

1880.

VICTORIA.

VICTORIAN RAILWAYS.

REPORT

OF THE

BOARD OF LAND AND WORKS

FOR THE YEAR ENDING 31st DECEMBER

1879.

PRESENTED TO BOTH HOUSES OF PARLIAMENT BY HIS EXCELLENCY'S COMMAND.

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R E P O R T.

DEPARTMENT OF RAILWAYS,

Melbourne, 27th October 1880.

To His Excellency the Governor in Council.

MY LORD,

I have the honor to lay before Your Excellency the Report of the Board of Land and Works on the proceedings of the Department of Railways during the year ending the 31st December 1879, showing the progress made in all branches, whether of construction or working, together with an Appendix, in which will be found sundry returns, embracing the Capital and Revenue Statements and various statistical information, to which I beg to invite Your Excellency's attention.

DEBENTURE CAPITAL.

In the last Report there was shown in detail the various amounts relating to railways authorized to be raised on Loan under the Act No. 608, and amounting to £4,152,235 out of a total of £5,000,000.

A redistribution of some of the items has slightly altered this amount, and the sum now stands at £4,154,703 11s. 1d. as under:—

Act No. 608, Second Schedule.

	£	s.	d.
Item 1. Towards the purchase of the undertaking and property of the Melbourne and Hobson's Bay United Railway Company	1,043,520	0	0
„ 2. For the Construction of Railways already authorized by Parliament	150,000	0	0
„ 3. Rolling-stock for Railways	180,000	0	0
„ 4. For Railway Station at Melbourne, and other works connected with Railway extension, as Parliament may by any Act direct	150,000	0	0
„ 5. For repaying the Consolidated Revenue certain sums expended and to be expended on Railways and other works	131,183	11	1
„ 6. For the Construction of such State Railways and works connected therewith as Parliament may by any Act direct	2,500,000	0	0
	£4,154,703	11	1

Owing to various circumstances, it was considered inadvisable to place the whole of the Loan for £5,000,000 on the money market at once.

£3,000,000 only were offered, and with the following result:—

	£	s.	d.
Par of Debentures offered	3,000,000	0	0
Less Discount, Expenses, &c.	121,346	6	9
Net amount raised	£2,878,653	13	3

Of the above there was set apart for Railway purposes £2,454,442 os. 5d., distributed as follows:—

					<i>Act No. 608, Second Schedule.</i>		
Item					£	s.	d.
1	...	...	...	...	1,043,520	0	0
2	...	...	...	...	150,000	0	0
3	...	...	...	...	180,000	0	0
4	...	...	...	...	150,000	0	0
5	...	...	...	...	131,183	11	1
6	...	...	...	...	799,738	9	4
					£2,454,442	0	5

The total amount of the Railway Debt, excluding the amount under Item 1, for the purchase of the Melbourne and Hobson's Bay Railway (£1,043,520), now stands at £14,990,545 11s. 5d.

The amount which became due and payable on account of interest on the above during 1879 was £747,706 16s.

Towards the payment of this sum the net revenue derived from the working of the lines in 1879 furnished £581,483 7s. 6d., leaving a balance of £166,223 8s. 6d. to be provided for from the Consolidated Revenue.

The net revenue was equal to 3·57 per cent. upon the total cost of the construction, including all moneys expended upon the same, whether interest-bearing or otherwise—a slight reduction upon the results of 1878, when the percentage was 3·85.

CAPITAL ACCOUNT.

The total expenditure upon Construction at 31st December last, exclusive of materials on hand, had reached a total of £16,251,419 6s. 7d., or £908,180 os. 5d. more than at the close of 1878.

There were on hand, or in course of shipment from England, £74,415 5s. 8d. worth of materials available for the completion of lines then in progress, or the construction of new ones.

The following statement gives the details of the amount expended on Construction during the year:—

				<i>General Construction.</i>	£	s.	d.
Yarra Bank Workshops	...	...	...	£1,941	7	11	
Williamstown	..	..	..	592	15	2	
Machinery and Tools	...	...	...	1,891	0	8	
Sundries	...	...	...	2,931	1	3	
				7,356	5	0	
				<i>Rolling-stock.</i>			
Engines	...	...	...	41,444	15	7	
Carriages, Wagons, &c.	...	...	...	94,242	10	11	
Continuous Brake	...	...	...	3,134	7	7	
				138,821	14	1	
				<i>Northern System</i>			
Melbourne Terminus	...	...	...	86,335	17	5	
Melbourne to Sandhurst	...	...	...	10,498	11	2	
Sandhurst to Echuca...	...	...	...	5,184	19	0	
Castlemaine to Dunolly	...	...	...	3,709	8	7	
Ballarat to Maryborough	...	...	...	1,544	1	0	
Maryborough to Avoca	...	...	...	4	4	0	
Dunolly to St. Arnaud	...	...	...	40,492	19	9	
Carlsruhe to Daylesford	...	...	...	65,872	8	5	
				213,642	9	4	
Deduct for Cr. Sandhurst to Inglewood	...	...	...	1,302	4	11	
				212,340	4	5	

<i>Western System.</i>				£	s.	d.
Williamstown line ...	...	£7,248	18 7			
Williamstown Junction to Geelong	...	3,109	9 10			
West Geelong to Ballarat	...	3,689	13 5			
Ballarat to Ararat	...	1,189	19 8			
Ararat to Stawell	...	1,758	7 6			
Ararat to Hamilton	...	7,957	14 10			
Geelong to Colac	...	14,352	7 5			
Portland to Hamilton	...	7,538	3 0			
Stawell to Horsham	...	90,022	0 8			
Geelong to Queenscliff	...	62,073	8 2			
Warrenheip to Gordons	...	54,633	9 9			
				253,573	12	10

<i>North-Eastern System.</i>				£	s.	d.
Essendon Junction to Essendon	...	524	17 11			
Essendon to Wodonga	...	4,362	16 7			
Wangaratta to Beechworth	...	5	19 6			
Springs to Wahgunyah	...	30,506	18 11			
Mangalore to Shepparton	...	147,293	17 2			
Toolamba to Tatura	...	394	16 5			
				183,089	6	6

<i>Eastern System.</i>				£	s.	d.
South Yarra to Oakleigh	...	120,944	12 5			
Oakleigh to Sale	...	17,678	6 10			
Spencer and Flinders streets Connection	...	1,025	6 3			
				139,648	5	6
Preliminary Surveys	...	...	...	13,650	16	1
				948,480	4	5
Cr. to cost of Construction of Murray Bridge (New South Wales a/c.)	...	...	...	40,300	4	0
				£908,180	0	5

As will be seen by the foregoing, the alterations to the Melbourne Terminus cost during the year £86,335 17s. 5d., and may be thus summarised—

				£	s.	d.
Fencing reserve	...	...	...	44	4	3
Buildings	...	...	...	1,185	17	9
Conveying spoil	...	...	...	3,596	9	3
Coal supply	...	...	...	157	7	3
New passenger station	...	...	...	20	15	10
Silt and earth wagons	...	...	...	3,220	19	10
New goods shed platform	...	...	...	2,448	9	10
Silt works, &c.	...	...	...	2,025	5	4
Passenger platforms	...	...	...	1,603	12	0
Timber station	...	...	...	219	13	8
General alterations, embankments, relaying permanent way, &c., &c.	...	...	...	71,813	2	5
Total	...	...	...	£86,335	17	5

These alterations were all made in accordance with the general plan submitted to Parliament.

The additions to the rolling-stock have cost, as shown, a sum of £138,821 4s. 1d., inclusive of £3,134 7s. 7d. expended on fitting trains with the continuous rake.

The number of additional locomotive engines and vehicles may be thus stated :—

Engines ...	...	...	...	...	15
Carriages ...	...	...	...	...	12
Wagons, &c.	...	...	...	...	305

In order to show the progress made with the equipment of the lines with rolling-stock to meet the increasing traffic, the following comparative statement for the last four years is here given :—

Date.	Miles Open.	Engines.			Passenger Vehicles.			Goods Vehicles.		
		No.	No. per Line Mile.	Train Miles per Engine.	No.	No. per Line Mile.	Train Miles per Vehicle.	No.	No. per Line Mile.	Train Miles per Vehicle.
1876 ...	702	124	0·177	20,367	258	0·367	9,789	2,146	3·057	1,177
1877 ...	931	139	0·149	20,047	276	0·296	10,097	2,318	2·490	1,202
1878 ...	1,035	148	0·143	20,916	286	0·276	10,824	2,708	2·617	1,143
1879 ...	1,108	163	0·147	21,243	305	0·275	11,352	3,006	2·713	1,152

The foregoing shows the equipment in the most favorable light, for it must be remembered that in each case a considerable portion of the newly-constructed stock was only running during a part of the year.

The foregoing shows that we are still behind in our equipment with rolling-stock, and that, although in a slightly better position than in 1877 and 1878, we are still worse off in that respect than in 1876.

NEW LINES.

The only extensions authorized during 1879 were those for the Toolamba and Tatura line, and the Junction between Spencer and Flinders streets stations.

The former consisted of a branch from the Goulburn Valley Railway, then in course of construction, and was let to the contractors for that line, Messrs. C. and E. Millar, at the contract schedule of prices.

The rate per mile fixed by the Act No. 636 was £5,750.

The Junction was made by day labor, under the supervision of the Department and the amount authorized by the Act No. 643 was £5,100.

It is anticipated that both these works will be carried out well within the sums authorized.

The lines completed and open during the past year were as follow :—

Date.	Line.	Length. Miles.
1879.		
January 29	Springs to Wahgunyah ...	14
February 5	Murtoa to Horsham ...	17 $\frac{3}{4}$
April 2	South Yarra and Oakleigh ...	6 $\frac{3}{4}$
May 7	Warrenheip to Gordons ...	13
May 21	Geelong to Queenscliff ...	20 $\frac{3}{4}$
December 20	Spencer and Flinders streets Junction	0 $\frac{3}{4}$
	Total ...	73

The remarks made in the Report for 1878 (*see p. 9*) relative to the increased traffic which might be expected when the Gippsland line was connected with Melbourne have been fully borne out, as the revenue returns of that line show.

These will be found under the head of the revenue accounts of the Easter system.

REVENUE ACCOUNT.

During 1879, the gross receipts from all sources of traffic amounted to £1,222,107 7s., being £5,432 2s. 2d. only in excess of that for 1878, although the average mileage open for traffic in 1879 exceeded that in 1878 by 124 miles.

The following table shows the increase and decrease respectively of the various branches of traffic revenue :—

—	1878. (Average miles open 967.)			1879. (Average miles open 1,091.)			Increase.			Decrease.			
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
Passengers	424,504	5	3	421,525	16	6	...	...	...	2,978	8	9
Parcels, &c.	28,665	11	8	33,776	7	2	5,110	15	6	...	...	...
Horses, Carriages, and Dogs	13,881	6	5	11,593	4	5	...	...	...	2,288	2	0
Mails	29,449	1	8	32,031	3	10	2,582	2	2	...	...	...
Rents	13,774	6	3	16,004	16	7	2,230	10	4	...	...	...
Miscellaneous	5,076	2	0	6,452	2	8	1,376	0	8	...	...	...
Live Stock	52,480	17	2	70,703	14	0	18,222	16	10	...	...	...
Goods	648,843	14	5	630,020	1	10	...	...	...	18,823	12	7
	1,216,675	4	10	1,222,107	7	0	29,522	5	6	24,090	3	4	
	Net Increase						5,432	2	2

The increased length of mileage opened for traffic has been again followed by the almost invariable decrease of earnings per line mile, as will be seen from the following :—

Year.	Average Miles Open.	Earnings per Mile.	Expenses per Mile.	Net Profits per Mile.	Increase of Mileage.	Decreased Profits per Mile.
		£	£	£		£
1873-4	414	2,056	905	1,150	...	...
1874-5	541	1,701	890	810	127	340
1875-6	608	1,636	821	815	67	...
1877	787	1,443	753	690	179	125
1878	967	1,258	647	611	180	79
1879	1,091	1,120	587	533	124	78

The decrease in parcels rates, which was made in December 1877, and which during 1878 resulted in a loss, has apparently had the effect of stimulating that branch of the traffic.

The increase in 1879 shows £5,110 15s. 6d. as being in excess of the amount received from this source in 1878, and £3,305 15s. 5d. above the receipts of 1877.

The only other item of increase which calls for remark is that of Live Stock, the receipts for carriage of which exceeded those of the previous year by £18,222 16s. 10d.

The principal decrease took place in the carriage of general merchandise, the goods receipts being less by £18,823 12s. 7d. than was the case in 1878.

The expenditure on Revenue account amounted to £640,623 19s. 6d., being equal to 52.42 per cent. of the gross receipts.

The whole of the expenses for ordinary maintenance, renewals, repairs to stations, &c., as well as all ordinary and extraordinary repairs to rolling-stock, have been included in the working expenditure of the year ; in fact, every item of expense not strictly chargeable to capital account has been so dealt with.

The very heavy cost, in proportion to the revenue earned, of working most of the light lines latterly constructed, is principally owing to the excessive train mileage run on them, which, on the grounds of economy, I shall make every effort to reduce.

The consolidation of offices which has been steadily going on for some time past in the various branches, the great reduction in the cost of coal under the new system of obtaining it, and the fact that, although the mileage open for traffic and all the transactions of the Department have been rapidly increasing for years, the salaries paid to officers have remained at almost the same amount, have combined to keep down the expenses of working to a reasonable rate.

The following table exhibits in a concise form the various items of expenditure and their percentage proportion to the gross revenue during the year :—

—	1878.					1879.					Increase.	Decrease.				
	Amount.			Cost per Train Mile.	Per Cent. to Revenue.	Amount.			Cost per Train Mile.	Per Cent. to Revenue.						
	£	s.	d.	s.	d.	£	s.	d.	s.	d.	£	s.	d.	£	s.	d.
Maintenance	155,409	18	3	1 0'05	12'77	153,513	12	3	0 10'65	12'56	...	...	...	1,896	6	0
Loco. charges	204,805	18	9	1 3'88	16'83	211,479	3	10	1 2'65	17'31	6,673	5	1	...	...	...
Traffic „	248,518	18	1	1 7'27	20'43	256,300	7	10	1 5'76	20'97	7,781	9	9	...	...	...
General „	16,964	7	3	0 1'32	1'40	19,330	15	7	0 1'34	1'58	2,366	8	4	...	...	...
	625,699	2	4	4 0'52	51'43	640,623	19	6	3 8'40	52'42	16,821	3	2	1,896	6	0
	Net Increase											...	...	14,924	17	2

The net increase in working was, it will be seen, £14,924 17s. 2d., the only item showing a decrease being the Maintenance. In this branch, although 124 miles were open in excess of the number in 1878, the expenditure was £1,896 6s. less than in that year.

The whole of this decrease was in the cost of materials used, the wages having increased with the extra miles open.

The increased Locomotive charges are entirely due to the extra work performed, 367,032 train miles having been run in excess of 1878.

The cost per train mile has actually decreased, being at the rate of 1¼d. less than in the previous year.

The train miles run amounted to 3,462,622, and the piloting and shunting to 741,977 miles, in all 4,204,599 miles.

The number of passengers who used the lines during 1879 was 4,169,174½, or 339,919 above the number who travelled during 1878. The average distance travelled by each passenger was 21'57 miles, the average receipts from each passenger 2s. 0'27d., or 1'13d. per mile. This is the lowest average rate per mile yet reached since the lines were opened for traffic.

The subjoined table shows the rate of decrease during the last seven years :—

Year.	Average Miles Open.	Train Miles Run.	Number of Passengers.	Average Distance Carried.	Average Receipts per Passenger.	Average Receipts per Passenger per Mile.
				Miles.	s.	d.
1872-3	335	1,354,131	1,720,815	20'77	2	7'11
1873-4	413½	1,667,124	2,039,030	20'59	2	6'68
1874-5	541	2,051,710	2,699,519	21'54	2	2'39
1875-6	608	2,280,092	2,978,139	21'57	2	2'66
1877	787	2,786,581	3,395,709	21'63	2	3'19
1878	967	3,095,590	3,829,256	23'21	2	2'61
1879	1,091	3,462,622	4,169,175	21'57	2	0'27

The goods carried amounted to 919,336 tons, and the live stock 42,664 tons ; in all 962,000 tons.

The former were carried an average distance of 69·52 miles, at an average cost of 2·37d. per ton per mile, and the latter 128·71 miles, at an average cost of 3·09d.

In 1878 the earnings per ton per mile from these two sources of revenue were 2·56d. and 3·54d. respectively.

NORTHERN SYSTEM.

This system consisted at the 31st December 1879 of the following lines :—

Melbourne to Echuca	...	...	156 miles.
Castlemaine to Dunolly	...	...	47½ "
Ballarat to Maryborough	...	...	42½ "
Maryborough to Avoca	...	...	15 "
Sandhurst to Inglewood	...	...	30 "
Dunolly to St. Arnaud	...	...	33 "
Total	...	...	324 miles.

The whole of the foregoing were open for traffic during the twelve months.

This gives an increase of 28 miles over the average length open in 1878.

The gross revenue earned was £492,729 3s. 2d., or a decrease, notwithstanding the increased mileage open, of £20,224 1s. 3d., the whole of which may be said to have occurred in the goods traffic, as the subjoined table will show :—

—	1878.			1879.			Increase.			Decrease.		
	(Average miles open 296.)			(Average miles open 324.)								
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Passengers	154,372	1	10	148,460	2	5	...	...	...	5,911	19	5
Parcels, &c.	10,339	7	3	10,605	12	0	266	4	9	...	...	...
Horses, Carriages, and Dogs	5,173	7	9	4,174	7	4	...	...	...	999	0	5
Mails	7,715	7	6	8,353	15	6	638	8	0	...	...	...
Rents	5,415	16	7	6,063	11	8	647	15	1	...	...	...
Miscellaneous	2,006	1	5	3,843	5	11	1,837	4	6	...	...	...
Live Stock	29,513	14	7	33,194	13	8	3,680	19	1	...	...	...
Goods	298,417	7	6	278,033	14	8	...	...	...	20,383	12	10
	512,953	4	5	492,729	3	2	7,070	11	5	27,294	12	8
Net Decrease	...	...	...	...	...	...	20,224	1	3	...	...	...

The working expenses amounted to £238,380 13s. 6d., being equal to 48·38 per cent. of the revenue earned, or 1·40 per cent. higher than in 1878, and 1·10 lower than in 1877. The balance of profit, after paying all working expenses, amounted to £254,348 9s. 8d.

In 1878 the net profits were £271,953 1s. 1d.

The net result of the year's working is therefore less than in 1878 by £17,604 11s. 5d.

The following shows the expenditure under the different branches for the two years :—

—	1878.				1879.				Increase.			Decrease.					
	Amount.		Cost per Train Mile.	Per Cent. to Revenue.	Amount.		Cost per Train Mile.	Per Cent. to Revenue.									
	£	s.	d.	s.	d.	£	s.	d.	s.	d.	£	s.	d.	£	s.	d.	
Maintenance ...	55,460	10	0	11·24	10·81	49,473	19	3	0	9·22	10·04	...	...	5,986	10	9
Loco. charges	82,664	14	11	4·76	16·11	82,227	12	4	1	3·25	16·68	...	...	437	2	7
Traffic „ ...	95,715	19	2	7·40	18·66	98,869	9	5	1	6·40	20·07	3,153	10	3	...	...
General „ ...	7,158	19	3	1·45	1·40	7,809	12	6	0	1·47	1·59	650	13	3	...	...
	241,000	3	4	0·85	46·98	238,380	13	6	3	8·34	48·38	3,804	3	6	6,423	13	4
Net Decrease	...	...	...	...	...	...	...	...	...	...	2,619	9	10	...	...	...

The train miles run on this system amounted to 1,290,223, and the passengers carried to 795,895.

Twenty thousand and thirty-five tons of live stock were carried, being 3,827 tons in excess of the previous year.

The goods tonnage totalled 346,590 tons, or 4,613 less than in 1878.

The revenue per train mile averaged 7s. 7·65d., and the expenses 3s. 8·34d.

The total cost of constructing the lines comprised in this system amounted at the close of the year, including rolling-stock, to £7,278,367, and on this the net revenue was equal to 3·49 per cent.

WESTERN SYSTEM.

Under this head the following lines are included:—

Williamstown, from Footscray	6 miles.
Williamstown Junction to Ballarat ...	92½ "
Geelong to Colac, including Racecourse ...	52½ "
Geelong to Queenscliff	20¾ "
Warrenheip to Gordons	13 "
Ballarat to Ararat, Stawell, and Horsham...	129¼ "
Ararat to Portland	120½ "
Total	434½ miles.

This is 51¾ miles open for traffic in excess of that open in 1878.

The additions during 1879 were as follow:—

Murtoa to Horsham	18 miles
Warrenheip to Gordons... ..	13 "
Geelong to Queenscliff	20¾ "
Total	51¾ miles

The average length open during the year was 420¼ miles, and on this the gross revenue earned amounted to £407,158 14s. 8d., being an increase of £16,066 19s. 4d. over that of the previous year.

The following shows the particulars of this increase:—

—	1878. (Average miles open 348.)			1879. (Average miles open 421.)			Increase.			Decrease.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Passengers	166,624	19	9	163,249	14	3	...	...	...	3,375	5	6
Parcels, &c.	10,167	15	8	11,813	14	1	1,645	18	5	...	...	...
Horses, Carriages, & Dogs	4,572	19	1	3,828	12	6	...	...	...	744	6	7
Mails	11,097	1	10	12,217	17	0	1,120	15	2	...	...	...
Rents	4,898	16	5	5,602	11	4	703	14	11	...	...	...
Miscellaneous	2,817	16	3	2,398	1	0	...	...	...	419	15	3
Live Stock	9,702	6	6	7,590	18	3	...	...	...	2,111	8	3
Goods	181,209	19	10	200,457	6	3	19,247	6	5	...	...	...
	391,091	15	4	407,158	14	8	22,717	14	11	6,650	15	7
Net Increase ... ..	...	...	...	...	...	...	...	...	...	16,066	19	4

As will be seen from the above, the increase in the revenue was almost wholly attributable to the improvement in the goods business, the passenger traffic revenue having suffered a diminution.

The expenditure amounted to £235,730 16s. 3d., being equal to 57·90 per cent. of the revenue.

The details of the expenditure are as follow :—

Amount.	1878.			1879.			Increase.	Decrease.														
	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	Amount.	Cost per Train Mile.	Per Cent. to Revenue.																
	£	s.	d.	£	s.	d.	£	s.	d.													
Maintenance	59,680	14	7	1	1	17	15	26	63,045	10	1	1	0	72	15	48	3,364	15	6	...		
Loco. charges	70,475	1	10	1	3	55	18	02	74,960	3	3	1	3	13	18	42	4,485	1	5	...		
Traffic „	90,306	18	2	1	7	92	23	09	91,288	0	7	1	6	41	22	42	981	2	5	...		
General „	5,445	11	2	0	1	20	1	39	6,437	2	4	0	1	29	1	58	991	11	2	...		
	225,908	5	9	4	1	84	57	76	235,730	16	3	3	11	55	57	90	9,822	10	6	...		
	Net Increase						9,822	10	6

The net profits on working amounted to £171,427 18s. 5d., being a return equal to 3·08 per cent. on the capital cost of the lines included in this system, which amounted at 31st December to £5,563,679, including proportion of rolling-stock.

The number of passenger journeys made was 2,321,164.

The live stock carried amounted to 5,517 tons, and the goods to 358,052 tons, both showing a decrease in quantity on that of the previous year, which was, however, more than compensated for by the extra distances run.

NORTH-EASTERN SYSTEM.

The length of this system was, at 31st December 1879, 224 miles, an addition having been made since 1878 by the completion of the Springs and Wahgunyah line, a length of 14 miles.

The lines comprised in this system are as under :—

Essendon Junction to Wodonga, including branch to Racecourse ...	...	...	...	187	miles
Wangaratta to Beechworth ...	...	...	...	23	„
Springs to Wahgunyah ...	...	...	...	14	„
Total ...	...	...	...	224	miles

The traffic revenue on this system amounted to £250,944 14s. 1d.

This was a decrease of £15,766 12s. on the earnings of 1878.

The whole of this was attributable to the falling off in the merchandise traffic, as will be seen by the following table :—

—	1878.		1879.		Increase.		Decrease.					
	(Average miles open 210.)		(Average miles open 223.)									
	£	s.	d.	£	s.	d.	£	s.	d.			
Passengers ...	77,952	0	8	75,106	13	6	...	2,845	7	2		
Parcels, &c. ...	6,355	12	5	6,637	5	5	281	13	0	...		
Horses, Carriages, and Dogs	3,264	8	10	2,633	2	4	...	631	6	6		
Mails ...	7,473	12	6	7,344	13	0	...	128	19	6		
Rents ...	3,451	9	6	3,944	15	9	493	6	3	...		
Miscellaneous ...	51	2	10	91	12	5	40	9	7	...		
Live Stock ...	12,894	5	8	26,618	15	7	13,724	9	11	...		
Goods ...	155,268	13	8	128,567	16	1	...	26,700	17	7		
	266,711	6	1	250,944	14	1	14,539	18	9	30,306	10	9
	Net Decrease						...	15,766	12	0	...	

The working expenses amounted to £124,816 13s. 10d., and the balance of profit £126,128 os. 3d.

The expenditure was equal to 49·74 of the gross revenue. The following shows the details under the various heads for the last two years:—

	1878.			1879.			Increase.	Decrease.				
	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	Amount.	Cost per Train Mile.	Per Cent. to Revenue.						
	£	s.	d.	£	s.	d.	£	s.	d.			
Maintenance	29,867	13	6	25,173	11	4	...	4,694	2	2		
Loco. charges	44,875	0	1	43,023	11	2	...	1,851	8	11		
Traffic	55,355	13	10	52,656	13	3	...	2,699	0	7		
General	3,715	4	0	3,962	18	1	247	14	1	...		
	133,813	11	5	124,816	13	10	247	14	1	9,244	11	8
							8,996	17	7	...		
								

The cost of the North-Eastern system at the close of the year was, including rolling-stock, £2,327,874, and on this the net revenue was equal to 5·42 per cent.

The number of passengers was 819,849, being 74,960 in excess of the number that travelled in 1878.

There was a considerable increase in the tonnage of live stock carried, that of 1878 totalling 7,634 tons as against 15,049 tons in 1879, but the goods traffic fell off to the extent of 24,848 tons, the tonnage of the goods carried in the two years being respectively 196,250 and 171,402 tons.

The train miles run amounted to 747,275 miles, at a total cost of 3s. 4·09d. per mile.

The revenue per train mile was 6s. 8·60d.

EASTERN SYSTEM.

During the past year this system was added to by the completion of the junctions between South Yarra and Oakleigh, and Spencer and Flinders streets stations.

This makes a total length open for traffic of 125 $\frac{3}{4}$ miles, as under:—

South Yarra to Oakleigh and Sale	...	...	125 miles.
Melbourne Junction	...	...	0 $\frac{3}{4}$ "

Total 125 $\frac{3}{4}$ miles.

The average length open during the year was 123 $\frac{1}{4}$ miles, and the revenue earned was £71,274 15s. 1d.

The improved facilities for traffic on this system have again caused a considerable increase in the revenue, which in 1878 amounted to £45,918 19s. only.

The increase, therefore, was £25,355 16s. 1d., distributed over all branches of traffic, with the exception of a slight decrease in the item Miscellaneous Revenue, as will be seen by the following statement:—

	1878.			1879.			Increase.	Decrease.	
	(Average miles open 113.)			(Average miles open 123.)					
	£	s.	d.	£	s.	d.	£	s.	d.
Passengers	25,555	3	0	34,709	6	4	9,154	3	4
Parcels, &c.	1,802	16	4	4,719	15	8	2,916	19	4
Horses, Carriages, and Dogs	870	10	9	957	2	3	86	11	6
Mails	3,162	19	10	4,114	18	4	951	18	6
Rents	8	3	9	393	17	10	385	14	1
Miscellaneous	201	1	6	119	3	4	...	...	...
Live Stock	370	10	5	3,299	6	6	2,928	16	1
Goods	13,947	13	5	22,961	4	10	9,013	11	5
	45,918	19	0	71,274	15	1	25,437	14	3
						
							25,355	16	1

The improvement in the traffic on this system will perhaps be better understood by stating that in 1877 the average length of the lines in work was $32\frac{1}{2}$ miles, and the revenue equal to £189 per mile.

In 1878 there were 113 miles open, on the average, for the year, with a revenue equal to £406 per mile.

In 1879 there was, as above stated, an average length of $123\frac{1}{4}$ miles, earning £578 per mile.

The cost of construction at the close of 1879 was, including rolling-stock, £1,027,032.

The net revenue of the year amounted to £29,578 19s. 2d., which is equivalent to 2·88 per cent. on the capital cost.

The increased traffic was not, however, earned without a more than corresponding increase in the rate of expenditure, the percentage to revenue in 1879 being $58\frac{1}{2}$ per cent. as against $54\frac{1}{3}$ in 1878.

The details of the expenditure are shown in the subjoined table :—

	1878.				1879.				Increase.	Decrease.		
	Amount.		Cost per Train Mile.	Per Cent. to Revenue.	Amount.		Cost per Train Mile.	Per Cent. to Revenue.				
	£	s. d.	s. d.		£	s. d.	s. d.		£	s. d.	£	s. d.
Maintenance	10,401	0 2	1 5'66	22'65	15,820	11 7	1 4'13	22'20	5,419	11 5	...	
Loco. charges	6,791	1 11	0 11'53	14'79	11,267	17 1	0 11'48	15'81	4,476	15 2	...	
Traffic „	7,140	6 11	1 0'12	15'55	13,486	4 7	1 1'75	18'92	6,345	17 8	...	
General „	644	12 10	0 1'09	1'40	1,121	2 8	0 1'14	1'57	476	9 10	...	
	24,977	1 10	3 6'40	54'39	41,695	15 11	3 6'50	58'50	16,718	14 1	...	
	Net Increase				...	...	...	...	...	16,718	14 1	

The number of passenger journeys made was 232,267 $\frac{1}{2}$ as against 98,856 $\frac{1}{2}$ in 1878, an increase in numbers of 133,411.

The tons of live stock carried increased from 261 tons to 2,063, and the goods from 14,934 to 43,292 tons.

MELBOURNE AND HOBSON'S BAY RAILWAY.

On the 1st July 1879, this railway, which had since its purchase by the Government, and up to that date, been managed by the Board of Directors of the late Company for the benefit of the Government, was formally handed over to the Board of Land and Works.

In the Appendix will be found a report by Mr. William Elsdon, C.E., Engineer to the late Company, and who since the death of the late Secretary to the Company, Mr. Thos. Finlayson, has had the entire management of the railway in all its branches.

In his report the information as to the revenue and expenditure for the year 1879 will be found, and a detailed statement of the same in return No. 15 in the Appendix to this Report.

In the

APPENDIX

will be found complete statements in detail of the moneys raised by means of Loans for Railway purposes, of all contracts entered into or in progress during the year under review ; statements showing the expenditure on Capital Account, &c., and the revenue and expenditure on each of the four systems.

Also various statistical and other returns, to which I beg to draw Your Lordship's attention.

In the

STORES BRANCH

the general regulations gazetted in September 1877 have continued to work well ; at the same time, the experience gained has shown that improvements in some minor details could be beneficially made, and these have received the attention of the officers entrusted with the control of this branch, with, I trust, a result of increased efficiency and economy.

Towards the close of 1879 the annual contract for the supply of coal for the service of 1880 was entered into, with an all round reduction equal to 2s. 5d. per ton, or a further saving on the previous year of say £6,000 per annum. Further economical results in this direction may be confidently expected in the future.

In 1878 a concession was made to the travelling public in regard to

BREAKING PASSENGER JOURNEYS,

by which passengers were enabled to break their journey at any intermediate station between the starting station and their destination.

The concession has been availed of to a considerable extent, and has, I believe, proved satisfactory to the travelling public.

The check provided by the Department for its protection from fraud in the matter has been found ample for the purpose.

ECONOMY IN THE ADMINISTRATION

of the Department is receiving my earnest attention.

In the latter half of 1877 and the beginning of 1878 considerable reductions were made in the working staff of the different branches, and a reorganization and amalgamation of various offices took place ; and these necessarily preclude the possibility of further steps being taken in the same direction at the present time, at least to any extent.

In my opinion, a proper and judicious economy in this large and rapidly growing Department can only be exercised by utilizing the present staff to the utmost of its ability, and by refraining from making any further appointments, except such as are absolutely indispensable.

RECAPITULATION.

The following summarises the general results to the close of 1879 and the working for that year :—

The debenture capital raised amounted to ... £14,990,546

The yearly interest payable was 747,707

NOTE.—The foregoing is exclusive of the money borrowed for the purchase of the Hobson's Bay lines, £1,043,520.

The amount spent on works of construction during the year was £908,180.

The total expenditure on the construction of the lines was £16,251,420.

The average cost per mile was £14,667.

Of the debenture capital £13,752,857 had been expended.

£2,498,563 had been expended on construction from the Consolidated Revenue.

The gross revenue was £1,222,107

The working expenditure 640,624

The profit on working 581,483

The amount required from the Consolidated Revenue to pay the balance of interest not recouped by the net revenue derived from working the lines was £166,224.

The total length of mileage constructed and open for traffic was $1,108\frac{1}{4}$ miles, exclusive of the Hobson's Bay lines.

The length in course of construction was $74\frac{1}{4}$ miles.—Total $1,182\frac{1}{2}$ miles.

The average length in work during the year was $1,090\frac{1}{2}$ miles.

The percentage of expenditure to revenue was 52·42.

The expenses per train mile were as follows :—

			<i>s.</i>	<i>d.</i>
Maintaining way, works, and stations	...	...	0	10·65
Locomotive charges	...	...	1	2·65
Traffic charges	...	...	1	5·76
General charges	...	...	0	1·34
Total	...	...	3	8·40

The earnings per line mile were £1,120.

The expenses per line mile were £587.

The earnings per train mile, 7s. 0·71d.

The number of passenger journeys made was $4,169,174\frac{1}{2}$.

Each journey averaged a distance of 21·57 miles, at a cost of 2s. 0·27d., or 1·13d. per mile.

The live stock carried amounted to 42,664 tons, travelling an average distance of 128·71 miles for £1 13s. 1·73d., or 3·09d. per ton per mile; of goods, 919,336 tons were carried an average distance of 69·52 miles, at a rate of £0 13s. 8·47d., equal to 2·37d. per ton per mile.

The train miles run numbered 3,462,622; piloting and shunting miles, 741,977.—Total engine miles run, 4,204,599.

There were 163 locomotive engines in use and 16 more in course of construction.

There were 243 carriages running and 9 being built.

Of wagons and other vehicles there were in use 3,068, and in process of construction 127.

The net revenue paid 3·57 per cent. upon the total capital cost of the lines, and 3·62 upon the capital expended on lines open for traffic.

The different systems gave the following results on their capital expenditure, including rolling-stock, &c. :—

Northern System ...	...	...	...	3·49 per cent.
Western System ...	...	...	...	3·08 „
North-Eastern System ...	...	...	...	5·42 „
Eastern System ...	...	...	...	2·88 „

I have the honor to be,

Your Lordship's most obedient servant,

J. B. PATTERSON,

Commissioner of Railways and Vice-President
of the Board of Land and Works.

APPENDIX.

VICTORIAN RAILWAYS.

APPENDIX TO THE ANNUAL REPORT OF THE BOARD OF LAND AND WORKS ON THE DEPARTMENT OF VICTORIAN
RAILWAYS FOR THE YEAR ENDING 31ST DECEMBER 1879.

1. Report of the Engineer-in-Chief and General Manager.
2. " Locomotive Superintendent.
3. " Telegraph Engineer.
4. " on the Hobson's Bay branch lines.
5. Statement showing the contracts in progress at 31st December 1879 for stations, rolling-stock, and other works.
6. Statement of the funds authorized to be obtained on loan for the construction of Victorian Railways, and of the expenditure charged against the same.
7. Statement of the receipts and expenditure on capital account.
8. " " " in account with the consolidated revenue.
9. General balance-sheet.
10. Statement of revenue and expenditure on Victorian Railways, all systems.
11. " " " " Northern system.
12. " " " " Western system.
13. " " " " North-Eastern system.
14. " " " " Eastern system.
15. " " " " Hobson's Bay branch lines.
16. Return of wool consigned to Melbourne, Williamstown Pier, Geelong, and Portland.
17. Amount, mileage, and traffic at each station.
18. Return of rolling-stock.
19. " " Hobson's Bay branch lines.
20. Detail of locomotive charges per train mile.
21. Comparative statement for eight and a half years, ending 31st December 1879.
22. Detail of cost of construction of each line open for traffic, highest and lowest levels, steepest gradients, &c. &c.
23. Return of casualties during 1879.
24. " " since lines were opened for traffic.

VICTORIAN RAILWAYS.

No. 1.

Engineer-in-Chief and General Manager's Office, Railway Department,
Melbourne, 14th October 1880.

SIR,

I have the honor to report that the permanent way and works of the Victorian Railways were efficiently maintained during the year ending 31st December last.

The total expenditure on account of maintenance for the year was £153,513 12s. 3d. for 164½ miles of double, and an average of 926 miles of single line of way, or for a total average length of 1,090½ miles, as against £155,409 18s. 3d. during the previous year for 164½ miles of double, and an average of 802 miles of single line of way, or for a total average length of 966½ miles, which is at the rate of £140 15s. 6d. per mile of double and single line of way in 1879, as compared with £160 15s. 11d. per mile in 1878.

The total cost of the issues of permanent way materials (rails, chairs, and fastenings) during the year 1879 was £5,912 2s. 9d., or at the rate of £5 8s. 5d. per mile of line, as against £9,483 15s. 1d. during the previous year, or £9 16s. 3d. per mile of line.

The number of redgum sleepers used for renewals and repairs during the year was 37,459, against 52,714 in the previous year.

The following lines were opened for traffic during the year :—

Springs to Wahgunyah, 14 miles, on 29th January.

Murtoa to Horsham, 17¾ miles, on 5th February.

South Yarra to Oakleigh, 6¾ miles, on 2nd April.

Warrenheip to Gordons, 13 miles, on 7th May.

Geelong to Queenscliff, 20¾ miles, on 21st May.

Melbourne Junction line, ¾ mile, on 20th December.

The following new lines were maintained by the Department for a portion of the year :—

Bealiba to St. Arnaud, 20½ miles, for 9 months.

Murtoa to Horsham, 17¾ miles, for 8 months.

Stawell to Murtoa, 35½ miles, for 9½ months.

Springs to Wahgunyah, 14 miles, for 8 months.

Geelong to Queenscliff, 20¾ miles, for 3 months.

Warrenheip to Gordons, 13 miles, for 5 months.

South Yarra to Oakleigh, 6¾ miles, for 6 months.

Melbourne Junction line, ¾ mile, ½ month.

Contracts were entered into during the year for the construction of the following lines :—

No. of Act.	Date.	Line.	Lengths Contracted for.			Average per Mile.
			m.	ch.	lks.	£
603	3rd February ...	Goulburn Valley line (1st Section)	22	60	00	2,105
"	12th July ...	Ditto (2nd Section)	21	41	19	3,295
636	12th July ...	Toolamba to Tatura	6	70	11	2,197
606	3rd January ...	Carlsruhe to Daylesford	22	20	77	3,667

I have the honor to be, Sir,

Your obedient servant,

WILLIAM ELSDON,

Engineer-in-Chief and General Manager.

The Honorable J. B. Patterson, Commissioner of Railways.

VICTORIAN RAILWAYS.

No. 2.

Locomotive, Carriage, and Wagon Branch,
Locomotive Superintendent's Office,
Melbourne, 24th August 1880.

SIR,

I have the honor to report that the engines and rolling-stock upon the Victorian Railways have been maintained in an efficient manner during the year ending 31st December 1879. The train miles run during the year were 3,462,622, as against 3,095,590 in the previous year, or an increase of 367,032 train miles. The total mileage, including shunting and piloting, was 4,204,599 miles.

The working expenses show a marked decrease, viz.:—1s. 6⁰/₂d. per train mile, as against 1s. 7⁴/₂d. in 1878. This reduction of 1⁴/₂d. upon the mileage run amounts to £20,198. A perusal of the detailed accounts will show in what items the savings have been effected.

I have diligently observed the designs and improvements in rolling-stock upon the leading railways in Europe and America, and have little hesitation in saying that, in point of efficiency and general comfort to the travelling public, the Victorian Railways will bear more than favorable comparison with most of the best railways anywhere. The only demerit I have is the carrying of goods at too high a speed.

Punctuality in trains has occupied my attention, and I have pleasure in stating that they generally have kept excellent time during the whole of the year. Whilst the abolishing of premiums to engine-men for economy in the consumption of fuel may have tended to this result, I think the award of such premiums would result in more economy.

On the 31st December, there were employed in this branch of the Railway service—163 locomotive engines, 243 carriages, 2,864 wagons and trucks, 124 brake, mail, and powder vans, 1 hearse, 41 horse boxes, and 38 carriage trucks; 147 drivers, 145 stokers, 126 cleaners, 264 fuel-shed laborers, greasers, shed fitters, laborers, foremen, &c., and 355 men and 56 boys in the workshops, or a total of 1,093 *employés* in this Branch.

The total expenditure, including wages, stores, fuel, and material, has been £260,050; whilst in the previous year, with 367,032 less train miles, it was £250,526, thus proving by the total sum the correctness of the details as furnished by the accountant.

During the year there were 75 engines through the workshops for repairs; and taking the total number of engines now upon the Victorian Railways, and the average period of keeping them out of the shops as two years (a very long time considering the destructive effect upon them by the description of ballast on some of the lines), it will be seen at a glance that unless the resources of the workshops are soon increased, it will amount to an impossibility to maintain the motive power in an efficient condition, and in this respect I would ask your serious consideration to the necessity of providing increased and better workshop accommodation.

In the carriage shop, there were extensive repairs executed to 15 first-class carriages, both inside and out; 14 first-class carriages, ordinary repairs; extensive repairs to 11 second-class carriages, and ordinary repairs to 24 others; extensive repairs to 10 composite carriages, and ordinary repairs to 4 others; extensive repairs to 3 post-office mail vans; extensive repairs to 10 brake vans, and ordinary repairs to 13 others, and 2 horse boxes and 1 carriage truck. There was other work executed in the carriage shop, such as the construction of 2 first-class American saloon cars, converting a second-class American carriage into a composite carriage, and converting 2 second-class ordinary carriages into brake and composite carriages for cross-country lines.

In the wagon shop, 238 wagons have been almost re-built; 98 others have had a good general repair; 48 others have had very extensive repairs; 260 wagons have been lifted, and had their wheels trued up or fitted with new steel tyres. A very large amount of other work has been executed in this shop, such as repairs to the buffing and draw-gear of wagons generally, and re-setting old, and making new bearing springs.

In addition to the engines and rolling-stock being manufactured by contractors in the colony under my direction and supervision, the Yarra Bank Works, hired from Mr. Williams, have been used for the manufacture of rolling-stock and also light running repairs.

The passenger trains, fitted up with Woods' Patent Automatic Continuous Brake, keep excellent time. The brake is undoubtedly a great boon in the working of the suburban trains, and is much liked by the drivers. Upon the long journeys, they can descend the steep and long inclines with great confidence. As previously reported, this brake complies with all the conditions stipulated by the Board of Trade of England, in their order to the Railway Companies dated 30th August 1877.

Fifteen new engines were put into traffic during the year, 10 of which can be taken as having run no mileage. This reduces the total number of engines in use to 153—that, divided into the train mileage, gives 22,630 miles per engine, which is a very high result.

I have the honor to be, Sir,

Your obedient servant,

S. MIRLS,

Locomotive Superintendent.

The Honorable J. B. Patterson,
Commissioner of Railways.

VICTORIAN RAILWAYS.

No. 3.

Telegraph Engineer's Office,
Melbourne, 12th October 1880.

SIR,

I have the honor to submit the following report of the condition and working of the Railway Telegraph lines for the year 1879 :—

At the close of the year the length of wire in use was 1,334 miles, of which 798 miles have been constructed by this Department, the remainder (536 miles) belongs to the Postal Department.

The wires are connected to 95 stations, from which during the year 279,136 messages were sent. Of these 57,862 were paid telegrams, the money receipts, amounting to £2,948 13s. 7d., being paid over to the Postal Department. In addition to these, a yearly average of 105,000 messages were repeated from the postal to the railway stations.

Two wires from Melbourne to Ballarat, and two wires from Melbourne to Castlemaine, were completed about the middle of the year, very much facilitating the telegraph working with all the main line, northern, and western stations. These lines, which have worked most satisfactorily, were constructed at a very low rate (£19) per mile. I cannot find a record of any telegraph lines, in which, as was the case with these, only the best materials were used, having been constructed for so little.

Besides the lines above mentioned, those included in the contracts for the construction of railways from Springs to Wahgunyah, Stawell to Horsham, Warrenheip to Gordons, and Geelong to Queenscliff, were satisfactorily completed during the year, and have continued to work well.

I am glad to say that the benefits expected from the adoption of the system of having Railway Telegraph lines distinct from those of the Postal Department have been more than realized. The number of interruptions to communication during the year on the 798 miles of line belonging to this Department was 21, while on the 536 miles used belonging to the Postal Department the number of interruptions was 59.

These interruptions, besides being more frequent, also lasted a much longer time. On several occasions one of the Postal Department wires was interrupted for a whole day, while no railway wire has ever continued unworkable for more than an hour or two.

Owing to the fact that our wires are on low poles, and only one or two on the poles, the platelayers of the Department are able to effect temporary repairs, so that broken wires are connected practically without any delay or expense.

The importance of this will be understood when the number of messages passing over the railway wires in the busy season is considered. During February last the number of messages passing over the North-Eastern line was 10,064, or 419 per day. Calculating 12 hours a day as those during which the messages are sent, we have nearly 35 messages per hour. When I mention that the average rate of Morse telegraphing in England is 250 messages per day, it will be admitted that the very best arrangements, as regards both wires and instruments, must exist to enable our higher rate of speed to be maintained. When too it is remembered that the majority of our messages relate to the running of trains, I need not say that long delays would necessarily be attended with great inconvenience, and might result in serious trouble.

The desirability of having telegraph communication with every station on single lines of railway is recognised by authorities on railway working. In this colony so extensive a use of the telegraph is difficult, and indeed hardly necessary. The number of telegraph stations required upon a railway line depends upon the number of trains running. Where only one or two trains run daily, telegraph offices need not be close together; and with an increase of traffic new telegraph offices require to be opened.

Besides the telegraph offices proper, the system of electric signals connected with semaphores and signalmen's boxes is becoming extensive, and proves of great value to those who control the running of trains in large station yards.

Some further and more perfect kind of signalling in these yards will shortly be required; and I anticipate being able to obtain valuable information of a practical character as to the relative value of various systems in use in Europe and America, and their suitability to our requirements from specimens of a number of instruments which will be shown at the Melbourne International Exhibition.

I cannot close this report without referring to the urgent need of office accommodation being provided for the telegraph work at the Spencer street station, Melbourne. The rooms temporarily occupied are so small and unsuited for the purposes of a telegraph office that it is almost impossible for the operators to do their work properly, or for the batteries and instruments to be kept in good working condition.

The air in the operating room (which is occupied all night as well as all day) becomes foul and unwholesome, and is the cause of frequent absence from duty through illness on the part of the operators.

The following is a statement showing the number and value of telegrams transmitted on Victorian Railway lines during the year ending 31st December 1879, with the mileage of line open, &c. :—

Total number of messages sent	...	...	...	...	...	279,136
" " " received	...	...	...	...	...	238,554
Actual cash received	...	...	...	...	...	£2,948 13s. 7d.
Value of O.H.M.S. telegrams sent	...	...	...	...	...	£15,019 13s. 3d.
Total value of business transacted	...	...	...	...	...	£17,968 6s. 10d.
Miles of wire open	...	...	...	...	{ single, 1,128 } { double, 206 }	1,334
Number of offices open	...	...	...	...	...	95

I have the honor to be, Sir,
Your most obedient servant,

K. L. MURRAY,

The Honorable J. B. Patterson, Commissioner of Railways.

Telegraph Engineer.

VICTORIAN RAILWAYS.

(Late the Melbourne and Hobson's Bay United Railway Lines.)

No. 4.

SIR,

Flinders street, Melbourne, 14th September 1880.

I have the honor to submit, for the information of the Honorable the Commissioner of Railways, the Report for the year 1879 on the portion of the Victorian Railways recently purchased from the Melbourne and Hobson's Bay United Railway Company.

In accordance with the powers conferred by the Sale Act, and under an arrangement mutually agreed upon between the Chief Secretary and the Board of Directors of the Company, the Directors continued to manage the affairs of the railway, at the risk and expense and for the benefit of the Government, up to the 30th June 1879; and on the following day the property and undertaking was formally handed over to the Board of Land and Works.

I attach statements in detail of revenue and expenditure for the year, from which it will be seen that the revenue amounted to £161,542 3s. 3d., the working expenditure to £101,993 2s. 11d. The balance on the year's working amounted to £59,549 os. 4d., to meet interest on the unexpired debentures issued by the late Company, and on the purchase-money for the share capital.

The extensive reductions which were made in the passenger fares from the 1st September 1878 and 1st February 1879 have had the effect of largely increasing the number of passengers conveyed, with a loss to the revenue of £9,404 16s. 5d., as compared with the previous year—the passenger receipts during 1878 amounting to £122,990 13s. 1d., and during 1879 to £113,585 16s. 8d.

It is expected, however, from the past experience of the railway, that the falling off in revenue derived from the passenger traffic will only be of a temporary character.

The following statement shows the number of passengers conveyed on the different lines during the years 1878 and 1879 :—

Year.	Sandridge line.	St. Kilda line.	Windsor line.	Brighton line.	Hawthorn line.	Total.
1878	1,181,181	2,545,532	3,733,955	1,108,191	1,387,757	9,956,616
1879	1,091,888	2,426,845	4,149,133	1,300,718	1,446,582	10,415,166

Increase, 1879 458,550 passengers.

The merchandise traffic, both in the tonnage and receipts, compares unfavorably with the year 1878, as will be seen by the following table :—

Year.	Tonnage.	Amount.
	Tons.	£ s. d.
1878	228,355	50,115 12 8
1879	194,854	41,287 0 11

Decrease, 1879 33,501 tons; £8,828 11s. 9d.

The renewal of the pier at Sandridge has been proceeded with, at a cost of £3,455 3s. 5d. in 1879.

The shipping at Sandridge Pier during the year comprised 112 British and foreign steamers and sailing vessels, 239 intercolonial steamers, and 23 steam and sailing colliers; making a total of 374.

I would point out the desirability of duplicating the line of railway between Windsor and Elsternwick, also the necessity of provision being made for the erection of a new bridge over the Yarra at Melbourne at an early date.

I have the honor to be, Sir,
Your obedient servant,

The Honorable J. B. Patterson,
Commissioner of Railways.

WILLIAM ELSDON.

VICTORIAN RAILWAYS.

No. 5.

STATEMENT showing Contracts in progress at 31st December 1878 for Construction of Lines, Stations, Rolling-stock, and other works; also the Contracts entered into during the Year ending 31st December 1879.

Contract No.	Engineer-in-Chief's Gazette.	Date.	Contractor	Description of Contract.	Line of Railway.	Contract Amount.	Expenditure to 31st Dec. 1879.	Balance Unexpended.	Remarks.
						£ s. d.	£ s. d.	£ s. d.	
630	466	1875. July 16	Fishburn and Morton	Construction of 9 miles 79 chains 56 links of railway from Everton to Beechworth	Wangaratta to Beechworth ...	70,018 1 8	69,244 9 9	...	Not completed at 31st Dec. 1879.
*636	974	Dec. 17	Noonan Brothers ...	" 40 miles 26 chains 33 links of railway from Bunyip to Morwell, on Oakleigh and Sale line	Oakleigh to Sale ...	170,994 5 7	101,749 11 9	69,244 13 10	Completed.
636A	1172	1877. Jan. 26	Fishburn and Morton	Completion of 21 miles 14 chains 69 links of 2nd section of Oakleigh and Sale line	" ...	89,528 19 5	84,950 0 0	...	Not completed at 31st Dec. 1879.
†697	951	1875. Dec. 10	Walker and Halliday	Construction of bridge over Murray at Echuca	Sandhurst to Echuca	81,825 16 2	89,862 16 7	...	Completed.
"	945	1879. Oct. 10	Walker and Halliday	Extra on ditto	"	{ 3,720 9 11 4,316 10 6			
867	1861	1877. Apr. 6	Robert Thornton ...	Construction of dock, timber wharf, &c., at Echuca	"	14,948 12 3	11,534 10 6	3,414 1 9	"
868	1200	Feb. 9	Alfred Day ...	Asphalting Sandhurst platform	"	175 14 8	175 14 8	...	"
885	1974	Apr. 27	Henry Turnbull ...	Construction of western pier, Williamstown	Footscray Junction to Williamstown	11,828 19 0	10,544 12 11	1,284 6 1	"
‡894	2035	May 18	J. H. Robinson and Sons	Manufacture and supply of 320 tons of fishbolts and 400 tons of dogspikes	Lines authorized under Act 580	14,200 0 0	12,332 18 5	2,867 1 7	"
918	968	Sept. 28	Langlands Foundry Company	Supply of 2,000 wrought-iron spoke wheels	Rolling-stock	9,550 0 0	8,609 6 6	...	Not completed at 31st Dec. 1879.
918A	944	" 14 1878.	Victoria Iron-rolling Company	" 1,000 wrought-iron axles	"	4,625 0 0	2,943 9 0	...	"
921	417	July 19 1879.	Taylor and Duguid	Erection of passenger station at Colac	Geelong to Colac	3,024 12 0	3,129 17 6	...	Completed.
"	1740	Mar. 14 1877.	Taylor and Duguid	Extra on ditto	"	105 5 6			
922	422	July 6	Wright and Edwards	Supply of cast-iron pipes for Echuca wharf	Sandhurst to Echuca	720 0 0	696 14 0	23 6 0	"
924	2160	June 7	John Lewis ...	" sawn blackwood	Rolling-stock	15,847 15 2	2,911 2 7	...	Not completed at 31st Dec. 1879.
927	892	Aug. 31 1879.	Phoenix Foundry Company	Construction of 7 locomotive engines and tenders	"	24,010 0 0	24,010 0 0	...	Completed.
975	1743	Mar. 14	Newton and Borland	Erection of passenger station, Geelong	Geelong to Queenscliff	8,758 14 10	6,116 11 7	...	Not completed at 31st Dec. 1879.
982	1694	Feb. 28 1878.	S. T. Douglas ...	" " Hamilton	Ararat to Hamilton	3,278 17 6	2,475 8 9	...	"
992	1984	Apr. 12	D. Leslie and Company	Construction of 36 miles 20 chains 53 links of railway and telegraph line from Stawell to Murtoa	Stawell to Horsham	77,999 13 4	77,159 1 7	...	"
993	1985	" 12	D. Leslie and Company	" 17 miles 20 chains 17 links of railway and telegraph line from Murtoa to Horsham	"	40,272 0 2	39,747 0 8	...	"
1007	418	July 19	T. Cockram and Co.	Erection of passenger station, Sale	Oakleigh to Sale	2,995 10 0	2,903 6 3	92 3 9	Completed.
§1013	1418	Jan. 11	G. Cooper ...	Excavation for reservoir at Warragul	"	889 7 0	82 17 6	...	"

* A portion of this contract, 21 miles 14 chains 69 links, was surrendered by the contractors to the Board of Land and Works on 6th January 1877, and re-let to Messrs. Fishburn and Morton on 7th January 1877.—† One-half the cost of the bridge works will be paid by the Government of New South Wales.—‡ In consequence of the contractors having made an assignment of their estate for the benefit of their creditors, this contract was determined by the Board of Land and Works on 22nd November 1878.—§ In consequence of the contractor refusing to carry on the works, this contract was determined by the Board of Land and Works on 22nd August 1879.

1074	2139	1878. May 23	Phoenix Foundry Company	Supply of 2 locomotive engines and tenders ...	Rolling-stock ...	5,200 0 0	5,200 0 0	...	..
1075	799	Sept. 13	Topham, Angus, and Smith	Construction of 20 miles 56 chains 85 links of railway and telegraph line from Geelong to Queenscliff	Geelong to Queenscliff ...	58,977 7 6	57,500 0 0	...	Not completed at 31st Dec. 1879.
1076	800	" 13	W. Quayle ...	Construction of passenger station, &c., at Murtoa	Stawell to Horsham ...	592 10 0	558 0 9	34 9 3	Completed.
1077	1742	1879. Mar. 14	Morris and Begg ...	" " " Horsham ...	" ...	3,468 11 10	2,375 7 9	...	Not completed at 31st Dec. 1879.
1078	801	1878. Sept. 13	W. Quayle ...	" " " Glenorchy ...	" ...	579 4 6	579 3 8	0 0 10	Completed.
1079	638	July 26	J. Summerland ...	" " " Bealiba ...	Dunolly to St. Arnaud ...	574 16 9	545 10 0	29 6 9	"
1081	1664	1879. Feb. 21	John Foot ...	" " " St. Arnaud	" ...	3,573 0 9	3,431 17 10	...	Not completed at 31st Dec. 1879.
1083	632	1878. July 26	David Spence ...	" " " Broadmeadows	Newmarket Junction to Wodonga ...	553 17 10	496 14 10	57 3 0	Completed.
1084	822	Sept. 27	W. Marsh ...	" " " Longwood ...	" " " ...	572 15 8	558 12 3	14 3 5	"
1085	807	" 20	T. H. Amery ...	" " " Euroa ...	" " " ...	553 16 4	517 5 5	36 10 11	"
1086	633	July 26	J. Williams ...	" " " Violet Town	" " " ...	579 16 9	525 11 2	54 5 7	"
1087	634	" 26	T. W. Cowley and Company	" " " Springs ...	" " " ...	538 8 11	508 12 6	29 16 5	"
1088	943	1879. Nov. 22	Howard and Cooke	Manufacture of points and crossings ...	Melbourne terminus ...	3,295 7 11	3,663 16 11	...	Not completed at 31st Dec. 1879.
"	2085	1879. Oct. 24	Howard and Cooke	Extra on ditto ...	" ...	768 0 0			
1089	928	1878. Nov. 15	Thompson and Company	Manufacture of points and crossings ...	" ...	2,980 12 8	2,980 12 8	...	"
1090	929	" 15	Fulton Foundry Co.	" " " ...	" ...	2,776 8 0	3,001 6 7	...	Completed.
"	2063	1879. July 25	Fulton Foundry Co.	Extra on ditto ...	" ...	224 18 7			
1091	978	1878. Nov. 29	J. Horwood and Sons	Manufacture of points and crossings ...	" ...	2,721 6 0	2,679 15 5	...	Not completed at 31st Dec. 1879.
1096	2237	June 28	Walker, Hickman, and Company	Supply of 10 pairs locomotive engine cylinders ...	Rolling-stock ...	950 0 0	665 0 0	...	"
1099	825	Sept. 27	King and Company	Construction of 13 miles 5 chains 82 links of railway and telegraph line from Warrenheip to Gordons	Warrenheip to Gordons ...	40,901 12 4	40,901 12 4	...	"
1100	741	Aug. 23	S. Lacey ...	Construction of foundations and erection of turntable at Sale	Oakleigh to Sale ...	226 9 10	226 9 10	...	Completed.
1102	941	Nov. 22	Buchanan & Nodrum	Manufacture of three steam crab-winches for Echuca wharf	Sandhurst to Echuca ...	324 11 4	320 18 9	3 12 7	"
1105	729	Aug. 16	J. Egan ...	Supply of posts and rails ...	" " Wahgunyah ...	103 7 0	103 7 0	...	"
1106	824	Sept. 27	Liddicoat and Scott	Erection of 7 gatekeepers' cottages ...	Springs to Wahgunyah ...	739 5 4	739 5 4	...	"
1108	...	1879. ...	Sali Cleve ...	Supply of 43,900 tons steel rails and fishplates ...	All lines ...	154,746 5 0	...	...	Not completed at 31st Dec. 1879.
1109	1132	1879. Jan. 24	A. Hope ...	Manufacture of 6 15-ton weighbridges ...	Oakleigh to Sale, Geelong to Colac, Stawell to Horsham, Dunolly to St. Arnaud, and Carlsruhe to Daylesford	1,110 19 0	1,109 8 2	1 10 10	Completed.
1112	696	1878. Aug. 9	C. Nash ...	Supply of bluestone metal ...	Williamstown Junction to West Geelong	Rates	1,177 12 3	...	"
1113	826	Sept. 27	Walker, Hickman, and Company	Building and finishing 100 medium open goods wagons	Rolling-stock ...	9,850 0 0	9,850 0 0	...	"
1116	123	" 27	W. Swanson ...	Erection of passenger station, &c., at Rutherglen	Springs to Wahgunyah ...	572 16 1	530 5 10	42 10 3	"
*1117	828	" 27	J. F. Higgins and Company	Construction of 6 miles 63 chains 93 links of railway from South Yarra to Oakleigh	South Yarra to Oakleigh ...	48,868 4 2	37,452 4 11	...	Not completed at 31st Dec. 1879.

* In consequence of delay in completing the works, this contract was determined by the Board of Land and Works on 14th June 1879.

1143	912	"	1	Blair and Chadwick	Supply of 10,000 redgum sleepers and 1,000 l. ft. crossing timber	Melbourne to Williamstown, Williams-town Junction to Geelong and Ballarat, and Footscray to Sandhurst	1,864 11 8	1,859 13 4	4 18 4	"
1145	975	"	29	Noble, Mahood, and Co.	Manufacture of 750 wrought-iron buffers	Rolling-stock	2,365 12 6	2,365 12 6	...	"
1146	977	"	29	John Harker	" pins and ferrules	Stores	1,492 16 9	1,490 13 2	2 3 7	"
1147	1136	Jan. 24	1879.	Langlands Foundry Company	" points and crossings	Lines authorized under Act 580	3,729 17 0	1,813 7 0	1,916 10 0	"
1148	1139	"	24	Phoenix Foundry Company	" 7 locomotive engines and tenders	Rolling-stock	22,083 0 0	15,302 10 2	...	Not completed at 31st Dec. 1879
1149	905	Nov. 1	1878.	Phoenix Foundry Company	" 1 " " "	"	2,875 0 0	2,875 0 0	...	Completed.
1150	2073	Aug. 15	1879.	Langlands Foundry Company	Supply of wrought-iron engine, tender, carriage, and truck wheels	"	Rates	2,869 4 9	...	Not completed at 31st Dec. 1879
1152	1134	Jan. 24		A. McKenzie and Son	Supply of 5,000 split posts and 4,000 split rails	Footscray to Sandhurst	221 0 0	221 0 0	...	Completed.
*1153	1133	"	24	J. McEwan	Supply of furniture for stations	North-Eastern, Oakleigh to Sale, Geelong to Colac, Dunolly to St. Arnaud, Stawell to Horsham, and Springs to Wahgunyah lines	251 16 6	...	...	"
1153A	1852	May 2		J. N. Bell	" " " " " "	"	260 7 0	236 14 0	23 13 0	"
1154A	1695	Feb. 28		Victoria Iron Rolling Company	Manufacture of fishbolts and dogspikes	Lines authorized under Act 580	3,634 8 0	2,983 0 6	...	Not completed at 31st Dec. 1879.
1155	1138	Jan. 24	1878.	Wright and Edwards	Manufacture of 20 sets automatic brake gear	Rolling-stock	759 0 0	759 0 0	...	Completed.
1156	973	Nov. 29	1879.	Humble and Nicholson	Supply of boiler for pumping engine at Kyneton	Footscray to Sandhurst	150 10 0	150 10 0	...	"
1157	1140	Jan. 24		F. Monk	Painting and varnishing 56 gatekeepers' cottages	Stawell to Horsham	326 9 7	321 17 0	4 12 7	"
1158	1659	Feb. 21		Thompson and Co.	Manufacture of points and crossings	Lines authorized under Act 580	922 2 0	916 4 1	5 17 11	"
1159	1654	"	21	Wright and Edwards	Manufacture of 5 first-class and 5 second-class American saloon carriages	Rolling-stock	13,250 0 0	9,720 0 0	...	Not completed at 31st Dec. 1879.
1160	1660	"	21	Thompson and Co.	Manufacture of points and crossings	Lines authorized under Act 580	922 2 0	1,347 18 2	...	"
"	917	Oct. 3		Thompson and Co.	" " " " " "	Carlruhe to Daylesford, and Goulburn Valley	800 0 0	...	...	"
1161	1696	Feb. 28		Gamil and Wheeler	Construction of passenger station at Wahgunyah	Springs to Wahgunyah	3,236 3 9	2,897 8 3	...	"
1163	1697	"	28	R. Bain and Son	Manufacture of platelayers' tools	Dunolly to St. Arnaud and Springs to Wahgunyah	618 5 0	584 17 0	33 8 0	Completed.
1164	1665	"	21	J. Sharp and Son	Supply of 100,000 blackwood keys	All lines	450 0 0	450 0 0	...	"
1165	1663	"	21	John Foot	Erection of waiting room, booking office, &c., at Deep Lead	Stawell to Horsham	154 5 6	152 4 1	2 1 5	"
1166	1662	"	21	W. E. Crofton	Erection of passenger station at Lubeck	"	586 7 4	551 2 5	35 4 11	"
1167	1661	"	21	W. E. Crofton	" " (Greenhills) Jung	"	597 9 1	567 2 5	30 6 8	"
1168	1151	Jan. 31		J. Etheridge	Erection of 2 miles of fencing	Goulburn Valley line	180 19 0	153 19 0	27 0 0	"
1169	1698	Feb. 28		T. W. Cowley and Co.	Erection of passenger station at Drysdale	Geelong to Queenscliff	544 18 6	503 2 6	41 16 0	"
1172	1831	Apr. 25		Walker, Hickman, and Co.	Supply of 8 traversing screwjacks	Rolling-stock	132 0 0	132 0 0	...	"
1173	1153	Jan. 31		McLean Brothers and Rigg	Supply of weighbridge for Melbourne yard	Melbourne terminus	125 0 0	125 0 0	...	"

* In consequence of the insolvency of the contractor, this contract was determined by the Board of Land and Works on 8th April 1879.

No. 5.—STATEMENT showing Contracts in progress at the 31st December 1878 for Construction of Lines, Stations, Rolling-stock, and other works; also the Contracts entered into during the Year ending 31st December 1879—*continued.*

Contract No.	Engineer-in-Chief's Gazette.	Date.	Contractor.	Description of Contract.	Line of Railway.	Contract Amount.		Expenditure to 31st December 1879.		Balance Unexpended.		Remarks.
						£	s. d.	£	s. d.	£	s. d.	
		1879.										
1174	1152	Jan. 31	S. Belton and Co. ...	Supply of 1,200 sleepers ...	Goulburn Valley line ...	157	10 0	157	10 0	...	Completed.	
1175	1773	Mar. 28	W. Quayle ...	Construction of 5 gatekeepers' cottages ...	Geelong to Queenscliff ...	526	14 2	483	13 0	43 1 2	"	
1176	1774	" 28	W. Quayle ...	" 5 " ...	" " ...	540	3 2	498	19 7	41 3 7	"	
1177	1775	" 28	D. Spence ...	" 5 " ...	" " ...	494	1 6	479	6 2	14 15 4	"	
1178	1776	" 28	W. Quayle ...	" 4 " ...	" " ...	440	13 7	411	7 5	29 6 2	"	
1179	1745	" 14	W. H. Lamond ...	Supply of 400-gallon water tanks ...	Stawell to Horsham, Dunolly to St. Arnaud, Springs to Wahgunyah, Geelong to Queenscliff, Warrenheip to Gordons, Carlruhe to Daylesford, Goulburn Valley, and South Yarra to Oakleigh lines	531	5 0	531	5 0	...	"	
1180	1655	Feb. 21	R. Pyvis ...	Erection of water tanks ...	Dunolly to St. Arnaud and Stawell and Horsham lines	286	4 0	286	4 0	...	"	
1181	1777	Mar. 28	Forman and Company	Manufacture of steam boiler ...	Melbourne terminus ...	319	0 0	277	8 3	41 11 9	"	
1182	1851	May 2	J. Paterson and Co.	Supply of carriage roof lamps ...	Rolling-stock ...	504	0 0	504	0 0	...	"	
1183	1778	Mar. 28	Humble & Nicholson	Manufacture of two steam boilers ...	Melbourne terminus ...	258	10 0	244	15 0	13 15 0	"	
1184	1780	" 28	W. McCulloch and Co.	Supply of 13,962 l. ft. redgum crossing timber	South Yarra to Oakleigh	479	19 2	436	6 5	43 12 9	"	
1185	1756	" 21	J. D. Munro ...	" bluestone metal ...	" " ...	597	15 0	1,100	11 9	...	"	
"	2065	Aug. 8	J. D. Munro ...	Extra on ditto ...	" " ...	502	16 9			...	"	
1186	1779	Mar. 28	Wright and Edwards	Manufacture of 59 earth wagons	Melbourne terminus ...	1,940	10 0	1,764	2 0	176 8 0	"	
1187	1833	Apr. 25	W. McCulloch and Co.	Supply of 20,955 l. ft. redgum piles	Footscray Junction to Williamstown and Piers	2,064	10 8	2,037	16 10	26 13 10	"	
1187A	1834	" 25	J. W. and J. Robson	" 15,806 c. ft. sawn redgum	" " " "	1,336	10 0	1,020	3 8	...	Not completed at 31st Dec. 1879.	
1188	1832	" 25	A. Harkness and Co.	Manufacture and supply of 19 double bogie covered goods wagons, and 20 double bogie open medium goods wagons	Rolling-stock ...	9,337	10 0	5,792	2 11	...	"	
1189	1716	Mar. 7	P. Bevan ...	Supply second-class American saloon carriage	" " " "	1,200	0 0	1,200	0 0	...	Completed.	
1190	1741	" 14	A. Dempster ...	Fitting 2 American carriages with gas	" " " "	110	0 0	110	0 0	...	"	
1191	1916	May 16	P. Bevan ...	Manufacture and supply of 100 open medium goods wagons	" " " "	9,000	0 0	7,200	0 0	...	Not completed at 31st Dec. 1879.	
1192	1994	June 13	A. Harkness and Co.	" " 50 double bogie open medium goods wagons	" " " "	10,393	15 0	5,020	3 6	...	"	
1193	1853	May 2	E. Cholerton ...	Construction of gatekeepers' cottages	South Yarra to Oakleigh	2,007	4 6	2,138	9 7	...	Completed.	
"	908	Sept. 26	E. Cholerton ...	Extra on ditto ...	" " " "	131	5 1			...	"	
1194	1781	Mar. 28	Humble & Nicholson	Supply of 1 patent air compressor	" " " "	389	0 0	389	0 0	...	"	
1195	1917	May 16	J. Stewart and Co.	Construction of passenger station at Hawksburn	" " " "	4,207	3 0	3,532	3 8	...	Not completed at 31st Dec. 1879.	
1196	1918	" 16	J. Stewart and Co.	" " " " Toorak	" " " "	3,841	10 0	3,272	8 2	...	"	
1197	1919	" 16	J. Stewart and Co.	" " " " Armadale	" " " "	3,971	7 0	3,550	0 0	...	"	
1198	1920	" 16	J. Stewart and Co.	" " " " Malvern	" " " "	3,955	16 6	3,700	0 0	...	"	
1199	1990	June 13	Thompson and Co.	Manufacture of 24 platelayers' lorries	Footscray Junction to Williamstown	273	18 0	271	14 0	2 4 0	Completed.	
1200	"	May 1	W. Griffiths ...	Supply of 1,000 carriage-door catches	Rolling-stock ...	54	3 4	54	3 4	...	"	
1201	1850	" 2	A. Dempster ...	Sundry works in connection with gas	Melbourne terminus...	105	4 9	105	4 9	...	"	
1202	1991	June 13	Blair and Chadwick	Supply of 3,000 sleepers and 600 l. ft. crossing timber	Footscray Junction to Sandhurst	655	17 6	655	3 7	0 13 11	"	
1202A	1992	" 13	J. W. and J. Robson	" 3,000 sleepers	" " " "	639	7 6	576	5 0	63 2 6	"	
1202B	1993	" 13	D. Leslie and Co. ...	" 4,000 sleepers and 400 l. ft. crossing timber	Geelong to Ballarat ...	949	13 4	948	6 8	1 6 8	"	
1203	1850	Apr. 25	J. Sharp and Son ...	Construction of 7 ticket offices	South Yarra to Oakleigh	134	15 0	134	15 0	...	"	

1204	2041	June 27	Pritchard and Black-wood	Erection of goods shed, Jung Jung	Stawell to Horsham	363 19 10	343 0 1	20 19 9	..
1205	1921	May 16	J. Horwood and Sons	Supply of 6 pairs of cylinders for goods engines	Rolling-stock	580 14 6	580 14 6	..	..
1206	2071	Aug. 15	Mahood and Moubi	" 200 screw couplings	"	353 6 8	353 6 8	..	..
1207	2072	" 15	J. McGuire	Manufacture and supply of 40 traversing screwjacks	"	420 0 0	..	420 0 0	..
1207A	986	Oct. 31	H. Hobbs...	" 40 traversing screwjacks	"	540 0 0	..	..	Not completed at 31st Dec. 1879.
1208	2040	June 27	Robison Brothers and Co.	" 12 water cranes	Lines authorized under Act 580	587 8 0	534 0 0	53 8 0	Completed.
1209	866	Sept. 12	Robison Brothers and Co.	" 8 tank locomotive engines	Rolling-stock	22,500 0 0	1,233 12 7	..	Not completed at 31st Dec. 1879.
1210	2051	July 11	W. McCulloch and Co.	Supply of 2,000 sleepers and 200 l. ft. of crossing timber	Melbourne terminus	566 10 0	515 2 0	51 8 0	Completed.
1211	2064	" 25	J. Mackintosh	Supply of 2,000 sleepers and 200 l. ft. of crossing timber	"	573 16 8	536 14 6	37 2 2	..
1212	1031	Nov. 21	Robison Brothers and Co.	Manufacture and supply of 5,800 galvanized sea-naphre pulleys	All lines	245 13 4	..	..	Not completed at 31st Dec. 1879.
1213	916	Oct. 3	Jason Fraser	Erection of booking office at Doon station	Stawell to Horsham	159 13 4	159 13 4	..	Completed.
1215	1958	June 6	J. D. Vimpani	Electric machine for Melbourne station	Melbourne terminus	230 0 0	230 0 0	..	..
1216	1995	" 13	Wright and Edwards	Supply of 20 sets automatic brake gear	Rolling-stock	759 0 0	759 0 0	..	..
1217	1996	" 13	J. Sharp and Son	Supply of 1,033 advertising boards	All lines	232 8 6	232 8 6	..	..
1218	2049	" 27	Wright and Edwards	Manufacture and supply of earth end tip wagons	Melbourne terminus	712 16 0	..	..	..
"	2052	July 11	Wright and Edwards	Extra on ditto	"	648 0 0	1,296 0 0	64 16 0	..
1219	2050	" 11	Willis Brothers	Supply of 640 c. y. of bluestone metal	South Yarra to Oakleigh	228 16 0	222 4 11	6 11 1	..
1221	2048	June 27	John Anderson	Erection of verandahs, Princes Bridge station	"	333 15 0	333 15 0	..	..
1222	2045	" 27	R. Jack	Supply of cast-iron water pipes	Geelong to Queenscliff	752 8 2	..	..	..
1223	914	Oct. 3	G. Paine	" 16,000 l. ft. bluestone pitchers	Melbourne terminus	189 14 0	172 0 0	17 14 0	..
1224	1042	Dec. 5	T. Walsh	Construction of goods shed at Gordons	Warrenheip to Gordons	426 8 7	..	..	Not completed at 31st Dec. 1879.
1226	2066	Aug. 8	W. Chambers	Supply of bluestone metal	South Yarra to Oakleigh	601 8 6	474 19 3	126 9 3	Completed.
1226A	2067	" 8	J. S. White	"	"	302 10 0	282 19 6	19 10 6	..
1227	2074	" 15	Ferguson and Carlton	Manufacture and supply of 50 cattle wagons	Rolling-stock	6,360 0 0	5,803 12 9	..	Not completed at 31st Dec. 1879.
1228	2068	" 8	John Danks	Supply of 3" cast-iron water pipes	Dunolly to St. Arnaud	307 17 10	278 5 6	29 12 4	Completed.
1229	865	Sept. 12	W. McCulloch and Co.	Supply of 10,000 sleepers	Footscray Junction to Sandhurst, and Williamstown Junction to West Geelong	1,947 18 4	1,944 11 0	3 7 4	..
1230	915	Oct. 3	J. and T. Muir	" 50 tons cast-iron chairs	Melbourne terminus	398 15 0	398 15 0	..	..
1231	947	" 10	J. Mackintosh	" crossing timbers	"	698 16 8	635 6 1	63 10 7	..
1232	1097	Dec. 12	Phoenix Foundry Company	Building and finishing 2 heavy passenger engines and tenders	Rolling-stock	7,300 0 0	..	..	Not completed at 31st Dec. 1879.
1233	885	Sept. 19	Blair and Chadwick	Supply of 1,000 sleepers	Sandhurst to Echuca	181 5 0	181 5 0	..	Completed.
1234	948	Oct. 10	R. Thornton	Construction of passenger platform	Melbourne terminus	2,447 0 5	1,603 12 0	..	Not completed at 31st Dec. 1879.
1235	949	" 10	D. Leslie and Co.	Supply of 5,000 sleepers	Geelong to Ballarat	1,168 15 0	..	..	..
1236	1029	Nov. 21	T. W. Cowley	Construction of passenger station at Gordons	Warrenheip to Gordons	394 9 11	..	..	..
1238	946	Oct. 10	D'Arcy and Dennis	Covering steam-pipe at Echuca with non-conducting composition	Sandhurst to Echuca	185 12 6	170 14 5	14 18 1	Completed.
1239	984	" 31	W. E. Crofton	Erection of goods shed at Warragul	Oakleigh to Sale	448 5 10	199 18 1	..	Not completed at 31st Dec. 1879.
1240	985	" 31	W. E. Crofton	" " Traralgon	"	447 5 2	257 14 6	..	..
1241	1043	Dec. 5	T. Mullen	Laying composition pavement to cellar of goods shed, Geelong	Geelong to Colac	291 13 8	138 15 0	..	..
1242	1098	" 12	Pritchard and Black-wood	Construction of goods shed, &c., at Lubeck	Stawell to Horsham	496 5 11	..	..	..
1243	1030	Nov. 21	James Sproule	Supply of 4,000 split posts and 6,000 split rails	Footscray Junction to Sandhurst	198 10 0	..	..	..
1244	1099	Dec. 12	McKenzie and Co.	" 5,000 c. y. of metal	Oakleigh to Sale	927 1 8	433 17 6	..	..
1247	1041	" 5	D. Cauty	" 3,000 c. y. of ballast	Ararat to Portland	175 0 0	..	..	..
1266	1133	" 24	M. Powderly	Alteration, &c., raising of railway bridges	Melbourne Junction line	1,099 18 6	200 0 0	..	..

* In consequence of the contractor refusing to carry out the works of this contract, it was determined by the Board of Land and Works on 3rd October 1879.

Railway Department,
3rd June 1880.

VICTORIAN RAILWAYS.

No. 6.

FUNDS authorized to be obtained on Loan for the construction of the Victorian Railways, and of the Expenditure charged against the same, to the 31st December 1879.

Loans Authorized.			Expenditure on Construction charged against Loans.				
	£	s. d.	£	s. d.	£	s. d.	
Loan 21 Victoria No. 36 ...	8,000,000	0 0			Expenditure on construction of Victorian Railways, charged against the Railway Loans, to 31st December 1879, including Rolling-stock, Plant, and Material		
Loan 25 Victoria No. 150 ...	300,000	0 0					
Loan 29 Victoria No. 287 ...	250,000	0 0					
Loan 32 Victoria No. 331 ...	2,107,000	0 0				13,752,856	12 9
Loan 37 Victoria No. 468 ...	1,450,000	0 0					
Loan 39 Victoria No. 531 ...	1,396,693	0 0					
Loan 42 Victoria No. 608 ...	1,486,852	11 5					
			14,990,545	11 5	Balance unexpended	1,149,301	16 3
Less Discount and Expenses on Sale of Debentures—							
Loan 37 Victoria No. 468...	157,724	7 9					
Loan 39 Victoria No. 531...	91,286	18 0					
Loan 42 Victoria No. 608...	74,148	1 9					
	323,159	7 6					
Deduct Net Premiums on Debentures of—							
Loan 21 Victoria No. 36	234,772	5 1					
Loan 25 Victoria No. 150							
Loan 29 Victoria No. 287							
Loan 32 Victoria No. 331							
			88,387	2 5			
			£ 14,902,158	9 0			
					£ 14,902,158	9 0	

P. P. LABERTOUCHE,
Secretary.

GEO. T. A. LAVATER,
Accountant.

Railway Department, Accountant's Office
4th June 1880.

No. 7.—RECEIPTS and EXPENDITURE on Capital Account to the 31st December 1879.

	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.	£	s.	d.		
To Net Amount raised on Loans, as per Statement No. 6	14,902	158	9	0														
„ Railway Loan Liquidation and Construction Account (Act 360)	2,000,000	0	0	0														
„ Advances on account of ditto	183,930	13	7															
„ Amount from Consolidated Revenue (see Return No. 8)	396,470	9	4															
„ Agent-General—Remittances	12,268	5	1															
„ General Average Account	171	6	4															
„ Sundry Creditors	13,103	1	9															
					17,482	559	11	11										
					25,542	13	2											
By Construction (General Account)																		
<i>Northern System.</i>																		
By Construction, Main Line, Melbourne to Sandhurst	5,111,252	16	7															
„ Ditto, ditto, Sandhurst to Echuca	608,129	11	0															
„ Ditto, Castlemaine and Dunolly Line	285,764	17	3															
„ Ditto, Ballarat and Maryborough Line	253,453	13	10															
„ Ditto, Maryborough and Avoca Line	60,135	15	0															
„ Ditto, Sandhurst and Inglewood Line	150,749	13	9															
„ Ditto, Dunolly and St. Arnaud Line	148,528	4	1															
„ Ditto, Carlsruhe and Daylestord Line (in progress)	70,812	14	9															
														6,688	827	6	3	
<i>Western System.</i>																		
By Construction, Williamstown Line (Footscray to Williamstown)	412,884	14	10															
„ Ditto, Geelong Line (Williamstown Junction to Geelong)	1,053,846	6	8															
„ Ditto, Ballarat Line (West Geelong to Ballarat)	1,721,571	9	11															
„ Ditto, Ballarat and Ararat Line	311,253	11	6															
„ Ditto, Ararat and Stawell Line	111,851	11	3															
„ Ditto, Ararat and Hamilton Line	306,721	14	6															
„ Ditto, Geelong and Colac Line (including Brauch Line to Racecourse)	325,166	5	8															
„ Ditto, Portland and Hamilton Line	267,645	0	1															
„ Ditto, Stawell and Horsham Line	222,632	13	5															
„ Ditto, Geelong and Queenscliff Line	99,227	12	3															
„ Ditto, Warrenheip and Gordons Line	75,633	18	3															
														4,908	434	18	4	
<i>North-Eastern System.</i>																		
By Construction, Essendon Line (Essendon Junction to Essendon, including Racecourse Branch)	77,173	11	5															
„ Ditto, North-Eastern Line (Essendon to Wodonga)	1,560,847	16	7															
„ Ditto, Wangaratta and Beecworth Line	153,736	8	10															
„ Ditto, Springs and Wahgunyah Line	64,159	17	0															
„ Ditto, Mangalore and Shepparton Line (in progress)	153,939	3	9															
„ Ditto, Toolamba and Tatura Line (in progress)	394	16	5															
														2,010	251	14	0	
<i>Eastern System.</i>																		
By Construction, Oakleigh and Sale Line	715,225	1	5															
„ Ditto, South Yarra and Oakleigh Line (including Prince's Bridge Station)	159,779	18	11															
„ Ditto, Spencer and Flinders streets Junction	1,181	12	11															
														876	186	13	3	
By Rolling-stock—Engines	619,068	15	2															
„ „ Carriages, Trucks, and all other Vehicles	769,042	6	0															
														1,388	111	1	2	
„ Preliminary Surveys of Lines (not authorized for construction) ... ..	...													54,468	2	11	
„ Bridge over Murray at Echuca	96,886	16	11															
Less New South Wales Account	48,780	5	9															
														48	106	11	2	
<i>Plant and Materials.</i>																		
By Balance on hand	62,147	0	7															
„ Amount in hands of Agent-General for further purchase of Plant, &c.	12,268	5	1															
														74,415	5	8		
By Unadjusted Advances ... ..	...																
„ Sundry Debtors ... ..	...																
„ Balance of Funds unexpended—Loan 32 Vict. 331 ... ..	...													16	19	6	
„ „ „ Loan 37 Vict. 468 ... ..	...													1,458	2	10	
„ „ „ Loan 39 Vict. 531 ... ..	...													80,464	14	1	
„ „ „ Loan 42 Vict. 608 ... ..	...													1,067,361	19	10	
														1,149	301	16	3	
														£	17,508	102	5	1

Railway Department, Accountant's Office,
4th June 1880.

P. P. LABERTOUCHE, Secretary.
GEO. T. A. LAVATER, Accountant.

VICTORIAN RAILWAYS.

No. 8.

VICTORIAN RAILWAYS in account with the Consolidated Revenue to 31st December 1879.

Receipts and Expenditure.

	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.				
To Receipts from Consolidated Revenue..	4,641,162	1	6				By Railway Income on account of 1879-80 (paid into Treasury)	576,779	8	5							
„ Votes, 1879-80	405,441	6	3				„ Ditto (outstanding)	46,342	14	11							
				5,046,603	7	9	„ Ditto, ditto, London Chartered Bank	4,748	19	4							
„ Remittance Account					21,791	11	3	„ Interest on Loans—					627,871	2	8		
„ Sundry Creditors					52,989	10	5	19 Vict. No. 15	57,742	0	6						
								21 Vict. No. 36	8,902,878	0	3						
								25 Vict. No. 150	248,427	0	0						
								29 Vict. No. 287	195,000	0	0						
								32 Vict. No. 331	1,012,688	11	0						
								37 Vict. No. 468	270,062	10	0						
								39 Vict. No. 531	109,962	9	0						
								42 Vict. No. 608	15,489	1	8						
								„ Interest on Deposits	46,425	6	5						
									10,858,674	18	10						
								Less Net Revenue—									
								Northern System	3,871,122	11	8						
								Western System	2,186,073	18	9						
								North-Eastern System	832,025	18	1						
								Eastern System	50,318	17	6						
									6,939,541	6	0						
								By Stores on hand	57,449	19	2				3,919,133	12	10
								„ Agent-General	21,791	11	3						
								„ Sundry Debtors							79,241	10	5
								„ The late Melbourne and Hobson's Bay Railway Company							11,677	3	1
								„ Coal Prospecting							42,593	11	9
								„ Unadjusted Advances							896	19	4
								„ Capital Account							43,500	0	0
															396,470	9	4
															£ 5,121,384	9	5
															£ 5,121,384	9	5

Railway Department, Accountant's Office,
4th June 1880.P. P. LABERTOUCHE, Secretary.
GEO. T. A. LAVATER, Accountant.

VICTORIAN RAILWAYS.

No. 9.

GENERAL BALANCE-SHEET, 31st December 1879.

	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.				
To Receipts on Capital Account							By Construction Account				16,251,420	6	7				
„ from Loans	14,902,158	9	0				„ Railway Income for 1879-80 (six months)				627,871	2	8				
„ from R. L. L. and C. Account	2,000,000	0	0				„ Net Amount of Interest on Loans				3,919,133	12	10				
„ „ Advances on ditto	183,930	13	7	17,086,089	2	7	„ Stores on hand, in transit, &c. Capital	74,415	5	8							
„ „ from Consolidated Revenue				5,046,603	7	9	„ Revenue	79,241	10	5							
„ Remittance Account—							„ Unadjusted Advances—				153,656	16	1				
Capital	12,268	5	1				Capital	18,700	0	0							
Revenue	21,791	11	3	34,059	16	4	„ Revenue	43,500	0	0			62,200	0	0		
„ Sundry Creditors—							„ Sundry Debtors—										
Capital	13,103	1	9				Capital	14,264	16	7							
Revenue	52,989	10	5	66,092	12	2	„ Revenue	54,270	14	10				68,535	11	5	
„ General Average				171	6	4	„ Coal Prospecting							896	19	4	
							„ Balance of Loans unex- pended							1,149,301	16	3	
															£ 22,233,016	5	2
															£ 22,233,016	5	2

Railway Department, Accountant's Office,
4th June 1880.P. P. LABERTOUCHE, Secretary.
GEO. T. A. LAVATER, Accountant.

VICTORIAN RAILWAYS.

No. 11.

STATEMENT of Revenue and Expenditure on the NORTHERN SYSTEM for the Year ending 31st December 1879.

DR.		EXPENDITURE.						REVENUE.				CR.		
Miles open .. .. .	..	..	..	324	Cost per Train Mile.	Per Cent. to Revenue.	Number of Passengers carried ..	795,895	Revenue per Train Mile.					
Through Mileage .. .. .	..	..	..	324			Tons of Live Stock carried	20,035						
Average open for the Year .. .. .	..	..	..	324			.. Goods carried	346,590						
Train Miles run .. .. .	..	..	..	1,290,223										
MAINTENANCE OF WAY AND WORKS:		£	s.	d.	£	s.	d.	s.	d.	£	s.	d.	s.	d.
Salaries, Wages, and Services ..	41,914	19	10				Passengers	148,460	2	5				
Materials	7,558	19	5				Parcels, &c.	10,605	12	0				
				49,473	19	3	0	9'22	10'04					
LOCOMOTIVE CHARGES:														
Loco. Superintendent and Clerks	1,342	18	8				Horses, Carriages, and Dogs	4,174	7	4				
Foremen	1,259	19	8				Mails	8,353	15	6				
Drivers and Firemen	18,458	15	9				Rents	6,063	11	8				
Cleaners	3,445	13	3				Miscellaneous	3,843	5	11				
Coalmen and Laborers	3,314	16	10				Live Stock	33,194	13	8				
Sundries	4,515	9	7				Goods	278,033	14	8				
Coal	22,776	13	0											
Wood	793	1	11											
Water	1,932	2	4											
Oil, Tallow, and Waste	2,734	16	11											
Sundry Stores for Cleaners	1,101	15	0											
Repairs of Engines—Wages	11,565	7	3											
Stores	7,249	12	3											
Tools, &c.—Wages	1,100	13	8											
Stores	635	16	3											
				82,227	12	4	1	3'25	16'68					
TRAFFIC CHARGES:														
Traffic Manager's Office (proportion of)	1,995	12	10											
Melbourne Terminus (proportion of)	18,416	7	8											
North Melbourne Station (proportion of)	1,367	5	2											
Footscray Station (proportion of)	1,019	17	6											
Ballarat Station (proportion of)	2,280	7	7											
Station Masters	5,548	3	1											
Clerks	3,942	2	1											
Porters, Laborers, &c.	14,241	11	2											
Pointsmen, &c.	2,631	6	1											
Gatekeepers	10,431	0	0											
Guards	5,370	15	4											
Stores for Stations	3,487	12	6											
Compensation	1,050	19	3											
Advertising	633	18	5											
Travelling & Incidental Expenses	1,223	10	1											
Repairs of Carriages and Wagons	8,957	9	3											
Wages	7,070	12	4											
Stores	2,106	5	9											
Greasing Carriages and Wagons	3,045	18	6											
Wages	4,046	0	2											
Stores	2	14	8											
Sundry Charges				98,869	9	5	1	6'40	20'07					
Sundry Revenue Charges														
GENERAL CHARGES:														
Secretary's Office (proportion of)	1,464	13	3											
Accountant's Office (proportion of)	3,920	18	2											
Superannuation Allowances (proportion of)	1,972	13	7											
Gratuities (proportion of)	451	7	6											
				7,809	12	6	0	1'47	1'59					
Total				238,380	13	6	3	8'34	48'38					
Balance				254,348	9	8								
				492,729	3	2				492,729	3	2	7	7'65

Railway Department, Accountant's Office,
22nd April 1880.

P. P. LABERTOUCHE, Secretary.
GEO. T. A. LAVATER, Accountant.

VICTORIAN RAILWAYS.

(Late the Melbourne and Hobson's Bay United Railway Lines.)

No. 15.

STATEMENT of Revenue and Expenditure for the Year ending 31st December 1879.
(Not included in Return No. 10, for all systems.)

Dr.						EXPENDITURE.					REVENUE.					Cr.			
						Miles open	16½			Cost per Train Mile.			Number of Passengers carried ..	10,415,166			Revenue per Train Mile.		
						Through Mileage	18½					Tons of Goods carried	194,854						
						Train Miles run	540,002												
						£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.		
MAINTENANCE OF WAY AND WORKS :																			
Wages						4,862	4	5					Passengers	113,585	16	8			
Material						2,418	17	8					Parcels, Mails, &c. ..	1,466	14	5			
Renewals to Sandridge Pier ..						3,455	3	5					Rents	4,625	8	4			
Stations						3,290	13	3					Miscellaneous	577	2	11			
									14,026	18	9	0	6	23	8	68			
LOCOMOTIVE CHARGES :																			
Drivers and Firemen						7,748	17	9					Goods	41,287	0	11			
Fuelmen and Cleaners						2,369	6	6											
Coke						10,164	13	8											
Coal						337	9	1											
Wood						185	3	4											
Water						384	4	6											
Oil, Tallow, and Waste						1,197	4	5											
Sundries						181	1	8											
Repairs of Engines—Wages ..						4,812	15	7											
" " Stores						1,995	17	11											
									29,376	14	5	1	1	06	18	19			
TRAFFIC CHARGES :																			
Stationmasters, Piermaster, and Clerks						12,880	13	10											
Guards, Porters, and Laborers ..						19,033	15	1											
Pointsmen, Telegraph Inspector, Gatekeepers, &c.						8,031	8	6											
Stores for Stations and Pier ..						3,786	5	5											
Compensation						936	6	7											
Advertising						211	13	9											
Repairs of Carriages { Wages ..						3,126	17	7											
" " { Stores						1,284	2	0											
Repairs of Waggons { Wages ..						1,078	19	3											
" " { Stores						374	10	5											
Subsidies to Omnibuses						620	19	8											
Sundry Charges						1,212	4	6											
									52,577	16	7	1	11	37	32	55			
GENERAL CHARGES :																			
Secretary's Office Expenses ..						2,953	14	10											
Rates and Insurance						2,957	18	4											
Gratuity						100	0	0											
									6,011	13	2	0	2	67	3	72			
									101,993	2	11	3	9	33	63	14			
Balance									59,549	0	4								
									161,542	3	3								
																	5	11	80

Railway Department,
29th September 1880.

WILLIAM ELSDON.

VICTORIAN RAILWAYS.

No. 16.

RETURN of Wool from the undermentioned Stations to Melbourne, Williamstown Pier, Geelong, and Portland for Year ending 31st December 1879.

From—	To Melbourne.		To Williamstown Pier.		To Geelong.		To Portland.		Total.	
	Bales.	Revenue.	Bales.	Revenue.	Bales.	Revenue.	Bales.	Revenue.	Bales.	Revenue.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.
Melbourne .. ..	..	..	76,791	3,548 9 6	95	9 10 0	..	..	76,886	3,557 19 6
Keilor Road	873	44 13 0	490	42 18 6	6	0 18 0	..	..	1,369	88 9 6
Digger's Rest	269	16 19 11	..	..	..	..	..	..	269	16 19 11
Sunbury	18	1 7 3	..	..	..	..	..	..	18	1 7 3
Lancefield Road	169	17 19 1	1,120	154 4 6	..	..	..	..	1,289	172 3 7
Riddell's Creek	57	6 1 5	..	..	16	3 16 0	..	..	73	9 17 5
Gisborne	173	18 5 0	..	..	..	..	..	..	173	18 5 0
Woodend	75	9 2 8	..	..	..	..	..	..	75	9 2 8
Carlsruhe	19	2 12 0	..	..	..	..	..	..	19	2 12 0
Kyneton	1,097	171 5 2	65	12 15 9	..	..	..	..	1,162	184 0 11
Malmesbury	175	29 11 6	20	3 15 0	..	..	..	..	195	33 6 6
Taradale	15	2 7 6	..	..	..	..	..	..	15	2 7 6
Elphinstone	320	60 11 3	..	..	..	..	..	..	320	60 11 3
Castlemaine	374	80 12 6	100	29 11 8	..	..	..	..	474	110 4 2
Kangaroo Flat	136	36 14 5	..	..	..	..	..	..	136	36 14 5
Sandhurst	813	211 12 7	..	..	43	14 6 8	..	..	856	225 19 3
Goornong	223	66 5 5	..	..	..	..	..	..	223	66 5 5
Elmore	1,679	529 2 4	303	102 5 3	23	8 6 9	..	..	2,005	639 14 4
Rochester	760	255 2 4	..	..	..	..	..	..	760	255 2 4
Echuca	43,463	12,271 4 8	35,028	10,315 7 0	113	44 17 0	..	..	78,604	22,631 8 8
Gulldford	10	2 7 1	..	..	..	..	..	..	10	2 7 1
Newstead	237	59 5 5	..	..	..	..	..	..	237	59 5 5
Joyce's Creek	7	1 16 3	..	..	..	..	..	..	7	1 16 3
Moolort	272	69 15 6	..	..	..	..	..	..	272	69 15 6
Carisbrook	292	80 11 11	..	..	..	..	..	..	292	80 11 11
Maryborough	173	49 19 3	..	..	9	2 5 0	..	..	182	52 4 3
Bet Bet	31	9 13 4	..	..	..	..	..	..	31	9 13 4
Dunolly	101	35 2 10	..	..	36	10 6 3	..	..	137	45 9 1
Bealiba	493	164 2 6	21	7 8 9	3	1 3 4	..	..	517	172 14 7
Carapooce	137	47 1 5	..	..	13	4 2 4	..	..	150	51 3 9
St. Arnaud	1,520	556 0 7	405	158 12 6	1,869	591 6 3	..	..	3,794	1,305 19 4
Bung Bong	13	3 14 4	..	..	..	..	..	..	13	3 14 4
Homebush	15	4 7 6	..	..	..	..	..	..	15	4 7 6
Avoca	728	218 6 3	19	6 8 3	156	43 7 0	..	..	903	268 1 6
Creswick	382	107 4 5	..	..	19	3 8 6	..	..	401	110 12 11
Clunes	364	107 9 4	..	..	3	0 12 0	..	..	367	108 1 4
Talbot	21	6 11 1	..	..	168	37 17 0	..	..	189	44 8 1
Eaglehawk	228	63 3 2	337	106 18 1	36	12 15 0	..	..	601	182 16 3
Marong	9	2 19 10	..	..	..	..	..	..	9	2 19 10
Leichardt	41	11 18 7	..	..	..	..	..	..	41	11 18 7
Derby	20	5 17 8	..	..	..	..	..	..	20	5 17 8
Bridgewater	2,888	886 2 6	531	179 18 0	21	7 16 9	..	..	3,440	1,073 17 3
Inglewood	1,407	443 15 10	38	13 16 8	18	6 18 0	..	..	1,463	464 10 6
Werribee	109	7 3 2	844	75 15 7	32	2 1 4	..	..	985	85 0 1
Little River	38	3 2 0	130	21 1 3	230	11 10 0	..	..	398	35 13 3
Lara	182	18 4 6	..	..	..	..	..	..	182	18 4 6
Geelong	1,287	132 0 8	859	116 9 9	..	..	..	..	2,146	248 10 5
Gheringhap .. ..	..	..	..	..	4	0 4 0	..	..	4	0 4 0
Leigh Road .. ..	..	..	..	..	1,572	79 19 6	..	..	1,572	79 19 6
Meredith	6	1 2 6	..	..	570	57 4 0	..	..	576	58 6 6
Elaine	10	2 0 0	..	..	1,429	142 13 2	..	..	1,439	144 13 2
Yendon	101	22 14 6	..	..	114	13 6 0	..	..	215	36 0 6
Ballarat	1,105	280 19 0	163	41 8 7	3,463	517 2 7	..	..	4,731	839 10 2
Burrumbeet	38	10 2 8	..	..	931	156 15 2	..	..	969	166 17 10
Trawalla	2	0 11 4	..	..	335	70 3 6	..	..	337	70 14 10
Beaufort	379	108 4 5	..	..	1,484	318 14 0	..	..	1,863	426 18 5
Middle Creek .. ..	..	..	..	..	30	7 0 6	..	..	30	7 0 6
Buangor	39	12 13 3	..	..	1,002	250 3 9	..	..	1,041	262 17 0
Ararat	290	102 14 6	..	..	1,177	331 15 8	..	..	1,467	434 10 2
Great Western	8	2 19 11	..	..	153	44 14 11	..	..	161	47 14 10
Stawell	465	176 6 6	64	25 10 9	1,246	381 14 8	..	..	1,775	583 11 11
Glenorchy .. ..	..	..	..	..	319	134 0 2	..	..	319	134 0 2
Lubeck .. ..	..	..	..	..	12	4 4 0	..	..	12	4 4 0
Murtoa .. ..	..	..	..	..	1,642	597 10 2	..	..	1,642	597 10 2

No. 16.—RETURN of Wool from the undermentioned Stations to Melbourne, Williamstown Pier, Geelong, and Portland for Year ending 31st December 1879—*continued.*

From—	To Melbourne.		To Williamstown Pier.		To Geelong.		To Portland.		Total.	
	Bales.	Revenue.	Bales.	Revenue.	Bales.	Revenue.	Bales.	Revenue.	Bales.	Revenue.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.
Jung Jung .. ..	..	..	..	..	474	174 15 5	..	..	474	174 15 5
Doon .. ..	..	..	..	..	4	1 9 4	..	..	4	1 9 4
Horsham .. ..	..	..	..	..	4,635	1,607 6 11	..	..	4,635	1,607 6 11
Mount Moriac .. ..	..	..	..	..	35	1 16 0	..	..	35	1 16 0
Winchelsea	163	30 16 9	..	..	551	35 6 8	..	..	714	66 3 5
Birregurra .. ..	..	..	..	..	475	47 17 4	..	..	475	47 17 4
Ondit Road	473	113 8 1	..	..	921	98 6 3	..	..	1,394	211 14 4
Colac	184	47 3 9	..	..	1,475	202 3 10	..	..	1,659	249 7 7
Gordons	47	12 4 11	..	..	153	24 15 3	..	..	200	37 0 2
Maroona	165	59 16 11	..	..	1,136	342 0 0	..	..	1,301	401 16 11
Wickliffe Road	242	89 10 2	..	..	1,094	343 14 1	..	..	1,336	433 4 3
Glen Thompson .. ..	..	..	..	..	1,107	184 9 5	..	..	1,107	184 9 5
Dunkeld	650	253 10 5	..	..	2,406	819 19 1	370	69 7 6	3,426	1,142 17 0
Hamilton	2,228	895 0 4	..	..	1,692	630 4 1	2,559	349 3 6	6,479	1,874 7 11
Bransholme	30	12 11 9	..	..	..	..	1,276	130 2 8	1,306	142 14 5
Condah	63	27 8 0	..	..	..	..	162	14 16 4	225	42 4 4
Heywood .. ..	..	..	..	..	..	..	44	2 12 0	44	2 12 0
Craigieburn	66	2 18 0	..	..	..	..	..	..	66	2 18 0
Beveridge	164	10 12 3	..	..	..	..	..	..	164	10 12 3
Wallan Wallan	129	13 6 6	..	..	..	..	..	..	129	13 6 6
Wandong	72	7 7 0	..	..	..	..	..	..	72	7 7 0
Kilmore	461	49 3 4	..	..	..	..	..	..	461	49 3 4
Broadford	377	46 12 4	81	12 9 9	..	..	..	..	458	59 2 1
Tallarook	935	142 18 8	61	11 11 6	..	..	..	..	996	154 10 2
Seymour	988	158 4 0	88	17 12 0	..	..	..	..	1,076	175 16 0
Avenel	920	183 6 11	556	125 3 2	..	..	..	..	1,476	308 10 1
Longwood	1,220	266 1 4	616	154 0 0	..	..	..	..	1,836	420 1 4
Eurea	343	83 18 7	56	14 14 0	18	5 16 6	..	..	417	104 9 1
Violet Town	464	126 14 9	..	..	..	..	..	..	464	126 14 9
Benalla	1,756	538 4 4	80	26 6 8	..	..	..	..	1,836	564 11 0
Glenrowan	104	34 12 4	..	..	..	..	..	..	104	34 12 4
Wangaratta	790	267 14 9	..	..	..	..	..	..	790	267 14 9
Springs	502	172 0 0	30	10 10 0	..	..	..	..	532	182 10 0
Chiltern	21	8 12 3	..	..	..	..	..	..	21	8 12 3
Barnawartha	72	21 12 7	..	..	..	..	..	..	72	21 12 7
Wodonga	11,777	3,814 4 8	607	154 17 3	..	..	..	..	12,384	3,969 1 11
Tarrawingee	21	8 19 4	..	..	..	..	..	..	21	8 19 4
Everton	112	41 13 7	..	..	..	..	..	..	112	41 13 7
Beechworth	118	43 13 10	..	..	..	..	..	..	118	43 13 10
Rutherglen	46	17 9 5	164	62 17 4	..	..	..	..	210	80 6 9
Wahgunyah	9,804	3,138 6 4	6,564	2,352 14 0	58	24 6 0	..	..	16,426	5,515 6 4
Pakenham	16	1 12 0	..	..	..	..	..	..	16	1 12 0
Drouin	15	2 5 0	..	..	..	..	..	..	15	2 5 0
Warragul	26	4 4 6	..	..	..	..	..	..	26	4 4 6
Waterloo	11	1 18 6	..	..	..	..	..	..	11	1 18 6
Morwell	4	0 18 0	..	..	..	..	..	..	4	0 18 0
Traragon	41	10 5 0	..	..	..	..	..	..	41	10 5 0
Flynn's Creek	2	0 10 8	..	..	..	..	..	..	2	0 10 8
Rosedale	101	28 5 4	..	..	..	..	..	..	101	28 5 4
Sale	492	147 12 0	..	..	..	..	..	..	492	147 12 0
Deniliquin	23,386	10,945 18 4	..	..	748	383 3 8	..	..	24,134	11,329 2 0
Totals	123,757	39,533 3 0	126,231	17,905 11 0	35,374	8,851 18 9	4,411	566 2 0	289,773	66,856 14 9

Railway Department, Accountant's Office,
4th June 1880.

P. P. LABERTOUCHE, Secretary.
GEO. T. A. LAVATER, Accountant.

Main data table with columns for Stations, Passengers, Mileage, Revenue, Parcels, &c., Goods, and Live Stock. It includes sub-sections for Outwards and Inwards traffic and Station Traffic.

VICTORIAN RAILWAYS.

No. 18.

RETURN of Rolling-stock on Lines (Hobson's Bay Branch excepted) at 31st December 1879.

LOCOMOTIVE ENGINES.		CARRIAGES.								WAGONS.										VANS.				HORSE BOXES.		CARRIAGE TRUCKS.		
Passenger.	Goods.	State.	1st Class.		2nd Class.		3rd Class.		Composite.	Total.	Low-sided.		Hopper, Coal.	High-sided & Covered.		Medium.		Cattle.	Sheep.	Ballast.	Total.	Brake.	Mail.	Powder.	Hearse.	Total.	HORSE BOXES.	CARRIAGE TRUCKS.
			Ordinary.	American.	Ordinary.	American.	Ordinary.	American.			Ordinary.	Double Bogie.		Ordinary.	Double Bogie.	Ordinary.	Double Bogie.											
87	76	1	65	6	99	9	2	60	1	243	312	37	39	900	2	1,014	40	189	165	166*	2,864	103	10	11	1	125	41	38

* Including 50 ballast wagons purchased by the Engineer-in-Chief's Branch.

Rolling-stock Ordered and in course of Construction at 31st December 1879.

* 14	2	2	...	5	...	2	9	18	42	30	28	118	9	9
------	---	---	-----	---	-----	---	-----	-----	-----	---	-----	-----	-----	-----	----	----	----	----	-----	-----	-----	---	-----	-----	-----	---	-----	-----

* Eight of these passenger engines are for the Hobson's Bay suburban lines.

Locomotive Superintendent's Office,
Melbourne, 18th June 1880.S. MIRLS,
Locomotive Superintendent.

In addition to the above, 100 earth tip-wagons were constructed for alterations to the Melbourne Station.

GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 19.

RETURN of Rolling-stock on the **Hobson's Bay Branch** at 31st December 1879.

LOCOMOTIVE ENGINES.		CARRIAGES.								WAGONS.										VANS.				HORSE BOXES.		CARRIAGE TRUCKS.	
Passenger.	Goods.	State.	1st Class.		2nd Class.		3rd Class.		Composite.	Total.	Low-sided.	Double Bogie.	Hopper, Coal.	High-sided and Covered.	Medium.	Cattle.	Sheep.	Ballast.	Total.	Brake.	Mail.	Powder.	Hearse.	Total.	HORSE BOXES.	CARRIAGE TRUCKS.	
			Ordinary.	American.	Ordinary.	American.	Ordinary.	American.																			
21	88	...	20	...	...	3	111	73	...	45	15	65	...	...	...	198	13	...	...	...	...	13	...	...

Railway Department,
15th October 1880.

WILLIAM ELSDON.

VICTORIAN RAILWAYS.

No. 20.

DETAIL of Locomotive Charges for the Year ending 31st December 1879.

PASSENGER AND GOODS TRAINS—Number of Train Miles run 3,462,622				Cost per Train Mile.
		£ s. d.	£ s. d.	s. d.
LOCOMOTIVE POWER.				
Wages of Foremen		3,402 18 10	...	0 0'24
„ Drivers and Firemen		49,038 0 7	...	0 3'40
„ Cleaners and Lighters-up		10,968 17 4	...	0 0'76
„ Coalmen and Yard Laborers		8,549 14 4	...	0 0'59
Cost of Coal... ..		59,723 9 9	...	0 4'14
„ Wood		2,393 19 0	...	0 0'16
„ Water, Pumpers, &c.		6,012 16 6	...	0 0'42
„ Oil, Tallow, and Waste		7,160 3 8	...	0 0'50
„ Sundries and Cleaning Engines		1,857 0 8	...	0 0'13
Board and Lodging Expenses of Men away from Home		1,356 12 7	...	0 0'09
Cost of Gas... ..		293 5 11	...	0 0'02
„ Small Stores and Hose Pipe for washing out Engines, &c.		1,759 16 5	...	0 0'12
			152,516 15 7	0 10'57
LOCOMOTIVE REPAIRS.				
Wages		27,760 18 2		
Material		16,669 13 6		
			44,430 11 8	0 3'08
TOOLS, MACHINERY, AND BUILDINGS.				
Wages		2,808 13 8		
Material		1,625 15 11		
			4,434 9 7	0 0'31
GENERAL CHARGES.				
Including Watchmen, Half-pay for Accidents, { Wages		5,978 8 5		
Holidays, Stationery, &c. { Material		524 19 11		
			6,503 8 4	0 0'45
Supervision, including all Salaries and Office Charges ... ..		...	3,593 18 8	0 0'25
			211,479 3 10	1 2'66
TRAFFIC CHARGES.				
Carriage Repairs—Wages		9,250 9 5		
„ Material		7,111 11 8		
Wagon Repairs—Wages		11,183 9 10		
„ Material		9,002 8 1		
Carriage and Wagon Working Expenses—Wages		5,013 3 2		
„ „ Material		7,010 13 4		
			48,571 15 6	0 3'36
			260,050 19 4	1 6'02

Railway Department, Accountant's Office,
22nd April 1880.P. P. LABERTOUCHE, Secretary.
GEO. T. A. LAVATER, Accountant.

VICTORIAN RAILWAYS.

No. 21.

COMPARATIVE Yearly Statement of Miles of Line Open, Cost of Construction, Rolling-stock Employed, Gross and Net Revenue, Working Charges, and Percentages of the same to Gross Revenue, &c., on the Victorian Railways, for Eight and a half Years, from 1st July 1871 to 31st December 1879.

Year.	Miles open at end of Year.		Construction.		Rolling-stock.				Number of Passengers conveyed.	Tonnage of Goods and Live Stock conveyed.	Gross Receipts.				Total Train Miles run.	Gross Receipts per Train Mile.	Maintenance.		Locomotive.		Traffic.		General.		Total Working Cost.				Net Earnings.			
	Miles open during the Year.	Average Miles open during the Year.	Capital Cost, exclusive of Stores in hand, &c.	Average Cost per Mile open.	Passenger Engines.	Goods Engines.	Carriages.	Wagons, Vans, &c.			From Passenger, &c., Traffic.	From Goods and Live Stock Traffic.	Total.	Per Average Mile open.			Amount	Per Cent. of Gross Receipts.	Amount	Per Cent. of Gross Receipts.	Amount	Per Cent. of Gross Receipts.	Amount	Per Cent. of Gross Receipts.	Amount	Per Cent. of Gross Receipts.	Amount	Per Cent. of Gross Receipts.	Per Train Mile.	Per Average Mile open.	Amount	Per Average Mile open.	Per Train Mile.	Per Cent. on Capital Cost.
1871-2	313	267	10,034,772	32,060	51	41	144	1,564	1,508,671	489,126	236,671	400,961	637,632	2,388	1,173,434	10/10'41	69,180	10'85	85,739	13'45	110,843	17'38	14,042	2'20	279,804	43'88	4'9'23	1,048	357,828	1,340	6/1'18	3'57
1872-3	360	335	10,815,868	30,128	51	43	145	1,644	1,720,815	569,871	260,756	442,972	703,728	2,101	1,354,131	10/4'72	72,083	10'25	97,822	13'90	132,594	18'84	18,792	2'67	321,291	45'66	4/8'94	959	382,437	1,142	5/7'78	3'54
1873-4	441	414	11,557,484	26,207	52	54	160	1,772	2,039,030	681,710	304,073	546,969	851,042	2,056	1,667,124	10/2'52	74,999	8'81	121,878	14'32	161,245	18'95	16,593	1'95	374,715	44'03	4/5'94	905	476,327	1,150	5/8'57	4'12
1874-5	586	541	12,411,672	21,143	58	63	183	2,002	2,699,519	732,772	350,417	569,591	920,008	1,701	2,051,710	8/11'50	130,435	14'18	148,999	16'19	182,042	19'79	20,241	2'20	481,717	52'36	4/8'35	890	438,290	810	4/3'27	3'53
1875-6	620	608	13,239,405	21,354	58	63	205	2,120	2,978,139	928,300	388,228	606,539	994,767	1,636	2,280,092	8/8'71	128,679	12'94	153,617	15'44	196,195	19'72	20,916	2'10	499,407	50'20	4/4'57	821	495,360	815	4/4'14	3'74
† 1876	702	652	13,710,364	19,558	61	63	210	2,194	1,582,057	494,864	206,520	345,441	551,961	848	1,262,782	8'8'90	54,430	9'86	81,206	14'71	107,828	19'54	9,939	1'80	253,403	45'91	4/0'16	389	298,557	459	4/8'74	4'36
1877	931	787	14,562,984	15,642	76	63	221	2,373	3,395,709	1,030,558	460,459	675,340	1,135,799	1,443	2,786,581	8/1'82	166,581	14'66	181,078	15'94	230,125	20'26	14,697	1'29	592,481	52'16	4/3'03	753	543,118	690	3/10'79	3'73
1878	1035	967	15,343,240	14,824	80	68	231	2,763	3,829,256	960,479	515,351	701,324	1,216,675	1,258	3,095,590	7/10'33	155,410	12'77	204,806	16'83	248,519	20'43	16,964	1'40	625,699	51'43	4/0'52	647	590,976	611	3'9'82	3'85
1879	1108	1091	16,251,420	14,667	87	76	243	3,068	4,169,175	962,000	521,383	700,724	1,222,107	1,120	3,462,622	7/0'71	153,514	12'56	211,479	17'31	256,300	20'97	19,331	1'58	640,624	52'42	3'8'40	587	581,483	533	3'4'30	3'58
Totals	6096	5662	117,927,209	195,583	574	534	1742	19,509	23,922,371	6,849,680	3,243,858	4,989,861	8,233,719	14,551	19,134,066	80/11'62	1,005,311	106'88	1,286,624	138'09	1,625,691	175'88	151,515	17'19	4,069,141	438'05	39/1'14	6,999	4,164,576	7,550	41/10'59	34'02
Averages	677	629	13,103,023	21,731	64	59	194	2,167	2,814,397	805,845	381,630	587,042	968,673	1,712	2,251,067	8/11'96	118,272	11'88	151,368	15'34	191,258	19'54	17,825	1'91	478,722	48'67	4/4'13	823	489,950	888	4/7'84	3'78

† Six months only.

* Including repairs and renewals of carriages and wagons.

Railway Department, Accountant's Office,
18th June 1880.

P. P. LABERTOUCHE, Secretary.
GEO. T. A. LAVATER, Accountant.

VICTORIAN RAILWAYS.

No. 22.

STATEMENT showing the Cost of Construction at 31st December 1879 of each Line Open for Traffic, and Average Cost per Mile; also Highest and Lowest Levels, Steepest Gradients, &c.

	Length in Miles.	Single or Double Line.	Height of Rail-level above Low-water Mark, Hobson's Bay.		Steepest Gradient.	Cost, exclusive of Rolling-stock.	
			Highest.	Lowest.		Total.	Average per Mile.
			Feet.	Feet.	Feet.	£	£
NORTHERN SYSTEM.							
Main Line—Melbourne to Sandhurst (including Melbourne terminus)	100 $\frac{1}{4}$	Double	1,902	17	1 in 50	5,111,253	50,732
Echuca Line—Sandhurst to Echuca Wharf ...	55 $\frac{1}{4}$	Single	753	320	1 " 90	608,129	11,007
Castlemaine and Dunolly Line ...	47 $\frac{1}{2}$	"	949	580	1 " 40	285,765	6,016
Ballarat and Maryborough Line ...	42 $\frac{1}{2}$	"	1,525	732	1 " 40	253,454	5,964
Maryborough and Avoca Line ...	15	"	883	721	1 " 40	60,136	4,009
Sandhurst and Inglewood Line ...	30	"	778	442	1 " 43	150,749	5,025
Dunolly and St. Arnaud Line ...	33	"	945	611	1 " 50	148,528	4,501
Total open for traffic ...	324	...	...	...	...	6,618,014	20,426
WESTERN SYSTEM.							
Williamstown Line—Footscray Junction to Williamstown Pier	6	Double	66	12	1 in 100	412,885	68,814
Geelong Line—Williamstown Junction to Geelong (including line to Wharf)	18 $\frac{1}{2}$	"	113	12	1 " 81	1,053,846	27,022
	37 $\frac{1}{2}$	Single			1 " 50		
Ballarat Line—West Geelong to Ballarat ...	53 $\frac{1}{2}$	Double	1,725	47	1 " 52	1,721,571	32,179
Ballarat and Ararat Line ...	57	Single	1,517	960	1 " 44	311,254	5,461
Ararat and Stawell Line ...	18 $\frac{1}{2}$	"	1,086	759	1 " 50	111,851	5,965
Ararat and Hamilton Line ...	66 $\frac{1}{2}$	"	1,028	572	1 " 50	306,722	4,612
Geelong and Colac Line, including Racecourse branch	52 $\frac{1}{2}$	"	465	17	1 " 50	325,166	6,194
Portland and Hamilton Line—Hamilton to Portland Wharf	54	"	605	11	1 " 50	267,645	4,956
					1 " 40		
Stawell and Horsham Line ...	53 $\frac{1}{2}$	"	759	423	1 " 50	222,633	4,161
Geelong and Queenscliff Line—Queenscliff Junction to Queenscliff	20 $\frac{1}{2}$	"	263	10	1 " 50	99,228	4,782
Warrenheip and Gordons Line ...	13	"	1,940	1,707	1 " 50	75,634	5,818
Total open for traffic ...	434 $\frac{1}{2}$	...	...	...	...	4,908,435	11,297
NORTH-EASTERN SYSTEM.							
Essendon Junction to Essendon, and Racecourse branch	2 $\frac{1}{2}$	Double	148	14	1 in 67	77,174	16,247
	2 $\frac{1}{2}$	Single					
North-Eastern Line—Essendon to Wodonga...	182 $\frac{1}{2}$	"	1,148	105	1 " 50	1,560,848	8,564
Wangaratta and Beechworth Line ...	23	"	1,831	502	1 " 30	153,736	6,684
Springs and Wahgunyah Line ...	14	"	623	454	1 " 50	64,160	4,583
Total open for traffic ...	224	...	...	...	...	1,855,918	8,285
EASTERN SYSTEM.							
Gippsland Line—Oakleigh to Sale ...	118 $\frac{1}{4}$	Single	513	32	1 in 50	715,225	6,048
South Yarra and Oakleigh Line ...	6 $\frac{3}{4}$	"	184	22	1 " 50	159,780	23,671
Spencer and Flinders Streets Junction	3 $\frac{1}{4}$	"	17	6	1 " 23	1,182	1,576
Total open for traffic ...	125 $\frac{3}{4}$	...	...	...	...	876,187	6,968

NOTE.—The above does not include the Hobson's Bay Branch Lines, which consist of 9 $\frac{1}{4}$ miles of double and 6 $\frac{1}{2}$ miles of single line.

Railway Department, Accountant's Office,
4th June 1880.

P. P. LABERTOUCHE, Secretary.
GEO. T. A. LAVATER, Accountant.

VICTORIAN RAILWAYS.

No. 23.

RETURN of the Number and Nature of Accidents to Life and Limb which have occurred during the Year ending 31st December 1879.

Date of Accident.	Station or Line where Accident occurred.	Passengers Killed or Injured.				Servants of Department or of Contractors Killed or Injured.				Persons Killed or Injured whilst crossing at Crossings.		Trespassers.		Miscellaneous.		Nature and Cause of Accident.		
		From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.									
1879.																		
January 1	Melbourne Yard ...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	Engine ran over the end of a blind siding through carelessness of driver. The fireman was seriously injured, and subsequently died in the hospital.
" 7	Rutherglen Station Yard	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	Guard injured his foot while shunting.
" 10	Geelong and Ballarat	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	Passenger, in jumping out of train at West Geelong, broke his arm and cut his head.
" 10	Geelong Yard ...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	Signalman knocked down while getting some children clear of the line.
" 12	Stawell and Horsham	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	Guard fell out of a truck, and was seriously injured.
" 14	Williamstown ...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Woman injured in getting out of train at Yarraville station.
" 18	Stawell and Horsham	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Woman killed through train running into a buggy while crossing the line near Murtoa.
" 25	Gippsland ...	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Empty engine followed 7.25 p.m. up train too close, and collided with it.
" 27	Williamstown ...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Woman run over and killed while crossing the line at Footscray station.
" 27	Melbourne Locomotive Shed	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	Driver fell off tender of engine, and struck his head on corner of ash-pit.
February 5	Silt Line ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	Guard injured in attempting to jump on a waggon while in motion.
" 18	Stawell and Horsham	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	Contractors' engine ran into a platelayer's trolley between Glenorchy and Lubeck, injuring two men, who subsequently died from the effects of the injuries.
" 18	North-Eastern ...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	Special cattle train ran into passenger train standing at Essendon. Driver and fireman of former were injured.
" 27	Silt Line ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	Man had his leg broken through not sitting down in truck while in motion.
" 28	Williamstown ...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	Porter jumped from platform at Footscray in front of a train, and was run over; he subsequently died in the hospital.
March 20	Williamstown ...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	Woman injured in attempting to jump from train while in motion at Yarraville station.
" 22	Stawell and Horsham	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	Contractors' gatekeeper run over and killed while signalling a train near Glenorchy.
" 23	Stawell and Horsham	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	Gatekeeper knocked down and killed by passenger train.
" 24	Williamstown ...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	Man run over and killed while trespassing on the line at Dudley street bridge.
" 29	Stawell and Horsham	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	Engine lent to contractors blew up, and fireman was slightly injured.

No. 23.—RETURN of the Number and Nature of Accidents to Life and Limb which have occurred during the Year ending 31st December 1879—*continued.*

Date of Accident.	Station or Line where Accident occurred.	Passengers Killed or Injured.				Servants of Department or of Contractors Killed or Injured.				Persons Killed or Injured whilst crossing at Crossings.		Trespassers.		Miscellaneous.		Nature and Cause of Accident.
		From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.							
1879.																
April 2	Melbourne Yard ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Driver, not on duty, while stepping from an engine, had his toes cut off.
" 21	Sandhurst and Inglewood	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Gatekeeper at Mundy street crossing, Sandhurst, was knocked down and injured by train from Inglewood.
June 4	Williamstown ...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Platelay knocked down and killed, near Roden street, while walking along the line.
" 5	North-Eastern ...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	Ballast train broke down between Kilmore and Broadford, and one of contractors' men was injured.
" 8	North-Eastern ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Guard injured in shunting at Avenel.
" 9	Ballarat and Ararat...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	Escaped lunatic from Ararat Asylum run over and killed near Ararat.
" 10	Stawell and Horsham	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Contractors' workman fell in jumping off a ballast train, and was injured.
" 14	Ararat and Hamilton	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Man fell off a ballast truck, and was run over and killed.
" 14	Melbourne Yard ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Driver fell off platform in front of tank house.
" 19	Williamstown ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Workman, while passing the Roden street signal-box, was knocked down by a train and injured.
" 20	Melbourne Yard ...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	Three men injured through roof of coal shed falling on them.
July 7	Main Line...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Repairer fractured his thumb while at work.
" 11	Geelong and Queens-cliff	...	...	...	...	...	1	...	...	...	...	...	...	...	...	Laborer had his leg broken in assisting to erect 5-ton crane at Drysdale station.
August 9	Geelong Station ...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	Man injured in attempting to cross the line in front of a train, though warned by gatekeeper.
" 15	North-Eastern ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	Man at Chiltern, while assisting in shunting some trucks, had two of his fingers taken off.
" 18	Castlemaine and Dunolly	...	...	...	...	...	...	...	...	...	1	...	...	...	...	Man, while trespassing on the line, fell off railway bridge at Carisbrook, and was killed.
" 22	Stawell and Horsham	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Contractors' workman fell off a ballast truck at Horsham station, and was severely bruised.
" 29	Main Line... ..	...	...	...	...	...	...	...	...	...	1	...	...	...	...	Man committed suicide by throwing himself in front of a train at Echuca.
" 30	Sandhurst and Inglewood	...	...	...	...	...	...	...	...	...	1	...	...	...	...	Man committed suicide by throwing himself in front of a train between Eaglehawk and Marong.
Sept. 5	Stawell and Horsham	...	...	...	...	...	...	...	...	1	...	...	...	...	...	Woman injured in attempting to cross the line in front of a train at Jung Jung station.
" 17	Melbourne Yard ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Carriage cleaner fell, in stepping out of a carriage, and was injured.
" 18	Echuca Wharf ...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	Agent's shipping clerk was knocked off the wharf by a sling of goods, and subsequently died from injuries received.
October 4	Maryborough Station	...	...	...	...	...	...	...	...	...	1	...	...	...	...	Man in employ of carriers, while meddling with trucks, fell and was run over, and subsequently died from injuries received.
" 19	Ballarat and Ararat...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	Two repairers, in a trolley, laid hold of the buffers of the van of a train, and were jerked off the trolley and injured.
" 30	Echuca Station ...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	A bale of wool fell on a laborer whilst on duty in a truck.

NOV	Nov.	3	Main Line ...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	Empty engine ran into passenger train at Kyneton, injuring one passenger slightly and a porter.
	"	3	Sandhurst Station ...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	Driver's son was struck by an engine, and slightly injured.
	"	18	Melbourne Yard ...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	Yardsman, in shunting, had his foot run over by a carriage, and subsequently died in the hospital from injury received.
	"	21	Stawell and Horsham ...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	Pointsman, while shunting at Stawell, fell in front of a pilot engine, and was caught by the guard-iron and carried by it a short distance.
	"	28	Melbourne Yard ...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	Carriage cleaner injured through some other carriages being shunted against the one he was cleaning.
	"	29	Ballarat Station ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	Man, while crossing the rails in the goods shed, was knocked down and killed.
	Dec.	1	North-Eastern ...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	Enginedriver fell into turn-table pit, at Wodonga, through planking giving way.
	"	4	Ballarat and Ararat ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	Trespasser run over and killed near Beaufort.
	"	8	North Melbourne Station ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Man knocked down by train while attempting to cross the line.
	"	10	Main Line ...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	Ganger was knocked down and seriously injured by a goods train between Woodend and Carlsruhe.
"	19	Main Line ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	Man in employ of Postal department at Rochester, in meddling with the trucks, was knocked down and killed.	
			Totals ...	...	7	2	1	11	8	20	2	3	9	1	1	1			

Railway Department, Secretary's Office,
25th February 1880.

P. P. LABERTOUCHE, Secretary.

VICTORIAN RAILWAYS.

No. 24.

RETURN of Accidents and Injuries to Life and Limb, from the Opening of the Lines for Traffic, to 31st December 1879.

Year.	Passengers Killed or Injured.				Servants of the Department or of Contractors Killed or Injured.				Persons Killed or Injured whilst crossing at Crossings.		Trespassers.		Miscellaneous.		Total.	
	From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.								
1859	1	...	2	...	...	...	3	...	...	...	6	...
1860	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	2
1861	3	2	...	...	...	...	...	...	3	2
1862	...	19	...	...	...	1	4	8	1	1	1	1	...	1	6	31
1863	...	2	...	1	1	...	5	5	...	...	3	2	...	...	9	10
1864	1	7	...	...	...	1	...	1	1	9
1865	1	18	...	...	4	1	...	...	5	19
1866	1	1	2	...	...	...	1	1	...	...	4	2
1867	3	1	5	...	...	...	1	...	...	1	9
1868	2	...	...	...	2	...
1869	2	...	...	...	1	...	1	...	4	...
1870	4	1	...	...	...	1	...	...	...	2	4
1871	2	1	...	...	2	1	2	1	6	3
1872	...	28	...	2	...	1	...	1	...	...	3	...	...	...	3	32
1873	1	...	...	...	...	...	...	...	1
1874	4	...	...	1	1	...	4	...	1	...	10	1
1875	6	6	1	...	...	4	1	1	...	11	8
1876	...	1	...	1	3	4	10	15	2	...	6	5	2	1	23	27
1877	...	36	1	...	3	3	10	5	...	1	8	2	...	2	22	49
1878	...	22	...	3	...	6	7	5	2	...	6	1	1	3	16	40
1879	...	7	...	2	1	11	8	20	2	3	9	1	1	1	21	45
Total	116	1	10	14	40	65	95	8	5	58	18	9	10	155	294

Railway Department, Accountant's Office,
22nd April 1880.

P. P. LABERTOUCHE, Secretary.
GEO. T. A. LAVATER, Accountant.