	130 0 10	..	0 4 0	..	..	..	..	21 1 1	..	..	..	..	..	..	..	15,819 7 4	..	..		
Tottenham ..	231,620	4,162 14 2	638 13 6	182 8 11	6 18 0	2 1 0	..	..	52 14 1	..	15,992	13,785 11 5	38,219	7,642 19 3	6 13 3	14 13 5	151 5 11	..	..		
Sunshine ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	26,495 7 0	..	..		
Sunshine — Building Tickets (Free) ..	21,420	..	..	0 16 0	..	..	..	..	..	..	62,508	6,120 16 10	171	48 6 3	..	..	..	..	..		
Albion ..	87	2 1 7	..	47 7 8	1 4 0	0 2 9	..	..	5 12 7	..	617	120 8 10	639	131 10 0	0 7 6	13 5 8	6,172 0 8	..	..		
St. Albans ..	37,920	600 11 5	99 8 2	38 15 4	5 17 4	5 11 6	..	..	26 4 7	..	3,282	500 1 1	1,194	225 8 6	11 7 6	176 4 11	1,294 19 11	..	..		
Sydenham ..	7,511	279 19 9	25 9 5	68 14 8	0 11 9	12 13 3	..	..	15 19 7	0 1 3	2,901	564 18 8	1,480	379 9 8	34 7 0	247 15 1	1,681 5 8	..	..		
Digger's Rest ..	6,448	274 10 0	82 4 9	353 19 8	44 13 9	119 9 6	..	..	43 16 8	0 1 3	898	290 6 7	6,443	1,516 17 1	422 18 8	1,547 16 4	6,428 12 8	..	..		
Sunbury ..	33,504	1,817 7 10	271 5 4	..	..	..	..	..	..	..	..	..	..	..	..	..	0 4 4	..	..		
Wildwood Siding ..	6,650	435 5 8	35 13 8	43 10 3	4 16 9	7 2 0	..	..	22 1 7	..	325	174 7 0	442	162 4 2	335 13 2	453 7 7	1,674 1 10	..	..		
Lancefield Junction ..	6,237	591 9 7	61 12 4	115 18 1	7 8 9	21 16 6	..	..	5 18 8	..	2,808	882 16 7	1,043	386 1 2	54 17 3	80 1 6	2,207 5 5	..	..		
Riddell ..	11,857	1,014 4 0	392 15 10	193 2 7	6 7 3	61 16 0	..	..	14 8 10	0 2 6	1,998	627 15 3	1,498	728 4 0	327 17 10	554 5 7	3,920 17 2	..	..		
Gisborne ..	15,361	1,259 12 2	246 1 6	333 1 0	27 0 0	11 16 3	..	..	11 4 8	..	2,824	493 2 0	1,958	790 15 1	18 0 11	19 2 9	3,209 18 10	..	..		
Maesdon ..	24,647	2,227 18 0	172 12 3	309 7 1	23 18 3	106 11 3	..	..	166 0 1	0 6 6	7,881	2,414 8 10	2,728	1,389 1 9	266 15 5	352 3 6	7,421 2 11	..	..		
Woodend ..	1,841	125 11 7	4 12 4	10 14 10	2 3 3	0 5 9	..	..	13 2 7	..	275	96 9 0	48	31 10 11	69 1 9	8 18 0	362 10 0	..	..		
Carlsruhe ..	45,998	4,991 7 11	776 3 8	782 14 1	101 7 9	263 5 10	..	..	1,072 14 11	12 0 3	7,767	3,107 9 0	9,387	4,406 5 10	965 13 6	1,133 2 1	17,612 4 10	..	..		
Kyneton ..	110 9 8	11 6 3	9 7 9	0 19 0	0 2 3	0 11 0	..	..	26 14 4	..	410	192 10 11	40	30 7 0	172 19 4	1 8 6	383 5 8	..	..		
Redesdale Junction ..	1,590	895 12 10	85 11 9	129 9 3	8 12 8	14 10 8	..	..	24 11 0	..	1,481	514 6 5	936	502 12 5	107 17 6	2 456 4 4	2,456 4 4	..	..		
Malmesbury ..	7,430	422 2 8	40 6 11	60 12 6	1 5 0	2 11 6	..	..	13 5 6	..	1,056	230 1 11	289	197 12 8	147 7 1	60 14 6	1,471 18 10	..	..		
Taradale ..	5,728	339 9 9	39 17 4	45 12 11	1 12 0	1 14 0	..	..	7 16 10	..	2,134	602 15 5	466	233 14 0	38 10 0	1,498 17 3	1,498 17 3	..	..		
Elphinstone ..	7,411	601 5 4	67 0 10	60 1 1	0 17 3	0 8 9	..	..	0 19 2	..	358	184 18 5	2,036	544 16 5	189 13 10	27,472 10 10	27,472 10 10	..	..		
Chewtown ..	68,948	8,515 16 11	751 18 5	1,059 14 6	33 12 11	49 0 5	..	..	184 11 8	..	7,033	6,015 5 7	17,014	10,473 19 0	198 17 7	69 5 5	69 5 5	..	..		
Castlemaine ..	12,693	626 9 7	109 13 4	82 8 6	3 18 9	0 11 0	..	..	16 7 0	..	213	39 3 2	92	30 2 3	198 17 7	69 5 5	69 5 5	..	..		
Parker's Creek ..	2,804	209 12 2	20 17 9	31 19 3	1 3 0	0 12 11	..	..	33 9 5	..	5,846	2,552 19 5	1,973	1,079 5 2	2 2 3	16 9 8	4,490 4 8	..	..		
Harcourt ..	7,040	577 1 4	49 0 7	58 5 2	2 11 3	2 0 3	..	..	33 9 5	..	2,284	455 4 10	82	42 10 11	85 10 6	19 4 0	900 4 9	..	..		
Ravenwood ..	16,709	1,842 5 4	99 8 10	161 13 7	1 12 0	3 3 0	..	..	0 10 0	..	126	96 18 10	2,392	555 5 1	4 13 10	1 346 6 4	1,346 6 4	..	..		
Golden Square ..	218,857	39,416 0 4	3,565 8 1	4,336 6 10	469 14 7	539 2 8	..	..	6 10 0	..	2,947	754 7 3	12,729	3,976 13 5	1 19 4	930 17 0	7,778 9 9	..	..		
Bendigo ..	..	..	..	..	..	..	..	..	761 5 1	4 5 6	34,554	26,288 18 4	118,359	59,868 7 6	4,448 0 11	6,328 17 11	146,016 7 9	..	..		
Bendigo Electric Sup- ply Co. Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
LANCEFIELD LINE.																					
Bolinda ..	865	77 1 2	3 1 7	12 1 3	..	0 6 6	..	..	..	..	809	200 7 5	172	82 6 10	49 1 1	0 15 6	425 0 4	..	..		
Monegatta ..	1,080	108 16 0	27 6 2	18 2 9	0 1 6	1 15 9	..	..	8 0 11	..	267	87 11 11	189	83 7 3	..	7 0 4	342 2 7	..	..		
North Monegatta ..	534	50 15 3	4 2 8	4 5 0	0 3 0	0 4 0	..	..	..	..	..	2 14 10	3	8 15 7	..	..	66 0 4	..	..		
Romsey ..	7,343	796 3 6	74 17 9	171 7 7	10 19 0	29 15 3	..	..	30 8 4	0 1 6	5,705	1,635 18 7	1,464	791 12 10	277 1 1	99 0 11	3,923 6 4	..	..		
Lancefield ..	7,926	1,007 17 9	82 6 4	187 17 7	18 6 9	51 16 9	..	..	107 3 0	0 4 3	7,442	2,226 6 7	1,485	901 19 2	443 17 9	108 17 9	5,136 13 8	..	..		

DAYLESFORD LINE.									
Tylden ..	1,268	149 5 9	11 17 10	22 19 4	12 16 9	3 7 0	..	20 13 7	1,386
Fern Hill ..	2,843	254 11 3	53 19 7	65 12 2	1 16 6	0 11 0	..	35 19 11	4,349
Trentham ..	11,254	1,041 12 2	88 1 0	179 2 3	11 13 2	5 17 6	0 2 3	23 7 11	6,101
Lyonville ..	4,184	184 13 6	9 6 8	26 15 5	0 3 0	0 2 0	..	3 10 0	4,359
Ballito ..	5,090	238 4 4	15 19 0	41 1 3	0 14 6	1 0 0	..	1 15 0	3,229
Musk ..	2,842	96 19 7	8 12 6	18 9 3	0 8 6	0 12 6	..	3 18 9	1,560
Daylesford ..	32,841	4,265 4 10	325 2 7	634 14 3	9 16 6	28 16 3	0 1 6	49 7 10	6,328
Woodburn ..	571	9 5 1	0 2 10	1 15 3	..	..	..	..	10
Sailor's Falls ..	1,078	35 10 10	3 0 10	6 16 1	..	..	..	1 10 2	33
Leonard ..	3,144	183 17 0	20 19 10	24 12 3	0 10 0	0 10 6	..	1 13 4	5,500
Wombat ..	1,351	60 13 5	1 16 3	6 3 6	0 0 6	0 1 6	..	401 12 3	3,014
Reekyn ..	3,134	136 4 9	7 4 5	15 9 1	0 15 9	0 4 4	..	242 3 7	1,367
Newlyn ..	3,970	299 8 0	20 16 8	68 15 7	7 10 6	3 4 3	..	6,011 13 6	13,722
Kingson ..	4,531	317 10 4	22 10 6	69 2 0	3 6 0	4 4 3	..	2,423 10 0	5,091
Alendale ..	16,968	840 3 0	55 8 5	109 13 10	10 14 0	4 12 3	..	1,789 2 8	3,553
Broomfield ..	4,549	180 16 8	0 7 6	8 17 0	0 10 3	..	..	..	..
REDESDALE LINE.									
Edgecombe ..	70	3 9 4	0 15 11	0 7 11	..	..	..	2 13 7	1,794
Green Hill ..	385	6 9 4	1 10 4	3 13 11	..	..	..	1 10 0	41
East Metcalfe ..	270	11 8 8	2 17 5	9 15 9	3 7 0	0 2 6	..	0 9 9	365
Emberton ..	96	4 12 6	0 16 11	0 10 10	..	..	..	24 17 2	175
Barfold ..	481	31 4 0	6 10 8	26 3 0	0 3 6	0 5 9	..	17 6 2	742
Redesdale ..	1,282	176 17 8	63 5 2	73 11 7	3 2 9	0 14 0	..	50 10 3	2,951
SHELBORNE LINE.									
Muckleford ..	722	20 18 6	3 15 2	7 9 11	0 0 6	..	..	5 1 6	326
Maldon ..	17,765	2,016 13 1	175 2 8	395 10 7	18 13 0	21 1 6	0 6 0	33 18 9	2,165
Bradford ..	3	0 2 0	..	0 1 1	0 1 0	..	..	8 18 3	..
Shelbourne ..	384	89 1 2	13 17 11	43 16 6	0 1 0	0 1 0	..	25 12 0	7,590
CASTLEMAINE-MARYBOROUGH LINE.									
Campbell ..	3,847	107 14 0	11 9 4	23 19 9	0 8 6	0 0 6	..	2 19 1	284
Guilford ..	5,016	317 12 0	21 3 5	68 8 2	1 3 6	0 14 6	0 1 6	10 1 1	359
Straway ..	2,426	96 9 3	4 5 4	8 9 11	0 1 3	0 15 0	..	7 5 5	37
Newstead ..	6,915	847 3 0	157 19 6	132 9 10	22 15 4	33 4 3	0 1 6	6 14 6	2,240
Joyce's Creek ..	1,216	94 13 10	16 14 6	19 0 7	0 13 3	0 6 0	..	10 15 5	705
Moort ..	1,114	177 17 3	10 18 7	17 10 6	0 14 0	0 4 0	..	5 8 1	3,973
Caribrook ..	4,328	509 3 2	42 18 10	59 13 3	5 8 0	17 13 3	..	2 7 5	2,392
Maryborough ..	56,215	10,423 8 0	801 13 0	1,145 11 9	43 8 8	46 12 8	5 16 3	294 8 10	11,838
MARYBOROUGH-MILDURA LINE.									
Simson ..	1,711	51 13 2	0 15 9	0 15 9	..	..	..	4 15 0	..
Havelock ..	2,737	64 12 5	17 7 6	17 7 6	..	..	..	1 16 7	1,081
Bat Bat ..	3,779	136 18 4	21 2 1	52 14 9	6 9 0	0 7 0	0 2 6	24 16 4	7,794
Dunolly ..	12,412	1,658 8 10	115 15 7	290 16 8	7 4 3	4 8 9	..	6 17 9	3,901
Goldborough ..	1,973	73 19 5	9 13 4	14 5 2	0 7 6	0 4 0	..	43 11 3	20,027
Bealiba ..	5,719	776 15 5	146 4 5	166 2 2	1 15 0	1 9 9	..	15 4 9	1,047
Maffescioni's Siding ..	..	..	..	..	..	..	..	..	..
Enau ..	2,536	303 18 5	21 15 1	47 10 2	1 3 9	1 0 3	..	15 4 9	10,543
Carapooee ..	547	119 15 2	12 4 8	13 9 4	0 4 9	..	..	9 0 8	2,456
St. Arnaud ..	20,888	5,743 17 7	397 15 10	909 14 5	83 4 0	86 8 11	0 7 3	131 15 1	13,140
Sutherland ..	497	23 13 10	1 8 7	12 4 11	0 0 9	0 0 9	..	19 10 0	3,979
Svanwater ..	575	30 13 10	0 10 3	17 5 1	0 0 9	0 4 6	..	9 10 0	2,729
Cope Cope ..	2,412	402 2 5	16 6 5	74 5 1	3 15 0	2 15 6	..	20 1 0	8,140
Donald ..	11,224	3,302 17 1	257 18 5	545 3 11	78 7 2	74 2 3	0 7 6	75 8 2	10,866
Lake Buloke ..	60	6 1 7	0 2 6	1 9 7	0 3 0	0 3 0	..	118 15 11	315
Lichfield ..	1,293	83 5 2	4 13 9	37 4 10	0 5 6	0 5 6	..	16 6 0	3,933
Massey ..	463	31 17 10	1 12 0	14 7 5	0 3 6	0 19 6	..	15 18 4	976
Watchen ..	4,082	873 15 3	55 5 5	181 5 6	10 13 5	37 9 9	..	36 4 10	5,654
Morton Plains ..	300	27 9 10	2 0 7	19 6 3	0 0 6	0 0 6	..	443 15 9	7,236
Birchip ..	9,527	3,013 5 2	200 14 8	502 13 2	52 17 9	41 4 4	0 5 0	3,115 10 5	6,351
Karrie ..	86	7 9 6	0 0 9	2 7 5	..	..	..	..	532
Kinnabulla ..	289	15 12 5	2 11 1	19 14 10	..	..	..	702 1 10	1,305
Curro ..	1,189	95 13 1	3 18 7	35 12 9	24 14 8	0 9 6	..	11 15 8	1,708
Wachuga ..	1,000	97 7 1	4 3 4	43 0 7	3 1 11	4 11 0	..	18 18 11	1,797
Woomelang ..	9,463	2,639 8 7	127 2 7	231 4 4	26 17 3	33 4 5	..	148 14 5	4,775

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

STATIONS.	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.	Outwards.	Outwards.		Inwards.	Outwards.		Inwards.	Revenue.		Revenue.	Revenue.	Outwards.		Tons.	Inwards.		Revenue.	Outwards.			Inwards.	Revenue.							
			£	s. d.		£	s. d.		£	s. d.			£	s. d.		£	s. d.		£	s. d.				£	s. d.	£	s. d.	£	s. d.	
MARYBOROUGH—MIL- DURA LINE—continued.		£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.							
Lascelles ..	3,075	745	3 11	35	0 2	87	19 3	22	3 9	7	17 6	..	..	46	17 4	0	0 3	2,243	1,328	3 2	1,568	1,706	9 2	55	14 3	15	3 0	4,050	11 9	
Gama ..	491	34	8 6	10	14 10	11	5 7	..	..	15	12 0	..	..	15	12 0	..	..	1,026	578	15 10	481	294	4 3	13	16 9	0	18 0	950	9 9	
Turriff ..	1,352	130	12 3	11	10 6	54	13 10	2	17 0	1	9 3	..	..	6	15 3	..	..	1,624	986	9 9	2,274	1,052	9 3	21	19 3	5	18 6	2,274	4 11	
Speed ..	1,110	110	12 0	3	4 8	43	17 5	0	9 0	2	6 0	..	..	1	6 3	..	..	1,032	622	11 7	3,278	1,136	4 5	20	14 0	14	8 0	1,955	13 4	
Tempy ..	854	107	6 5	2	16 4	56	19 11	0	1 6	5	12 6	..	..	52	7 5	..	..	978	587	16 5	3,245	954	3 7	10	1 2	9	6 10	1,786	12 1	
Austral ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	63	39	4 5	70	17	9	..	..	..	..	49	2 2	
•Boulka ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	176	83	19 1	108	58	17 10	..	..	..	..	142	16 11	
Ouyen ..	5,617	2,798	2 5	64	15 0	369	3 4	6	14 6	17	13 6	..	..	80	14 8	..	..	3,939	1,970	19 8	9,548	9,623	18 11	225	15 2	483	19 9	15,641	16 11	
Hatoh ..	97	32	14 1	10	5 7	5	1 3	0	3 0	4	6	..	..	48	18 5	..	..	5,912	709	8 5	484	396	10 2	1,082	0 4	275	6 2	2,560	11 11	
Nowingi ..	101	13	11 11	15	8 10	3	16 8	..	..	20	13 5	..	..	28	19 2	..	..	538	76	18 2	34	21	14 4	..	..	..	..	152	3 0	
Yatpool ..	417	41	4 0	1	4 9	31	10 0	0	10 0	0	10 0	..	..	23	19 2	..	..	466	45	14 4	713	250	14 11	..	..	9	10 2	409	7 4	
Irmpyle ..	1,478	1,342	12 8	38	19 8	102	11 11	9	6 0	19	13 1	..	..	120	11 3	..	..	5,366	8,870	12 1	3,862	3,959	15 7	..	..	15	17 9	14,480	0 0	
Mildura ..	10,183	8,109	18 4	556	5 5	1,115	17 0	46	4 9	94	12 6	..	..	43	10 6	0	6 9	6,427	8,646	17 3	12,146	18,703	1 0	1,404	17 9	529	11 5	39,251	2 8	
MILDURA AND WHITE CLIFFS LINE.																														
Merbelin ..	1,319	38	5 5	3	19 3	43	16 11	..	7	3 6	..	..	..	..	..	..	..	479	186	0 10	1,055	925	18 7	8	2 6	15	1 1	1,228	8 1	
MARYBOROUGH— ARARAT LINE.																														
Adelaide Lead ..	1,085	35	16 11	2	1 4	2	7 2	..	..	..	..	..	..	..	..	..	..	1,097	309	5 2	44	34	3 4	0	13 9	..	..	38	4 1	
Bung Bong ..	522	25	10 3	6	7 10	16	16 1	0	4 9	0	8 0	..	..	17	16 8	0	2 6	1,045	273	17 7	113	56	9 9	215	6 5	134	0 10	492	9 0	
Honabush ..	2,055	108	5 0	136	13 10	266	19 9	11	1 0	12	16 6	..	..	19	18 6	..	..	11,642	4,890	10 2	2,529	2,424	17 2	3	8 0	9	10 6	2,192	15 0	
Avoca ..	7,814	1,136	6 2	41	14 10	55	15 4	1	2 0	0	1 6	..	..	24	15 11	..	..	4,215	1,358	8 3	576	584	11 9	231	3 9	3	5 6	3,221	18 0	
Amphitheatre ..	2,090	165	18 10	43	8 4	101	4 1	2	0 0	0	1 6	..	..	2	5 4	..	..	2,987	1,592	11 3	854	807	15 2	6	10 8	9	10 6	899	3 7	
Elmhurst ..	2,449	407	15 3	0	14 4	13	15 6	0	7 0	0	7 0	..	..	10	14 8	..	..	3,182	736	9 8	160	124	2 6	18	3 0	..	..	1,179	7 11	
Eversley ..	127	11	18 7	0	6 1	36	9 0	..	..	0	1 0	..	..	..	..	..	..	1,548	840	0 10	344	247	6 11	..	..	..	..	350	0 5	
Crowland ..	286	26	0 5	0	6 1	9	18 0	..	..	0	1 0	..	..	..	..	..	..	2,286	306	0 4	62	23	3 10	..	..	..	..	155	0 8	
Dunneworthy ..	127	10	17 3	0	2 3	1	0 11	..	..	..	..	..	..	0	10 3	..	..	128	104	9 1	..	44	11 7	..	..	..	..	..	..	
Warra Yadin ..	57	4	6 7	0	2 3	1	0 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
BALLARAT—MARY- BOROUGH LINE.																														
Waubra Junction ..	1,987	73	12 7	2	8 4	3	6 8	0	5 6	0	0 6	..	..	16	12 0	..	..	..	37	16 2	398	61	11 1	..	..	..	7	13 6	96	5 7
Sulky ..	4,567	84	1 8	1	3 3	5	17 8	3	7 0	0	2 0	..	..	..	..	..	..	28	5	0 5	..	..	..	..	..	..	..	..	201	12 4
Bald Hills ..	3,826	78	7 5	0	12 2	4	7 7	0	9 6	0	4 0	..	..	..	..	..	..	9	0	18 5	..	..	..	..	..	..	..	..	89	19 6
Creswick ..	43,553	863	12 0	37	4 11	184	19 11	5	3 2	3	12 0	..	..	10	7 11	0	3 9	564	315	13 2	3,820	1,512	0 3	18	7 4	14	13 9	4,133	14 7	
North Creswick ..	17,555	129	7 10	14	0 7	55	1 5	0	16 6	6	11 9	..	..	10	15 6	0	1 6	83	57	6 1	1,802	381	10 7	11	4 10	..	..	1,424	5 1	
Tourle ..	1,535	129	7 10	14	0 7	19	12 2	0	7 0	0	9 6	..	..	9	0 11	..	..	713	240	3 3	408	129	18 3	399	6 0	104	13 0	1,046	18 4	
Clunes ..	15,723	1,565	14 1	108	18 8	234	1 3	8	1 3	17	11 0	..	..	20	0 11	0	3 6	3,420	2,113	9 7	3,160	1,382	8 5	425	12 11	205	2 8	6,081	4 3	
Talbot ..	15,306	1,055	4 5	328	8 8	210	12 9	2	3 6	5	0 3	..	..	25	6 8	..	..	4,244	1,459	18 3	2,198	1,115	9 10	84	7 4	12	12 10	4,269	4 6	
Daisy ..	87	2	6 3	..	..	1	14 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	0 8	
Waubra LINE.																														
Pisgan ..	448	14	7 10	..	..	1	14 4	69	14 9	6	10 6	..	..	6	3 1	..	..	9	7	0 6	..	..	..	..	..	..	..	..	99	0 6
Midas ..	2,009	52	0 7	0	14 0	2	16 5	78	17 9	6	10 6	..	..	2	3 4	..	..	236	107	6 3	116	34	0 4	..	..	..	..	..	286	15 8
Blowhard ..	7,010	312	10 0	13	11 6	36	10 4	0	14 0	0	13 3	..	..	2	13 2	..	..	5,761	2,363	16 5	1,301	380	14 9	36	15 8	8	3 4	3,156	2 5	
Leammonth ..	7,281	433	14 1	25	6 10	93	17 3	0	3 0	0	19 0	..	..	30	17 8	..	..	4,079	1,754	17 3	773	290	11 8	6	5 0	0	18 1	2,037	10 8	
North Leammonth ..	1,733	61	18 7	1	18 0	1	11 8	..	..	..	..	..	..	0	2 6	..	..	..	..	..	..	..	..	..	..	..	..	..	65	10 9
Addington ..	2,681	152	1 6	8	19 9	19	4 10	0	1 0	0	1 0	..	..	4	9 8	..	..	770	330	3 8	103	48	0 2	0	13 0	..	..	563	13 7	
Audabra ..	7,824	675	13 6	18	18 0	107	10 6	16	18 3	4	1 10	..	..	86	0 6	..	..	12,646	5,423	8 5	1,027	562	13 6	376	10 8	59	4 2	7,330	19 4	

MEMORABLE SERVICES— TOS LINE—continued.		53		4		14		10		5		2		0		3		362		90		2		5		911	
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1,442	1,442	98	10	5	6	6	0	13	10	6	7	8	3	20	3	3	123	80	17	8	72	35	15	11	16	4	9
12,410	1,425	9	5	186	18	9	7	236	16	7	20	3	3	2	13	6	5,318	1,394	2	5	2,563	1,370	9	4	718	4	9
1,033	68	2	1	0	1	0	7	* 15	5	1	1	10	0	59	3	0	10	10	6	6	4	3	19	10	0	8	11
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																	2,640	827	7	6	1,128	578	16	11	14	2	11
																	2,219	641	18	5	230	97	2	9	132	5	10
																	2,257	1,858	16	1	842	409	19	10	153	17	11
																	16,940	5,287	7	8	1,613	719	11	2	31	7	4
																	2,597	1,008	15	8	879	202	2	1	2	4	6
																	1,024	563	11	3	418	250	6	3	8	8	0
																	2,171	1,000	16	5	46,579	15,560	4	2	38	5	0
																	40,847	32,978	16	0	111,679	51,245	4	2	3,539	13	8
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																	3,559	1,509	16	11	1,239	519	13	0	4	8	6
																	3,581	1,605	9	0	480	137	3	11	345	18	6
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No. 24.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELE-GRAPH, AND DINING CARS.		RENTALS, MISCEL- LANEOUS.		GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).										
	Number of Passenger Journeys.	Revenue.	Outwards.		Inwards.		Revenue.	Inwards.	Revenue.	Tons.	Outwards.		Tons.	Inwards.		Revenue.		Inwards.	Revenue.								
			£	s. d.	£	s. d.					£	s. d.		£	s. d.					£	s. d.						
																						Revenue.	Tons.	Revenue.	Tons.	Revenue.	Tons.
LANTON LINE.																											
Cardigan ..	947	23 15 0	7 7 4	5 11 0	1 18 6	0 3 0	..	..	0 6 8	..	..	..	..	1 0 2	..	..	..	40 1 8									
Kopke ..	856	24 8 1	2 4 1	14 11 8	0 3 6	0 1 3	..	414	10 16 0	..	..	..	..	3 13 4	..	2 6 0	..	46 8 9									
Haddon ..	2,864	97 3 11	11 15 10	2 7 8	0 3 6	0 2 9	..	..	0 10 0	..	..	..	..	98 7 8	..	..	..	437 6 10									
Ninningbooi ..	1,133	39 13 11	1 0 0	2 7 8	0 19 0	0 2 3	..	..	0 5 10	..	..	..	..	0 4 11	..	..	..	43 14 7									
Smythesdale ..	8,996	531 10 11	24 0 1	74 19 2	0 19 0	1 1 0	..	..	11 1 6	..	..	..	..	274 12 6	..	1 2 10	..	982 13 9									
Scarsdale ..	11,301	617 6 4	20 2 3	58 14 0	1 0 0	2 2 9	..	..	12 4 0	..	..	..	..	305 18 3	..	..	..	1,173 8 8									
Newtown ..	21,115	1,221 8 2	35 10 0	75 17 8	8 18 3	3 18 9	..	1,537	14 11 8	..	2,368	913 4 4	2 10 7	913 4 4	..	29 19 11	..	2,879 7 5									
Happy Valley ..	451	37 17 3	..	0 3 2	..	0 2 0	..	..	..	..	..	..	..	..	..	..	..	38 2 5									
Linton ..	11,503	1,252 8 9	113 3 5	374 1 7	19 18 3	37 6 0	..	5,106	19 7 4	0 1 3	3,378	1,902 2 0	340 11 3	454 5 8	..	454 5 8	..	7,428 10 0									
PORTLAND LINE.																											
Langi Logan ..	5,212	787 13 4	58 11 8	218 9 7	3 3 6	12 19 2	..	..	76 0 0	..	..	..	..	1,890 14 5	..	439 8 9	..	2,199 12 1									
Maroona ..	..	..	..	..	..	..	..	..	..	..	..	..	..	5,452 9 7	..	..	..	10,584 11 1									
Calvert Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	35 1 7	..	..	..	330 1 10									
Willwara ..	9,061	1,956 15 0	136 11 8	411 4 6	23 6 3	21 14 6	..	..	175 12 9	..	..	..	..	311 4 3	..	248 5 4	..	13,799 19 2									
Stavelly ..	1,095	86 1 7	6 9 6	21 5 9	0 3 3	0 3 3	..	..	6 8 4	..	..	..	..	158 6 6	..	23 8 10	..	404 4 7									
Glen Thompson ..	5,438	909 3 0	72 11 8	173 6 6	18 8 0	24 14 3	..	..	43 5 0	7 9 5	..	..	..	965 5 4	..	339 12 7	..	4,595 11 9									
Dunkeld ..	7,527	1,117 9 4	59 11 5	169 6 0	28 9 0	6 11 3	..	..	46 13 9	..	..	..	..	1,149 18 5	..	1,640 12 7	..	6,394 18 9									
Montajup ..	164	6 7 10	1 13 5	20 2 5	0 2 0	0 2 0	..	..	6 0 0	..	..	..	..	113 19 3	..	0 7 6	..	445 1 8									
Strathkellar ..	149	8 11 5	0 19 5	11 19 2	..	5 4 6	..	..	631 15 0	..	..	..	..	74 11 4	..	104 18 6	..	837 10 4									
Hamilton ..	42,460	10,518 6 0	874 9 11	1,421 19 6	189 4 9	23 2 6	..	..	364 7 8	0 15 2	..	..	..	10,670 14 4	..	1,574 6 9	..	35,586 18 11									
Branchholme ..	8,551	1,108 0 8	37 8 2	125 8 8	11 2 6	13 5 6	..	..	45 10 2	0 1 6	..	..	..	683 15 6	..	62 7 10	..	8,809 3 6									
Condah ..	4,403	598 19 9	25 13 9	101 18 4	6 7 3	17 10 6	..	..	45 19 5	0 1 6	..	..	..	556 1 11	..	62 12 1	..	2,897 5 1									
Myamyn ..	1,285	112 2 1	4 11 0	25 2 5	2 6 0	0 4 6	..	..	0 2 11	..	..	..	..	112 7 3	..	9 4 6	..	302 16 10									
Miltown ..	1,176	110 18 0	8 11 6	33 9 9	2 6 0	0 6 9	..	..	0 8 2	..	..	..	..	60 11 11	..	..	..	713 1 0									
Heywood ..	6,189	889 5 7	58 6 10	229 19 7	16 0 3	12 8 0	..	..	10 10 7	..	..	..	..	853 2 4	..	63 7 4	..	4,587 6 6									
Gorae ..	458	23 2 4	0 12 4	7 11 2	..	..	..	..	..	..	..	..	..	57 9 4	..	..	..	368 13 4									
Portland ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	164 8 9									
Coy's Siding ..	1,337	165 3 3	..	0 3 3	..	..	..	..	..	0 1 0	..	..	..	4 10 0	..	..	..	185 7 6									
Portland North ..	6,390	1,950 0 3	657 7 7	383 17 2	3 10 6	30 12 9	..	..	24 2 5	0 2 0	..	..	..	2,170 16 0	..	2,682 16 2	..	11,757 7 9									
COLERAINE LINE.																											
Bochara ..	32	1 7 5	..	1 0 1	0 1 6	0 4 0	..	..	1 12 0	..	..	..	..	1 12 10	..	8 0 9	..	57 12 11									
Wannon ..	1,205	64 19 0	5 12 6	55 4 7	0 1 6	0 4 0	..	..	10 11 4	..	..	..	..	86 11 7	..	..	..	832 11 1									
Gritjurk ..	194	14 17 6	0 4 11	2 0 0	13 10 8	57 6 1	..	..	0 3 4	..	..	..	..	120 14 8	..	..	..	142 13 0									
Coleraine ..	6,312	1,669 18 4	111 14 7	396 6 5	13 10 8	57 6 1	..	..	82 10 5	0 1 0	..	..	..	3,365 0 5	..	1,354 5 3	..	10,219 8 3									
CASTERTON LINE.																											
Makite ..	19	1 16 0	..	0 1 10	0 16 6	0 15 9	..	..	7 11 4	..	..	..	..	0 2 0	..	..	..	9 11 2									
Grassdale ..	1,680	248 19 9	5 2 7	32 3 8	5 12 3	13 10 6	..	..	8 10 0	..	..	..	..	225 7 0	..	130 8 6	..	1,010 12 8									
Merino ..	4,774	765 1 1	55 16 8	177 17 7	5 12 3	2 4 6	..	..	63 2 10	..	..	..	..	1,447 6 9	..	297 18 0	..	4,153 14 3									
Henty ..	1,090	200 15 10	9 0 4	32 16 3	1 14 6	2 4 6	..	..	12 16 1	..	..	..	..	95 11 11	..	47 14 9	..	1,577 16 11									
Sandford ..	4,357	408 16 5	20 4 1	60 9 4	33 7 9	2 17 0	..	..	34 10 4	..	..	..	..	231 9 10	..	367 5 1	..	2,725 0 11									
Casterton ..	8,312	2,587 7 2	199 1 2	500 7 7	70 16 9	92 11 6	..	..	125 7 3	0 3 11	..	..	..	1,183 13 11	..	144 18 0	..	13,485 7 7									

GRAMPIANS LINE.									
Fyaa's Creek	..	..	..	..	..	..	..	..	463 0 2
Gramplains	..	..	..	..	..	..	..	..	1,573 0 7
MARNOO LINE.									
Jackson	..	..	..	..	..	..	..	..	92 3 7
Kupanyup..	11	0 5 0	0 1 0	0 5 7	7 9 3	0 0 6	0 0 6	18 3 0	11,923 4 0
Burrup..	4,881	908 10 11	76 6 8	221 0 6	0 0 6	18 3 0	0 0 6	0 6 8	104 9 4
Banyena	153	4 12 3	1 5 3	7 7 4	0 5 9	2 5 0	2 5 0	7 4 4	1,797 19 11
Marnoo	689	39 7 5	15 13 11	33 4 1	5 4 3	4 15 9	4 15 9	22 0 10	5,982 15 0
..	1,198	228 8 4	18 9 6	76 13 1	..	..	..	..	..
HOPETOUN LINE.									
Coromby	1,823	43 8 5	2 14 8	21 15 11	0 4 0	0 6 0	0 6 0	25 12 10	2,608 0 7
Minyip	10,321	1,790 8 8	108 12 2	376 6 4	73 2 6	27 1 1	27 1 1	98 9 8	15,988 19 7
Nulbin	1,021	35 16 8	1 16 1	10 19 5	..	0 4 2	0 4 2	18 19 4	1,031 9 2
Sheepbills	4,068	578 18 5	26 7 5	78 14 8	2 19 6	18 12 6	18 12 6	40 9 9	8,180 19 5
Mellis	18	1 0 0	..	2 11 6	..	0 1 6	0 1 6	10 7 9	140 8 8
Warracknabeal	17,887	4,729 2 2	324 4 3	743 17 11	41 1 9	77 9 8	77 9 8	119 9 0	35,772 8 2
Lah	1,117	54 9 7	2 19 11	18 12 0	0 5 6	0 10 3	0 10 3	22 10 7	1,434 18 9
Brim	3,770	374 4 8	19 12 0	86 10 8	6 5 6	2 4 9	2 4 9	37 9 8	5,682 6 0
Galaquil	1,096	71 3 1	5 4 1	24 3 11	0 10 0	4 0 6	4 0 6	20 0 6	1,496 5 6
Renah	7,118	1,473 1 7	101 1 1	260 15 6	25 10 9	16 16 3	16 16 3	31 6 11	13,795 12 11
Rosebery	1,684	146 11 1	15 2 8	44 9 10	0 11 0	0 16 0	0 16 0	23 13 2	3,168 16 7
Goyura	684	48 8 0	3 10 10	15 9 0	5 5 6	0 2 0	0 2 0	7 13 2	830 11 1
Hopetoun	6,986	1,671 6 2	79 10 10	291 4 7	32 6 3	24 15 0	24 15 0	37 0 0	11,864 15 3
NORADJUTHA LINE.									
Remlaw	169	4 0 5	0 11 8	0 18 3	..	7 18 3	7 18 3	1 3 8	1,084 9 1
Vectis	818	38 6 2	0 7 8	15 13 9	0 0 6	0 4 0	0 4 0	13 12 6	1,215 10 1
Quantong	2,379	104 9 4	5 3 5	29 17 6	0 3 0	0 4 0	0 4 0	1 6 9	1,386 16 1
East Natinuk	569	24 6 4	0 8 7	0 6 9	..	4 1 9	4 1 9	23 0 11	69 19 5
Noradjutha	2,331	305 1 3	25 12 8	125 15 10	1 0 0	3 16 8	3 16 8	18 1 3	5,463 4 11
GROKKE LINE.									
Natinuk	7,472	802 18 3	102 10 6	196 19 8	2 18 6	8 10 6	8 10 6	27 7 8	10,405 2 10
Arpilles	297	26 14 3	0 11 11	2 8 7	0 6 6	0 1 3	0 1 3	8 17 7	210 5 10
Mitre Lake	1,069	79 2 2	6 0 5	41 7 1	0 0 9	0 0 9	0 0 9	26 14 2	1,150 13 1
Nurcoing Siding	234	20 4 2	0 3 6	3 7 0	0 0 9	0 0 9	0 0 9	140 0 8	200 0 10
Gyrbowen	1,198	125 7 1	6 2 8	49 13 11	0 14 6	0 16 3	0 16 3	22 11 9	1,140 7 3
Groke	2,666	683 10 9	42 18 5	238 9 11	5 4 0	16 5 6	16 5 6	5 1 10	4,860 4 11
RAINBOW LINE.									
Arkona	96	3 11 11	0 11 8	9 14 11	..	0 1 6	0 1 6	9 15 8	627 19 10
Antwerp	2,603	129 13 0	15 2 9	42 6 9	0 12 9	0 3 9	0 3 9	47 9 11	1,916 19 4
Tarranyuk	335	19 8 2	2 9 6	19 14 9	..	1 2 6	1 2 6	15 11 8	1,489 19 11
Teparth	7,842	1,145 5 8	101 19 3	281 7 6	9 10 3	30 10 4	30 10 4	72 11 3	13,896 11 0
Ellan	169	12 16 5	10 2 5	9 19 6	..	0 3 6	0 3 6	12 14 9	1,507 18 0
Pullut	126	6 10 1	1 18 1	4 15 1	0 7 6	0 5 0	0 5 0	12 8 7	1,749 0 8
Rainbow	7,437	2,187 3 8	106 19 4	482 4 1	51 18 3	35 9 4	35 9 4	134 12 4	21,991 0 7
MELBOURNE—GEELONG LINE.									
Laverton	12,620	258 3 4	14 6 8	19 19 3	1 3 6	1 5 6	1 5 6	42 11 0	3,313 19 6
Warbee	63,558	2,836 9 1	221 12 3	408 16 2	39 3 3	33 18 2	33 18 2	315 2 5	16,659 4 8
Manor	..	..	..	..	..	..	..	2 14 0	2 14 0
Bulban	15,339	1,025 13 6	92 7 10	133 11 2	3 1 6	14 1 10	14 1 10	44 4 0	5,293 1 6
Lara	19,524	1,109 3 10	140 11 5	173 8 0	52 9 8	22 17 9	22 17 9	81 12 1	7,442 8 10
*Geelong Grammar	..	..	..	..	..	..	..	..	..
School Siding	..	..	..	..	..	..	..	..	..
Cowie	996	45 18 8	18 0 1	4 3 0	0 2 6	0 7 0	0 7 0	18 19 3	11 18 5
Corio	2,175	62 4 8	1 8 11	2 10 3	0 1 0	..	..	20 8 5	92 9 11
North Geelong	8,983	750 16 4	63 13 4	48 15 7	2 12 0	1 15 9	1 15 9	261 12 2	1,930 15 7
*Corio Quay	..	..	..	..	..	..	..	..	20,383 11 4
Geelong	278,422	32,913 4 3	2,816 19 2	2,441 1 11	242 4 9	262 18 5	262 18 5	1,193 3 4	5,361 3 2

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

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELE-GRAPH, AND DINING CARS.		MISCELLANEOUS.		GOODS.		LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS OF PASSENGERS).							
	Number of Passenger Journeys.	Revenue.	Outwards.	Inwards.	Revenue.	Outwards.	Inwards.	Revenue.	Tons.	Revenue.	Tons.	Inwards.	Revenue.	Outwards.		Inwards.						
																	RENTALS.		Inwards.		Revenue.	
																	£	s. d.	£	s. d.	£	s. d.

GEELONG-PORT FAIRY LINE.															
Marshall ..	1,788	80 1 7	261 5 2	41 12 3	0 6 6	0 3 0	..	2 10 0	..	221 9 9	2,112	747 2 1	10 2 6	44 6 0	1,408 18 10
Georgetown ..	1,187	68 6 0	3 4 1	5 10 9	0 5 0	0 2 6	..	0 17 0	..	0 1 0	..	69 0 2	..	..	78 5 9
Pelaw ..	1,798	60 15 10	3 4 1	7 15 6	0 3 0	0 10 3	..	0 10 0	..	1,350 19 1	1,195	274 4 2	39 15 11	56 9 9	1,494 11 10
Morac ..	4,748	352 2 4	22 8 4	66 14 4	1 1 0	3 8 7	..	47 3 4	..	746 8 5	1,188	89 1 2	20 11 6	35 18 6	1,609 16 2
Buckley ..	1,879	172 12 2	11 16 10	28 15 11	30 3 9	15 15 7	..	10 12 4	..	385 16 10	319	1,081 7 9	275 13 10	338 2 1	4,709 12 9
Winchelsea ..	7,728	1,068 16 8	92 1 7	241 12 2	40 6 5	17 1 9	..	40 7 0	..	1,514 3 11	3,163	1,081 7 9	275 13 10	338 2 1	4,709 12 9
*Ararat ..	978	164 18 7	2 14 8	16 16 5	0 8 0	0 17 3	..	..	..	152 3 8	465	147 15 0	2 11 2	33 17 4	452 2 1
Burgess ..	12,159	1,585 0 7	134 14 5	179 1 5	53 5 6	21 9 0	..	76 8 7	..	750 7 3	2,431	1,027 17 3	336 19 4	72 13 4	4,237 18 2
Warracoot ..	869	102 12 11	11 10 11	31 14 5	0 18 0	0 8 0	..	15 14 11	..	477 4 5	234	116 0 4	2 10 0	..	759 2 11
Colac ..	6,519	738 5 11	23 15 8	30 11 11	12 11 0	5 16 9	..	26 1 1	..	139 18 6	15,616	83 3 10	556 4 7	454 4 11	2,168 17 2
Larapent ..	4,956	252 17 3	23 13 11	32 11 3	3 12 3	4 3 3	..	422 5 2	..	5,080 13 7	15,616	83 3 10	249 10 2	1,391 7 11	31,148 1 2
Stoneyford ..	2,365	180 18 1	30 5 4	82 16 8	0 18 0	0 18 0	..	15 14 11	..	1,956 13 7	364	191 14 5	135 0 11	30 4 1	2,526 2 8
Yallock ..	4,965	483 18 2	30 5 4	82 16 8	0 18 0	0 18 0	..	51 4 0	..	443 8 4	427	298 18 6	135 0 11	249 1 0	1,759 6 7
Pornell ..	5,109	505 10 8	30 5 4	82 16 8	0 18 0	0 18 0	..	15 14 11	..	1,956 13 7	364	191 14 5	135 0 11	30 4 1	2,526 2 8
Wentite ..	1,860	780 2 9	30 5 4	82 16 8	0 18 0	0 18 0	..	51 4 0	..	443 8 4	427	298 18 6	135 0 11	249 1 0	1,759 6 7
Camperdown ..	35,315	7,265 1 5	30 5 4	82 16 8	0 18 0	0 18 0	..	15 14 11	..	1,956 13 7	364	191 14 5	135 0 11	30 4 1	2,526 2 8
Booran ..	643	23 11 0	30 5 4	82 16 8	0 18 0	0 18 0	..	51 4 0	..	443 8 4	427	298 18 6	135 0 11	249 1 0	1,759 6 7
Terang ..	32,520	5,204 16 2	30 5 4	82 16 8	0 18 0	0 18 0	..	15 14 11	..	1,956 13 7	364	191 14 5	135 0 11	30 4 1	2,526 2 8
Garvoc ..	4,454	438 12 1	22 13 5	59 5 7	6 11 0	3 15 6	..	12 5 2	..	4,783 0 2	1,658	8,849 1 8	2,593 5 10	145 17 3	1,842 17 7
Pannure ..	4,326	439 8 6	20 12 11	45 14 6	5 9 6	3 15 6	..	12 5 2	..	4,783 0 2	1,658	8,849 1 8	2,593 5 10	145 17 3	1,842 17 7
Cudgee ..	1,900	110 15 8	11 11 6	79 11 6	1 3 0	0 2 3	..	25 17 9	..	3,729 15 0	911	6,199 2 4	2,593 5 10	145 17 3	1,842 17 7
Allanford ..	5,243	715 10 8	39 2 9	79 11 6	1 3 0	0 2 3	..	25 17 9	..	3,729 15 0	911	6,199 2 4	2,593 5 10	145 17 3	1,842 17 7
Warnambool ..	45,375	10,075 2 5	915 18 11	1,538 4 9	268 13 1	12 9 6	..	714 12 4	..	10,380 10 8	48,887	12,084 17 5	2,663 6 4	613 10 7	39,556 12 5
*Warnambool Wool- len Mill Siding ..	2,268	47 12 2	11 0 8	36 18 10	0 9 6	0 3 0	..	27 18 3	..	1,363 0 9	156	14 0 7	..	..	14 0 7
Dennington ..	3,910	385 10 8	12 17 1	35 1 2	38 1 3	45 17 3	..	74 14 2	..	2,231 15 5	571	1,761 10 1	44 1 9	14 14 1	3,227 7 3
Illova ..	20,218	2,529 5 2	136 12 8	310 3 3	100 3 3	45 17 3	..	166 13 8	..	3,460 18 6	4,127	1,865 11 2	672 19 4	322 19 4	3,013 14 9
Koroit ..	448	6 11 4	..	2 8 10	..	0 3 6	..	26 19 9	..	1,157 4 7	46	16 14 5	..	..	1,198 13 3
Crosley ..	415	11 4 4	..	10 17 11	..	0 8 0	..	26 19 9	..	1,157 4 7	46	16 14 5	..	..	1,198 13 3
Kirkstall ..	388	10 10 0	..	7 13 0	..	0 2 0	..	7 3 5	..	100 5 1	61	20 11 3	..	..	139 3 0
Moyn ..	182	7 8 2	..	3 15 8	..	0 5 4	..	36 19 0	..	53 7 1	21	5 2 11	..	..	77 2 7
Rosebrook ..	8,302	1,828 16 0	434 8 6	369 4 9	5 5 0	12 9 6	..	36 19 0	..	2,023 8 1	2,864	1,272 10 1	297 9 7	71 16 0	6,352 18 3
GEELONG-BALLARAT LINE.															
Moorabool ..	1,948	104 0 10	8 6 1	21 13 1	0 9 6	1 4 1	..	9 1 9	..	494 0 1	180	61 12 8	2 8 9	10 13 0	713 9 10
Gheringhap ..	6,363	189 5 8	11 7 9	25 7 10	1 7 6	1 1 5	..	21 12 2	..	1,977 7 8	10,729	2,585 4 0	3 3 9	39 2 10	3,075 0 7
Bannockburn ..	13,164	1,151 2 11	285 1 2	199 16 10	18 18 9	7 2 10	..	57 18 2	..	1,172 14 11	3,120	850 12 8	222 10 0	252 8 10	4,172 5 9
Lethbridge Quarry ..	7,668	556 6 5	45 17 8	93 3 5	1 19 3	1 14 6	..	57 18 2	..	932 12 2	660	242 14 2	11 1 3	4 9 4	1,947 16 4
Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Meredith ..	13,391	1,210 15 3	71 9 2	177 13 11	1 14 0	15 15 6	..	89 5 1	..	816 18 7	145	20 16 2	91 6 6	280 4 1	837 14 9
Elaine ..	7,935	688 2 7	56 16 11	103 13 1	1 10 0	5 12 2	..	19 9 11	..	1,364 3 6	1,594	671 15 11	20 19 4	19 15 5	3,774 4 5
Lignite Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Lal Lal Race-course ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Lal Lal ..	6,117	336 18 3	23 3 7	43 11 8	1 1 3	48 15 11	..	17 13 7	..	320 11 8	..	99 6 3	4 15 0	81 4 1	1,271 14 5
Yendon ..	5,847	338 1 0	19 9 6	38 17 11	7 1 3	2 12 6	..	22 13 7	..	615 4 8	362	140 8 1	11 10 2	127 3 10	950 9 8
Navigator ..	3,655	102 16 6	1 5 2	4 7 5	0 0 6	0 0 6	..	5 18 0	..	..	..	0 12 9	..	..	115 0 10

GERRINGHAM—MARONA LINE.					
..	..	..	..	..	..
*Strathvean ..	..	..	..	..	..
Berrybank ..	..	..	..	..	..
*Grange ..	..	..	..	..	..
*Lismore ..	0 13 7	..	..	..	..
*Dunfermline ..	..	..	..	..	..
*Tatton ..	..	..	..	..	..
QUEENSLAND LINE.					
21,505	1,478	7 0	332 4 3	121 4 0	6 5 8
South Geelong ..	..	..	..	..	..
Cheetham's Salt Siding ..	..	..	..	..	..
Moodal ..	8 3	2 1	8 9	..	..
Leopold ..	6 17 9	3 4	9 6	..	..
Scarborough ..	335	11 4	4 9	..	..
Drysdale ..	6,551	334 19 4	100 15 2	4 3 0	..
Mannert ..	1,135	56 8 5	3 6 9	4 3 0	..
Marcus ..	882	82 10 1	67 0 5	8 5 7	..
Queenscliff ..	9,083	1,587 0 8	180 14 3	383 16 1	2 6 6
WENSLEYDALE LINE.					
Layard ..	..	..	..	..	..
Gherang ..	..	..	..	..	..
Wormbete ..	1	0 0 10	..	..	..
Wensleydale ..	..	..	0 5 4	..	..
FOREST LINE.					
Wh orel ..	167	4 14 2	0 4 7	2 11 9	..
Dean Marsh ..	3,070	579 9 10	47 17 11	201 18 0	..
Pennyroyal ..	440	18 3 10	12 18 3	23 18 4	..
Murron ..	893	35 0 4	4 17 2	36 12 11	..
Barwon ..	1,718	78 5 5	40 10 11	48 11 1	..
Gerangamele ..	283	8 15 5	0 12 6	12 3 8	..
Yea ..	226	8 5 10	..	1 6 10	..
Forrest ..	2,663	587 5 7	73 1 2	174 18 2	..
PEAC LINE.					
Ondit ..	828	28 2 5	11 2 6	28 6 6	7 7 3
Beac ..	7,922	929 12 4	76 11 10	206 9 7	-7 4 0
BEECH-NEWTOWN LINE.					
Barumba ..	259	11 10 1	1 13 6	8 15 7	3 11 0
Cressy ..	8,413	1,513 6 6	64 11 1	272 0 3	18 5 6
Werneth ..	559	68 13 4	5 3 6	5 13 5	0 1 6
Rokewood ..	2,316	313 18 11	7 14 9	45 5 4	1 9 4
*Harrington ..	2,111	208 19 11	2 9 6	13 12 6	3 1 6
*Herringa ..	2,797	244 19 2	2 6 10	14 13 4	5 13 3
BEECH FOREST LINE.					
Tulloch ..	194	10 4 10	0 0 6	0 2 6	..
Coran ..	1,073	26 2 3	0 5 1	0 2 6	..
Barongarook ..	1,618	47 9 1	1 5 5	8 11 3	10 2 4
Kawarren ..	1,043	50 1 5	1 3 3	16 14 7	0 0 9
Lovat ..	1,251	67 9 9	2 12 9	24 17 2	0 0 6
Gellibrand ..	3,597	250 7 5	11 0 11	71 16 7	0 13 3
Banoor ..	449	30 19 3	2 6 7	6 7 1	0 14 0
Winba ..	456	26 10 2	0 7 9	3 4 5	..
MacDevitt ..	208	14 12 11	0 8 3	2 13 8	..
Weapornah ..	596	39 13 1	0 12 1	12 7 1	..
Devitt Bros., Siding ..	..	..	..	..	..
Ditchley ..	23	2 13 11	0 1 6	0 17 0	..
Beech Forest ..	6,651	978 16 9	102 2 11	149 19 0	4 3 0
Ferguson ..	731	28 2 11	1 0 0	7 18 4	9 13 0
McInnes ..	1,510	52 13 1	0 13 9	9 10 7	0 6 6
Kincaid Siding ..	130	4 14 2	0 11 0	27 10 7	0 3 6
Wyelanga ..	2,641	126 14 10	1 9 1	17 16 4	0 2 3
Skalker ..	684	51 4 1	1 16 1	14 18 11	0 6 6
Laver's Hill ..	2,903	249 8 9	15 16 2	50 10 3	0 7 6
Crows ..	1,074	162 8 2	5 5 9	33 11 2	1 5 0

MELBOURNE—
WODONGA LINE—
continued.

11078.

Wallan ..	9,893	824 1 3	137 15 6	117 7 4	6 7 9	8 7 8	..	..	51 4 8	..	..	1,727 469	435 13 6	798 18	360 5 4	413 19 1	1,016 15 8	3,372 17 9
Lighewood ..	1,103	75 4 9	10 19 4	7 17 11	0 8 6	0 11 0	..	..	5 3 2	..	..	4,914	1,487 8 3	862	288 16 11	4 11 4	2 18 11	498 18 5
Kilmore Junction ..	3,360	244 13 7	34 8 2	66 3 3	0 13 6	2 4 0	..	..	37 15 0	0 1 6	..	973	250 11 11	209	82 10 5	381 19 4	614 13 1	2,127 1 7
Wandong ..	11,910	1,465 15 0	140 16 11	102 9 11	62 5 3	31 3 9	..	..	63 10 7	0 1 6	..	4,367	1,417 11 9	4,510	2,160 15 3	216 6 9	75 0 1	3,110 2 1
Matheson's Siding ..	12,351	1,390 2 9	119 18 0	261 11 9	12 0 6	19 15 3	..	..	119 8 7	1 9 3	..	2,064	891 5 9	7,483	2,632 3 3	108 2 5	26 11 9	3,468 9 0
Broadford ..	12,204	1,168 19 3	61 0 9	107 6 10	9 3 6	6 14 9	..	..	1530 8 8	..	..	1,747	519 16 0	588	840 6 7	108 2 5	26 11 9	2,549 19 8
Talbrook ..	39,147	6,282 1 7	319 7 11	548 13 10	62 4 6	50 4 4	..	..	1530 8 8	..	..	597	146 0 5	71	16 10 1	987 11 3	472 15 0	182 10 6
Dysart ..	5,477	988 7 11	14 16 5	30 13 0	12 4 8	2 13 0	..	..	57 9 3	..	..	6,467	2,257 0 3	5,485	3,121 19 7	987 11 3	472 15 0	15,682 6 11
Seymour ..	10,280	974 15 5	67 13 7	151 1 8	116 19 9	92 14 9	..	..	14 13 2	..	..	4,155	911 9 3	962	122 19 4	30 12 7	8 5 3	2,164 10 8
Margalore ..	699	41 18 3	2 4 0	9 0 1	0 4 9	0 4 0	..	..	1 18 0	..	..	4,100	1,651 3 6	962	662 12 3	318 2 10	26 3 4	4,076 0 3
Avenel ..	1,660	128 19 8	8 17 3	22 5 1	0 1 0	0 2 9	..	..	13 5 4	..	..	59	47 2 6	16	14 10 7	175 8 0	18 6 2	1,819 3 6
Locksley ..	6,465	811 12 8	71 1 9	126 7 2	53 14 3	38 4 0	..	..	43 3 4	3 11 6	..	2,374	4,291 10 0	1,262	790 13 9	585 5 10	60 4 6	6,875 8 9
Longsley ..	456	22 11 9	2 17 5	10 6 10	0 3 6	0 1 6	..	..	15 13 5	0 2 6	..	6,449	2,210 14 10	1,08	45 1 9	168 9 0	404 12 11	2,307 11 0
Craghton ..	19,800	3,195 7 5	336 5 6	595 7 5	35 0 6	54 6 6	..	..	51 16 10	0 2 6	..	19,796	8,108 16 5	5,244	4,061 15 2	1,689 0 0	107 3 10	18,592 11 2
Eureca ..	437	18 15 9	2 1 11	12 0 7	0 1 6	0 1 6	..	..	69 3 3	0 1 6	..	1,408	5,643 1 6	1,25	44 14 6	1,076 1 6	107 3 10	10,862 13 6
Balmattum ..	8,880	1,378 12 8	102 14 0	219 7 10	102 10 11	57 4 11	..	..	46 6 4	..	..	13,638	6,277 14 6	1,010	545 7 5	519 0 5	20 17 5	7,925 7 9
Violet Town ..	3,475	382 6 5	28 15 6	88 14 6	10 15 3	5 12 0	..	..	530 15 4	0 17 6	..	15,838	7,08 12 5	1,885	8,064 5 6	2,962 4 1	519 8 7	708 12 5
Baddacinnie ..	48,290	8,182 1 4	665 8 3	858 9 0	94 8 3	163 9 0	..	..	30 5 0	..	..	10,708	5,910 18 11	8,441	69 5 6	2,962 4 1	519 8 7	27,852 5 9
Hausen's Siding ..	2,168	172 16 10	7 4 11	26 16 3	1 10 0	1 8 0	..	..	22 11 10	..	..	2,830	1,220 6 5	101	69 5 6	2 5 0	..	1,531 17 10
Benalla ..	8,413	819 4 5	50 0 8	108 15 11	13 1 0	5 15 0	..	..	442 17 6	3 1 2	..	4,240	1,836 18 1	22	4 18 6	716 7 3	55 11 9	1,841 16 7
Glenrowan ..	50,480	9,322 5 6	670 9 7	1,106 19 5	221 0 5	166 3 11	..	..	25 17 9	0 2 4	..	4,295	1,654 14 10	1,310	1,060 16 1	3,386 19 5	551 10 3	4,505 13 9
Wangaratta ..	885	105 9 4	8 15 7	17 16 5	0 8 9	0 9 0	..	..	23 19 1	0 2 3	..	16,976	7,761 5 3	17,690	283 9 7	348 6 8	34 18 0	36,166 13 10
Beechworth Junction ..	8,476	967 11 0	38 11 10	75 9 4	9 6 0	6 10 1	..	..	18 19 1	0 2 3	..	4,224	1,697 17 7	481	810 1 3	219 18 10	77 10 9	2,640 6 4
Springhurst ..	10,237	1,742 15 7	123 12 3	273 14 0	15 7 9	31 10 1	..	..	23 18 11	0 2 0	..	3,532	1,117 4 5	1,647	2,694 4 4	219 18 10	77 10 9	3,426 15 4
Clerburn ..	4,687	665 3 8	29 16 4	97 12 8	2 14 3	11 9 0	..	..	11 12 6	0 13 9	..	3,450	1,686 7 31	1,218	1,264 13 2	1,306 3 6	24 15 6	6,856 15 1
R. na wartha ..	24,685	3,590 6 4	181 18 9	372 18 4	139 5 9	115 10 3	..	..	662 14 5	..	..	3,854	1,430 7 31	5,363	8,100 14 11	14,426 19 11	2,223 14 1	4,947 8 6
Wodonga ..	..	..	..	..	..	..	..	..	..	..	..	2,030	1,626 5 2	..	..	..	..	31,441 1 3

Leslie ..	82	2 17 4	1 10 3	2 17 10	..	0 1 6	..	..	12 0 7	..	..	1,874	254 7 4	20	8 15 2	..	..	262 10 0
Bylands ..	789	26 3 6	2 15 2	8 9 0	..	0 6 9	..	..	53 8 2	0 2 0	..	170	80 5 8	43	18 1 1	457 6 10	686 10 5	118 15 8
Kilmore ..	4,548	447 14 7	85 19 2	222 6 5	78 12 0	103 6 3	..	..	1 12 0	..	..	2,889	755 17 7	3,886	1,434 19 9	..	..	4,276 3 9
Willowmavin ..	570	8 5 9	4 1 0	14 5 11	..	0 13 0	..	..	1 18 0	..	..	377	109 13 2	108	32 10 9	..	..	164 17 7
Monardong ..	575	40 9 11	2 18 9	14 5 10	0 5 6	0 0 6	..	..	20 17 3	..	..	785	189 12 0	64	83 15 1	2 9 3	0 16 9	286 1 7
High Camp ..	1,244	122 11 5	13 18 3	37 5 5	2 2 0	1 2 3	..	..	65 17 10	1 10 0	..	1,596	566 5 0	248	125 16 8	180 1 6	47 18 3	1,117 18 0
Pyalong ..	1,847	182 5 4	21 1 2	49 10 0	2 12 9	6 9 0	..	..	22 12 2	..	..	5,996	1,370 14 9	314	199 15 10	138 16 9	10 17 10	2,004 15 7
Tooborac ..	3,063	376 13 9	68 13 8	69 12 0	2 7 6	2 11 0	..	..	65 17 10	..	..	1,534	3,444 17 1	1,534	988 0 1	171 10 4	46 17 6	5,298 10 9
Melver Siding ..	..	..	..	..	..	..	..	..	..	..	..	31,408	8,398 8 9	40	15 6 3	..	..	8,413 15 0
Argyle ..	2,162	258 15 4	11 4 1	37 9 4	0 2 6	0 7 9	..	..	17 11 9	0 1 6	..	15,719	3,861 19 10	333	263 4 10	448 17 10	0 14 0	4,451 9 5
Heathcote ..	8,412	1,136 6 7	97 11 9	252 16 11	13 17 0	25 5 4	..	..	42 14 10	..	..	13,542	3,699 19 9	3,299	1,974 10 4	150 10 2	7,742 12 0	7,742 12 0
Derrinal ..	1,019	87 6 4	4 4 5	12 12 9	0 4 6	1 10 3	..	..	1 6 10	..	..	2,724	587 5 0	157	78 19 3	68 5 5	13 1 10	840 16 7
Krowsley ..	2,965	242 5 7	13 5 0	32 10 5	0 10 6	0 7 0	..	..	26 6 8	..	..	9,537	1,980 5 8	414	163 18 2	53 14 10	18 1 5	2,511 5 3
Ingham ..	..	..	..	..	..	..	..	..	8 2 4	..	..	1,374	241 0 3	24	5 19 0	4 8 6	9 15 0	255 1 7
Axeedale ..	4,072	235 3 9	14 19 8	45 16 10	1 19 9	0 9 6	..	..	18 14 9	..	..	14,371	2,169 12 11	621	253 10 6	..	..	2,754 11 2
Longlea ..	755	32 12 9	2 16 2	5 3 9	0 0 9	..	..	..	1 5 0	..	..	1,105	215 19 4	50	19 1 2	..	..	2,76 18 11

Trawool ..	758	89 0 11	25 5 11	28 17 6	0 18 0	0 19 0	..	..	24 6 10	..	..	172	116 8 7	177	122 6 6	8 2 8	6 10 6	418 16 5
Granite ..	1	0 1 7	0 1 3	1 3 11	0 12 6	0 6 0	..	..	0 12 6	..	..	..	0 1 0	..	0 1 0	64 16 8	16 12 7	2 7 3
Kerrisau ..	1,485	135 2 3	22 13 3	35 8 9	0 8 9	1 15 0	..	..	0 1 0	..	..	127	110 15 3	467	259 5 3	..	..	646 18 7
Homewood ..	801	95 12 11	15 8 1	36 11 4	1 13 0	3 17 6	..	..	18 2 0	..	..	1,372	508 10 5	162	110 17 3	173 7 8	46 19 6	1,019 10 8
Yea ..	9,610	1,744 9 9	193 5 4	281 15 2	19 6 0	81 8 0	..	..	61 0 0	0 1 6	..	1,528	1,173 17 6	2,959	2,430 3 9	699 13 11	159 19 6	6,655 9 5
Chewiet ..	250	6 19 11	6 11 3	23 6 2	..	0 5 0	..	..	6 15 0	..	..	11,987	5,100 10 1	597	289 12 1	..	..	5,459 7 3
Molesworth ..	1,113	160 4 6	13 12 11	54 4 2	4 3 0	2 12 6	..	..	6 11 5	..	..	969	550 3 11	316	262 11 6	312 11 6	43 1 8	1,899 17 0
Yathok ..	2,348	331 10 4	20 16 1	94 7 11	3 0 6	0 12 3	..	..	12 16 2	..	..	249	188 11 9	86	57 14 10	28 14 8	7 17 9	460 2 3
Kanook ..	1,505	275 7 11	25 10 4	94 7 11	3 0 6	0 12 3	..	..	15 19 6	..	..	675	495 1 2	646	573 16 6	390 1 8	17 9 11	1,898 17 3
Kanunbra ..	552	99 6 1	8 18 10	25 11 7	0 8 0	0 6 6	..	..	12 12 11	..	..	200	103 9 1	106	76 8 0	7 13 6	4 12 4	1,012 14 5
Merton ..	1,324	183 11 2	21 1 6	49 2 6	4 14 3	0 16 3	..	..	12 7 4	..	..	382	381 1 6	296	224 19 3	124 7 7	10 13 1	1,735 15 7
Woodfield ..	942	147 0 1	27 0 2	32 9 9	0 8 6	4 3 0	..	..	7 3 0	..	..	147	311 16 11	147	862 18 0	91 17 6	9 18 11	2,337 13 2
Bonnie Doon ..	2,841	402 8 6	107 14 11	107 14 11	8 0 6	10 16 0	..	..	28 2 1	..	..	458	1,314 15 6	815	223 5 7	132 8 10	23 1 6	1,932 1 10
Mairdampie ..	1,538	171 9 1	11 19 5	42 7 1	1 11 6	2 0 0	..	..	27 13 9	0 2 9	..	2,714	1,314 15 6	233	4,083 10 3	2,705 14 3	348 18 11	12,787 6 5
Mansfield ..	4,776	1,986 6 2	185 15 7	411 17 10	50 2 9	30 7 9	..	..	..	..	..	3,167	2,956 16 5	2,800	..	..	..	..

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

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.		RENTALS.		MISCELLANEOUS.		GOODS.		LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).	
	Number of Passenger Journeys.	Revenue.	Outwards.		Inwards.		Revenue.	Inwards.	Revenue.	Tons.	Outwards.		Tons.	Inwards.		Revenue.		Inwards.
			Revenue.	£ s. d.	Revenue.	£ s. d.					Revenue.	£ s. d.		Revenue.	£ s. d.			
ALEXANDRA LINE.																		
Rhodes ..	497	51 1 4	4 13 11	13 14 4	0 4 6	21 12 6	..	..	1 2 0	211	0 1 6	227 1 6	159	120 11 4	507 7 11	74 5 10	418 8 11	
Alexandra ..	3,282	1,085 14 5	89 1 7	318 1 10	11 8 3	..	..	7 17 6	3,238	..	2,251 12 1	2,609	2,966 18 9	..	..	..	7,334 2 2	
SEYMOUR—COBRAM LINE.																		
Tablak ..	1,800	241 11 8	30 16 7	42 4 6	18 14 9	10 4 5	..	..	12 11 10	3,115	0 1 6	1,152 19 11	312	202 15 6	138 17 2	14 10 3	1,865 6 7	
Napamie ..	9,395	1,648 12 2	174 11 8	850 8 6	13 4 6	38 7 3	..	..	63 5 5	13,770	0 1 6	5,334 19 10	2,702	2,009 13 2	566 15 8	91 5 5	10,291 5 1	
Waring ..	2,404	366 16 3	28 14 3	65 5 2	3 1 0	4 11 3	..	..	47 10 8	3,756	0 2 0	3,801 12 1	1,285	372 16 4	190 14 6	30 12 11	4,611 14 5	
Murchison East ..	8,708	1,285 0 10	108 12 2	114 2 8	61 4 0	35 0 1	..	..	74 19 9	3,078	0 2 0	6,077 2 8	988	830 18 6	1,269 19 10	146 3 0	4,832 15 6	
Arcadia ..	4,170	496 9 7	39 3 9	81 16 10	1 5 3	4 12 0	..	..	60 11 0	16,117	..	1,077 2 0	1,216	2,609 12 10	630 12 10	43 10 8	7,971 7 1	
Toolamba ..	9,098	1,071 17 8	84 11 5	76 19 10	20 2 2	11 14 11	..	..	102 3 11	6,671	0 2 6	2,909 5 2	6,602	374 0 6	548 6 1	147 10 8	5,346 12 4	
Moreopna ..	6,004	1,311 15 10	134 13 8	193 14 6	26 6 3	29 1 13	..	..	35 16 11	9,413	0 2 6	5,840 5 2	9,402	2,962 6 5	881 15 8	46 5 6	10,962 0 9	
Shepparton ..	32,840	6,005 5 1	668 12 9	901 5 5	79 10 4	83 2 1	..	..	383 4 5	10,225	1 15 0	5,680 12 4	13,355	9,623 0 5	1,958 11 5	439 2 9	23,774 2 0	
Congarra ..	832	30 9 7	4 4 9	9 18 5	0 1 6	3 2 1	..	..	1 17 11	2,038	0 0 3	3,238 1 1	219	104 1 6	231 16 5	40 2 6	1,346 7 6	
Tully-roopna ..	8,635	475 17 5	29 7 10	88 14 10	0 4 3	6 10 3	..	..	34 17 9	7,446	0 0 3	3,455 13 4	5,208	1,317 13 7	479 4 9	11 0 1	5,898 13 11	
Wungah ..	4,101	479 1 9	23 7 10	71 17 2	5 13 9	4 0 6	..	..	26 10 11	6,423	0 2 9	3,904 19 7	977	654 2 5	629 16 1	7 6 6	5,001 16 6	
Namuk ..	15,839	3,061 6 9	223 18 2	461 15 7	32 15 5	24 16 9	..	..	55 9 0	6,273	0 2 9	3,855 17 8	5,437	4,873 12 8	1,551 16 7	130 9 10	13,771 6 2	
Katumba ..	1,446	252 17 5	16 3 11	39 14 9	8 13 6	15 14 3	..	..	18 11 8	4,072	..	2,038 17 8	1,053	453 16 11	393 3 3	6 18 4	3,234 11 5	
Stratherton ..	3,498	538 5 0	35 8 2	124 15 6	6 1 3	5 12 9	..	..	20 17 8	2,780	..	1,466 11 5	1,053	978 4 9	896 6 8	14 17 8	4,121 12 10	
Yarrowah ..	1,277	194 12 10	12 10 4	39 16 11	6 1 6	5 12 9	..	..	17 1 0	1,436	..	1,680 11 5	516	236 6 8	205 8 4	2 10 3	1,550 12 0	
Cobram ..	4,881	1,917 13 7	121 16 0	431 10 4	26 8 0	23 6 3	..	..	98 0 2	5,967	..	3,983 2 1	5,318	5,005 3 11	1,692 16 6	98 10 5	13,398 7 3	
RUSHWORTH LINE.																		
Murchison ..	2,747	157 17 6	23 1 7	106 19 6	0 7 9	0 12 6	..	..	14 9 10	2,405	..	1,110 12 6	1,504	1,129 16 4	2 12 0	3 2 9	2,549 12 3	
Hammond ..	..	..	0 8 11	0 2 3	..	..	..	..	1 11 8	3,907	..	1,378 3 2	79	0 18 0	..	..	1,381 4 0	
Waranga ..	..	43 15 8	0 9 5	16 1 1	..	0 4 0	..	..	6 18 9	2,407	..	1,063 15 6	79	48 16 2	10 14 6	5 3 6	1,204 18 2	
Rushworth ..	..	1,297 2 4	127 18 1	327 19 9	4 5 0	5 13 9	..	..	41 13 11	24,698	0 1 6	10,441 17 9	3,667	2,982 18 10	947 4 4	28 16 11	16,205 12 2	
TOOLAMBA—ROBUQA LINE.																		
Tatura ..	9,450	1,678 5 3	143 0 7	313 11 4	59 19 0	49 11 3	..	..	104 7 4	5,563	0 1 6	2,739 1 10	4,003	3,073 5 6	1,026 19 3	153 18 3	9,337 1 1	
Byrneside ..	1,066	153 6 7	8 7 8	20 11 0	2 16 6	0 4 6	..	..	13 4 0	1,143	..	553 1 6	420	183 6 8	244 15 8	15 2 4	1,194 16 5	
Merigum ..	3,752	529 11 11	36 16 9	80 0 4	11 19 2	0 6 0	..	..	56 6 9	7,298	..	3,795 10 7	1,648	1,224 2 3	539 14 1	23 3 2	6,287 11 0	
Kyabram ..	12,634	2,368 8 1	188 19 1	451 10 5	43 1 2	25 12 10	..	..	55 4 4	9,585	0 1 9	5,403 9 0	7,891	5,894 6 8	1,228 13 7	103 0 3	15,772 7 2	
Tongala ..	4,866	630 14 8	55 3 8	130 2 11	21 13 5	20 12 3	..	..	62 19 4	4,644	2 0 0	2,497 1 0	4,639	2,407 1 7	415 0 4	115 5 4	6,357 14 6	
Koyga ..	1,169	107 18 3	6 8 10	26 18 6	7 9 9	0 12 3	..	..	0 18 9	1,624	..	922 16 11	614	286 8 0	320 15 3	34 12 4	1,714 18 10	
KATAMATITE LINE.																		
Pine Lodge ..	315	14 14 2	6 7 5	19 4 3	..	0 5 6	..	..	5 16 0	2,680	..	1,225 13 0	296	103 0 0	..	..	1,375 0 4	
Lamrook ..	1,403	223 13 3	18 4 11	64 12 4	1 12 6	11 8 0	..	..	12 18 2	12,013	..	1,189 4 4	..	0 2 6	..	..	1,189 6 10	
Cesgrove ..	4,311	995 1 8	93 14 2	265 5 7	8 13 9	5 15 9	..	..	64 0 1	8,344	1 6 6	1,909 3 1	783	406 18 3	425 4 3	23 13 0	4,386 4 9	
Doonle ..	89	4 8 8	0 3 8	5 15 9	..	..	..	..	6 1 4	2,690	..	1,129 2 5	2,226	1,949 14 3	640 8 1	80 9 0	5,963 11 10	
Yabba South ..	523	34 2 5	5 6 2	25 17 2	0 2 6	0 8 0	..	..	15 10 3	4,715	..	2,080 19 9	385	267 19 4	179 13 0	1 15 0	1,170 17 2	
Yabba North ..	321	42 0 9	8 12 7	37 7 9	..	0 4 6	..	..	13 12 1	3,468	..	1,721 3 0	576	328 6 3	4 2 0	1 10 0	2,611 13 7	
Yvannille ..	1,702	400 0 9	39 18 7	120 9 7	14 8 3	20 5 4	..	..	31 13 6	7,195	..	3,639 9 8	1,806	1,356 0 7	903 4 4	23 14 10	2,156 18 1	
Katamatite ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6,549 5 5	

[illegible]

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

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CABS.		RENTALS.		MISCELLANEOUS.		GOODS.				LIVE STOCK.				TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).									
	Outwards.		Inwards.		Outwards.		Inwards.		Revenue.		Revenue.		Revenue.		Tons.		Revenue.		Inwards.			Outwards.		Inwards.		Revenue.				
	Revenue.		Revenue.		Revenue.		Revenue.		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.	£	s. d.	£	s. d.		£	s. d.	£	s. d.	£	s. d.	£	s. d.	
MELBOURNE—BAIRNSDALE LINE—continued.																														
Tynong ..	4,085	349 1 11	36 13 8	74 4 9	0 7 9	1 13 6	..	..	11 11 8	£	..	..	3,116	744 15 5	732	347 8 6	18 11 2	9 7 7	1,593 15 11											
Garfield ..	7,035	700 16 5	107 12 5	143 8 9	13 3 2	45 8 0	..	..	19 3 8	..	..	..	3,992	1,110 12 3	1,382	370 5 10	129 8 3	99 0 8	2,938 19 5											
Jefferson's Siding ..	11,848	1,006 1 1	109 0 0	245 10 8	5 13 11	7 3 4	..	..	35 12 7	..	..	..	1,017	1,497 0 0	24	2 11 0	20 18 2	158 14 5	151 18 0											
Bunyip ..	8,594	595 13 0	48 11 2	120 17 6	3 17 9	1 18 3	..	..	69 2 4	..	..	..	9,218	1,640 8 4	2,053	1,043 15 11	34 15 5	85 4 3	4,272 18 5											
Longwarry ..	17,865	1,914 15 9	424 19 3	360 5 0	32 10 9	20 9 8	..	..	113 5 8	..	..	..	9,218	1,974 5 11	771	438 15 0	283 0 3	192 9 11	3,373 0 7											
Drouin ..	40,475	4,420 17 2	536 9 6	514 6 7	32 11 7	42 2 0	..	..	732 8 0	0 5 0	..	..	3,217	1,573 14 11	9,527	2,788 1 5	1,007 0 2	649 18 1	7,683 18 3											
Waragul ..	5,939	240 1 11	38 6 5	44 19 8	0 15 0	1 6 6	..	..	11 2 10	0 5 0	..	..	2,892	1,508 1 0	9,546	3,983 15 10	1,007 0 2	20 0 0	13,407 14 11											
Nilma ..	5,029	345 3 0	137 14 8	83 11 10	3 19 0	2 11 0	..	..	23 5 0	0 0 3	..	..	1,110	452 6 8	336	230 6 5	280 16 2	1,029 6 11	1,630 5 0											
Darnum ..	10,403	996 8 2	164 9 3	169 13 3	14 9 0	6 17 3	..	..	68 17 7	0 0 3	..	..	392	256 6 8	875	339 9 3	137 8 2	110 10 11	4,143 17 2											
Yarragon ..	15,787	1,805 1 3	265 7 0	290 0 7	9 3 0	31 18 6	..	..	151 8 5	0 0 3	..	..	1,894	307 11 0	4,319	1,371 14 10	343 5 8	279 0 0	9,037 13 3											
Trafalgar ..	19,502	1,943 14 4	173 8 8	201 16 0	26 10 3	30 3 3	..	..	40 7 6	3 1 8	..	..	1,369	730 15 0	2,007	3,106 14 3	639 0 1	88 3 4	4,677 13 3											
Moe ..	19,157	2,419 6 6	178 2 7	295 17 2	41 0 3	43 11 9	..	..	87 1 0	0 6 6	..	..	2,166	1,043 9 4	3,598	1,923 18 8	639 8 5	531 7 9	7,253 3 5											
Morwell ..	27,856	4,110 11 10	329 19 1	519 12 7	95 8 9	90 3 6	..	..	272 7 9	0 6 6	..	..	3,040	2,047 7 1	5,232	4,021 5 0	1,376 3 11	1,450 6 8	14,313 12 8											
Traalgon ..	707	19 10 11	2 17 1	9 11 1	0 5 0	0 6 9	..	..	1 16 0	..	..	..	58	37 14 6	19	16 16 9	..	..	88 18 1											
Loy Yang ..	1,642	165 7 0	11 16 1	26 4 1	4 12 0	2 18 3	..	..	12 8 2	..	..	..	467	281 5 0	201	89 10 10	373 19 0	10 4 4	978 4 9											
Flynn ..	8,635	1,020 7 10	60 17 8	197 1 0	38 13 9	54 9 8	..	..	37 7 8	..	..	..	2,962	824 8 10	996	852 18 11	721 18 7	361 15 8	4,169 19 7											
Rosedale ..	1,398	122 10 9	5 10 1	24 4 6	..	1 7 3	..	..	0 15 0	..	..	..	2,760	1,058 3 1	510	261 3 0	0 10 0	24 5 1	1,498 8 9											
Nambrok ..	500	73 0 11	3 19 10	10 16 10	..	0 8 6	..	..	2 6 2	..	..	..	61	46 3 3	70	23 3 8	..	..	179 19 2											
Fulham ..	28,378	5,723 4 11	405 9 4	841 5 0	147 2 0	178 12 10	..	..	191 12 9	1 7 6	..	..	10,527	5,902 10 9	9,544	4,871 12 4	2,780 15 11	493 11 7	21,437 4 11											
Sale ..	2	0 0 10	0 0 6	0 10 6	..	5 1 6	..	..	54 6 10	15 4 0	..	..	1,603	725 19 1	82	22 4 10	438 10 5	11 18 9	1,204 5 11											
Montgomery ..	12,471	1,505 18 5	99 11 6	222 4 11	30 10 9	31 10 5	..	..	3 18 11	..	..	..	2,081	1,144 0 0	1,412	961 6 8	592 14 7	117 2 0	5,074 10 1											
Stratford ..	2,632	162 10 9	9 3 5	19 15 2	0 12 6	0 10 3	..	..	4 19 2	..	..	..	1,081	362 7 8	82	43 17 1	..	..	607 5 6											
Munro ..	5,085	476 16 5	5 8 11	66 15 5	0 15 9	0 16 0	..	..	11 16 2	0 1 3	..	..	6,980	342 19 5	584	311 7 8	206 3 6	34 10 8	1,650 12 11											
Fernbank ..	11,148	1,138 12 8	60 11 9	160 17 11	27 4 3	28 10 6	..	..	12 4 0	..	..	..	1,390	2,534 7 7	1,390	819 11 1	541 8 4	92 4 9	5,715 6 3											
Lindislow ..	2,322	280 8 6	13 18 10	40 5 11	1 9 0	0 5 0	..	..	62 5 5	0 7 0	..	..	3,709	1,760 12 9	800	156 6 10	416 0 11	64 19 6	2,776 11 3											
Hillside ..	19,941	7,470 4 10	470 4 10	1,114 12 6	121 18 3	187 8 1	..	..	..	..	..	..	8,058	7,400 13 6	8,950	5,706 7 7	2,827 2 11	597 3 6	25,958 10 5											
Bairnsdale ..																														
NERRIM SOUTH LINE.																														
Lilloo ..	858	14 2 5	0 1 0	2 14 2	..	0 6 9	..	..	4 19 2	..	..	..	252	93 13 6	85	31 8 5	..	..	146 19 2											
Bulu Bulu ..	2,659	66 16 6	2 15 11	55 2 4	..	0 6 9	..	..	1 18 0	..	..	..	781	323 14 11	769	334 15 7	29 0 2	0 18 3	814 18 5											
Bravington ..	530	13 9 5	0 2 6	1 11 9	..	..	..	..	10 12 8	..	..	..	40	28 3 8	73	25 8 10	..	..	79 8 10											
Rokeby ..	2,250	67 17 9	1 3 6	20 11 1	..	0 2 0	..	..	0 14 4	..	..	..	1,105	423 17 2	275	154 1 9	49 19 0	..	727 7 5											
Crookover ..	2,377	66 6 5	0 15 7	34 0 8	..	0 9 6	..	..	2 18 0	..	..	..	3,136	864 16 8	313	118 2 3	..	..	1,107 8 1											
Nerrim South ..	5,827	672 15 0	77 0 6	172 14 2	4 13 9	9 1 9	..	..	64 4 7	..	..	..	6,323	2,450 3 7	1,599	1,196 9 10	393 19 6	86 17 9	5,158 0 5											
THORPDAL LINE.																														
David ..	1,472	50 4 11	0 1 3	1 12 6	..	..	..	..	28 19 3	..	..	..	11	5 3 3	5	1 18 6	..	..	8 15 6											
Coalville ..	2,005	141 2 8	17 18 7	68 12 1	0 3 6	3 11 6	..	..	15 18 11	..	..	..	527	207 3 0	121	86 4 1	61 10 10	..	495 12 7											
Naracan ..	1,779	340 19 1	39 19 6	143 15 5	1 12 0	1 6 6	..	..	6 13 3	..	..	..	1,149	376 9 0	366	237 9 3	99 3 9	85 5 1	1,015 4 10											
Thorpdale ..													1,065	562 4 5	1,132	604 3 0	238 2 3	61 19 5	2,167 2 10											

WAHALLA LINE.									
Gooding ..	71	5 16 1	..	..	..	..	..	0 1 1	..
Trees River ..	409	28 8 0	1 4 5	17 9 9	..	..	..	9 3 3	..
Gould ..	593	43 9 6	7 13 8	27 6 11	..	..	..	25 13 8	..
Moondarra ..	346	29 18 1	0 2 8	8 11 0	..	..	..	6 19 6	..
Harris ..	1,506	130 11 10	12 16 0	57 2 4	..	..	..	1,255 18 9	..
Murie ..	409	17 6 8	2 19 0	1 2 7	..	..	..	382 3 10	..
Patina ..	767	75 11 0	2 19 0	3 5 4	..	..	..	391 18 5	..
Thomson ..	406	55 1 5	..	0 7 11	..	..	..	167	..
Wahalla ..	8,629	998 1 6	62 4 6	239 13 3	..	..	..	852 2 5	..
					..	..	..	3,422 8 4	..
					..	..	..	1 3 0	..
					..	..	..	26 2 0	..
					..	..	..	5,612 13 1	..
NORTH MIRBOO LINE.									
Hazelwood ..	142	6 12 1	..	1 1 4	..	..	..	34 10 11	..
Yinnar ..	3,761	292 9 5	20 19 9	107 4 7	..	..	..	344 15 5	..
Boodarra ..	6,203	671 9 0	29 11 10	147 15 0	..	..	..	710 10 6	..
Darluinulla ..	3,863	118 7 6	7 9 8	38 1 5	..	..	..	84 3 3	..
North Mirboo ..	5,633	933 6 7	94 10 4	189 5 0	..	..	..	800 17 8	..
TRARALGON—STRATFORD LINE.									
Gleugarty ..	2,827	272 6 7	25 3 3	58 7 2	..	..	..	476 18 6	..
Toongabbie ..	3,805	337 18 4	25 4 5	66 3 10	..	..	..	1,076 0 3	..
Cowwar ..	5,074	612 9 8	45 1 5	100 3 0	..	..	..	1,811 5 5	..
Dawson ..	492	51 13 8	1 10 8	10 10 10	..	..	..	215 10 5	..
Heitfield ..	6,547	1,038 19 5	121 16 7	185 8 3	..	..	..	1,390 7 9	..
Thamra ..	3,236	671 5 6	31 12 4	116 10 4	..	..	..	1,111 16 1	..
Maffia ..	10,720	2,097 9 7	223 6 4	467 8 10	..	..	..	1,872 17 9	..
					0 1 0	..	..	4,567 16 11	..
					..	..	..	379 6 11	..
					..	..	..	426 2 4	..
					..	..	..	527	..
					..	..	..	1,076 0 3	..
					..	..	..	1,811 5 5	..
					..	..	..	2,387	..
					..	..	..	4,484	..
					..	..	..	1,440	..
					..	..	..	2,532	..
					..	..	..	1,923	..
					..	..	..	1,534	..
					..	..	..	1,283	..
					..	..	..	75 11 3	..
					..	..	..	525 10 0	..
					..	..	..	1,692 9 5	..
					..	..	..	793 5 1	..
					..	..	..	4,567 16 11	..
					..	..	..	10,188	..
					..	..	..	1,872 17 9	..
					..	..	..	379 6 11	..
					..	..	..	426 2 4	..
					..	..	..	527	..
					..	..	..	1,076 0 3	..
					..	..	..	1,811 5 5	..
					..	..	..	2,387	..
					..	..	..	4,484	..
					..	..	..	1,440	..
					..	..	..	2,532	..
					..	..	..	1,923	..
					..	..	..	1,534	..
					..	..	..	1,283	..
					..	..	..	75 11 3	..
					..	..	..	525 10 0	..
					..	..	..	1,692 9 5	..
					..	..	..	793 5 1	..
					..	..	..	4,567 16 11	..
					..	..	..	10,188	..
					..	..	..	1,872 17 9	..
					..	..	..	379 6 11	..
					..	..	..	426 2 4	..
					..	..	..	527	..
					..	..	..	1,076 0 3	..
					..	..	..	1,811 5 5	..
					..	..	..	2,387	..
					..	..	..	4,484	..
					..	..	..	1,440	..
					..	..	..	2,532	..
					..	..	..	1,923	..
					..	..	..	1,534	..
					..	..	..	1,283	..
					..	..	..	75 11 3	..
					..	..	..	525 10 0	..
					..	..	..	1,692 9 5	..
					..	..	..	793 5 1	..
					..	..	..	4,567 16 11	..
					..	..	..	10,188	..
					..	..	..	1,872 17 9	..
					..	..	..	379 6 11	..
					..	..	..	426 2 4	..
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					..	..	..	1,076 0 3	..
					..	..	..	1,811 5 5	..
					..	..	..	2,387	..
					..	..	..	4,484	..
					..	..	..	1,440	..
					..	..	..	2,532	..
					..	..	..	1,923	..
					..	..	..	1,534	..
					..	..	..	1,283	..
					..	..	..	75 11 3	..
					..	..	..	525 10 0	..
					..	..	..	1,692 9 5	..
					..	..	..	793 5 1	..
					..	..	..	4,567 16 11	..
					..	..	..	10,188	..
					..	..	..	1,872 17 9	..
					..	..	..	379 6 11	..
					..	..	..	426 2 4	..
					..	..	..	527	..
					..	..	..	1,076 0 3	..
					..	..	..	1,811 5 5	..
					..	..	..	2,387	..
					..	..	..	4,484	..
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					..	..	..	2,532	..
					..	..	..	1,923	..
					..	..	..	1,534	..
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					..	..	..	75 11 3	..
					..	..	..	525 10 0	..
					..	..	..	1,692 9 5	..
					..	..	..	793 5 1	..
					..	..	..	4,567 16 11	..
					..	..	..	10,188	..
					..	..	..	1,872 17 9	..
					..	..	..	379 6 11	..
					..	..	..	426 2 4	..
					..	..	..	527	..
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					..	..	..	1,811 5 5	..
					..	..	..	2,387	..
					..	..	..	4,484	..
					..	..	..	1,440	..
					..	..	..	2,532	..
					..	..	..	1,923	..
					..	..	..	1,534	..
					..	..	..	1,283	..
					..	..	..	75 11 3	..
					..	..	..	525 10 0	..
					..	..	..	1,692 9 5	..
					..	..	..	793 5 1	..
					..	..	..	4,567 16 11	..
					..	..	..	10,188	..
					..	..	..	1,872 17 9	..
					..	..	..	379 6 11	..
					..	..	..	426 2 4	..
					..	..	..	527	..
					..	..	..	1,076 0 3	..
					..	..	..	1,811 5 5	..
					..	..	..	2,387	..
					..	..	..	4,484	..
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					..	..	..	2,532	..
					..	..	..	1,923	..
					..	..	..	1,534	..
					..	..	..	1,283	..
					..	..	..	75 11 3	..
					..	..	..	525 10 0	..
					..	..	..	1,692 9 5	..
					..	..	..	793 5 1	..
					..	..	..	4,567 16 11	..
					..	..	..	10	

NEW LINE.														
Harker ..	290,633	2,977 9 5	34 16 3	0 17 4	0 3 6	..	16 0 0	0 5 0	25,763	4,122 10 0	0 .. 9 3	0 .. 7 9	8,071 12 2	
Kew ..	1,121,586	11,549 4 7	214 11 4	6 8 6	1 5 0	..	140 7 4	0 16 0	..	..	..	..	16,559 19 3	
Kew—Building Tickets (Free)	7,200	..	..	..	..	..	..	..	..	..	..	..	..	
OUTER CIRCLE LINE.														
Riversdale ..	23,399	212 17 4	..	..	..	..	2 0 0	..	..	..	..	..	215 4 5	
Riversdale — Building Tickets (Free)	1,560	..	..	..	..	..	..	..	..	..	..	..	..	
Golf Links ..	8,867	97 13 9	0 1 8	..	..	..	..	..	..	..	..	..	97 15 5	
Golf Links—Building Tickets (Free)	660	..	..	..	..	..	..	..	..	..	..	..	..	
Hartwell ..	4,373	55 9 2	..	..	..	..	..	..	..	..	..	..	57 18 11	
Burwood ..	62,023	776 2 1	60 15 0	..	..	..	1 14 0	..	..	..	..	..	851 14 10	
Burwood — Building Tickets (Free)	720	..	..	..	..	..	..	..	..	..	..	..	..	
Ashburton ..	37,003	471 18 3	0 3 3	..	..	..	3 18 2	..	..	..	..	..	488 3 4	
Shenley ..	33,286	292 8 1	..	..	..	..	10 12 0	..	..	..	..	..	303 0 7	
Balwyn ..	46,192	488 9 2	0 0 6	..	..	..	0 14 0	..	..	..	..	..	494 15 7	
Balwyn — Building Tickets (Free)	7,200	..	..	..	..	..	..	..	..	..	..	..	..	
Deepdene ..	72,737	827 16 2	37 18 6	..	..	..	..	..	..	..	..	..	877 6 10	
Deepdene—Building Tickets (Free)	9,480	..	..	..	..	..	..	..	..	..	..	..	..	
FERNTREE GULLY LINE.														
Haywater ..	25,447	828 15 11	236 1 3	0 16 3	1 14 3	..	2 7 6	..	2,296	434 0 0	1 6 9	14 19 9	1,890 0 2	
Lower Ferntree Gully ..	11,507	467 1 2	222 14 7	0 10 6	1 3 5	..	2 6 0	..	966	289 14 9	5 18 6	12 13 6	1,234 6 10	
Upper Ferntree Gully ..	27,105	1,123 10 6	138 18 0	17 13 3	16 6 11	..	63 9 4	25 16 6	1,598	494 8 6	104 0 9	80 4 11	2,428 4 4	
GEMBROOK LINE.														
Upwey ..	2,463	61 7 1	15 6 6	0 2 0	0 2 0	..	0 5 0	..	25	19 0 8	..	..	120 6 2	
Belgrave ..	6,129	262 13 1	48 7 10	0 8 0	2 18 5	..	19 6 8	..	1,327	547 17 10	..	..	1,441 0 5	
Selby ..	1,489	25 8 5	1 14 11	0 1 6	0 9 11	..	..	..	13	11 8 0	..	..	45 7 1	
Aura ..	1,388	80 16 1	23 12 8	0 3 6	0 5 9	..	12 3 9	..	986	102 16 7	..	..	472 14 9	
Paradise ..	1,020	64 15 11	9 7 3	0 5 0	0 4 3	..	..	..	355	72 5 9	3 16 7	..	257 2 1	
Emerald ..	4,863	356 19 7	122 3 7	0 13 6	1 19 1	..	13 2 3	..	1,468	519 19 1	3 15 0	..	1,681 9 11	
Wright ..	526	36 6 4	..	0 1 9	0 3 8	..	..	..	..	..	..	..	37 1 7	
Cockatoo ..	2,399	192 8 0	51 7 10	0 7 9	0 18 3	..	7 18 8	..	530	248 0 7	3 6 6	14 9 0	1,112 17 7	
Gembrook ..	3,145	326 19 6	56 16 11	1 7 3	1 15 4	..	24 19 4	13 0 0	953	403 6 5	8 2 6	5 5 4	2,047 2 10	
WARBURTON LINE.														
Evelyn ..	7,994	356 17 2	68 19 6	0 7 6	1 14 6	..	2 5 7	..	721	240 5 0	4 9 6	1 13 0	1,446 13 0	
Wandin ..	7,709	470 3 10	129 14 11	1 17 0	1 19 0	..	25 17 9	..	1,868	499 13 10	0 12 6	1 18 6	2,440 8 6	
Seville ..	3,888	287 6 10	56 5 1	0 12 0	0 13 0	..	3 13 4	..	770	257 13 3	1 18 6	9 4 2	995 6 0	
Killara ..	618	60 8 10	6 2 4	0 13 0	3 9 9	..	..	..	249	63 2 9	12 3 0	11 18 6	352 4 1	
Woori Yallock ..	3,568	290 16 6	49 4 9	0 13 0	2 13 9	..	19 14 6	..	782	241 11 9	6 3 6	18 12 3	1,812 15 3	
Launching Place ..	3,220	451 12 4	42 8 7	2 2 9	4 12 0	..	4 12 0	..	2,343	497 13 6	98 19 3	62 1 2	1,455 13 1	
Yarra Junction ..	10,012	900 18 11	59 2 11	2 7 3	2 18 9	..	48 10 10	..	3,063	1,210 3 11	7 11 0	128 0 8	8,442 1 2	
Britannia ..	..	..	..	..	..	..	2 0 0	..	594	196 17 5	..	..	3,859 6 7	
West Warriston ..	3,641	314 3 1	32 0 2	0 9 6	0 7 0	..	13 13 1	..	557	273 18 40	5 6 10	157 13 4	1,684 14 8	
Millgrove ..	4,095	332 13 4	32 0 9	0 8 0	0 6 0	..	11 16 10	..	1,761	383 9 3	2 11 6	13 5 7	3,238 6 10	
La La Extension ..	11,866	1,722 9 0	117 19 2	2 17 7	9 8 7	..	96 18 6	1 8 9	5,019	2,101 8 1	46 11 1	137 15 3	12,992 12 0	
La La Extension ..	..	..	..	..	..	..	10 18 6	..	31,805	8,218 19 7	..	..	8,231 12 0	

DIAGRAM N° 1
AVERAGE MILEAGE WORKED

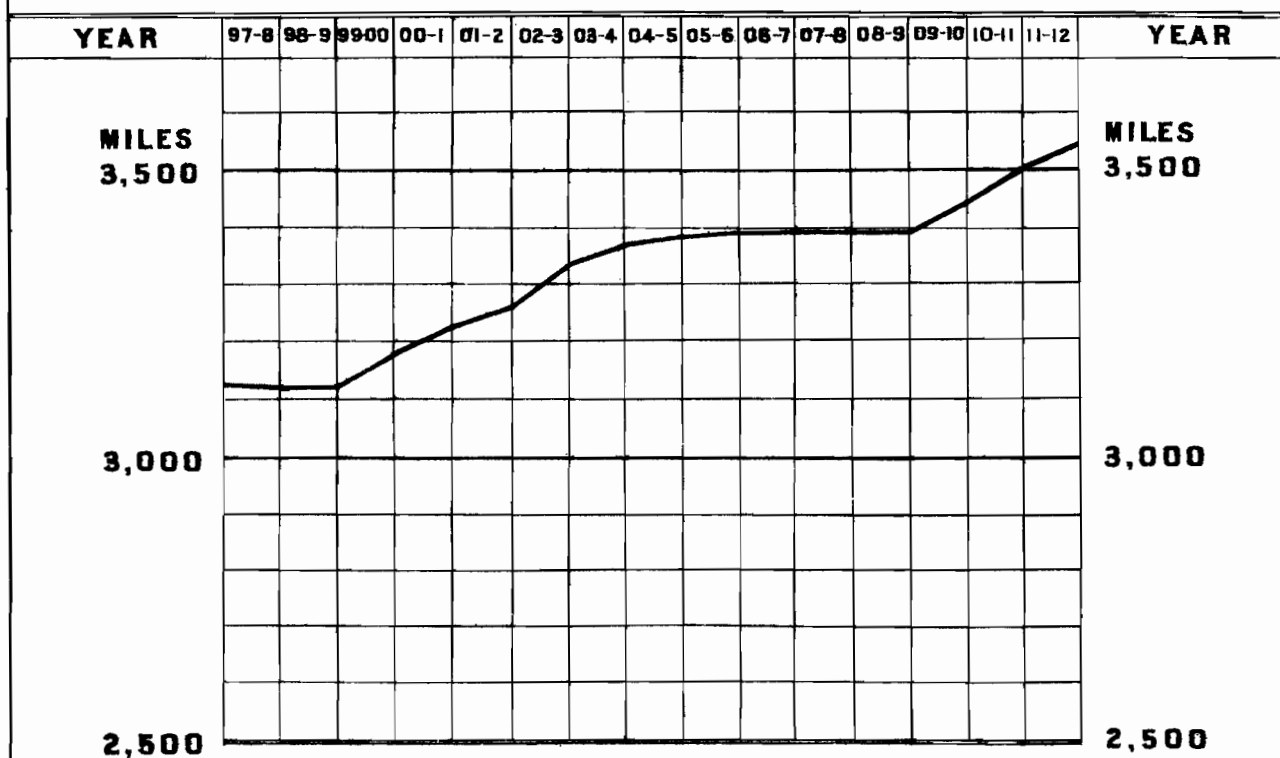


DIAGRAM N° 2
AVERAGE COST OF CONSTRUCTION PER MILE

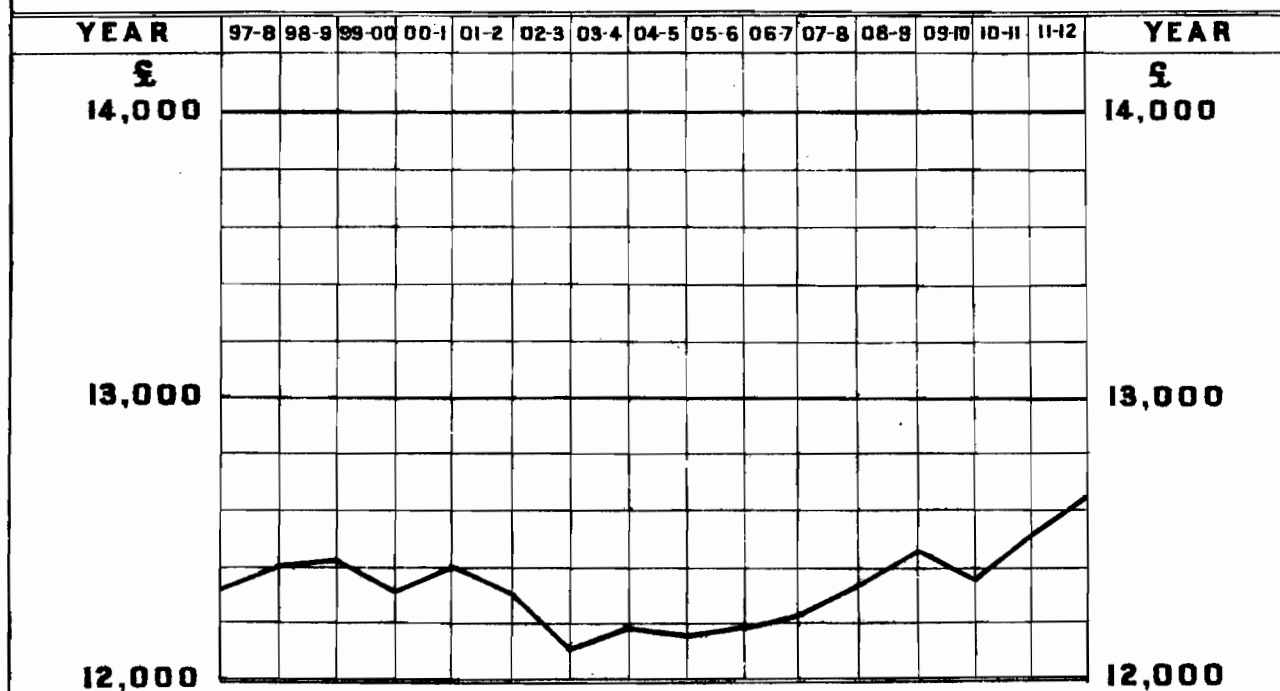


DIAGRAM N° 3

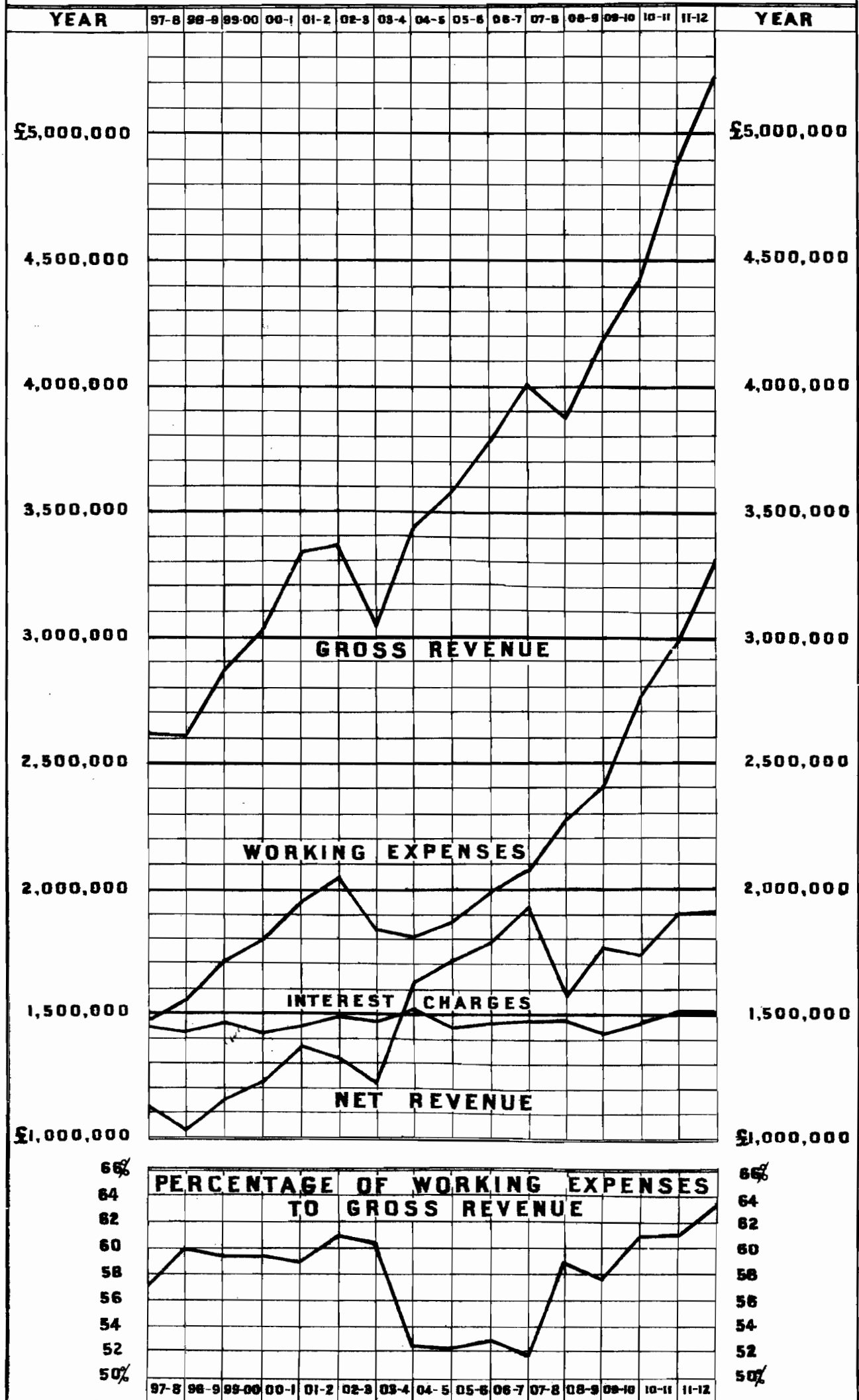


DIAGRAM N° 4

PER AVERAGE MILE OF RAILWAY OPEN

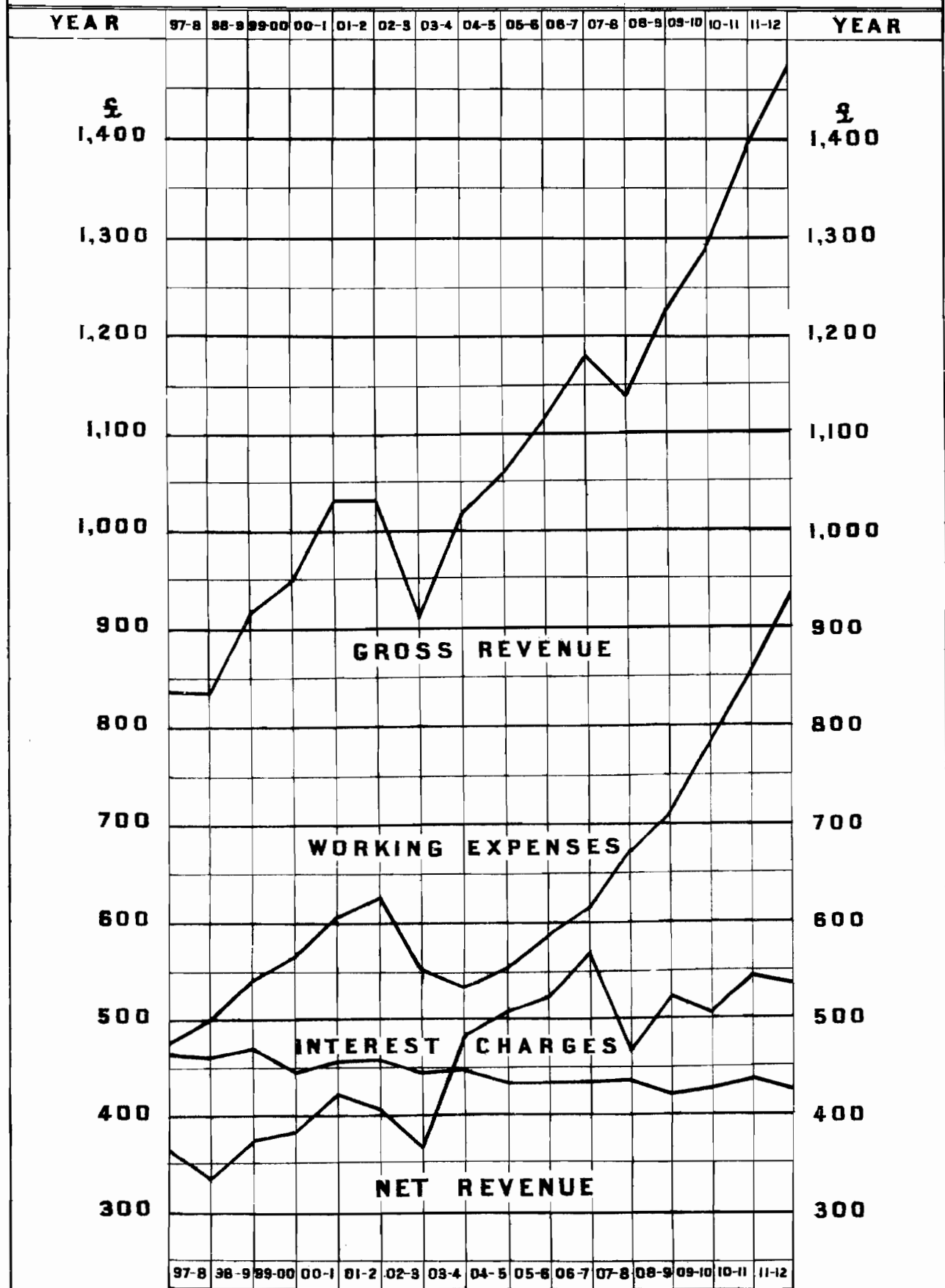


DIAGRAM N° 5

PER TRAIN MILE RUN

