

1894.

VICTORIA.

VICTORIAN RAILWAYS.

REPORT

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDING 30TH JUNE, 1894.

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

By Authority:

ROBT. S. BRAIN, GOVERNMENT PRINTER, MELBOURNE.

2 S.—No. 1.—[1s. 9d.]—6529.

APPROXIMATE COST OF REPORT.

Preparation--Not given
Printing (1,160 copies)

£ s. d.
70 0 0

REPORT.

VICTORIAN RAILWAYS,

14th September, 1894.

To the Honorable the Minister of Railways.

SIR,

In accordance with the provisions of the 59th section of the Railways Act, No. 1135, we have the honour to submit, for the information of Parliament, our Report upon the working of the Railway Department for the year ending 30th June, 1894.

DEBENTURE CAPITAL.

The amount of borrowed capital was, on 30th June last, £36,444,475 16s. 10d., details of which are shown in the Appendix, Return No. 5.

The Debenture Capital Account at the close of the year showed an increase of £637,498 8s. 11d. The additional capital consisted of the following amounts allocated to Railways during the financial year :—

Victorian Government Stock Acts, Nos. 1015 and 1341	£333,391	7	11
Victorian Loan Act, No. 1296	...	...	...
		304,107	1 10

Debentures raised under Act 32 Vict. No. 331, amounting to £2,107,000, and bearing interest at the rate of 5 per cent. per annum, were redeemed by funds obtained under Acts Nos. 1287 and 1341. As the latter Stock bears interest at 4 per cent., there will be an annual saving in interest by the transaction; but as under the conditions of the redemption sums had to be provided by Act No. 1341 to meet the deficiency under Act No. 1287 (£107,267 5s. 1d.), and to meet interest (£42,140), and the expenses incurred in connexion with provision for deficiency (£592 14s. 11d.), amounting in the whole to £150,000, the net annual saving to the Department in interest by the redemption will be £15,070.

The interest for the year amounted to £1,450,469 13s. 11d., which, with £23,898 2s. 1d., the amount paid by the Treasury for expenses in payment of interest, and a further sum of £12,481 7s. 7d. for expenses in connexion with the redemption of the debentures under Acts Nos. 331 and 1233, made the total interest and charges £1,486,849 3s. 7d. This amount has, however, been reduced by £26,000, estimated interest upon the unexpended balances of loan moneys to the credit of the Railway Account in the Treasury during the year.

The net amount debited to the Railways is therefore £1,460,849 3s. 7d., as per following detailed statement :—

Amount of Interest on Railway Loans paid during the Year ending 30th June, 1894.

Loans.				Interest.		
				£	s.	d.
32 Vict. No. 331	...	...	...	105,350	0	0
42 Vict. No. 608	...	...	...	187,045	16	3
36 Vict. No. 439	...	...	...	3,554	18	4
37 Vict. No. 468	...	...	...	58,000	0	0
39 Vict. No. 531	...	...	...	55,867	14	5
45 Vict. No. 717	...	...	...	110,760	4	10
46 Vict. No. 739	...	...	...	80,000	0	0
46 Vict. No. 741	...	...	...	4,304	0	0
47 Vict. No. 760	...	...	...	150,351	10	5
48 Vict. No. 805	...	...	...	130,046	17	9
49 Vict. No. 845	...	...	...	180,000	0	0
51 Vict. No. 963	...	...	...	5,200	0	0
52 Vict. No. 989	...	...	...	93,586	19	1
54 Vict. No. 1196	...	...	...	77,913	0	11
53 Vict. No. 1032	...	...	...	110,250	0	0
55 Vict. No. 1217	...	...	...	58,333	6	8
55 Vict. No. 1233	...	...	...	18,750	0	0
53 Vict. No. 1015 and No. 1341	...	...	...	11,624	8	6
56 Vict. No. 1296	...	...	...	1,835	16	9
42 Vict. No. 617 (Hobson's Bay)				1,442,774	13	11
				7,695	0	0
Expenses in payment of Interest				1,450,469	13	11
Redemption Expenses				23,898	2	1
				12,481	7	7
Less estimated Interest on unexpended balances of Loan moneys				1,486,849	3	7
				26,000	0	0
				£1,460,849	3	7

The deficiency in meeting the interest charges for the year is, as shown in the profit and loss account, £370,109, an increase over 1892-3 of £25,841. The increased amount debited to Railways for the year for interest and charges in connexion with the redemption of debentures amounted to £40,924.

The result of working for the year may be summarized thus :—

Total traffic	...	...	...	...	£2,726,159
Total working expenditure	...	...	...	...	1,635,419
NET PROFIT ON WORKING					£1,090,740

or an increased net profit over last year of £15,083, notwithstanding the fact that there was a decrease in the revenue of £199,789.

The percentage of working expenses to the gross revenue is 59.99, a decrease of 3.24 per cent. on last year, and 9.09 on the year 1891-2.

The working expenditure, exclusive of pensions and gratuities, shows a decrease of £222,845 16s. 6d., and a percentage to revenue of 57.13.

After making provision for additional pensions and gratuities to the amount of £7,974 7s. 7d. in excess of the sum debited to working expenditure last year, the decrease is £214,871 8s. 11d.

The net revenue gives the following results:—

2·89 per cent. on total capital cost.

3·14 per cent. on total expended debenture capital.

The following returns give the details of Revenue and Expenditure for the last two years:—

TOTAL REVENUE.

	1892-3. (Average Miles open, 2,933.)		1893-4. (Average Miles open, 2,981½.)		Increase.		Decrease.		Net Decrease.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Passengers	1,260,879	7 1	1,118,375	3 11	...	...	142,504	3 2	...	...
Parcels, &c.	97,859	1 8	93,353	18 4	...	...	4,505	3 4	...	...
Horses, carriages, and dogs ...	17,409	4 5	14,914	14 9	...	...	2,494	9 8	...	...
Mails	63,037	0 6	61,733	10 4	...	...	1,303	10 2	...	...
Rents	54,716	5 11	53,401	7 3	...	...	1,314	18 8	...	...
Miscellaneous	14,965	16 8	17,896	0 7	2,930	3 11	...	...	...	...
Live stock	138,945	9 4	136,380	12 3	...	...	2,564	17 1	...	...
Goods	1,278,135	8 5	1,230,103	13 11	...	...	48,031	14 6	...	...
	2,925,947	14 0	2,726,159	1 4	2,930	3 11	202,718	16 7	199,788	12 8
Number of passengers	46,520,784		40,880,378		...	...	5,640,406		...	...
Tons of live stock	116,258		108,128		...	...	8,130		...	...
Tons of goods	2,442,120		2,347,683		...	...	94,437		...	...
Train mileage	10,775,134		10,145,307		...	...	629,827		...	...

TOTAL EXPENDITURE.

	1892-3.				1893-4.				Increase.		Decrease.		Net 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 ...	327,959	2 2	7 31	11 21	320,980	17 4	7 60	11 77	...	...	6,978	4 10	...	...
Loco. charges ...	607,702	1 4	13 54	20 77	528,309	1 6	12 50	19 38	...	...	79,392	19 10	...	...
Carriages and waggons ...	127,581	2 10	2 84	4 36	104,050	2 7	2 46	3 82	...	...	23,531	0 3	...	...
Compensation	6,432	19 11	0 14	0 22	4,315	12 1	0 10	0 16	...	...	2,117	7 10	...	...
Traffic charges	668,716	14 2	14 89	22 85	562,226	1 4	13 30	20 62	...	...	106,490	12 10	...	...
General charges	111,898	14 2	2 49	3 82	115,537	10 10	2 73	4 24	3,638	16 8*	...	...	...	...
	1,850,290	14 7	3 5 21	63 23	1,635,419	5 8	3 2 69	59 99	3,638	16 8	218,510	5 7	214,871	8 11

* Due to increase in pensions and gratuities.

The mileage has increased from 2,975 to 3,020, owing to the opening during the year of the following lines:—

Beulah to Hopetoun ... ..	...	...	...	16 miles
Dimboola to Jeparit ... ..	...	...	...	23 "
Korumburra to Jumbunna ... ..	...	...	...	3¼ "
Korumburra to Strezlecki ... ..	...	...	...	2¼ "

Total 45 miles

The following shows the additional mileage opened during the last nine years:—

Year ending June, 1886 ... ..	...	...	...	67¼ miles
" " 1887 ... ..	...	...	...	137¼ "
" " 1888 ... ..	...	...	...	137¾ "
" " 1889 ... ..	...	...	...	179½ "
" " 1890 ... ..	...	...	...	272½ "
" " 1891 ... ..	...	...	...	293¼ "
" " 1892 ... ..	...	...	...	140 "
" " 1893 ... ..	...	...	...	72 "
" " 1894 ... ..	...	...	...	45 "

The preparation of statements showing the railway accounts in systems has been discontinued, and in consequence every passenger journey is treated as a unit in the total, instead of being multiplied as hitherto by each system over which the journey was made. This is also applicable to the tonnage of goods and live stock.

This alteration has necessitated the recasting of the columns in the comparative table (No. 11 of the Appendix) showing the number of passengers and tonnage of goods conveyed.

The number of passengers conveyed was 40,880,378, as against 46,520,784, being a decrease of 5,640,406.

The tonnage of goods and live stock was 2,455,811, as against 2,558,378, being a decrease of 102,567.

The train miles amounted to 10,145,307, as against 10,775,134, or a decrease of 629,827 train miles.

CAPITAL EXPENDITURE:

The capital expenditure to 30th June, 1894, amounted to £37,748,563 5s. 5d., or an increase for the year of £286,191 2s. 4d., which was charged as follows:—

Construction of new lines and capital works on existing lines, &c.	£254,567	7	7
Rolling-stock—			
Engines	£29,472	14	9
Carriages, waggons, &c.	1,522	5	8
Brakes	628	14	4
		31,623	14
			9
		£286,191	2
			4

RECAPITULATION.

The following is a general summary of the leading features of the Report, and, for purposes of ready-comparison, corresponding items for 1892-3 are given:—

	1892-3.	1893-4.
Total debenture capital raised	£35,806,977	£36,444,476
Total yearly interest	£1,419,925	£1,460,849
Unspent balances of loan moneys	£946,427	£1,138,392
Amount spent on construction during the year	£377,063	£286,191
Total spent in construction	£37,462,372	£37,748,563
At an average cost per mile opened of	£12,665	£12,570
Total mileage open for traffic	2,975 miles	3,020 miles
Average mileage open for traffic	2,933 "	2,981 ³ / ₄ "
Gross revenue earned	£2,925,948	£2,726,159
Working expenditure	£1,850,291	£1,635,419
PROFIT ON WORKING	£1,075,657	£1,090,740
PERCENTAGE OF WORKING EXPENSES TO REVENUE	63.23	59.99

	1892-3.	1893-4.
Balance after paying all working expenses and interest on capital	<i>Dr.</i> £344,268	<i>Dr.</i> £370,109
Revenue per average mile open	£998	£914
Expenditure per average mile open	£631	£549
Gross earnings per train mile	5s. 5'17d.	5s. 4'49d.
Expenses per train mile	3s. 5'21d.	3s. 2'69d.
Number of passenger journeys	46,520,784	40,880,378
Goods tonnage	2,442,120 tons	2,347,683 tons
Live stock tonnage	116,258 „	108,128 „
Train mileage	10,775,134 miles	10,145,307 miles

The Rolling-stock consisted of the following :—

Engines in use	499	516
Engines in course of construction	17	—
Passenger vehicles in use	1,107	1,096
„ „ in course of construction	2	—
Goods vehicles in use	8,530	8,597
„ „ in course of construction	240	—
Vans and sundries in use	469	474
„ „ in course of construction	—	—
The net revenue paid on the total capital cost	2'87 per cent.	2'89 per cent.
„ „ total debenture capital expended	3'12 „	3'14 „

As we have only been in office during portion of the year under review, we submit the usual statements showing the results of working, without comment.

REVENUE.

The diminution in revenue still continues, and until there is generally a more confident and steady state of business it is not to be expected that there will be any material improvement in the railway receipts.

Certain reductions in rates and fares, estimated to amount to £40,000 per annum, came into force on the 5th July of this year. Although they pertain to the current year, we take this opportunity of stating that the reductions were made after careful consideration and with the view of giving a certain measure of relief, to remove anomalies, and to meet competition by water and road. It is too soon to refer to actual results, but the falling-off in revenue since the close of the financial year has only been very partially affected by these reductions, and is, in our opinion, almost wholly due to the abnormal condition of the Colony.

Under the present depressed condition of the Colony, the uncertainty as to the fiscal measures which may be adopted by the Legislature, and the consequent stagnation of trade and paralysis of enterprise, it is difficult to frame reliable estimates of revenue or expenditure, or to anticipate with anything approaching accuracy the results which would follow further alterations in freights or fares. We think it would be safe to assume, however, that, under the existing conditions of trade, further reductions in freights and fares, except in special cases, would in the meantime result in diminished revenue.

Had circumstances been favorable we would have liked to have reduced the country fares, but in view of the probable large loss involved we found it impracticable. The falling-off in receipts would appear to indicate that the travelling public spend all they are able to afford in this direction, and consequently any reduction made, while increasing travelling facilities, would not, we think, bring any corresponding addition to the revenue.

We thoroughly realize that considerable reductions could be made which, although perhaps increasing the railway deficit, would beneficially affect large sections of the community, and probably be of national benefit. Such reductions, however, would be a matter of State policy, and any loss to the Department consequent upon their adoption should be provided for out of the Consolidated Revenue, and not debited to the Railways.

THE RAILWAY DEFICIT.

There is no disguising the fact that at present the annual deficit in payment of interest is a serious one, but it may be pointed out that relatively it is not so great as in earlier years.

The following is a comparison between the year 1887-8 and the year under review, from which it will be seen that, while the revenue for both years is virtually equal, the working expenditure is practically the same, notwithstanding the fact that there is an increase in the mileage open for traffic of 1,000 miles. It therefore appears that the deficit for 1893-4 is the increase in interest caused by the construction of the additional mileage :—

Year.	Revenue.	Expenditure.	Miles open.	Train Miles run.	Interest.
	£	£			£
1887-8 ...	2,756,049	1,624,031*	2,018	9,082,312	1,056,711
1893-4 ...	2,726,159	1,635,419	3,020	10,145,307	1,460,849

* Exclusive of the cost of the Windsor accident.

So many economies have been effected, and the general working expenditure has been so materially reduced, that a revival in trade, which would bring about increased railway business, would soon extinguish the deficit. The natural growth of the colony and increase in population will eventually restore the equilibrium between net revenue and interest. In the meantime, however, it should be borne in mind that in the Railway property the State has a most valuable asset, worth much more than its actual cost, and an undertaking which confers indirect advantages to the community far exceeding the total amount of the accrued deficit.

There can be no doubt, however, that the railway loss is largely augmented by the construction during recent years of lines which, under the most economical management, cannot possibly pay interest on their capital cost for years to come.

Handicapped as the management is by such conditions, and with a mandate to make the Railways pay, it is difficult to initiate any comprehensive policy which would eventually stimulate traffic, if the immediate effect involves loss of revenue.

It is suggested that, in order to give the management freedom of action in the direction indicated, Parliament be urged to decide on a fixed rate of interest which the Railways should be called upon to pay (say 3 per cent. on the total debenture capital expended on railway construction). The balance available after paying that sum, up to £100,000 or such sum as Parliament might direct, could be applied to reductions in charges and increased facilities for travellers and traders. The difference between the rate of interest fixed (plus the balance referred to) and the actual interest payable would have to be met in any way Parliament might adopt.

ROAD COMPETITION.

The conditions—viz., scarcity of other classes of work, with cheap horses and feed—which brought the team competition into existence still continue, and consequently a certain amount of traffic is still carried by road. Under existing circumstances very large general reductions would have to be made, as the concessions would require to be extended to districts beyond the competitive area to entirely cope with the competition. The alterations made have had partial success, but a further reduction would involve a loss greater than the value of the traffic we are losing would recoup.

The teams are also enabled to compete because their loading consists of goods which are carried by the Railways at a rate above the uniform charge per ton adopted by the teamsters; anything at or below their scale is carried by rail.

Were a policy of uniform classification, such as is followed by the teamsters, adopted by the Department, it would have the effect of restricting the area of transportation for goods of low value, among which are many of the necessaries of life, and, consequently, make them dearer to the consumer. The benefit of the team competition is reaped by the storekeeper, and not by the consumer.

THE BORDER RATES.

We were approached by the Railways Commissioners of New South Wales and South Australia with reference to the adjustment of competitive rates, but, owing to the season being advanced and arrangements made, we were unable to make any alteration in the tariff. We stated, however, that we would be perfectly willing, after this season, to meet them in conference, and agree to an equitable basis which would be advantageous to all concerned.

REDUCTION IN MILEAGE.

The reduction in train mileage this year amounts to 629,827 miles.

Reductions are still in progress, and it is contemplated to make further alterations in the running by which considerable savings in mileage will be effected without reducing necessary facilities or impairing efficiency.

MALLEE LINES.

The following statement shows the result of working the Mallee Lines from the date of opening to the close of the financial year:—

Line.	Length of Line.	Capital Cost to 30th June, 1894.	Revenue.	Local Working Expenses.	Approximate Profit on Working.	Interest on Capital Cost at 4 per cent. per annum.	Net Profit on Working.	Train Miles Run.
Donald to Birchip ... Rolling-stock (estimate) ... (Opened 28th March, 1893.)	Miles. 32½ ...	£ 69,142 } 7,000 }	£ 11,683	£ 4,426	£ 7,257 {	£ 3,487 } 353 }	£ 3,417	29,543
Warracknabeal to Hopetoun ... Rolling-stock (estimate) ... (1st section opened 5th January, 1893. 2nd section opened 6th March, 1894.)	38 ...	71,920 } 12,500 }	18,099	6,107	11,992 {	3,255 } 745 }	7,992	42,219

The capital expenditure will be considerably more than is now shown when the whole of the equipment is completed.

The revenue on the Warracknabeal to Beulah section has been credited with the carriage of material for the construction of the Hopetoun Line. It should also

be borne in mind that a considerable portion of the traffic would have gone to Donald and Warracknabeal stations if the lines had not been constructed.

The working expenditure is not debited with any proportion of junction station or general charges.

The result, however, is very satisfactory, and is due to cheap cost of construction, economy in working, and the existence of local rates.

IMPROVEMENT OF LINES AND GRADES.

Immediately on our appointment we gave this subject our first attention, as we recognised that in order to accede to the imperative demands for cheap fares and freights it was absolutely necessary to reduce the cost of haulage to a minimum. One of the courses to attain this end, and one which has been followed for years on all the leading roads in America and other places where traffic warrants it, is to judiciously reduce grades and flatten curves.

That the question might be fully and systematically investigated we appointed a Board, consisting of three competent officers from the Engineering, Locomotive, and Traffic Branches, to examine the whole of the lines, make practical tests of loads, capacity, and speeds of engines, &c., under all conditions.

The progress of the work has been necessarily slow, as owing to the curtailment in our supervising staff the officers engaged have had to perform their ordinary work in addition to carrying on these inquiries.

A first progress report has, however, now been presented to us, dealing with the section between Korumburra and Oakleigh, upon which a heavy coal traffic exists, and it is found that by a reduction of grades at various points and other works, at an expenditure of £5,000, of which only £3,500 is actual outlay, the line can be improved so that the engines in use can draw 40 per cent. larger loads.

It is calculated that a saving of £2,000 per annum can be effected, and we have given orders for the necessary alterations to be put in hand at once, and, though a "capital" work, we propose debiting the cost against working expenses, as we are reluctant to further increase the interest charges.

We also propose employing on this work a number of the surplus men who are now working short time.

Inquiry is now being instituted into what improvements can be effected on the line between Stawell and Horsham, on which several steep grades occur, which seriously interfere with the haulage of wheat trains, and which we are assured can be reduced considerably without much outlay.

In addition to grades which affect haulage, many of the lines, notably the North-Eastern, abound in abrupt and frequent changes of grade, which tax the skill and care of the enginemen to the utmost to prevent the snapping of couplings when hauling long trains. It is doubtful if longer trains could be hauled than at present with safety owing to this cause. We propose removing these sudden changes of grades or substituting vertical curves for them on all lines as far as practicable where sufficient traffic exists to warrant it.

ROLLING-STOCK.

There is little doubt that, by the judicious addition of more powerful engines to our stock, economy in haulage would be effected, but not to such an extent as might be supposed. For example, the mileage now run by suburban trains, and most other

passenger and mixed trains and branch line traffic, would not be materially lessened, and this comprises a large proportion of the mileage run. On main lines it would be by the avoidance of specials, double-banking of express and excursion trains, &c., which of late, owing to falling-off of traffic, are, unfortunately, infrequent, that more powerful locomotives would be principally of service.

We are advised that the tractive power of some of the existing stock can be considerably increased without impairment of efficiency in other respects, and this matter is receiving attention. We have also authorized the obtaining of two American Consolidation Goods Engines for trial, and it would also be advisable to obtain a more powerful type of passenger engine when funds permit; but, in view of the large sums of money which have been spent in rolling-stock during the last few years, and the falling-off of traffic, we do not feel justified in recommending any further large additions to the capital account at present, and it must not be lost sight of that the use of much more powerful locomotives would also probably necessitate the strengthening of the draw-gear of a large number of vehicles, besides other expense.

Cool Trucks.—Plans, specifications, and pattern truck have been prepared, and tenders are now being called for the supply of 120 insulated trucks adapted for the conveyance of either butter and other dairy produce, or chilled or frozen meat. Special care has been taken in the insulating of the trucks, which will be cooled with ice. A contract for the supply of necessary machinery has been accepted to manufacture ice at a rate per ton which will enable us to use it liberally.

The trucks and ice-making plant are specified to be ready in ample time for the season.

COAL.

During the year we have used 117,000 tons of Victorian coal, which is equal to about half our total consumption.

We have every desire to continue the use of it to the fullest extent, quite recognising as we do the necessity of encouraging in every way an undertaking of such national importance as this. Without such consideration, however, we could reduce our working expenses by probably £25,000 per annum.

Whilst the Railways are expected to pay interest on unprofitable lines, and we are pressed on all hands to further reduce fares and freights, we think that the Department should not be debited with more than the commercial value of an article so largely used as coal.

THE STAFF.

We consider it our duty to state that the staff now engaged in supervision and inspection is not more than is necessary for the safety of the public, the protection of the Railway property, and the due care and economical administration of the various branches.

If supervision is not clearly in excess of requirements, its curtailment is false economy.

The percentage of officers so engaged is very low, and the necessarily comparatively small savings which it may be considered could be effected by a reduction in the number or status of those who, after years of experience, are actively employed

in the superintendence and direction of the various branches and works connected with such a large railway system as ours could be speedily counterbalanced by the leakage which is the invariable result of insufficient supervision or overtaxed control.

In the course of nature a large number of employés retire every year, but no additions have been made in consequence. Upwards of 400 employés retire annually from ordinary causes, and if the policy is pursued of making no additions to the staff, it is evident that very considerable retrenchment can be soon effected in this way, and that there would be no need for extensive and immediate dismissals, which might involve great hardship and tend to dislocate and impair the efficiency of the service.

We regret that the state of business has rendered it necessary, in addition to the percentage reductions imposed by Parliament, to curtail still further the working time of a large number of the staff, but we are pleased to record the fact that, notwithstanding the large proportion of the burden of general retrenchment which has had to be borne by the whole of the Railway officers and staff, they have exercised great fortitude, and have loyally performed their duties.

In the Appendix will be found the reports of the Engineer-in-Chief, the Chief Mechanical Engineer, and the Engineer for Existing Lines, together with detailed statements of Capital and Revenue Accounts, and other statistical returns.

We have the honour to be, Sir,

Your obedient servants,

JAMES SYDER,

T. H. WOODROFFE,

R. LOCHHEAD,

Acting Railways Commissioners.

A P P E N D I X.

VICTORIAN RAILWAYS.

APPENDIX TO THE REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS.

YEAR ENDING 30th JUNE, 1894.

- No. 1.** Report of the Engineer-in-Chief.
- 2.** „ Engineer for Existing Lines.
- 3.** „ Chief Mechanical Engineer.
- 4.** Profit and Loss Account.
- 5.** Statement of funds obtained under loans and of expenditure charged against the same.
- 6.** Statement of receipts and expenditure on capital account.
- 7.** „ „ „ in account with the consolidated revenue.
- 8.** General balance-sheet.
- 9.** Railway Accident Fund.
- 10.** Statement of revenue and expenditure.
- 11.** Comparative statement for twenty-two years ending 30th June, 1894.
- 12.** Statement showing dates of opening of different sections, &c.
- 13.** Statement showing traffic at each station.
- 14.** Return of rolling-stock.
- 15.** Detail of cost of construction of each line open for traffic, highest and lowest levels, steepest gradients, &c.
- 16.** Return of accidents to persons since lines were opened for traffic.
- 17 to 20.** Statements of removals and appointments of employes.

VICTORIAN RAILWAYS.

No. 1.

THE BOARD OF LAND AND WORKS (RAILWAYS CONSTRUCTION BRANCH).

GENTLEMEN,

Engineer-in-Chief's Office,
Melbourne, 31st August, 1894.

I have the honour to report that, during the financial year ending 30th June, 1894, the following lines of railway were opened for public traffic :—

Beulah to Hopetoun, 16 miles, on the 6th March, 1894.
Korumburra (Jumbunna Junction) to Jumbunna, $3\frac{3}{4}$ miles, on the 7th May, 1894.
Korumburra (Strezlecki Junction) to Strezlecki, $2\frac{1}{4}$ miles, on the 1st June, 1894.
Dimboola (Station) to Jeparit, 23 miles, on the 19th June, 1894.

The railways from Natimuk to Goroke, $28\frac{1}{4}$ miles, and from Boort to Quambatook, 22 miles, have been opened for public traffic since the close of the financial year.

All these railways have been very sparingly furnished with accommodation works pending the development of traffic; and the construction having been economized and carried out by the Department under the butty-gang system at a time when both labour and materials have been exceptionally low, and fencing, gates, and cattle-guards being in many cases omitted, the capital cost per mile has been much below that of former railways. It must, however, be borne in mind that the figures which appear in the Railways Commissioners' Report represent only the booked capital expenditure on these lines at the close of the financial year. They do not include all the capital expenditure incurred in the initial equipment of the lines; and further expenditure on capital account will, as a matter of course, be necessary as the development of the districts demands increased accommodation at the stations.

On the 11th September, 1893, the *Dimboola and Boort Railways Construction Act 1893* (No. 1312) was passed, authorizing lines from Dimboola to Jeparit and from Boort to Quambatook. The Act expressly excluded the application of the Railways Standing Committee Acts of 1890 and 1891, Nos. 1177 and 1230 respectively, and of the *Railway Lands Acquisition Act 1893* (No. 1288), to these railways. Work on the lines had been commenced in July, 1893, under instructions, and in anticipation of Parliamentary sanction, as a means of providing employment for men out of work.

No Acts for the construction of new railway lines, under the *Railway Lands Acquisition Act 1893* (No. 1288), have been passed during the year.

The Beulah to Hopetoun Line, which was referred to in last year's Report as taken over by the Board of Land and Works from Mr. Lascelles for completion under agreement, subject to the ratification of Parliament, was sanctioned on the 26th September, 1893, by the *Beulah and Hopetoun Railway Act 1893* (No. 1316).

The Nathalia and Picola Railway Construction Trust, constituted by the Governor in Council 26th September, 1893, under Act No. 1288, notified the Minister, through its Secretary, on the 7th March last, that the Numurkah Shire Council declined to act further as a Railways Construction Trust. No steps, therefore, have been taken for the acquisition of land for the railway.

The Heidelberg and Eltham Railway Construction Trust was constituted by the Governor in Council on the 21st August, 1893, under Act 1288. The Trust has conveyed portion of the land for the line to the Department; a deviation from the scheduled route near Greensborough has been applied for by the Trust, and at its request a survey and estimate of cost have been made, but the deviation has not yet been authorized, and the construction of the line has not yet been commenced.

With a view to provide work for the unemployed, and in anticipation of the sanction of Parliament, a line of railway through the Mallee from Wycheproof to Kaneira and Sea Lake (a distance of 48 miles) was surveyed by contract let under instructions in March last, and the line is now in course of construction under the butty-gang system.

A contract for 5,000 tons of steel rails and 231 tons of fish-plates was let on 27th July, 1893, and another for 10,000 tons of steel rails and 462 tons of fish-plates on 11th October, 1893. Contracts have also been let during the year for permanent-way fastenings of colonial manufacture.

In the case of the Outer Circle Railway, Fairfield Park to Oakleigh, the arbitrators' award, dated 13th July, 1892, £13,022 7s. 9d., with costs of award £813 15s., on the claims, £30,773 12s. 10d. and interest thereon, which had been referred to arbitration under protest from the Department in March, 1892, was during the year taken by the contractors, Messrs. Graham and Wadick, into the Supreme Court to enforce the award against the Department, and it was there declared invalid.

In the case of Messrs. Buckley and Sons' claims, £14,240 19s. on the Toora and Port Albert Line contract, an award, for £7,376 9s. 1d., including costs of award, by arbitrators appointed solely by the contractors and not recognised by the Department, was taken by the contractors into the Supreme Court to enforce payment against the Department, where the award was declared invalid.

Messrs. Bloomfield Bros., contractors for the Terang and Warrnambool Railway, having referred to arbitration disputed claims amounting to £28,234 1s. 3d. with interest thereon, arising out of their contract, the Department appeared under protest. The arbitrators' award, including part costs of award, was £8,643 3s. 11d. with interest thereon, against the Department. On the contractors appealing to the Supreme Court to enforce payment, it was decided that the arbitrators' award was in part bad; and the result was that the Department paid the contractors the sum of £7,594 11s. 4d., including interest, in full settlement.

In the case of Mr. Robert Thornton's claims on the Cathkin and Mansfield Line contract, which were referred to arbitration, the Department appearing under protest, the arbitrators' award was made in the early part of the financial year, but no action has been taken by the Department thereon.

The following lines were under survey during the financial year ended 30th June, 1894:—

PERMANENT SURVEYS.

Country Lines.

Alexandra-road to Alexandra Deviation	Beeac to Newtown
Dimboola to Jeparit	Wycheproof to Lake Tyrrell (let by contract).

Suburban Lines.

Nil.

TRIAL SURVEYS.

Country Lines.

Heidelberg to Eltham (deviation at Greensborough).

Suburban Lines.

Nil.

I have the honour to be, Gentlemen,

Your obedient servant,

F. RENNICK,

Engineer-in-Chief.

VICTORIAN RAILWAYS.

No. 2.

Office of Engineer for Existing Lines,
Melbourne, 31st August, 1894.

GENTLEMEN,

I have the honour to report that during the year ended 30th June, 1894, the way and works of the Victorian Railways were efficiently maintained.

The total expenditure for the year on account of maintenance was £320,980 17s. 4d. for an average of 297 miles of double and an average of 2,684 $\frac{3}{4}$ miles of single line of way, or a total average length of 2,981 $\frac{3}{4}$ miles of line maintained, as against £327,959 2s. 2d. for an average of 297 miles of double and an average of 2,636 miles of single line of way, or a total average length of 2,933 miles of line maintained in 1892-3, being at the rate per mile of £107 13s. in 1893-4 as compared with £111 16s. 4d. in 1892-3.

The average cost of maintenance per train mile in 1893-4 has been 7·60d., as against 7·31d. in 1892-3, and 8·38d. in 1891-2.

There were 14 miles of way (steel rails) used for renewals during the year, as against 6 $\frac{1}{2}$ miles in the previous year, and 5 miles in 1891-2. In addition, 21 $\frac{3}{4}$ miles of line were re-laid with new steel rails taken from sidings. The number of sleepers used for renewals and repairs was 82,278, as against 75,774 in the previous year, and 68,899 in 1891-2.

Progress was made with the general re-arrangement of the metropolitan stations at Spencer-street, Flinders-street, and Prince's-bridge, with a view to the interchange of traffic.

Contracts were let for alterations to girders at Point Nepean-road bridge on the Brighton line, for subway at Middle Park, and for smaller accommodation works at various places.

An extensive flood occurred in August, 1893, in the Avon River, in Gippsland, by which more than one-half of the bridge over this river on the Briagolong line was carried away, and the bridge over the same river on the Bairnsdale line was seriously damaged. The latter bridge has been temporarily repaired.

The following new lines were taken over during the year for maintenance :—

Line or Section.	Length in Miles.	Dates when Maintenance commenced.
Beulah to Hopetoun	16	6th March, 1894
Korumburra (Jumbunna Junction) to Jumbunna	3 $\frac{3}{4}$	7th May, 1894
Korumburra (Strezlecki Junction) to Strezlecki	2 $\frac{1}{4}$	1st June, 1894
Dimboola to Jeparit	23	19th June, 1894

Since 30th June, railways have been opened from East Natimuk (late Natimuk) to Goroke, 28 $\frac{1}{2}$ miles, and from Boort to Quambatook, 22 miles.

New sidings have been brought into use at Bendigo providing more convenient access to the corporation cattle and sheep yards. The total length of these new sidings is 1 mile 12 chains.

Owing to the small quantity of work in hand, the workmen on the permanent staff (except those engaged on the permanent way) worked only 5 $\frac{1}{2}$ days a week throughout the year, and, where practicable, the casual labour engaged for extra works in the Metropolitan district has been employed only half time in order to give work to as many men as possible.

I have the honour to be, Gentlemen,

Your obedient servant,

C. E. NORMAN,

Engineer for Existing Lines.

VICTORIAN RAILWAYS.

No. 3.

Locomotive Carriage and Waggon Branch,
Chief Mechanical Engineer's Office,
Melbourne, 6th August, 1894.

GENTLEMEN,

I beg leave to submit my report on the working of the Locomotive Carriage and Waggon Branch for the twelve (12) months ending 30th June, 1894. The rolling-stock and plant have been kept in good working order, and the trains run at a considerable reduction of cost on previous years. The following is a comparison for the past three (3) years:—

Comparative Table.—

	Year 1891-2.	Year 1892-3.	Year 1893-4.	Year 1894-5. Estimated.
Average miles open	2,829½	2,933	2,981¾	—
Train miles run	11,807,677	10,775,134	10,145,307	—
Engine miles run	14,932,449	13,635,721	12,825,090	—
Gross revenue	£3,095,122	£2,925,948	£2,726,159	—
Total locomotive working expenses—				
Labour and material	£822,403	£735,283	£632,359	£559,000
Credit to be added	17,484			
Total locomotive expenditure on stock, working expenses, and for other branches, exclusive of work done by contract and material supplied to contractors—				
Labour and material	£878,385	£773,322	£644,890	—
Credit to be added	23,935			
Rebuilds, conversions, &c., charged to working expenses—				
Labour and material	£8,184	£10,412	£11,740	—
Working expenses per train mile ...	16·71d.	16·38d.	14·96d.	—
Working expenses per engine mile ...	13·22d.	12·94d.	11·83d.	—
Number of men employed at 30th June ...	3,415	3,335	3,017	—
Equivalent number if working full time ...	3,415	3,231	2,685	—

Short Time.—The working time at Newport and Port Melbourne has been further reduced to four days and a half, of eight hours each, per week since 2nd September, 1893. The principle of short time has also been extended to the running-sheds and wherever practicable. A number of cleaners have been also transferred to the Existing Lines Branch. Taking short time into account the Branch is now worked with 16 less officers and 546 men less than in 1892-3.

Lubricating Oils.—Considerable saving, amounting to upwards of 25d. per train mile, equal to 40 per cent. or fully £10,000 per annum on present train mileage, has been effected without loss of efficiency during the past year by substituting mineral oil, obtained under contract, for castor, colza, and lard oil, and by the exercise of rigid economy and by improved means of lubricating; some of the classes of engines now use less than half the oil per 100 miles than that formerly consumed. Though these economies were initiated by me in June of 1893, their effect could not be fully felt during the year owing to a large stock of castor being on hand and the time taken to fit engines with lubricators, &c. Further savings in cleaners' and other stores have been made and will be largely added to during the coming year.

Coal.—Notwithstanding every care in the use of coal the consumption per train mile has increased. The conditions of loading are practically the same as for the last three (3) years, so therefore the increase can only be accounted for by the fact that a larger percentage of inferior coal was used during the past year than heretofore. The following is a comparison of the averages of coal used per train mile and the percentage of Victorian coal consumed for the last three (3) years:—

Train Miles.	Average per Train Mile. lbs.	Percentage Victorian Coal to total Coal.
11,807,677	45·9	8·3
10,775,134	46·6	17·8
10,145,307	49·5	53·4

Though 629,827 less miles were run in 1893-4 than 1892-3 more coal was burnt. If the consumption per mile in 1893-4 had been the same as in 1891-2, viz., 45·9 lbs. per mile, there would have been 16,418 tons less used. The rate paid for Victorian coal should be more commensurate with its commercial value.

Handling of Fuel.—The system of having the work of loading and unloading coal, firewood, &c., performed by contract instead of by day labour has resulted in a considerable saving to the Department, the expenditure in this item having been reduced by £3,178 for the year.

Repairs.—The following are the principal repairs and works that have been executed during the year, viz., 204 engines, 341 carriages and vans, and 1,995 waggons overhauled and fully repaired at the Newport and Port Melbourne workshops, and about 355 engines overhauled and repaired at country and other depôts.

Upwards of 21,000 carriages, vans, and waggons have been overhauled at Prince's-bridge and Spencer-street, and light repairs effected to 961 carriages and 10,795 waggons. Three thousand three hundred and eighty-nine (3,389) truck covers have been repaired, and 930 new covers supplied and charged to Loco. expenses. A considerable quantity of interlocking and signal work, staff-boxes, and other work has been executed for the Existing Lines, Traffic, and Telegraph Branches and Defence Department.

New work.—One (1) first class carriage "A" and one (1) second class "B" have been rebuilt, and 30 "H" and 26 "U" trucks have been constructed, one (1) "AA" carriage altered to a State carriage, and nine (9) cars converted into "ABD's" in the Newport shops during the year. These cost £14,000, of which £11,740 has been charged to working expenses. Two of the "N" class engines for use on branch lines have been converted so as to provide through communication for use on branch lines.

Boilers.—I regret that during the year the boiler of 297 "R" class exploded. The cause was due to grooving of the plates of some repairs executed in 1888. The occurrence pointed to the necessity of more frequent and systematic examination of boilers, which is being carried out. The following new boilers have been fitted and repairs executed during the year:—10 new locomotive boilers, 3 new fire-boxes, 3 new pumping-engine boilers, 61 boilers examined, retubed, and thoroughly repaired, 155 boilers examined and tested. The above is considerably in excess of boiler work executed in any previous year.

Axles.—Twelve new crank axles have been fitted during the year, and a much more frequent and rigid system of examination of axles, tires, &c., instituted.

Balancing.—The wheels of an engine of the "R" class have been balanced, and have been running several months with good results. Steps are being taken to balance the whole of the engines requiring same.

Tractive Power of Engines.—Consideration is being given to this subject. In several of the classes I am of opinion greatly increased power can be obtained without a very large outlay.

Cool Trucks.—Several experiments were made with cool trucks during the season. It was decided to adopt trucks cooled with ice for the carriage of butter and other dairy produce. A contract has been let for machinery to produce ice at a low rate per ton. Pattern truck is in hand. Tenders are now being invited.

Contracts.—During the year 17 "E" class tank engines and 15 louvered waggons have been delivered by contractors and placed in running.

No contracts for the construction of new vehicles of any kind have been let during the twelve months named.

Casualties.—I am glad again to report that no serious casualty has occurred to any of our trains during this period, which bears testimony to the care and vigilance exercised by those concerned in the running.

Reductions.—The percentage reductions in pay and curtailment of privileges have been borne by the officers and men of the Branch in an exemplary manner, and economy in every direction is being observed.

I have the honour to be, Gentlemen,

Your obedient servant,

T. H. WOODROFFE,

Chief Mechanical Engineer.

The Victorian Railways Commissioners.

VICTORIAN RAILWAYS.

No. 4.

Dr.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING 30TH JUNE, 1894.

Cr.

	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.
To Working Expenditure—							By Revenue—						
Maintenance and Renewals ...	320,980	17	4				Passengers	1,118,375	3	11			
Locomotive Charges (including Carriage and Waggon Repairs, &c.)	632,359	4	1				Parcels, &c.	93,353	18	4			
Traffic Charges (including Compensation)	566,541	13	5				Horses, Carriages, &c.	14,914	14	9			
General Charges	115,537	10	10				Mails	61,733	10	4			
To Interest on Loans	1,450,469	13	11	1,635,419	5	8	Rents	53,401	7	3			
Expenses on Interest Payments	23,898	2	1				Miscellaneous	17,896	0	7			
Redemption Expenses	12,481	7	7				Live Stock	136,380	12	3			
<i>Less estimated Interest on unexpended balances of Loan Moneys</i>	1,486,849	3	7				Goods	1,230,103	13	11	2,726,159	1	4
				1,460,849	3	7	Balance (deficiency in meeting Interest)			370,109	7	11
				3,096,268	9	3					3,096,268	9	3

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Accountant's Branch,
1st September, 1894.

R. SINGLETON,
Accountant.

ROBERT GEO. KENT,
Secretary.

VICTORIAN RAILWAYS.

No. 5.

STATEMENT of the Funds obtained under Current Loans for the Construction of the Victorian Railways and of the Expenditure charged against same, to the 30th June, 1894.

Dr. Loans Current.				Expenditure on Construction charged against Loans. Cr.			
	Rate per Cent.	£	s. d.	£	s. d.	£	s. d.
Loan 36 Victoria No. 439*	4	88,872	18 0				
Loan 37 Victoria No. 468	4	1,450,000	0 0				
Loan 39 Victoria No. 531	4	1,396,693	0 0				
Loan 42 Victoria No. 608	4½	4,156,573	12 2				
Loan 45 Victoria No. 717	4	2,769,006	2 4				
Loan 46 Victoria No. 739	4	2,000,000	0 0				
Loan 46 Victoria No. 741	4	107,600	0 0				
Loan 47 Victoria No. 760	4	3,758,788	0 3				
Loan 48 Victoria No. 805	4	3,251,172	4 3				
Loan 49 Victoria No. 845	4	4,500,000	0 0				
Loan 51 Victoria No. 963 (Debentures Redemption Act)	4	130,000	0 0				
Loan 52 Victoria No. 989	3½	2,673,913	0 11				
Loan 53 Victoria No. 1032	3½	3,150,000	0 0				
Loan 54 Victoria No. 1196	3½	2,226,086	19 1				
Loan 55 Victoria No. 1217	3½	1,666,666	13 4				
Victorian Stock Acts 53 Victoria Nos. 1015 and 1341	4	553,096	5 6				
Loan 56 Victoria No. 1287	4	2,107,000	0 0				
Loan 56 Victoria No. 1296	4	304,107	1 0				
		36,289,575	16 10				
Act 42 Victoria 617, M. and H. B. Railway Debentures not yet redeemed	5	154,900	0 0				
				36,444,475	16 10		
Less Discount and Expenses on Sale of Debentures	...	1,030,056	10 4				
Deduct Net Premiums on Debentures	...	478,388	12 6				
				551,667	17 10		
				35,892,807	19 0		
						34,742,223	5 5
						12,192	18 0
						1,138,391	15 7
						35,892,807	19 0

* £76,680 Debentures at 6 per cent. converted into £88,872 18s. Victorian Government Stock at 4 per cent. Increased debt, £12,192 18s. Decreased interest payable per annum, £1,045 17s. 8d.

Accountant's Branch,
21st August, 1894.

R. SINGLETON,
Accountant.

ROBERT GEO. KENT,
Secretary.

VICTORIAN RAILWAYS.

No. 6.

Dr. RECEIPTS and EXPENDITURE on Capital Account to the 30th June, 1894.

Cr.

	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
To Net Amount raised on Loans (see Return No. 5)	35,892,807	19	0									
„ Amount from Consolidated Revenue	3,377,435	19	8									
				39,270,243	18	8						
„ Remittances to Agent-General on Construction Account					16,365	18	0					
„ Sundry Creditors					7,479	1	0					
				39,294,088	17	8						
By Construction of Lines, &c., per details on Return No. 15	29,995,421	14	9									
„ General Construction	2,588,559	12	9									
„ Tolling-stock	5,164,581	17	11									
	37,748,563	5	5									
„ Plant and Materials on hand	365,821	4	5									
„ „ „ in transit	2,568	3	10									
„ Balance in hands of Agent-General for purchase of Materials										16,365	18	0
„ Unadjusted Advances										20,000	0	0
„ Sundry Debtors										2,378	10	5
„ Unexpended Balances of Loan Moneys										1,138,391	15	7
										38,116,952	13	8
										39,294,088	17	8

Accountant's Branch,
21st August, 1894.R. SINGLETON,
Accountant.ROBERT GEO. KENT,
Secretary.

VICTORIAN RAILWAYS.

No. 7.

VICTORIAN RAILWAYS in account with the Consolidated Revenue to 30th June, 1894.

Dr.	RECEIPTS.				EXPENDITURE.				Cr.			
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
To Net Receipts from Consolidated Revenue	8,703,301	2	11									
„ Votes of 1893-4 (Salaries, Wages, Contingencies, &c.)	1,539,728	7	5									
„ Special Appropriations—Act 1135	85,043	8	10									
				10,328,072	19	-						
Less Railway Income on account of 1893-4	2,671,004	3	11									
„ Ditto (outstanding)	52,854	2	6									
„ Balance at London Bank Limited	2,210	14	11									
				2,726,159	1	4						
				7,601,913	17	10						
„ Railway Loan Liquidation and Construction Account—Act 360	2,200,000	0	0									
„ Do. do. do. Act 1182	25,000	0	0									
„ Land Fund—Acts 812 and 1106	578,740	6	1									
				2,803,740	6	1						
				10,405,654	3	11						
„ Net Revenue				20,539,519	8	1						
„ Remittances by Treasurer to Agent-General on Railway Account					6,493	12	8					
„ Sundry Creditors					110,563	3	1					
				31,062,240	7	9						
By Interest paid on Loans, &c., as under—												
19 Vict. No. 15							57,742	0	6			
21 Vict. No. 36							11,332,436	14	5			
25 Vict. No. 150							400,371	13	11			
29 Vict. No. 287							361,250	0	0			
32 Vict. No. 331							2,540,203	11	0			
36 Vict. No. 439							73,918	3	6			
37 Vict. No. 468							1,111,062	10	0			
39 Vict. No. 531							959,062	10	8			
42 Vict. No. 608							2,638,386	16	8			
45 Vict. No. 717							1,198,284	1	11			
46 Vict. No. 739							843,241	0	3			
46 Vict. No. 741							40,944	15	0			
47 Vict. No. 760							1,514,926	1	1			
48 Vict. No. 805							1,137,189	10	9			
49 Vict. No. 845							1,437,884	4	9			
51 Vict. No. 963							31,466	10	9			
52 Vict. No. 989							467,934	15	5			
53 Vict. No. 1032							441,000	0	0			
54 Vict. No. 1196							200,426	1	0			
55 Vict. No. 1015							12,669	5	8			
55 Vict. Nos. 1217 and 1233							142,592	11	11			
56 Vict. No. 1296							1,835	16	9			
							26,744,828	16	9			
„ Interest on M. and H. B. Railway Debentures							178,496	17	6			
„ Expenses on payment of Interest							338,729	12	11			
										27,262,055	7	2
„ Unadjusted Advances							110,000	0	0			
„ Stores in hand							271,223	19	7			
„ Balance in hands of Agent-General							6,493	12	8			
										387,717	12	3
„ Railway Accident Fund—Unexpended Balances, as per Return No. 9										25,898	17	10
„ Sundry Debtors										9,132	10	10
„ Balance to Capital Account										3,377,435	19	8
										31,062,240	7	9

Accountant's Branch,
21st August, 1894.R. SINGLETON,
Accountant.ROBERT GEO. KENT,
Secretary.

VICTORIAN RAILWAYS.

No. 8.

Dr.

GENERAL BALANCE-SHEET at 30th June, 1894.

Cr.

	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.
To Receipts on Capital Account from Loans	35,892,807	19	0				By Expenditure on Construction of Railways				37,748,563	5	5
„ Receipts from Consolidated Revenue	10,405,654	3	11	46,298,462	2	11	„ Stores, Plant, and Material on hand—						
„ Unexpended Balance of Treasury Remittances to Agent-General—							Capital	365,821	4	5			
Capital	16,365	18	0				Revenue	271,223	19	7			
Revenue	6,493	12	8				In transit	2,568	3	10	639,613	7	10
„ Sundry Creditors (including Departmental Salaries and Wages for June)—							„ Balance in hands of Agent General for Purchase of Material—						
Capital	7,479	1	0				Capital	16,365	18	0			
Revenue	110,563	3	1	22,859	10	8	Revenue	6,493	12	8	22,859	10	8
							„ Interest on Loans	27,262,055	7	2			
							Less Net Revenue	20,539,529	8	1	6,722,525	19	1
							„ Unadjusted Advances—						
							Capital	20,000	0	0			
							Revenue	110,000	0	0	130,000	0	0
							„ Sundry Debtors—						
							Capital	2,378	10	5			
							Revenue	9,132	10	10			
							„ Balance of Loans unexpended				11,511	1	3
							„ Railway Accident Fund (Balance unexpended)				1,138,391	15	7
											25,898	17	10
											46,439,363	17	8

R. SINGLETON,
Accountant.ROBERT GEO. KENT,
Secretary.Accountant's Branch,
21st August, 1894.

VICTORIAN RAILWAYS.

No. 9.

Dr.

RAILWAY ACCIDENT FUND (Act 55 Vict. No. 1250).

Cr.

	£	s.	d.		£	s.	d.
To Balance from 1892-3	15,253	11	4	By compensation claims paid out of above Fund, as provided by Sec. 46, clause 4 (included in the working expenditure for the year)	2,616	18	8
„ Amount paid into the Railway Accident Fund, in accordance with Sec. 46, clause 2, of Act No. 1250, being 10s. per £100 received for fares for the conveyance of passengers, and charges for live-stock, goods, and parcels, from 1st July, 1893, to 30th June, 1894	13,262	5	2	„ Balance	25,898	17	10
	28,515	16	6		28,515	16	6

R. SINGLETON,
Accountant.ROBERT GEO. KENT,
Secretary.Accountant's Branch,
21st August, 1894.

VICTORIAN RAILWAYS.

No. 10.

STATEMENT OF REVENUE AND EXPENDITURE for the Year ending 30th June, 1894.

EXPENDITURE.					REVENUE.				
Miles open	3,020	Cost per Train Mile.	Per Cent. to Revenue.		Number of Passengers carried	40,880,378	Average per Train Mile.		
Average Miles open for the Year	2,981½				Tons of Live Stock carried	108,128			
Train Miles run	10,145,307				„ Goods carried	2,347,683			
MAINTENANCE OF WAY AND WORKS:	£ s. d.	£ s. d.	d.						
Wages	281,009 2 0				Passengers	1,118,375 3 11			
Stores	39,971 15 4	320,980 17 4	7 60	11 77	Parcels, &c.	93,353 18 4			
LOCOMOTIVE CHARGES:					Horses, Carriages, and Dogs	14,914 14 9			
Loco. Supdt., Inspectors, & Clerks	6,500 7 6				Mails	61,733 10 4			
„ Foremen	5,927 12 4				Rents	53,401 7 3			
„ Drivers and Firemen	159,087 3 7				Miscellaneous	17,896 0 7			
„ Cleaners	31,695 13 6				Live Stock	136,380 12 3			
„ Coalmen	13,331 11 1				Goods	1,230,103 13 11			
„ Sundry Labour	17,330 19 3								
„ Coal and Coke	145,961 9 10								
„ Wood	5,477 2 1								
„ Water { Wages	4,165 10 6								
„ „ „ „ { Stores	12,462 3 5								
Oil, Tallow, and Waste	17,040 2 11								
Sundry Stores	7,687 18 6								
Repairs to Engines { Wages	80,263 6 3								
„ „ „ „ { Stores	21,178 0 9	528,309 1 6	12 50	19 38					
CARRIAGES AND WAGGONS:									
Repairs { Wages	68,257 9 7								
„ „ „ „ { Stores	25,683 4 0								
Greasing { Wages	9,483 9 8								
„ „ „ „ { Stores	625 19 4	104,050 2 7	2 46	3 82					
TRAFFIC CHARGES:									
Traffic Manager's Office { Wages	13,564 8 5								
Expenses { Stores	1,030 8 1								
Melbourne Terminus, { Wages	30,918 11 9								
Pass. Stn. { Stores	2,370 13 6								
Melbourne Terminus, { Wages	48,356 4 2								
Goods Stn. { Stores	3,247 12 0								
Station-masters	74,571 3 4								
Clerks	28,368 13 4								
Porters, Labourers, &c.	133,696 7 2								
Pointsmen	49,244 13 10								
Gatekeepers	58,412 5 8								
Guards	44,671 0 1								
Stores for Stations'	24,637 4 11								
Advertising	4,719 10 3								
Travelling and Incidental Ex- penses	15,929 12 6								
Sundry Charges { Wages	9,967 4 8								
„ „ „ „ { Stores	15,115 12 2								
Williamstown Pier Ex- penses { Wages	3,008 19 4								
„ „ „ „ { Stores	395 16 2	562,226 1 4	13 30	20 62					
COMPENSATION { Personal	2,938 7 2								
„ „ „ „ { Goods, &c.	1,377 4 11	4,315 12 1	0 10	0 16					
GENERAL CHARGES:									
Commissioners	3,032 5 0								
*Secretary's Office { Wages	4,636 8 11								
„ „ „ „ { Stores	638 16 6								
*Accountant's Office { Wages	6,508 12 9								
„ „ „ „ { Stores	410 17 9								
Audit Office { Wages	7,849 14 5								
„ „ „ „ { Stores	452 3 4								
*Stores Office { Wages	6,443 8 10								
„ „ „ „ { Stores	390 6 6								
Telegraph Branch { Wages	7,214 11 11								
„ „ „ „ { Stores	106 8 4								
†Pensions	41,359 7 7								
†Gratuities, &c.	36,494 9 0	115,537 10 10	2 73	4 24					
Total		1,635,419 5 8	s. d.	3 2 69	59 99				
Balance		1,090,739 15 8							
		2,726,159 1 4							2,726,159 1 4 5 4 49

* £3,000 debited to Capital Account. The charges against which asterisks are placed reduced *pro rata*.

† £15,765 13s. 6d. debited to Capital Account, being Pensions and Gratuities paid during the year to officers of the Board of Land and Works.

R. SINGLETON,
Accountant.

ROBERT GEO. KENT,
Secretary.

Accountant's Branch,
21st August, 1894.

VICTORIAN RAILWAYS.

No. 11.

COMPARATIVE STATEMENT for Twenty-two Years, from 1st July, 1871, to 30th June, 1894.*

Year.	Miles open at end of Year.	Average Miles open during the Year.	CONSTRUCTION.		ROLLING-STOCK.					Number of Passengers conveyed.	Tonnage of Goods and Live Stock conveyed.	GROSS REVENUE.				Total Train Miles Run.	Gross Receipts per Train Mile.
			Capital Cost, including Rolling-stock.	Average Cost per Mile open.	Passenger Engines.	Goods Engines.	Passenger Vehicles.	Goods and other Vehicles.	Vans and Sundries.			From Passenger, &c., Traffic.	From Goods and Live Stock Traffic.	Total.	Per Average Mile open.		
			£	£								£	£	£	£		s. d.
1871-2	313	267	10,034,772	32,060	51	41	144	1,449	115	1,508,671	489,126	236,671	400,961	637,632	2,388	1,173,434	10/10'41
1872-3	360	335	10,815,868	30,128	51	43	145	1,519	125	1,720,815	569,871	260,756	442,972	703,728	2,101	1,354,131	10/4'72
1873-4	441	414	11,557,484	26,207	52	54	160	1,641	131	2,039,030	681,710	304,073	546,969	851,042	2,056	1,667,124	10/2'52
1874-5	586	541	12,411,672	21,143	58	63	183	1,853	149	2,664,743	677,592	350,417	569,591	920,008	1,701	2,051,710	8/11'50
1875-6	620	608	13,239,405	21,354	58	63	205	1,980	149	2,905,487	797,617	388,228	606,539	994,767	1,636	2,280,092	8/8'71
1877	931	787	14,562,984	15,642	76	63	221	2,212	161	3,337,029	913,294	460,459	675,340	1,135,799	1,443	2,786,581	8/1'82
1878	1,035	967	15,343,240	14,824	80	68	231	2,602	161	3,810,294	914,044	515,351	701,324	1,216,675	1,258	3,095,590	7/10'33
1879	1,108	1,091	16,251,420	14,667	87	76	243	2,864	204	4,148,319	918,388	521,383	700,724	1,222,107	1,120	3,462,622	7/0'71
‡ 1880	1,199	1,194	18,041,295	15,047	119	78	371	3,185	226	15,990,330	1,241,225	674,890	818,027	1,492,917	1,250	4,380,802	6/9'79
‡ 1881	1,247	1,215	18,603,830	14,919	122	88	398	3,398	211	18,964,214	1,366,603	770,617	894,592	1,665,209	1,371	4,633,267	7/2'26
‡ 1882	1,355	1,300	19,746,915	14,573	126	102	456	3,720	231	21,868,581	1,568,251	835,710	945,368	1,781,078	1,370	5,069,389	7/0'32
‡ 1883	1,562	1,432	21,488,065	13,757	132	127	590	4,258	235	25,064,937	1,698,770	917,453	980,858	1,898,311	1,326	5,701,513	6/7'91
‡ 1884-5	1,676	1,655	22,914,449	13,672	144	161	701	4,511	286	31,241,043	1,887,379	1,072,708	1,109,224	2,181,932	1,318	6,849,818	6/4'45
‡ 1885-6	1,743	1,691	24,357,814	13,975	153	179	753	4,883	289	37,153,655	2,202,206	1,187,548	1,141,578	2,329,126	1,377	7,256,703	6/5'03
‡ 1886-7	1,880	1,791	26,171,609	13,921	152	194	808	5,297	336	41,856,404	2,325,532	1,259,496	1,193,582	2,453,078	1,370	7,991,378	6/1'67
‡ 1887-8	2,018	1,947	28,212,064	13,981	169	195	819	6,242	349	47,244,643	2,660,550	1,397,050	1,358,999	2,756,049	1,415	9,082,312	6/0'83
‡ 1888-9	2,197	2,142	31,189,517	14,195	171	211	900	6,099	350	57,481,697	3,060,721	1,668,540	1,441,600	3,110,140	1,452	10,680,743	5/9'88
‡ 1889-90	2,469	2,329	34,379,031	13,917	197	233	961	7,099	395	58,951,796	3,086,888	1,681,183	1,450,683	3,131,866	1,344	11,773,152	5/3'84
‡ 1890-91	2,763	2,650	36,341,626	13,153	210	245	1,085	8,035	437	57,996,039	3,262,427	1,706,803	1,591,764	3,298,567	1,245	12,249,747	5/4'63
‡ 1891-2	2,903	2,829	37,085,309	12,775	213	249	1,114	8,179	463	55,148,122	2,720,886	1,644,315	1,450,807	3,095,122	1,094	11,807,677	5/2'91
‡ 1892-3	2,975	2,933	37,462,372	§ 12,665	248	251	1,107	8,530	469	46,520,784	2,558,378	1,508,867	1,417,081	2,925,948	998	10,775,134	5/5'17
‡ 1893-4	3,020	2,981	37,748,563	§ 12,570	262	254	1,096	8,597	474	40,880,378	2,453,811	1,359,675	1,366,484	2,726,159	914	10,145,307	5/4'49

Half-years ending 31st December, 1876, and 30th June, 1884, not included.

‡ The Hobson's Bay Suburban Lines included since 1880.

§ Seventeen miles, Dookie to Katamatite Tramway, not included.

No. 11.—VICTORIAN RAILWAYS.—Comparative Statement for Twenty-two Years, from 1st July, 1871, to 30th June, 1894*—continued.

Years.	WORKING EXPENDITURE.														NET EARNINGS.				NET ANNUAL INTEREST AND CHARGES.		BALANCE AFTER PAYING WORKING EXPENSES AND NET INTEREST.		PERCENTAGE OF DEFICIT TO CAPITAL COST.	
	MAINTENANCE.		LOCOMOTIVE.		CARRIAGE AND WAGGON REPAIRS, ETC.		TRAFFIC.		COMPENSATION.		GENERAL.		TOTAL WORKING COST.				Amount.	Per Average Mile open.	Per Train Mile.	Per Cent on Capital Cost.	Dr.	Cr.		
	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.	Amount.	Per Cent. of Gross Receipts.	Per Train Mile.	Per Average Mile open.								
£		£		£		£		£		£		£	s. d.	£	£	£	s. d.	£	£	£				
1871-2	69,180	10·85	85,739	13·45	17,615	2·76	95,718	15·00	1,062	0·17	10,491	1·65	279,804	43·88	4/9·23	1,048	357,828	1,340	6/1·18	3·57	621,740	263,912	...	2·63
1872-3	72,083	10·25	97,822	13·90	21,250	3·02	112,455	15·98	3,353	0·48	14,327	2·03	321,291	45·66	4/8·94	959	382,437	1,142	5/7·78	3·54	621,740	239,303	...	2·21
1873-4	74,999	8·81	121,878	14·32	29,602	3·48	136,243	16·01	769	0·09	11,224	1·32	374,715	44·03	4/5·94	905	476,327	1,150	5/8·57	4·12	618,350	142,023	...	1·23
1874-5	130,435	14·18	148,999	16·19	33,565	3·65	154,357	16·78	1,184	0·13	13,177	1·43	481,717	52·36	4/8·35	890	438,290	810	4/3·27	3·53	676,350	238,060	...	1·92
1875-6	128,679	12·94	153,617	15·44	39,551	3·97	162,202	16·31	1,387	0·14	13,971	1·40	499,407	50·20	4/4·57	821	495,360	815	4/4·14	3·74	676,350	180,990	...	1·37
1877	166,581	14·66	181,078	15·94	38,702	3·41	183,736	16·18	7,687	0·67	14,697	1·29	592,481	52·16	4/3·03	753	543,318	690	3/10·79	3·73	693,200	149,882	...	1·03
1878	155,410	12·77	204,806	16·83	45,720	3·76	192,318	15·81	10,481	0·86	16,964	1·40	625,699	51·43	4/0·52	647	590,976	611	3/9·82	3·85	732,218	141,242	...	0·92
1879	153,514	12·56	211,479	17·31	48,572	3·97	202,418	16·56	5,310	0·44	19,331	1·58	640,624	52·42	3/8·40	587	581,483	533	3/4·30	3·58	747,707	166,224	...	1·02
†1880	199,042	13·33	258,491	17·32	54,372	3·64	275,790	18·47	3,086	0·21	23,294	1·56	814,075	54·53	3/8·60	682	678,842	569	3/1·19	3·76	797,029	118,187	...	0·65
†1881	219,599	13·19	256,990	15·43	55,421	3·32	291,920	17·54	64,995	3·90	24,647	1·48	913,572	54·86	3/11·32	752	751,637	619	3/2·93	4·04	835,818	84,181	...	0·45
†1882	244,626	13·73	284,713	15·99	70,478	3·95	342,680	19·24	131,728	7·40	24,374	1·37	1,098,599	61·68	4/4·01	845	682,479	525	2/8·31	3·46	882,640	200,161	...	1·01
†1883	376,187	19·82	334,091	17·60	77,575	4·09	383,145	20·18	53,539	2·82	49,385	2·60	1,273,921	67·11	4/5·62	890	624,389	436	2/2·28	2·91	860,000	235,611	...	1·09
†1884-5	281,475	12·90	402,175	18·43	90,452	4·15	442,722	20·29	14,271	0·65	46,330	2·12	1,277,425	58·54	3/8·75	772	904,507	547	2/7·69	3·95	944,086	39,579	...	0·17
†1885-6	275,699	11·84	415,525	17·84	83,894	3·60	469,025	20·13	14,489	0·62	51,905	2·23	1,310,538	56·26	3/7·34	775	1,018,589	602	2/9·69	4·18	957,106	...	61,483	Cr.
†1886-7	304,149	12·40	443,555	18·08	96,482	3·94	524,635	21·38	9,749	0·40	48,546	1·98	1,427,116	58·18	3/6·86	797	1,025,962	573	2/6·81	3·92	985,505	...	40,457	Cr.
†1887-8	349,342	12·68	496,982	18·03	113,604	4·12	580,611	21·07	142,562	5·17	69,918	2·54	1,753,019	63·61	3/10·32	900	1,003,030	515	2/2·51	3·56	1,056,711	53,681	...	0·19
†1888-9	407,525	13·10	625,540	20·11	117,010	3·76	694,346	22·33	22,121	0·71	79,295	2·55	1,945,837	62·56	3/7·72	908	1,164,303	544	2/2·16	3·73	1,130,243	...	34,060	Cr.
†1889-90	433,267	13·83	696,041	22·23	128,743	4·11	763,756	24·39	26,718	0·85	83,633	2·67	2,132,158	68·08	3/7·46	915	999,708	429	1/8·38	2·91	1,221,190	221,482	...	0·64
†1890-91	428,327	12·99	820,178	24·86	128,140	3·88	821,004	24·89	22,128	0·67	90,868	2·75	2,310,645	70·05	3/9·27	872	987,922	373	1/7·36	2·92	1,320,038	332,116	...	0·91
†1891-2	412,336	13·32	701,058	22·65	121,345	3·92	787,352	25·44	10,167	0·33	105,881	3·42	2,138,159	69·08	3/7·45	756	956,983	338	1/7·45	2·58	1,387,029	430,046	...	1·16
†1892-3	327,959	11·21	607,702	20·77	127,581	4·36	668,717	22·85	6,433	0·22	111,899	3·82	1,850,291	63·23	3/5·21	631	1,075,657	367	1/11·96	2·87	1,419,925	344,268	...	0·92
†1893-4	320,981	11·77	528,309	19·38	104,050	3·82	562,226	20·62	4,316	0·16	115,537	4·24	1,635,419	59·99	3/2·69	549	1,090,740	366	2/1·80	2·89	1,460,849	370,109	...	0·98

* Half-years ending 31st December, 1876, and 30th June, 1884, not included.

† The Hobson's Bay Suburban Lines included since 1880.

VICTORIAN RAILWAYS.

No. 12.

STATEMENT showing Dates of Opening and Length in Miles of the Different Sections of Victorian Railways to 30th June, 1894.

Date of Opening.	From—	To—	Length in Miles.	Authorized by Act—
1854—Sept. 13	Flinders-street	Port Melbourne	16½	16 Vict.—
1857—May 13	Flinders-street	St. Kilda		19 Vict.—
1859—Dec. 15	Flinders-street	Brighton		21 Vict. No. 42
1860—Oct. 1	Richmond	Hawthorn		21 Vict. No. 43
1857—June 17	Williamstown Junction	Geelong (including Pier)		21 Vict. No. 36
1859—Jan. 17	Footscray	Williamstown Pier		25 Vict. No. 150
" Feb. 10	Melbourne	Sunbury		21 Vict. No. 36
1860—Oct. 21	Essendon Junction	Essendon		32 Vict. No. 331
1861—July 8	Sunbury	Woodend		21 Vict. No. 36
1862—April 11	North Geelong Junction	Ballarat		21 Vict. No. 36
" " 25	Woodend	Kyneton	21 Vict. No. 36	
" Oct. 21	Kyneton	Sandhurst	21 Vict. No. 36	
1864—Sept. 19	Sandhurst	Echuca	21 Vict. No. 36	
1867—Nov. 30	Newmarket Junction	Race-course	32 Vict. No. 331	
1872—April 18	Essendon	Schoolhouse-lane	32 Vict. No. 331	
" Aug. 26	Schoolhouse-lane	Seymour	32 Vict. No. 331	
" Nov. 20	Seymour	Longwood	32 Vict. No. 331	
1873—March 20	Longwood	Violet Town	32 Vict. No. 331	
" Aug. 18	Violet Town	Benalla	32 Vict. No. 331	
" Oct. 28	Benalla	Wangaratta	32 Vict. No. 331	
" Nov. 21	Wangaratta	Wodonga	32 Vict. No. 331	
1874—July 7	Castlemaine	Maryborough	35 Vict. No. 415	
" " 7	Ballarat	Creswick	35 Vict. No. 415	
" Aug. 11	Ballarat	Beaufort	35 Vict. No. 415	
" Oct. 6	Maryborough	Dunolly	35 Vict. No. 415	
" Nov. 16	Creswick	Clunes	35 Vict. No. 415	
1875—Feb. 2	Clunes	Maryborough	35 Vict. No. 415	
" April 7	Beaufort	Ararat	35 Vict. No. 415	
" July 7	Beechworth Junction	Everton	37 Vict. No. 475	
1876—Feb. 15	Ararat	Scallan's Hill	37 Vict. No. 475	
" April 14	Scallan's Hill	Stawell	37 Vict. No. 475	
" Sept. 19	Sandhurst	Bridgewater	37 Vict. No. 475	
" " 30	Everton	Beechworth	37 Vict. No. 475	
" Oct. 21	Maryborough	Avoca	37 Vict. No. 475	
" Nov. 18	Bridgewater	Inglewood	37 Vict. No. 475	
" " 25	Geelong	Winchelsea	37 Vict. No. 475	
1877—March 13	Winchelsea	Birregurra	37 Vict. No. 475	
" April 24	Ararat	Dunkeld	37 Vict. No. 475	
" June 14	Sale	Morwell	37 Vict. No. 475	
" July 27	Birregurra	Colac	37 Vict. No. 475	
" Oct. 8	Oakleigh	Bunyip	37 Vict. No. 475	
" " 29	Dunkeld	Hamilton	37 Vict. No. 475	
" Dec. 1	Moe	Morwell	37 Vict. No. 475	
" " 19	Hamilton	Portland	37 Vict. No. 475	
" " 19	Portland Station	Pier	37 Vict. No. 475	
1878—Feb. 1	Race-course Junction	Geelong Race-course	41 Vict. No. 580	
" March 1	Moe	Bunyip	37 Vict. No. 475	
" Sept. 3	Dunolly	Bealiba	41 Vict. No. 580	
" Dec. 17	Stawell	Murtoa	41 Vict. No. 580	
" " 23	Bealiba	St. Arnaud	41 Vict. No. 580	
1879—Jan. 29	Sprighurst	Walgunyah	41 Vict. No. 580	
" Feb. 5	Murtoa	Horsham	41 Vict. No. 580	
" April 2	South Yarra	Oakleigh	42 Vict. No. 604	
" May 7	Warrenheip	Gordons	41 Vict. No. 580	
" " 21	Geelong	Queenscliff	41 Vict. No. 580	
" " 20	Spencer-street	Flinders-street (connexion)	43 Vict. No. 643	
1880—Jan. 13	Mangalore	Shepparton	42 Vict. No. 603	
" " 13	Toolamba	Tatura	43 Vict. No. 636	
" Feb. 16	Carlsruhe	Trentham	42 Vict. No. 606	
" March 17	Trentham	Daylesford (including extension)	42 Vict. No. 606	
1881—June 7	Lancefield Junction	Lancefield	44 Vict. No. 671	
" Aug. 11	Race-course Junction	Pisgah	44 Vict. No. 660	
" Sept. 1	Shepparton	Numurkah	44 Vict. No. 682	
" Dec. 19	Caulfield	Mordialloc	44 Vict. No. 682	
1882—Jan. 26	St. Arnaud	Cope Cope	44 Vict. No. 682	
" April 3	Hawthorn	Camberwell	44 Vict. No. 682	
" " 15	Inglewood	Korong Vale	44 Vict. No. 682	
" " 22	Cope Cope	Donald	44 Vict. No. 682	
" July 1	Horsham	Dimboola	44 Vict. No. 682	
" Aug. 1	Mordialloc	Frankston	44 Vict. No. 682	
" Dec. 1	Camberwell	Lilydale	44 Vict. No. 682	
" " 75	Kerang Junction	Raywood	44 Vict. No. 682	
1883—Feb. 19	Eaglehawk	Kerang Junction	44 Vict. No. 682	
" April 20	Korong Vale	Charlton	44 Vict. No. 682	
" June 14	Wodonga	Murray	44 Vict. No. 682	
" " 21	Raywood	Mitiamo	44 Vict. No. 682	
		Carried forward	1,404	

No. 12.—STATEMENT showing Dates of Opening and Length in Miles of the Different Sections of Victorian Railways to 30th June, 1894—continued.

Date of Opening.	From—	To—	Length in Miles.	Authorized by Act—
		Brought forward	1,404	
1883—July 2	Korong Vale ...	Boort ...	18	44 Vict. No. 682
" " 2	Colac ...	Camperdown ...	28	44 Vict. No. 682
" " Aug. 1	Ballarat ...	Scarsdale ...	13½	44 Vict. No. 682
" " Sept. 3	Benalla ...	St. James ...	20½	44 Vict. No. 682
" " Oct. 1	Charlton ...	Wycheproof ...	16½	44 Vict. No. 682
" " Nov. 13	Traralgon ...	Heyfield Junction ...	22½	44 Vict. No. 682
" " 16	Tallaroak ...	Yea ...	23½	44 Vict. No. 682
" " Dec. 17	Everton ...	Myrtleford ...	16½	44 Vict. No. 682
1884—Feb. 12	Mitiamo ...	Pyramid Hill ...	12½	44 Vict. No. 682
" " 15	Branxholme ...	Henty ...	23½	44 Vict. No. 682
" " April 2	Braybrook Junction ...	Melton ...	15½	44 Vict. No. 682
" " June 16	Castlemaine ...	Maldon ...	10½	44 Vict. No. 682
" " Sept. 1	Henty ...	Casterton ...	8½	44 Vict. No. 682
" " 9	North Melbourne ...	Coburg ...	5	44 Vict. No. 682
" " Oct. 25	Pyramid Hill ...	Kerang ...	24½	44 Vict. No. 682
" " Sept. 22	Traralgon Station ...	Heyfield Junction ...	1	44 Vict. No. 682
1885—April 10	Morwell ...	Boolarra ...	12	44 Vict. No. 682
" " 6	Race-course Junction ...	Williamstown Race-course ...	½	Acts 860, 889, and 962
" " Sept. 8	Boolarra ...	Darlimurla ...	4½	44 Vict. No. 682
1886—Jan. 1	Lal Lal Station ...	Lal Lal Race-course ...	2	48 Vict. No. 821
" " 7	Darlimurla ...	North Mirboo ...	3½	44 Vict. No. 682
" " April 1	Melton ...	Parwan ...	6½	44 Vict. No. 682
" " May 6	St. James ...	Yarrowonga ...	19½	48 Vict. No. 821
" " 12	Murtoa ...	Warracknabeal ...	31½	48 Vict. No. 821
" " Nov. 15	Ballarat Cattle-yards Junction ...	Ballarat Cattle-yards ...	3	48 Vict. No. 821
" " Dec. 22	Gordons ...	Ballan ...	7½	48 Vict. No. 821
1887—Jan. 19	Dimboola ...	Serviceton ...	62	48 Vict. No. 821
" " 19	North Creswick ...	Rocky Lead ...	12½	48 Vict. No. 821
" " Feb. 16	Parwan ...	Bacchus Marsh ...	2½	48 Vict. No. 821
" " March 18	Heyfield ...	Maffra ...	11	48 Vict. No. 821
" " April 21	Wedderburn Junction ...	Wedderburn ...	4½	48 Vict. No. 821
" " 23	Camperdown ...	Terang ...	13½	48 Vict. No. 821
" " June 1	Rocky Lead ...	Daylesford Junction ...	10½	48 Vict. No. 821
" " 1	Lubeck ...	Rupanyup ...	9½	48 Vict. No. 821
" " Aug. 19	Tatura ...	Echuca ...	34½	48 Vict. No. 821
" " 25	Horsham ...	Noradjuha ...	20½	48 Vict. No. 821
" " Sept. 2	Brighton Beach ...	Sandringham ...	2	48 Vict. No. 821
" " Nov. 8	Maffra ...	Stratford ...	6	48 Vict. No. 821
" " Sept. 24	Braybrook Junction ...	Newport ...	4½	48 Vict. No. 821
" " Dec. 19	Hawthorn ...	Kew ...	1½	48 Vict. No. 821
1888—May 8	Royal Park Junction ...	Clifton Hill ...	2½	48 Vict. No. 821
" " 8	Nicholson-street ...	Fitzroy ...	1	48 Vict. No. 821
" " 8	Clifton Hill ...	Collingwood ...	¾	48 Vict. No. 821
" " 8	Clifton Hill ...	Alphington ...	2½	44 Vict. No. 682
" " 8	Alphington ...	Heidelberg ...	2½	48 Vict. No. 821
" " 8	Moe Junction ...	Thorpdale ...	10½	48 Vict. No. 821
" " 8	Sale Junction ...	Stratford Junction ...	9½	48 Vict. No. 821
" " 8	Stratford ...	Bairnsdale ...	32½	48 Vict. No. 821
" " 15	Lilydale ...	Yarra Flats ...	7	48 Vict. No. 821
" " July 1	Bairnsdale Station ...	Bairnsdale Wharf ...	1	48 Vict. No. 821
" " Oct. 1	Numurkah ...	Nathalia ...	14	48 Vict. No. 821
" " 1	Numurkah ...	Cobram ...	21½	48 Vict. No. 821
" " 1	Shepparton ...	Dookie ...	15	48 Vict. No. 821
" " 1	Kilmore Junction ...	Kilmore ...	9½	48 Vict. No. 821
" " 1	Sandhurst ...	Heathcote ...	27½	48 Vict. No. 821
" " 1	Pisgah ...	Waubra ...	13½	48 Vict. No. 821
" " 1	Frankston ...	Mornington Junction ...	4½	48 Vict. No. 821
" " 1	Dandenong (Great Southern Junction) ...	Tooradin ...	16	48 Vict. No. 821
" " Nov. 20	Inglewood ...	Dunolly ...	24½	48 Vict. No. 821
" " 20	Hamilton Junction ...	Coleraine ...	23	48 Vict. No. 821
1889—March 1	Yarra Flats ...	Healesville ...	8½	48 Vict. No. 821
" " Aug. 7	Maffra ...	Briagolong ...	12½	48 Vict. No. 821
" " 7	Irrewarra ...	Beeac ...	8½	48 Vict. No. 821
" " Sept. 10	Mornington Junction ...	Mornington ...	7½	48 Vict. No. 821
" " 10	Mornington Junction ...	Hastings ...	8	48 Vict. No. 821
" " 10	Wodonga ...	Huon-lane ...	14½	48 Vict. No. 821
" " 12	Ballarat East ...	Buninyong ...	7½	48 Vict. No. 821
" " Oct. 8	Whittlesea Junction ...	Preston Reservoir ...	4½	48 Vict. No. 821
" " 8	Coburg ...	Somerton ...	7½	48 Vict. No. 821
" " Nov. 12	Yea ...	Molesworth ...	10½	48 Vict. No. 821
" " Dec. 3	Heathcote ...	Tooborac ...	10½	48 Vict. No. 821
" " 4	Bacchus Marsh ...	Ballan ...	17½	48 Vict. No. 821
" " 4	Ringwood ...	Ferntree Gully ...	7½	48 Vict. No. 821
" " 17	Hastings ...	Stony Point ...	6	48 Vict. No. 821
" " 23	Preston Reservoir ...	Whittlesea ...	17½	48 Vict. No. 821
1890—Feb. 4	Terang ...	Mortlake ...	13	48 Vict. No. 821
" " 4	Terang ...	Warrnambool ...	28½	48 Vict. No. 821
" " 4	Koroit ...	Warrnambool ...	9½	48 Vict. No. 821
" " 4	Koroit ...	Port Fairy (including Pier) ...	11½	48 Vict. No. 821
" " March 17	Mount Moriac ...	Wensleydale ...	11½	48 Vict. No. 821
" " 24	Burnley ...	Oakleigh ...	7½	48 Vict. No. 821
" " May 12	Warragul ...	Jindivick ...	8½	48 Vict. No. 821
" " 30	Kerang ...	Swan Hill ...	35	48 Vict. No. 821
" " 30	Camperwell ...	Waverley-road ...	5	48 Vict. No. 821
		Carried forward	2,467	

No. 12.—STATEMENT showing Dates of Opening and Length in Miles of the Different Sections of
Victorian Railways to 30th June, 1894—*continued.*

Date of Opening.	From—	To—	Length in Miles.	Authorized by Act—
		Brought forward	2,467	
1890—June 17	Molesworth	Cathkin	2 $\frac{3}{4}$	48 Vict. No. 821
" July 18	Huon-lanc	Bolga	6 $\frac{1}{2}$	48 Vict. No. 821
" Aug. 22	Kilmore	Tooborac	20 $\frac{1}{4}$	48 Vict. No. 821
" " 22	Dunkeld	Koroit	49 $\frac{1}{4}$	48 Vict. No. 821
" " 22	Hamilton	Penshurst	19	48 Vict. No. 821
" Sept. 1	Murchison East	Rushworth	13 $\frac{1}{2}$	48 Vict. No. 821
" " 16	Cathkin	Alexandra-road	4 $\frac{1}{4}$	48 Vict. No. 821
" " 28	Sale	Canal	37 $\frac{1}{4}$	48 Vict. No. 475
" Oct. 10	Scarsdale	Linton	8	48 Vict. No. 821
" " 17	Myrtleford	Bright	18 $\frac{1}{2}$	48 Vict. No. 821
" Nov. 10	Cathkin	Merton	15 $\frac{1}{2}$	48 Vict. No. 821
" " 11	Tooradin	Loch	23 $\frac{1}{2}$	48 Vict. No. 821
" " 18	Ararat	Avoca	39 $\frac{1}{2}$	48 Vict. No. 821
1891—Jan. 15	Kyneton (Redesdale Junction)	Redesdale	16	48 Vict. No. 821
" March 24	Fairfield	Riversdale (and junction with Lilydale line)	5 $\frac{1}{4}$	48 Vict. No. 821
" " 24	Maldon (Laanecoorie Junction)	Shelbourne	9 $\frac{3}{4}$	48 Vict. No. 821
" May 7	Merton	Maindample	13 $\frac{3}{4}$	48 Vict. No. 821
" June 2	Loch	Korumburra	10	48 Vict. No. 821
" " 5	Birregurra	Forrest	19 $\frac{3}{4}$	48 Vict. No. 821
" July 23	Beechworth	Yackandandah	12 $\frac{3}{4}$	48 Vict. No. 821
" " 24	Bolga	Tallangatta	4 $\frac{1}{4}$	48 Vict. No. 821
" Oct. 6	Maindample	Mansfield	8 $\frac{3}{4}$	48 Vict. No. 821
" Dec. 17	Korumburra	Leongatha	9 $\frac{1}{4}$	48 Vict. No. 821
1892—Jan. 13	Leongatha	Port Albert	58 $\frac{1}{2}$	48 Vict. No. 821
" March 18	Rokeby	Neerim South	5 $\frac{1}{4}$	53 Vict. No. 1030
" April 5	Curdie's River Junction	Timboon	22 $\frac{1}{4}$	48 Vict. No. 821
" " 6	Lancefield	Kilmore	18 $\frac{3}{4}$	48 Vict. No. 821
" Oct. 28	Korumburra	Coal Creek	56 $\frac{3}{4}$	56 Vict. Nos. 1240 and 1255
" Nov. 22	Dookie	Katamatite	17	(Tramway) taken over by De- partment
1893—Jan. 5	Warracknabeal	Beulah	22	56 Vict. No. 1273
" March 28	Donald	Birchip	32 $\frac{1}{4}$	56 Vict. No. 1273
1894—March 6	Beulah	Hopetoun	16	57 Vict. No. 1316
" May 7	Korumburra (Jumbunna Junction)	Jumbunna	3 $\frac{3}{4}$	55 Vict. Nos. 1240 and 1294
" June 1	Korumburra (Strezlecki Junction)	Strezlecki	2 $\frac{1}{4}$	55 Vict. Nos. 1240 and 1294
" " 19	Dimboola	Jeparit	23	57 Vict. No. 1312
		TOTAL	3,020	

Accountant's Branch,
21st August, 1894.

R. SINGLETON,
Accountant.

ROBERT GEO. KENT,
Secretary.

VICTORIAN RAILWAYS.

No.

STATEMENT showing the Traffic at each Station for Twelve Months ending 30th June, 1894.

STATIONS.	STATION TRAFFIC, being Moiety of Outwards and Inwards Revenue from—								
	Passengers, Parcels, &c.			Goods and Live Stock.			Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
Melbourne (Spencer-street)	297,913	10	2	292,814	4	11	590,727	15	1
North Melbourne	6,161	16	7½	...	...	6,161	16	7½	
Arden-street	1,167	9	3	14,484	10	0	15,651	19	3
Middle Footscray	1,411	18	1½	5,163	15	11	6,575	14	0½
Footscray West	602	0	6½	1,612	9	7	2,214	10	1½
Tottenham	37	9	2½	...	...	37	9	2½	
Braybrook Junction	616	2	0½	1,302	16	8½	1,918	18	9
Albion	1	3	8½	...	...	1	3	8½	
St. Albans	215	8	4½	259	11	10½	475	0	3
Sydenham	218	12	4	59	9	8	278	2	0
Diggers' Rest	359	8	5½	82	8	6½	441	17	0
Sunbury	1,461	4	1½	1,474	6	1½	2,935	10	3
Lancefield Junction	644	12	2	274	13	5½	919	5	7½
Riddell's Creek	606	18	8½	327	9	5	934	8	1½
Gisborne	1,008	14	6½	556	11	4	1,565	5	10½
Macedon	1,499	19	3	523	7	10	2,023	7	1
Woodend	2,997	14	8	1,984	4	8	4,981	19	4
Carlsruhe	217	13	8	159	2	9	376	16	5
Kyneton	7,023	4	5½	4,881	4	1	11,904	8	6½
Redesdale Junction	167	3	2½	159	0	10	326	4	0½
Malmsbury	1,070	12	9½	533	9	0	1,604	1	9½
Taradale	714	5	3	297	8	8½	1,011	13	11½
Elphinstone	312	6	9	305	9	3	617	16	0
Chewton	532	6	0	327	0	0½	859	6	0½
Castlemaine	9,897	10	0	6,364	9	0½	16,261	19	0½
Harcourt	472	5	8	521	9	3½	993	14	11½
Ravenswood	230	1	7½	136	17	4½	366	19	0
Kangaroo Flat	464	4	11½	424	1	7½	888	6	7
Golden Square	919	8	9	2,890	3	9	3,809	12	6
Bendigo	38,495	18	0½	31,317	17	0	69,813	15	0½
Epsom ... ..	...	...	...	30	2	10	30	2	10
Huntly	54	3	11	75	6	7	129	10	6
Bagshot	59	4	1½	241	7	4½	300	11	6
Wellsford	23	10	0½	143	8	10½	166	18	11
Goornong	427	4	3	1,031	7	11	1,458	12	2
South Elmore	196	13	2½	835	16	10½	1,032	10	1
Elmore	1,353	0	10	3,134	15	5	4,487	16	3
Rochester	2,276	11	0½	5,480	2	9	7,756	13	9½
Echuca	10,296	13	8½	26,603	7	4	36,900	1	0½
Bolinda	21	1	5½	1	10	8	22	12	1½
Monegatta	83	4	10	77	8	10½	160	13	8½
North Monegatta	13	0	8	...	...	13	0	8	
Romsey	774	17	2½	1,163	17	8½	1,938	14	11
Lancefield	1,409	8	6½	1,405	14	0½	2,815	2	7
Mount William	13	5	8½	109	13	6½	122	19	3
Goldie	26	12	4½	77	2	6½	103	14	11
Springfield	13	4	8½	30	12	4½	43	17	1
High Park	6	18	0½	35	10	11½	42	9	0
Forbes	3	9	0	4	17	8	8	6	8
Tylden	232	5	9	371	4	5½	603	10	2½
Fern Hill	323	9	11½	1,189	6	4½	1,512	16	4
Trentham	1,263	4	3½	2,550	19	3	3,814	3	6½
Lyonville	376	2	2½	1,268	19	10	1,645	2	0½
Bullarto	315	18	5½	1,950	1	6½	2,266	0	0
Musk Creek	146	13	2	741	13	6	888	6	8
Daylesford	4,930	5	10	2,753	8	1½	7,683	13	11½
Woodburn	4	12	4½	223	19	9	228	12	1½
Graves' Siding ... ..	...	...	...	156	16	10½	156	16	10½
Sailors' Falls	104	4	8	641	17	8½	746	2	4½
Leonard's Hill	319	18	3½	1,157	17	9½	1,477	16	1
Wombat	74	19	6½	389	10	11	464	10	5½
Rocky Lead	250	1	5½	234	12	0½	484	13	6
Newlyn	426	10	8½	3,179	19	3½	3,606	10	0
Kingston	463	13	9½	2,480	11	0½	2,944	4	10
Allendale	2,130	0	5	2,520	7	7½	4,650	8	0½
Broomfield	250	6	11	9	17	11½	260	4	10½
De Graves	6	3	5½	1	8	8	7	12	1½
Edgecombe	7	15	2	51	0	0	58	15	2
Green Hill	19	5	4	4	1	5	23	6	9
East Metcalfe	20	12	1	14	4	0	34	16	1
Emberton	8	5	1½	11	0	1½	19	5	3
Barfold	59	12	11½	45	13	6½	105	6	6

VICTORIAN RAILWAYS.—No. 13.—Statement showing the Traffic at each Station, &c.—*continued.*

STATIONS.	STATION TRAFFIC, being Mojeity of Outwards and Inwards Revenue from—								
	Passengers, Parcels, &c.			Goods and Live Stock.			Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
Redesdale	370	2	10	272	2	4½	642	5	2½
Muckleford	37	11	4	11	7	6½	48	18	10½
Maldon	1,925	2	6½	1,951	2	6	3,876	5	0½
Shelbourne	124	14	9	1,257	2	2	1,381	16	11
Campbell's Creek	130	0	1	62	7	0	192	7	1
Guildford	345	7	0½	465	13	0	811	0	0½
Strangways	32	8	11	41	8	2	73	17	1
Newstead	684	3	7	1,619	11	0	2,303	14	7
Joyce's Creek	114	15	7½	246	19	5½	361	15	1
Moolort	164	4	8½	694	6	6½	858	11	3
Carisbrook	619	11	1½	1,543	16	9½	2,163	7	11
Maryborough	10,249	2	11	7,399	17	4½	17,649	0	3½
Simons	16	10	11½	...	...	...	16	10	11½
Havelock	64	5	6	141	9	9½	205	15	3½
Bet Bet	106	6	7	286	4	5	392	11	0
Dunolly	1,934	9	2	1,737	10	9	3,671	19	11
Goldsborough	216	0	0½	336	16	11½	552	17	0
Bealiba	512	18	9½	1,478	18	1	1,991	16	10½
Emu	256	7	0	923	19	9	1,180	6	9
Carapooec	114	6	0½	115	17	0	230	3	0½
St. Arnaud	3,556	19	4	8,162	17	0½	11,719	16	4½
Sutherland	36	14	5	97	11	7½	134	6	0½
Swanwater	46	10	5½	37	13	5	84	3	10½
Cope Cope	373	11	8½	3,473	4	2½	3,846	15	11
Donald	3,984	19	2½	8,299	17	2½	12,284	16	5
Lake Buloke	7	16	0½	1	3	0½	8	19	1
Litchfield	40	8	6½	...	...	...	40	8	6½
Massey	35	5	7½	...	...	...	35	5	7½
Watchem	274	19	4½	3,428	4	9½	3,703	4	2
Morton Plains	38	9	8	...	...	...	38	9	8
Birchip	1,004	3	3	8,913	16	8½	9,917	19	11½
Adelaide Lead	67	17	7½	...	...	...	67	17	7½
Bung Bong	74	6	5	356	6	5	430	12	10
Homebush	223	19	6½	143	15	8	367	15	2½
Avoca	1,473	15	4½	2,316	0	1½	3,789	15	6
Amphitheatre	177	0	4½	167	15	2	344	15	6½
Elmhurst	296	16	11	736	5	8½	1,033	2	7½
Eversley	38	2	9	58	15	4½	96	18	1½
Crowlands	47	12	3½	208	15	3	256	7	6½
Dunneworthy	1	17	11½	1	13	11	3	11	10½
Warra Yadin	6	10	2	25	9	6½	31	19	8½
Sulky	196	17	0	542	5	11	739	2	11
Bald Hills	148	8	7½	...	...	...	148	8	7½
Creswick	3,248	17	2½	977	16	3	4,226	13	5½
North Creswick	804	3	10½	185	18	4½	990	2	3
Tourello	188	1	8½	133	13	6½	321	15	3
Clunes	2,155	11	4	2,157	15	2	4,313	6	6
Talbot	1,374	16	8	1,174	7	4½	2,549	4	0½
Daisy Hill	42	13	4½	...	...	...	42	13	4½
Waubra Junction	85	14	4	...	...	...	85	14	4
Pisgah	21	15	5	...	...	...	21	15	5
Midas	144	18	2	8	15	1	153	13	3
Mount Blowhard	216	0	11½	1,096	19	2	1,313	0	1½
Learmonth	361	3	2	851	3	3	1,212	6	5
North Learmonth	24	18	3	...	...	...	24	18	3
Addington	125	9	8	537	5	8	662	15	4
Waubra	486	11	8½	725	8	2½	1,211	19	11
Painswiek	20	14	5	37	5	7	58	0	0
Laurie	27	1	5½	49	13	8½	76	15	2
Tarnagulla	503	0	9½	886	9	11½	1,389	10	9
Llanelly	198	7	3	623	14	9	822	2	0
Arnold's Bridge	96	14	0½	1,075	12	0½	1,172	6	1
Bullabul	26	15	5½	320	5	3½	347	0	9
California Gully	...	...	...	2,397	19	4	2,397	19	4
Eaglehawk	1,365	7	5	3,599	12	2½	4,964	19	7½
Marong	349	12	6½	105	8	5½	455	1	0
Leichardt	166	3	4	317	12	6½	483	15	10½
Derby	82	19	11	292	5	6	375	5	5
Bridgewater	949	10	11	3,513	4	4½	4,462	15	3½
Inglewood	2,924	4	2½	1,480	3	1½	4,404	7	4
Kurting	75	13	4½	565	16	5½	641	9	10
Glenalbyn	90	6	6½	442	16	5	533	2	11½
Wedderburn Junction	235	3	3½	242	16	3	477	19	6½
Korong Vale	825	18	11½	2,051	19	1	2,877	18	0½
Wychitella	149	14	9	800	14	3	950	9	0
Buckrabanyule	198	17	5½	944	3	10½	1,143	1	4
Barakee	143	14	1½	1,239	11	7½	1,383	5	9
Charlton	1,867	13	10	5,138	15	10	7,006	9	8
Teddywaddy	31	14	11½	329	12	8	361	7	7½
Glenloth	284	14	3	3,048	6	3½	3,333	0	6½
Fairview	42	3	3½	37	4	6½	79	7	10
Wycheproof	2,108	6	4	7,985	9	2	10,093	15	6
Wedderburn	998	15	4	1,962	17	8½	2,961	13	0½
Borong	142	15	2½	875	19	9	1,018	14	11½
Mysia	269	1	1½	1,402	6	5½	1,671	7	7

VICTORIAN RAILWAYS.—No. 13.—Statement showing the Traffic at each Station, &c.—continued.

STATIONS.	STATION TRAFFIC, being Moiety of Outwards and Inwards Revenue from—								
	Passengers, Parcels, &c.			Goods and Live Stock.			Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
Boort	1,625	19	4	7,290	7	5	8,916	6	9
*Quambatook	2	16	10	1,556	7	7	1,559	4	5
Sydney Flat	41	6	6½	...	...	...	41	6	6½
Myer's Flat	14	14	11	...	...	...	14	14	11
Sebastian	276	9	7	250	3	4½	526	12	11½
Raywood	464	9	0½	1,363	10	8½	1,827	19	9
Tandara	267	6	7½	851	9	11	1,118	16	6½
Dingee	258	1	7	1,027	10	2	1,285	11	9
Prairie	264	14	4	942	18	3	1,207	12	7
Mitiamo	978	15	5½	1,983	9	8	2,962	5	1½
Mologa	223	0	6	722	0	4	945	0	10
Pyramid Hill	1,173	16	8	3,211	3	7	4,385	0	3
Mincha	186	8	5½	658	0	6	844	8	11½
Macorna	543	11	8½	1,835	11	6	2,379	3	2½
Tragowel	172	10	3	283	10	3½	456	0	6½
South Kerang	33	1	4½	34	9	2	67	10	6½
Kerang	3,679	8	6½	5,375	4	6½	9,054	13	1
Reedy Lake	34	9	7½	176	9	2	210	18	9½
Lake Charm	227	7	7½	1,106	17	4½	1,334	5	0
Mystic Park	239	6	5½	634	10	7	873	17	0½
Lake Boga	392	1	11½	1,428	5	4½	1,820	7	4
Swan Hill	4,376	2	5	5,732	11	8	10,108	14	1
Strathfieldsaye	5	12	7½	1	7	8½	7	0	4
Axe Creek	27	4	4½	52	13	8	79	18	0½
Axedale	343	2	2	689	12	1	1,032	14	3
Knowsley	322	15	10½	3,115	1	7	3,437	17	5½
Derrinal	64	15	7	1,129	14	7	1,194	10	2
Heathcote	1,254	18	4	1,804	16	6½	3,059	14	10½
South Heathcote	236	5	1	1,129	10	9½	1,365	15	10½
Ingham's Siding	...	...	...	39	6	5	39	6	5
McIvor Road	2	13	8	...	...	...	2	13	8
Tooborac	275	1	10	720	10	9	995	12	7
Pyalong	136	14	11	145	6	4½	282	1	3½
High Camp Plain	192	0	1	592	6	1½	784	6	2½
Morandling	17	2	6½	29	14	5½	46	17	0
Willowmavin	17	12	9	13	2	5	30	15	2
Kilmore	1,319	11	1	842	16	11½	2,162	8	0½
Bylands	41	12	10½	38	4	0	79	16	10½
Leslie	17	17	4	102	9	1	120	6	5
Koyuga	60	10	8½	347	8	8	407	19	4½
Tongala	386	0	3	1,113	11	5½	1,499	11	8½
Kyabram	1,120	19	7½	2,492	18	0½	3,613	17	8
Merrigum	264	6	10½	1,052	19	7½	1,317	6	6
Baldwinsville	215	2	10½	1,186	10	3½	1,401	13	2
Tatura	1,197	4	11½	3,441	16	8	4,639	1	7½
Hatherly	5	17	11½	...	...	...	5	17	11½
Laverton	315	11	7	133	9	8	449	1	3
Werribee	1,731	19	8	1,307	7	1½	3,039	6	9½
Little River	395	0	1½	266	15	7½	661	15	9
Lara	449	3	6	1,396	19	7	1,846	3	1
Cowie's Creek	73	18	7½	...	...	...	73	18	7½
North Geelong	248	18	11	1,532	1	8½	1,781	0	7½
Geelong	24,868	19	7	59,192	5	10½	84,061	5	5½
Geelong Show-grounds	24	11	8½	...	...	...	24	11	8½
Geelong Race-course	199	9	5	...	...	...	199	9	5
Moorabool	165	9	0½	26	10	7	191	19	7½
Gheringhap	119	0	5½	101	12	11½	220	13	5
Leigh Road	916	9	0½	585	6	0½	1,501	15	1
Lethbridge	381	7	11	353	0	11½	734	8	10½
Mereditth	2,212	3	4½	1,828	13	8	4,040	17	0½
Elaine	580	0	5½	538	13	8	1,118	14	1½
Lal Lal Race-course	334	5	0	...	...	...	334	5	0
Lal Lal	413	17	7	520	7	0	934	4	7
Yendon	306	13	11½	206	19	7½	513	13	7
Navigators	38	3	8	...	...	...	38	3	8
Warrenheip	331	4	7	334	14	5	665	19	0
Ballarat East	3,066	17	4	6,128	15	4	9,195	12	8
Ballarat	54,133	19	2½	38,277	15	5	92,411	14	7½
Ballarat Race-course	143	6	6	...	...	...	143	6	6
Dowling Forest	37	3	6	...	...	...	37	3	6
Windermere	218	18	3	112	4	9½	331	3	0½
Burrumbeet	338	17	10½	435	13	10	774	11	8½
Trawalla	233	12	4	292	12	9	526	5	1
Beaufort	1,717	14	6	2,477	4	2	4,194	18	8
Middle Creek	189	6	2½	238	3	3½	427	9	6
Buangor	373	16	10½	791	18	6½	1,165	15	5
Dobies	114	19	0	85	7	5½	200	6	5½
Ararat	7,514	19	2	5,167	19	6½	12,682	18	8½
Armstrongs	193	9	3½	164	18	5½	358	7	9
Great Western	455	17	9½	638	7	0½	1,094	4	10
Stawell	6,771	17	0	8,624	17	8	15,396	14	8
Grampians	33	0	9	...	...	...	33	0	9
Deep Lead	147	18	9	76	5	4½	224	4	1½
Glenorchy	505	7	7	731	14	6½	1,237	2	1½
Wal Wal	82	1	0½	143	17	9	225	18	9½

VICTORIAN RAILWAYS.—No. 13.—Statement showing the Traffic at each Station, &c.—continued.

STATIONS.	STATION TRAFFIC, being Moiety of Outwards and Inwards Revenue from—								
	Passengers, Parcels, &c.			Goods and Live Stock.			Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
Lubeck	465	0	3½	836	9	6½	1,301	9	10
Hopefield	4	12	11½	...	...	...	4	12	11½
Murtoa	3,929	12	9½	4,152	3	3	8,081	16	0½
Jung Jung	555	8	1	2,839	10	8½	3,394	18	9½
Dooen	286	17	10	1,070	5	4	1,357	3	2
Horsham	6,267	6	5	7,644	14	1½	13,912	0	6½
Pimpinio	219	4	8	945	11	5	1,164	16	1
Wail	144	9	11½	968	19	7	1,113	9	6½
Dimboola	2,971	8	0½	8,369	19	0½	11,341	7	1
Gerang Gerung	166	19	11½	1,649	6	0	1,816	5	11½
Kiata	239	13	1½	1,027	15	8	1,267	8	9½
Salisbury	129	1	8	2,479	11	2	2,608	12	10
Nhill	2,701	7	8½	9,636	1	5	12,337	9	1½
Tarranginnie	101	12	11½	517	0	0	618	12	11½
Diapur	236	13	8½	2,902	8	11½	3,139	2	8
Miram Piram	176	6	5	1,352	18	2½	1,529	4	7½
Kaniya	718	7	0	1,787	3	0½	2,505	10	0½
Lillimur	246	12	0	856	1	3	1,102	13	3
Leor	13	10	11	...	...	...	13	10	11
Scrviceton	2,785	4	1½	359	5	9	3,144	9	10½
South Kensington	259	4	2	682	19	9	942	3	11
Footscray (Suburban)	8,133	2	2½	...	...	...	8,133	2	2½
Yarraville	4,033	9	5	4,922	5	0	8,955	14	5
Spottiswoode	1,227	10	11	1,930	11	10½	3,158	2	9½
Newport	4,247	15	10½	5,052	7	5	9,300	3	3½
North Williamstown	2,975	0	11	705	10	8	3,680	11	7
Beach	1,864	7	3	...	...	...	1,864	7	3
Williamstown	6,092	2	9	...	...	...	6,092	2	9
Williamstown Pier	1,362	4	11½	30,524	8	0½	31,886	13	0
Williamstown Race-course	859	9	4½	...	...	...	859	9	4½
Brooklyn	...	...	...	50	17	10½	50	17	10½
Deer Park	191	2	0	235	2	8½	426	4	8½
Rockbank	169	4	1½	86	18	11½	256	3	1
Melton	729	14	3½	552	19	6	1,282	13	9½
Staughton's Siding	...	...	...	137	12	4½	137	12	4½
Parwan	247	8	7½	70	10	4½	317	19	0
Bacchus Marsh	2,789	11	10½	1,599	8	0	4,388	19	10½
Rowsley	83	6	10	24	0	11	107	7	9
Ingliston	161	17	10½	50	2	7½	212	0	6
Ballan	1,426	1	0	1,792	6	11½	3,218	7	11½
Bradshaw's Creek	56	1	1	2	4	0½	58	5	1½
Gordons	1,210	7	1	633	14	10½	1,844	1	11½
Millbrook	232	10	7	435	14	0½	668	4	7½
Wallace	449	13	8½	1,290	12	0½	1,740	5	9
Bungaree Junction	389	13	3	1,078	9	11	1,468	3	2
Dunnstown	289	0	9	758	19	11½	1,048	0	8½
South Geelong	798	15	0	1,037	9	8½	1,836	4	8½
Moolap	34	19	2½	...	...	...	34	19	2½
Leopold	75	2	7½	...	...	...	75	2	7½
Scarborough	10	4	7	...	...	...	10	4	7
Drysdale	642	1	5½	835	4	4	1,477	5	9½
Mannerim	36	11	10½	...	...	...	36	11	10½
Ocean Grove	81	14	9	...	...	...	81	14	9
Queenscliff	2,758	8	7	825	10	1	3,583	18	8
Breakwater	59	14	4	23	16	6	83	10	10
Connewarre	57	18	6	60	2	8½	118	1	2½
Germantown	98	19	3	4	11	3	103	10	6
Pettavel	114	8	1½	155	3	11½	269	12	1
Mount Moriac	276	0	4	153	15	11	429	16	3
Buckley's Road	126	14	9	118	7	4½	245	2	1½
Winchelsea	900	12	6½	946	12	6	1,847	5	0½
Birregurra	1,248	18	9½	718	9	0	1,967	7	9½
Warnecoort	148	6	10	96	5	1½	244	11	11½
Irrewarre	292	2	11	429	5	8	721	8	7
Colac	3,913	9	10	3,444	14	8½	7,358	4	6½
Larport	119	13	11½	1,793	15	6½	1,913	9	6
Pirron Yallock	324	12	2	1,042	5	10	1,366	18	0
Stoneyford	133	11	5½	174	1	0	307	12	5½
Pomborneit	125	0	0	234	3	10	359	3	10
Weerite	102	13	1	540	17	0	643	10	1
Camperdown	3,561	14	8½	3,879	3	4	7,440	18	0½
Booran	121	3	9½	747	17	6	869	1	3½
Terang	2,156	13	3	2,752	15	2½	4,909	8	5½
Garvoc	241	2	6½	125	13	3	366	15	9½
Panmure	249	8	9	301	5	10½	550	14	7½
Cudgee	104	19	5½	39	1	0½	144	0	6
Allansford	353	8	0½	383	0	10½	736	8	11
Warrnambool	9,210	16	7½	6,084	1	10	15,294	18	1½
Dennington	68	10	4	81	9	8½	150	0	0½
Illova	252	13	2	872	17	1½	1,125	10	3½
Koroit	1,434	14	4	2,781	4	4	4,215	18	8
Crossley	49	9	6	1	13	8	51	3	2
Kirkstall	48	8	2½	18	8	0½	66	16	3
Rosebrook	32	7	2½	10	5	7½	42	12	10
Moynes	5	11	6	...	...	...	5	11	6

VICTORIAN RAILWAYS.—No. 13.—Statement showing the Traffic at each Station, &c.—continued.

STATIONS.	STATION TRAFFIC, being Moiety of Outwards and Inwards Revenue from—								
	Passengers, Parcels, &c.			Goods and Live Stock.			Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
Port Fairy	1,986	12	0½	978	1	4½	2,964	13	5
Layard	2	15	5	166	5	4	169	0	9
Gherang	2	15	1	132	5	0½	135	0	1½
Wormbete	11	10	11½	131	15	11	143	6	10½
Wensleydale	37	11	10	84	7	0	121	18	10
Whoorel	24	6	7	82	19	11½	107	6	6½
Dean's Marsh	507	7	0½	353	8	8½	860	15	9
Pennyroyal	36	6	5½	74	5	11	110	12	4½
Murroon	60	13	3	202	2	10½	262	16	1½
Barwon Downs	43	10	11½	150	4	8	193	15	7½
Geranganete	22	13	8½	104	1	7½	126	15	4
Yaughter	26	2	7	42	16	10	68	19	5
Forrest	328	11	10½	353	19	0	682	10	10½
Ondit	139	15	3½	642	16	9½	782	12	1
Beecac	504	4	10½	1,168	9	5½	1,672	14	4
Glenfyne	10	11	0½	20	13	5	31	4	5½
Naroghid	9	12	6½	...	...	...	9	12	6½
Cobden	162	17	3	547	9	6	710	6	9
Timboon	372	12	9½	455	8	2½	828	1	0
Koonendah	2	3	10½	...	...	...	2	3	10½
Mortlake	1,213	0	3½	1,450	8	0½	2,663	8	4
Warrong	17	12	8½	0	7	7	18	0	3½
Woolsthorpe	26	9	10½	1	6	8	27	16	6½
Hawkesdale	137	19	7	23	11	7½	161	11	2½
Minhamite	48	2	6½	3	12	0	51	14	6½
Purdeet	85	12	6½	2	14	8	88	7	2½
Penshurst	1,027	17	5½	1,461	14	11	2,488	12	4½
Croxton East	23	2	9	5	6	10	28	9	7
Tarrington	25	7	1½	1	15	4½	27	2	6
Eureka	51	15	0	4	18	3½	56	13	3½
Mount Clear	60	17	2½	1	2	6	61	19	8½
Buninyong	1,249	6	8	929	8	2½	2,178	14	10½
Cardigan	41	13	11½	...	...	...	41	13	11½
Trunk Lead	73	12	11	2	5	10½	75	18	9½
Haddon	178	5	4	95	17	3	274	2	7
Smythesdale	508	14	6½	180	19	3½	689	13	10
Nintingbool	4	11	1½	...	...	...	4	11	1½
Scarsdale	369	18	7½	337	19	3	707	17	10½
Newtown	321	0	5	142	18	9	463	19	2
Happy Valley	68	0	4½	...	...	...	68	0	4½
Linton	811	16	6	815	18	6½	1,627	15	0½
Maroona	158	4	9½	696	10	0½	854	14	10
Wickliffe Road	465	12	4	411	7	8½	877	0	0½
Glen Thompson	509	1	7	506	8	11	1,015	10	6
Dunkeld	795	8	10	916	3	10½	1,711	12	8½
Moutajup	19	8	9½	...	...	...	19	8	9½
Hamilton	8,140	18	8	3,810	11	5½	11,951	10	1½
Branxholme	777	18	1	759	19	6½	1,537	17	7½
Condah	426	11	2½	262	17	11½	689	9	2
Myamyn	34	5	9	...	...	...	34	5	9
Milltown	71	9	11	161	13	1½	233	3	0½
Heywood	665	3	7½	1,418	12	4½	2,083	16	0
Portland	2,412	8	7½	3,230	6	1	5,642	14	8½
Portland Pier	566	2	9½	...	...	...	566	2	9½
Bochara	6	12	9	...	...	...	6	12	9
Wannon	78	19	2	1	15	9	80	14	11
Hilgay	9	0	7½	...	...	...	9	0	7½
Coleraine	1,362	0	4½	2,282	15	7	3,644	15	11½
Murndal	3	3	7	...	...	...	3	3	7
Grassdale	43	11	8	121	13	6	165	5	2
Merino	392	6	5	690	19	11½	1,083	6	4½
Henty	117	7	9½	436	15	11½	554	3	9
Sandford	242	3	5½	803	3	4½	1,045	6	10
Casterton	1,907	18	1	2,336	18	8	4,244	16	9
Jackson's	1	19	6½	...	...	...	1	19	6½
Rupanyup	498	4	9½	3,063	6	2½	3,561	11	0
Coromby	83	18	7½	835	17	9	919	16	4½
Minyip	1,017	2	9½	4,400	0	5	5,417	3	2½
Nullan	59	1	1½	79	5	7½	138	6	9
Sheep Hills	627	14	5	3,063	14	8	3,691	9	1
Kellalac	12	6	5½	0	17	0	13	3	5½
Warracknabeal	6,464	9	6½	17,474	2	11	23,938	12	5½
Lah	87	16	11	1,433	12	1	1,521	9	0
Brim	203	10	5½	4,570	15	1½	4,774	5	7
Galaquil	120	9	4	2,279	3	0	2,399	12	4
Beulah	1,048	12	9½	13,190	7	5½	14,239	0	3
*Rosbery	64	18	6	649	19	0	714	17	6
*Goyura	28	18	9½	1,137	13	8	1,166	12	5½
*Hopetoun	259	13	3½	1,133	4	2½	1,392	17	6
Vectis East	52	9	6	222	9	3½	274	18	9
Natimuk	909	16	5½	6,141	10	4	7,051	6	9½
Noradjuha	463	4	1	1,201	9	5	1,664	13	6
*Antwerp	0	6	11	532	12	1½	532	19	0½
*Tarranyurk	0	6	2	10	7	5½	10	13	7½
*Jeparit	17	0	11	142	5	10	159	6	9

VICTORIAN RAILWAYS.—No. 13.—Statement showing the Traffic at each Station, &c.—continued.

STATIONS.	STATION TRAFFIC, being Moiety of Outward and Inwards Revenue from—								
	Passengers, Parcels, &c.			Goods and Live Stock.			Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
Kensington	2,784	17	10½	8,006	9	4½	10,791	7	3
Newmarket	4,565	14	5	59,321	7	0	63,887	1	5
Ascot-Vale	5,947	19	10½	...	...	...	5,947	19	10½
Moonee Ponds	4,659	16	6½	...	...	...	4,659	16	6½
Essendon	4,604	14	11	1,450	18	11	6,055	13	10
North Essendon	97	12	6	...	...	...	97	12	6
Pascoe Vale	288	9	10½	...	...	...	288	9	10½
Glenroy	423	19	10	55	16	4½	479	16	2½
Broadmeadows	419	3	10	39	19	11½	459	3	9½
Somerton	195	2	7	57	4	8½	252	7	3½
Craigieburn	298	0	9½	208	2	4	506	3	1½
Donnybrook	513	4	3½	221	9	8	734	13	11½
Beveridge	193	0	9	49	2	5	242	3	2
Wallan	778	16	7½	585	10	5	1,364	7	0½
Kilmore Junction	136	13	10½	...	...	...	136	13	10½
Wandong	426	9	4	2,425	1	3½	2,851	10	7½
Matheson's Siding	...	...	...	0	10	0	0	10	0
Kilmore East	1,452	10	8½	212	17	2½	1,665	7	11
Broadford	1,065	19	8	1,996	6	9½	3,062	6	5½
McDougal's Siding	...	...	...	357	13	6	357	13	6
Lowry	...	...	...	185	10	1½	185	10	1½
Tallarook	1,093	16	11½	761	13	3	1,855	10	2½
School House Lane	...	...	...	287	11	7	287	11	7
Seymour	7,006	10	10	2,370	16	9	9,377	7	7
Mangalore	814	1	7½	1,170	17	7½	1,984	19	3
Avenel	568	16	4½	876	8	11½	1,445	5	4
Munea	78	7	1	1,363	18	1	1,442	5	2
Burnt Creek	166	13	3½	2,404	2	2	2,570	15	5½
Longwood	572	4	6	3,386	11	7	3,958	16	1
Creighton	73	15	5	2,011	14	7	2,085	10	0
Euroa	2,053	18	3	3,774	17	9½	5,828	16	0½
Balmattum	82	15	7½	321	16	4	404	11	11½
Violet Town	817	10	10½	1,965	0	6	2,782	11	4½
Baddaginnie	198	10	2	420	8	9	618	18	11
Benalla	7,100	19	9½	4,542	7	3½	11,643	7	1
Winton	121	8	5½	179	17	6	301	5	11½
Glenrowan	421	1	11	570	7	2½	991	9	1½
Wangaratta	6,480	1	8½	6,335	10	6	12,815	12	2½
Beechworth Junction	66	16	9½	18	11	6½	85	8	4
Springhurst	713	14	4½	465	8	10	1,179	3	2½
Chiltern	1,914	4	2½	3,070	18	11	4,985	3	1½
Barnawartha	465	7	9	1,476	13	3	1,942	1	0
Wodonga	4,070	6	2½	9,311	10	0½	13,381	16	3
East Wodonga	2	15	2½	...	...	...	2	15	2½
Bonegilla	6	16	0½	...	...	...	6	16	0½
Bethanga Road	218	16	7	1,589	9	4	1,808	5	11
Huon Lane	258	3	4	1,458	4	6	1,716	7	10
Bolga	6	15	9½	...	...	...	6	15	9½
Tatonga	...	...	...	448	4	7	448	4	7
Tallangatta	1,361	0	4	4,880	9	0	6,241	9	4
Macaulay Road	580	8	4½	...	...	...	580	8	4½
Flemington	607	13	10	...	...	...	607	13	10
Royal Park	537	2	4½	...	...	...	537	2	4½
South Brunswick	559	1	4	1,858	5	0½	2,417	6	4½
Brunswick	860	15	3½	1,341	15	8½	2,202	11	0
Moreland	339	4	5	5,421	11	9½	5,760	16	2½
Coburg	1,166	15	4	539	13	6	1,706	8	10
Bell Park	10	8	8½	...	...	...	10	8	8½
North Coburg	20	6	11	5	3	4	25	10	3
Fawkner	16	2	2	...	...	...	16	2	2
Campbellfield	296	2	2½	188	0	10	484	3	0½
Campbellfield North	14	17	2	...	...	...	14	17	2
North Carlton	458	3	3	893	8	0½	1,351	11	3½
North Fitzroy	1,916	1	0	1,016	12	0½	2,932	13	0½
Fitzroy	165	12	8½	4,554	6	10	4,719	19	6½
Collingwood	2,381	1	3½	6,912	18	6	9,293	19	9½
Clifton Hill	509	2	1½	1,142	11	9	1,651	13	10½
Northcote South	167	11	9½	...	...	...	167	11	9½
Fairfield Park	380	10	0½	92	18	4	473	8	4½
Northcote	350	3	6	...	...	...	350	3	6
Middle Northcote	347	2	10	942	5	5½	1,289	8	3½
Croxton	278	15	11	815	15	0	1,094	10	11
Thornbury	166	0	10½	...	...	...	166	0	10½
Preston, Bell-street	467	17	9	1,353	15	5½	1,821	13	2½
Preston, Murray-road	309	15	6½	...	...	...	309	15	6½
Preston, Regent-street	566	17	3	...	...	...	566	17	3
Preston Reservoir	339	3	2	...	...	...	339	3	2
Thomastown	92	4	9½	29	6	8	121	11	5½
Epping	228	11	7½	246	0	4½	474	12	0
South Morang	277	1	9	87	12	0	364	13	9
South Yan Yean	483	17	8	244	8	8½	728	6	4½
Yan Yean	298	3	10	109	5	6	407	9	4
Whittlesea	1,005	13	2½	435	17	8½	1,441	10	11
Traawool	152	19	9½	16	9	9½	169	9	7
Kerrisdale	78	14	6	6	19	10	85	14	4

VICTORIAN RAILWAYS.—No. 13.—Statement showing the Traffic at each Station, &c.—continued.

STATIONS.	STATION TRAFFIC, being Moiety of Outwards and Inwards Revenue from—								
	Passengers, Parcels, &c.			Goods and Live Stock.			Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
Homewood	92	4	9½	1	1	8½	93	6	6
Yea	1,563	7	1½	1,450	0	9½	3,013	7	11
Cheviot	41	11	0½	176	11	3	218	2	3½
Molesworth	150	5	4½	189	13	9½	339	19	2
Cathkin	211	14	9½	41	8	2	253	2	11½
Alexandra Road	1,033	8	8	1,362	17	9½	2,396	6	5½
Yarek	193	0	4½	405	11	3½	598	11	8
Kanumbra	89	16	6½	322	14	2	412	10	8½
Merton	317	10	11½	299	19	8½	617	10	8
Woodfield	50	5	8	77	11	6	127	17	2
Bonnie Doon	345	14	2	651	16	11½	997	11	1½
Maindample	323	5	3½	401	12	11	724	18	2½
Mansfield	1,860	3	8½	3,493	9	9½	5,353	13	6
Tabilk	282	6	8	1,574	0	5½	1,856	7	1½
Nagambie	1,301	1	8	4,219	10	1	5,520	11	9
Wahring	266	14	5½	1,070	17	0½	1,337	11	6
Murchison East	977	4	5½	1,826	11	3	2,803	15	8½
Arcadia	291	18	9	926	4	9½	1,218	3	6½
Toolamba	858	2	2½	536	14	9½	1,404	17	0
Mooroopna	1,236	8	9	2,463	19	10	3,700	8	7
Shepparton	4,400	4	3½	4,768	19	1½	9,169	3	5
Congupna	128	10	6½	602	7	6½	730	18	1
Tallygaroopna	297	6	2	1,903	5	2½	2,200	11	4½
Wunghnu	410	9	8½	1,812	4	11	2,222	14	7½
Numurkah	2,673	9	5	4,013	0	9½	6,686	10	2½
Katunga	248	6	8	1,719	3	3	1,967	9	11
Strathmerton	313	9	5½	2,092	10	5	2,405	19	10½
Yarroweyah	621	12	2	2,463	0	4	3,084	12	6
Cobram	1,495	3	9½	4,511	6	5	6,006	10	2½
Murchison	414	3	9½	1,138	13	11	1,552	17	8½
Whroo Siding	...	...	...	236	11	7½	236	11	7½
Waranga	109	9	4	2,130	10	8½	2,240	0	0½
Rushworth	1,326	3	11	3,406	15	7½	4,732	19	6½
Pine Lodge	74	16	9	655	17	8	730	14	5
Cosgrove	152	10	8	896	6	9	1,048	17	5
Dookie	1,177	2	0	1,596	14	7½	2,773	16	7½
Yabba South	7	4	9½	6	3	6½	13	8	4
Yabba North	24	15	3	444	13	8½	469	8	11½
Youanmite	29	9	11½	381	10	4	411	0	3½
Katamatite	258	8	5½	1,581	15	1	1,840	3	6½
Waai	304	19	9	2,228	10	6½	2,533	10	3½
Nathalia	2,569	14	1	7,114	7	11	9,684	2	0
Goorambat	167	7	0½	1,871	5	2	2,038	12	2½
Nooramunga	24	7	2	1	3	5½	25	10	7½
Devenish	247	14	0½	793	1	0	1,040	15	1
St. James	544	19	5	1,589	12	3	2,134	11	8
Tungamah	1,052	10	9½	2,239	16	1½	3,292	6	11
Telford	245	18	1½	1,858	1	9	2,103	19	10½
Yarrowonga	3,144	11	5½	7,798	19	4½	10,943	10	10
Londrigans	15	1	8	0	5	2½	15	6	10½
Tarrawingee	382	10	5	1,229	13	1	1,612	3	6
Everton	485	6	9	686	2	2	1,171	8	11
Lee's Crossing	29	7	4	...	...	...	29	7	4
Beechworth	4,296	2	3½	4,985	3	3	9,281	5	6½
Wooragee	16	4	0	10	11	8½	26	15	8½
Yackandandah	410	12	1	1,063	7	10½	1,473	19	11½
Brookfield	1	14	0	...	...	...	1	14	0
Bowman's Forest	178	8	5	393	3	8	571	12	1
Palmerston	37	8	6½	9	5	11	46	14	5½
Myrtleford	783	9	4½	1,255	6	8	2,038	16	0½
Barwidgee	24	6	1	34	9	1½	58	15	2½
Eurobin	37	10	11½	9	11	1½	47	2	1
Poropunkah	105	12	11	40	2	1½	145	15	0½
Bright	1,887	3	7	1,604	6	3½	3,491	9	10½
Lilliput	15	19	1	15	0	2	30	19	3
Rutherglen	3,062	19	7	7,260	5	5½	10,323	5	0½
Wahgunyah	2,681	18	6	8,600	10	9	11,282	9	3
Flemington Show Grounds	516	7	1	300	8	9	816	15	10
Flemington Race-course	3,971	3	7½	...	...	...	3,971	3	7½
Melbourne (Prince's-bridge)	114,792	11	11	0	18	4½	114,793	10	3½
Hawksburn	8,944	3	3	...	...	...	8,944	3	3
Toorak	3,515	5	4½	4,116	19	8	7,632	5	0½
Armadale	5,893	18	8	...	...	...	5,893	18	8
Malvern	6,092	8	4	1,222	4	2½	7,314	12	6½
Caulfield	6,372	18	11½	264	4	5½	6,637	3	5
Rosstown	433	17	5	11	15	2	445	12	7
Murrumbeena	804	3	11½	122	19	11	927	3	10½
Oakleigh	3,255	15	10	550	0	6½	3,805	16	4½
Clayton's	403	9	0½	106	18	2	510	7	2½
Spring Vale	652	12	9½	127	18	6½	780	11	4
Dandenong	3,861	7	5½	1,236	0	1	5,097	7	6½
Hallam's Road	91	5	7	43	7	7	134	13	2
Narre Warren	473	10	1	545	1	11	1,018	12	0
Berwick	883	13	8½	725	19	9	1,609	13	5½
Beaconsfield	758	4	9	233	6	9½	991	11	6½

VICTORIAN RAILWAYS.—No. 13.—Statement showing the Traffic at each Station, &c.—continued.

STATIONS.	STATION TRAFFIC, being Moiety of Outwards and Inwards Revenue from—								
	Passengers, Parcels, &c.			Goods and Live Stock.			Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
Officers	123	0	3	163	3	3	286	3	6
Pakenham	932	6	0½	744	16	3½	1,677	2	4
Nar-nat-goon	329	10	6	587	14	3½	917	4	9½
Tynong	186	2	3	99	6	1	285	8	4
Garfield	145	1	11½	152	10	3½	297	12	3
Jefferson's Siding	...	...	...	12	10	3	12	10	3
Bunyip	683	2	4½	435	7	4½	1,118	9	9
Longwarry	435	12	2	1,116	2	10½	1,551	15	0½
Rock Cutting	...	...	...	5	16	8	5	16	8
Tucker's Siding	...	...	...	67	8	5½	67	8	5½
Drouin	1,545	18	9	1,301	2	8½	2,847	1	5½
Warragul	4,554	13	4½	2,908	12	5	7,463	5	9½
Bloomfield	290	18	8	341	6	3	632	4	11
Darnum	241	13	8	625	1	7½	866	15	3½
Yarragon	481	17	6	354	15	11	836	13	5
Trafalgar	371	4	6½	367	14	8	738	19	2½
Moe	1,407	17	1½	1,278	15	5½	2,686	12	7
Morwell	1,442	19	4	1,314	10	2	2,757	9	6
Traralgon	2,596	19	6½	1,699	1	9	4,296	1	3½
Loy Yang	34	15	5	27	19	6½	62	14	11½
Flynn's Creek	273	19	10	832	13	5½	1,106	13	3½
Rosedale	856	11	2½	859	12	0	1,716	3	2½
Fulham	9	14	8½	7	0	6	16	15	2½
Sale	6,119	9	5	3,742	13	2	9,862	2	7
Montgomery	3	2	1½	5	7	8	5	7	9½
Stratford	869	8	2½	836	13	6½	1,706	1	9
Munro	85	18	1	75	3	2½	161	1	3½
Fernbank	195	18	6½	146	19	2½	342	17	9
Lindenow	637	14	2½	1,493	10	5½	2,131	4	8
Hillside	64	11	11	371	11	7	436	3	6
Bairnsdale	6,296	15	1½	2,858	4	8½	9,154	19	10
Glen Huntly	350	18	9½	89	13	8	440	12	5½
North Road	585	2	4	93	11	4	678	13	8
McKinnon	364	12	8½	...	...	...	364	12	8½
East Brighton	645	9	6½	249	19	6	895	9	0½
South Brighton	523	17	11½	101	15	4	625	13	3½
Highett	429	7	11½	37	6	5	466	14	4½
Cheltenham	1,552	11	11½	286	17	1	1,839	9	0½
Mentone	2,289	12	7½	120	11	9	2,410	4	4½
Mordialloc	3,153	13	3	184	16	3	3,338	9	6
Carrum	203	13	2	32	1	7½	235	14	9½
Frankston	1,954	8	1	481	12	4	2,436	0	5
Langwarrin	363	16	5½	34	19	0½	398	15	6
Mornington Junction	303	18	5	261	19	6½	565	17	11½
Moorooduc	88	9	1	44	10	0	132	19	1
Mornington	1,900	0	9½	368	5	10½	2,268	6	8
Somerville	211	15	0½	402	11	9½	614	6	10
Tyabb	114	19	5½	78	17	6½	193	17	0
Hastings	406	1	3	391	1	7½	797	2	10½
Bittern	397	17	11	461	1	2½	858	19	1½
Crib Point	65	8	0½	16	7	3½	81	15	4
Stony Point	524	7	2	95	13	3½	620	0	5½
Heyington	179	19	5	...	...	...	179	19	5
Kooyong	97	2	2½	...	...	...	97	2	2½
Toorong	269	11	9½	43	1	9	312	13	6½
Gardiner	225	9	4	...	...	...	225	9	4
Glen Iris	214	12	0	9	7	6	223	19	6
Darling	116	4	6½	...	...	...	116	4	6½
Waverley	180	3	9½	10	11	3	190	15	0½
Riversdale	142	15	0	0	8	6	143	3	6
Hartwell	278	10	5	176	0	5½	454	10	10½
Ashburton	183	0	3	39	5	11½	222	6	2½
Lyndhurst	48	10	11	194	13	0	243	3	11
Cranbourne	580	19	5	420	7	10½	1,001	7	3½
Clyde	259	12	4½	184	0	1	443	12	5½
Tooradin	181	1	7	68	14	4½	249	15	11½
Koo-Wee-Rup West	23	13	8	2	7	5	26	1	1
Koo-Wee-Rup	522	8	8	350	16	3	873	4	11
Monomeith	127	2	7	108	18	6½	236	1	1½
Caldersmeade	150	12	7½	194	8	6	345	1	1½
Lang Lang	590	16	5½	609	10	6	1,200	6	11½
Nyora	514	4	4	821	3	7	1,335	7	11
Loch	668	13	9	375	11	4½	1,044	5	1½
Jeetho	222	5	11	271	5	5	493	11	4
Bena	230	5	4	303	4	4	533	9	8
Whitelaw	128	8	8	58	8	6	186	17	2
Korumburra	4,541	12	6½	13,030	6	9½	18,171	19	4
*Jumbunna	86	11	11½	239	17	5½	236	9	5
Kardella	295	7	11½	256	3	0	551	10	11½
Ruby	103	0	4½	65	12	9	168	13	1½
Leongatha	1,646	0	8½	1,529	17	1	3,175	17	9½
Koonwarra	102	0	1	137	2	5	239	2	6
Tarwin	144	8	6½	302	3	8	446	12	2½
Meenyan	128	18	6	188	11	0½	317	9	6½
Stony Creek	118	12	7½	219	4	0½	337	16	8

VICTORIAN RAILWAYS.—No. 13.—Statement showing the Traffic at each Station, &c.—continued.

STATIONS.	STATION TRAFFIC, being Moiety of Outwards and Inwards Revenue from—								
	Passengers, Parcels, &c.			Goods and Live Stock.			Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
Buffalo Creek	86	16	2	115	19	9½	202	15	11½
Boys	27	15	0	5	4	11	32	19	11
Fish Creek	177	6	2	145	17	5½	323	3	7½
Hoddle Range	38	18	10	35	1	11	74	0	9
Foster	770	10	3½	519	6	3	1,289	16	6½
Franklin River	45	13	8	132	14	2	178	7	10
Toora	369	2	2	384	10	2½	753	12	4½
Agnes River	50	0	4	6	6	5½	56	6	9½
Welshpool	126	6	2	96	13	1	222	19	3
Mason's	25	8	9½	327	12	4	353	1	1½
Hedley	93	13	3½	18	0	2	111	13	5½
Gelliondale	112	19	9	146	11	9½	259	11	6½
Alberton	878	15	4½	1,308	7	11½	2,187	3	4
Port Albert	436	11	11½	288	10	11½	725	2	11
Lillico	4	15	9½	2	7	4	7	3	1½
Bravington	11	15	1	0	13	8	12	8	9
Buln Buln	127	14	10½	356	11	7	484	6	5½
Rokeby	70	18	1½	26	5	1	97	3	2½
Lancaster	67	17	9½	15	15	5	83	13	2½
Neerim South	646	4	10½	713	5	3½	1,359	10	2
Coalville	310	5	4	757	12	0	1,067	17	4
Narracan	196	6	9½	250	18	10½	447	5	8
Thorpdale	415	6	10½	2,497	17	4½	2,913	4	3
Hazelwood	16	19	3½	4	1	6½	21	0	10
Yinnar	219	10	3	754	14	0	974	4	3
Boolara	246	14	3	445	11	0	662	5	3
Darlimurla	115	11	5	669	9	8½	785	1	1½
North Mirboo	600	17	8	1,311	16	8½	1,912	14	4½
Glengarry	238	14	10	433	2	8	671	17	6
Toongabbie	702	5	11	1,788	3	11	2,490	9	10
Cowwarr	363	7	8½	1,081	18	6½	1,445	6	3
Dawson	61	18	2½	22	19	5	84	17	7½
Heyfield	554	17	9	755	16	10	1,310	14	7
Tinamba	447	7	4½	2,151	9	10½	2,598	17	3
Maffra	1,444	15	8½	2,587	9	0½	4,032	4	9
Boisdale	38	18	9	3	14	2½	42	12	11½
Bushy Park	37	5	10½	...	...	...	37	5	10½
Briagolong	189	16	1	279	16	8½	469	12	9½
Avon River	26	13	10½	189	5	9½	215	19	8
Glenferrie	8,499	16	0	...	...	...	8,499	16	0
Auburn	8,009	15	6	...	...	...	8,009	15	6
Camberwell	8,587	9	5½	1,458	15	9½	10,046	5	3
Canterbury	2,617	5	9	222	1	3	2,839	7	0
Surrey Hills	2,349	3	1	364	13	6½	2,713	16	7½
Mont Albert	515	18	0½	...	...	...	515	18	0½
Box Hill	2,557	8	11½	380	18	6	2,938	7	5½
Blackburn	662	17	2½	1,093	19	5½	1,756	16	8
Tunstall	345	4	3	4	3	11½	349	8	2½
Mitcham	575	10	6	166	0	7	741	11	1
Ringwood	836	8	1½	241	19	0½	1,078	7	2
Croydon	493	3	1½	175	14	2½	668	17	4
Mooroolbark	229	6	11½	187	6	7	416	13	6½
Lilydale	2,691	0	1	2,138	0	1	4,829	6	1
Coldstream	300	2	10½	206	13	4	506	16	2½
Yering	385	18	11	67	19	8½	453	18	7½
Yarra Glen	1,032	17	3	629	18	4½	1,662	15	7½
Tarrawarra	116	10	7½	98	5	10½	214	16	6
Healesville	2,410	15	8½	807	16	5½	3,218	12	2
Barker's Road	988	4	9½	...	...	...	988	4	9½
Kew	5,096	17	6½	734	3	1	5,831	0	7½
Alphington	381	2	1	114	14	1	495	16	2
Ivanhoe	397	0	4½	9	7	1	406	7	5½
Heidelberg	1,597	13	3½	271	5	2	1,868	18	5½
Bayswater	417	5	7	93	3	1	510	8	8
Lower Fern Tree Gully	285	15	3	82	16	2½	368	11	5½
Upper Fern Tree Gully	1,647	18	0	105	8	3	1,753	6	3
Melbourne (Flinders-street)	58,380	14	11	...	...	...	58,380	14	11
Montague	627	12	8½	...	...	...	627	12	8½
Port Melbourne North	1,462	10	4	...	...	...	1,462	10	4
Graham-street	1,356	19	11½	...	...	...	1,356	19	11½
Port Melbourne	8,051	4	7½	21,322	3	11½	29,373	8	7
South Melbourne	2,982	9	7½	...	...	...	2,982	9	7½
Albert Park	6,523	17	3½	...	...	...	6,523	17	3½
Middle Park	2,170	4	1	...	...	...	2,170	4	1
St. Kilda	6,396	17	4	1,410	3	6	7,807	0	10
Richmond	11,912	4	5	...	...	...	11,912	4	5
South Yarra	11,185	18	10	...	...	...	11,185	18	10
Prahran	6,144	13	0½	...	...	...	6,144	13	0½
Windsor	7,503	11	8	3,681	6	1½	11,184	17	9½
Balaclava	5,059	12	8	...	...	...	5,059	12	8
Elsternwick	7,320	0	9	546	0	8	7,866	1	5
North Brighton	6,151	7	9½	1,096	2	8	7,247	10	5½
Middle Brighton	5,089	14	1	622	0	1½	5,711	14	2½
Brighton Beach	4,778	11	3½	...	...	...	4,778	11	3½
Hampton	398	15	11½	...	...	...	398	15	11½

VICTORIAN RAILWAYS.—No. 13.—Statement showing the Traffic at each Station, &c.—*continued*.

STATIONS.	STATION TRAFFIC, being Moiety of Outwards and Inwards Revenue from—								
	Passengers, Parcels, &c.			Goods and Live Stock.			Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
Sandringham	2,163	3	8½	142	3	11½	2,305	7	8
East Richmond	3,668	7	5	...	...	...	3,668	7	5
Burnley	3,233	17	2½	3,490	18	5½	6,724	15	8
Pic Nic Station	2	10	6	...	...	...	2	10	6
Hawthorn	6,447	15	9	1,093	1	11½	7,540	17	8½
Beamaris	598	9	5	...	...	...	598	9	5
Doncaster	89	15	1	...	...	...	89	15	1
Sandown Park	806	2	5	...	...	...	806	2	5
Aspendale Park	753	12	11	...	...	...	753	12	11
Cowes	98	18	3	...	...	...	98	18	3
San Remo	81	2	9½	...	...	...	81	2	9½
Steamer <i>Gem</i>	762	3	9½	...	...	...	762	3	9½
Traffic derived from Deniliquin and Moama Stations	2,019	5	3	11,852	6	11	13,871	12	2
Traffic derived from South Australian Stations	17,810	19	0½	1,000	1	6	18,811	0	6½
Traffic derived from New South Wales Stations	22,418	10	3	9,053	13	1½	31,472	3	4½
Traffic derived from Queensland Stations ...	387	6	7	...	...	...	387	6	7
Totals	1,359,674	15	2	1,366,484	6	2	2,726,159	1	4

* These stations were open for traffic for only portion of the year.

H. KENT,
Traffic Auditor.Railway Department, Traffic Audit Office,
17th September, 1894.

VICTORIAN RAILWAYS.

No. 15.

STATEMENT showing the Cost of EACH LINE, TOTAL LENGTH, ETC., with Average Cost per Mile, at 30th June, 1894.

Table with columns: Lines, Length of Lines opened for Traffic (Double, Single, Total), Height of Rail-level above Low-water Mark (Highest, Lowest), Steepest Gradient, Cost, exclusive of Rolling-stock (Total, Average per Mile). Rows list various railway lines from Melbourne to Bendigo down to Natinuk to Goroke, with a 'Carried forward' row at the bottom.

No. 15.—STATEMENT showing the Cost of each Line, &c.—continued.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.			
	Double.	Single.	Total.	Highest.	Lowest.		Total.		Average per Mile.	
	Miles.	Miles.	Miles.	Feet.	Feet.		£	s.	d.	£
Brought forward	18,118,418	17	2	...
Essendon Junction to Essendon (including Race-course Line) ...	5	...	5	148	14	1 in 67	155,601	5	11	31,120
Essendon to Wodonga ...	61	121	182	1,147	105	1 " 50	2,066,965	7	6	11,357
Wodonga to River Murray	2 1/2	538	312	1 " 75	36,046	12	2	16,021
Tallarook to Yea	2 3/4	2 3/4	698	488	1 " 40	151,192	12	9	6,366
Mangalore to Shepparton ...	4 5	45	499	372	372	1 " 100	255,138	9	7	5,670
Shepparton to Numurkah	20 1/2	20 1/2	376	348	1 " 206	78,755	1	6	3,842
Benalla to St. James	20 1/2	20 1/2	583	450	1 " 75	77,807	13	1	3,796
Wangaratta (Beechworth Junction) to Beechworth ...	23	23	1,831	502	1 " 30	159,996	5	4	6,956	
Everton to Myrtleford ...	16 1/2	16 1/2	989	581	1 " 40	76,626	18	6	4,644	
Springhurst to Wahgunyah ...	14	14	623	454	1 " 50	69,151	17	6	4,939	
North Melbourne to Coburg ...	5	...	5	202	13	1 " 50	203,898	6	10	40,779
Yea to Mansfield and Alexandra-road ...	55 1/2	55 1/2	1,304	557	1 " 40	334,751	9	4	6,005	
Murchison East to Rushworth ...	13 1/4	13 1/4	476	391	1 " 80	68,376	9	4	5,160	
Shepparton to Dookie ...	15	15	500	372	1 " 100	53,855	15	0	3,590	
Numurkah to Cobram ...	21 1/2	21 1/2	376	355	1 " 165	80,544	12	4	3,746	
Numurkah to Nathalia ...	14	14	356	335	1 " 330	51,581	18	5	3,684	
St. James to Yarrawonga ...	19 3/4	19 3/4	514	414	1 " 50	95,717	6	5	4,846	
Myrtleford to Bright ...	18 1/2	18 1/2	1,004	688	1 " 50	109,398	16	9	5,913	
Beechworth to Yackandandah ...	12 1/2	12 1/2	1,912	981	1 " 30	96,714	11	5	7,585	
Wodonga to Tallangatta ...	25 1/2	25 1/2	726	530	1 " 40	187,992	19	7	7,372	
Coburg to Somerton ...	7 1/2	7 1/2	530	202	1 " 50	72,601	6	8	9,680	
Royal Park to Clifton Hill ...	...	2 1/2	136	103	1 " 50	154,364	4	1	56,132
Fitzroy Branch ...	1	1	119	85	1 " 79	76,817	13	11	76,818	
Fitzroy (Whittlesea Junction) to Whittlesea ...	1 1/4	20 1/2	22	639	119	1 " 50	245,689	7	5	11,168
Dookie to Katamatite	17	17	490	383	1 " 69
Nathalia to Picola	832	3	6	Survey, &c.
Spencer and Flinders streets connexion by viaduct ...	...	...	33	17	1 in 40	139,765	17	1	174,707
South Yarra to Oakleigh ...	6 1/2	...	6 1/2	184	22	1 " 50	274,938	10	3	40,732
Oakleigh to Sale ...	10	109	119	513	8	1 " 50	1,049,692	8	0	8,821
Traralgon to Heyfield ...	23 1/2	23 1/2	262	93	1 " 50	121,635	9	9	5,232	
Hawthorn to Lilydale ...	11 3/4	8 1/2	20 1/2	484	41	1 " 40	346,878	19	4	17,130
Caulfield to Frankston ...	10 1/4	9 3/4	20	166	10	1 " 50	175,376	5	6	8,769
Morwell to North Mirboo ...	20	20	784	184	1 " 40	153,699	17	3	7,685	
Mornington Junction to Mornington ...	7 1/2	7 1/2	194	60	1 " 50	63,551	1	11	8,200	
Frankston to Stony Point ...	18 1/2	18 1/2	327	10	1 " 50	102,640	4	2	5,548	
Dandenong (Great Southern Junction) to Port Albert ...	117 1/2	117 1/2	746	10	1 " 40	875,760	10	6	7,469	
Warragul to Neerim South ...	13 1/2	13 1/2	681	349	1 " 40	123,623	7	7	9,157	
Moe to Thorpdale ...	10 3/4	10 3/4	798	219	1 " 40	116,718	12	5	10,857	
Sale to Stratford (Junction) ...	9 1/2	9 1/2	64	33	1 " 66	42,625	12	5	4,608	
Heyfield to Bairnsdale ...	50 1/2	50 1/2	296	9	1 " 50	259,122	17	2	5,106	
Maffra to Briarolong ...	12 1/4	12 1/4	238	109	1 " 50	52,787	15	3	4,309	
Ringwood to Upper Ferntree Gully ...	7 1/2	7 1/2	436	314	1 " 40	58,883	10	3	7,851	
Lilydale to Healesville ...	15 1/4	15 1/4	351	230	1 " 40	210,648	18	4	13,813	
Oakleigh to Fairfield Park ...	10 1/2	10 1/2	249	72	1 " 50	298,183	6	11	27,738	
Burnley to Waverley-road ...	7 1/4	7 1/4	111	33	1 " 60	171,701	14	3	23,683	
Hawthorn to Kew ...	3 1/4	3 1/4	119	41	1 " 40	72,953	2	11	58,362	
Brighton to Sandringham ...	2	...	2	58	20	1 " 97	71,666	15	4	35,834
Collingwood to Heidelberg ...	5 1/4	5 1/4	196	68	1 " 50	188,913	3	6	35,983	
Korumburra to Coal Creek ...	...	...	735	630	1 " 30	5,408	5	7	6,760
Korumburra to Jumburra ...	3 1/4	3 1/4	796	619	1 " 30	14,089	17	10	3,757	
Korumburra to Strezlecki (Junction with Coal Creek Line)	2 1/2	2 1/2	765	573	1 " 30	9,753	10	3	4,335
Frankston Cemetery Line	104	9	9	Survey, &c.
Heidelberg to Eitham	3,420	8	9	"
Hobson's Bay Lines (including works, Prince's-bridge to Chapel-street) ...	16 1/2	...	16 1/2	53	9	1 in 74	1,912,039	0	6	115,881
Total	29,995,421	14	9	...

Gauge of lines, 5ft. 3in. in all cases.

R. SINGLETON,
Accountant.

ROBERT GEO. KENT,
Secretary.

Accountant's Branch,
21st August, 1894.

No. 16.

RETURN of Accidents and Injuries to Life and Limb, from the Opening of the Lines for Traffic to 30th June, 1894.

Year.	Passengers Killed or Injured.				Servants of the Department or of Contractors Killed or Injured.				Persons Killed or Injured 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
1880	...	5	...	...	...	1	7	7	3	2	6	3	2	2	18	20
1881	4	46	4	4	...	1	14	10	3	...	8	2	1	1	34	64
1882	1	210	1	5	...	13	22	25	3	1	9	2	2	5	38	261
1883	...	67	5	8	...	7	10	12	5	2	10	1	2	4	32	101
*1884	1	44	...	9	4	10	2	21	...	2	3	1	...	3	10	90
1884-5	...	13	1	23	...	10	12	46	7	5	14	9	2	10	36	116
1885-6	...	3	1	33	1	17	15	101	5	6	14	4	2	27	38	191
1886-7	4	266	...	24	2	16	14	43	5	3	25	3	...	3	50	358
1887-8	...	18	2	34	...	15	22	84	8	2	13	10	...	6	45	169
1888-9	1	116	4	82	4	24	23	107	7	5	37	12	2	12	78	358
1889-90	1	20	8	115	9	49	21	186	7	5	22	13	6	13	74	401
1890-91	...	19	3	82	7	60	14	133	9	6	37	8	2	37	72	345
1891-2	1	37	5	86	1	63	14	115	3	7	21	13	7	21	52	342
1892-3	...	17	...	117	...	33	6	111	2	7	19	7	2	34	29	326
1893-4	...	27	5	85	3	26	9	121	3	4	8	10	8	28	36	301
Total ...	13	1,024	40	717	45	385	270	1,217	78	62	304	116	47	216	797	3,737

* Six months.

R. SINGLETON,
Accountant.

ROBERT GEO. KENT,
Secretary.

Accountant's Branch,
21st August, 1894.

VICTORIAN RAILWAYS.—ACT 1135, SECTION 58.

No. 17.

STATEMENT OF APPOINTMENTS OF EMPLOYEES.

QUARTER ENDING 30th SEPTEMBER, 1893.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Entry.	By-law.	Salary or Wages.
Arnott, George * ...	29.12.33	Existing Lines	Ganger ...	21.10.93	...	10s. per day
Bickham, Martha Ann ...	21.12.55	" ...	Gatekeeper ...	9.9.93	70	4s. "
Broadbent, Elizabeth ...	4.4.60	" ...	" ...	22.9.93	70	4s. "
Calcutt, Richard Fallon* ...	7.2.72	" ...	Draughtsman ...	1.9.87	...	7s. "
Davis, Eliza ...	—12.43	" ...	Office-cleaner ...	15.7.93	70	4s. "
Howes, Elizabeth ...	30.10.65	" ...	" ...	11.9.93	70	20s. per week
Luff, George ...	8.10.54	" ...	Gatekeeper ...	4.8.93	70	4s per day

* Transferred from Board of Land and Works 17th July, 1893.

QUARTER ENDING 31st DECEMBER, 1893.

Holmes, Thomas Henry * ...	14.1.73	Traffic ...	Clerk ...	15.1.89	...	£65 per annum
Locke, Maggie ...	20.2.72	Existing Lines	Gatekeeper ...	21.10.93	70	4s. per day
Marston, Ellen Jane ...	10.5.63	" ...	Office-cleaner ...	3.11.93	70	3s 4d. "
Reid, Selina ...	17.6.68	Traffic ...	Ladies' Waiting-room, Attendant	1.11.93	70	4s. "
Roberts, George † ...	8.8.62	Existing Lines	Draughtsman ...	1.1.90	...	15s. 6d. "
REINSTATEMENT.						
Tuckett, Ambrose ‡ ...	...	Locomotive ...	Fireman ...	22.1.87	...	11s. per day

* Transferred from Board of Land and Works 1st December, 1893.

† Transferred from Board of Land and Works 12th October, 1893.

‡ Dispensed with 18th April, 1893; reinstated 4th October, 1893.

QUARTER ENDING 31st MARCH, 1894.

Feighrey, Margaret ...	26.12.69	Existing Lines	Gatekeeper ...	20.3.94	70	4s. per day
Gregory, Mary Jane ...	20.3.64	" ...	" ...	23.1.94	70	4s. "
Helffenstein, Louis * ...	14.2.66	" ...	Draughtsman ...	23.7.83	...	£147 10s. per annum

* Transferred from Board of Land and Works 31st January, 1894.

QUARTER ENDING 30th JUNE, 1894.

O'Dea, Bridget ...	—9.51	Existing Lines	Gatekeeper ...	17.4.94	70	4s. per day
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ROBERT GEO. KENT,
Secretary for Railways.

VICTORIAN RAILWAYS.—ACT 1135, SECTION 58.

No. 18.

STATEMENT OF REMOVALS OF EMPLOYÉS.

QUARTER ENDING 30th SEPTEMBER, 1893.

Name in Full.	Approximate Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	—	Act 767.					
Anderson, Robert ...	4.2.80	...	25.7.93	Accountant's	Clerk ...	£145 per ann.	Deceased
Ashfield, Samuel James ...	...	14.8.88	5.9.93	Locomotive...	Cleaner ...	6s. 6d. per day	Resigned
Baek, Joseph ...	8.8.79	...	24.7.93	Traffic ...	Carriage-cleaner ...	7s. "	Dismissed
Balaam, Benjamin ...	18.4.63	...	15.8.93	Existing Lines	Inspector ...	£320 per ann.	Retired
Balderson, William ...	...	14.6.87	10.8.93	"	Repairer ...	6s. 6d. per day	Resigned
Beath, Malcolm ...	...	14.1.89	27.8.93	Traffic ...	Labourer ...	6s. 6d. "	"
Bickham, William ...	1.4.83	...	9.9.93	Existing Lines	Gatekeeper ...	4s. 6d. "	Deceased
Black, William ...	24.7.71	...	28.7.93	"	Clerk and Draughtsman	£400 per ann.	Retired
Bowen, Frederick Henry ...	5.11.83	...	4.7.93	Traffic ...	Guard ...	8s. 6d. per day	Dismissed
Bradish, William ...	...	8.2.86	16.8.93	"	Porter ...	7s. "	Resigned
Bradley, Richard ...	...	5.9.89	21.8.93	Locomotive...	Machinist ...	7s. 6d. "	"
Brennan, Thomas ...	28.8.77	...	8.8.93	Existing Lines	Gatekeeper ...	5s. "	Retired
Brisbane, John ...	14.5.77	...	12.7.93	"	Repairer ...	7s. "	"
Broadbent, William ...	26.1.78	...	30.7.93	"	Ganger ...	9s. 6d. "	Deceased
Brown, Hector ...	—.—.51	...	10.7.93	"	Repairer ...	7s. "	Retired
Brush, Francis Samuel ...	...	15.5.89	31.8.93	"	Draughtsman...	12s. 6d. "	Dispensed with
Bruton, John Francis Augustine	22.9.78	...	18.8.93	Locomotive...	Fitter ...	10s. 6d. "	Retired
Burgess, Henry ...	20.8.83	...	14.8.93	Traffic ...	Signalman ...	8s. "	Resigned
Burke, Phillip James ...	...	24.7.90	3.8.93	"	Porter ...	5s. 6d. "	Dismissed
Burrows, Archibald ...	21.5.83	...	30.9.93	"	Signalman ...	10s. "	Retired
Bust, Thomas Walter ...	18.10.82	...	28.8.93	Locomotive...	Fitter ...	10s. "	"
Callendar, William ...	14.9.72	...	31.8.93	"	Fireman ...	10s. "	Resigned
Cameron, John Anderson ...	7.10.81	...	14.7.93	Traffic ...	Receiving Porter	8s. "	Retired
Campbell, John ...	28.5.77	...	12.7.93	Existing Lines	Gatekeeper ...	5s. "	"
Catterson, Joseph ...	...	18.11.84	31.7.93	Traffic ...	Porter ...	7s. "	Resigned
Chandler, Frederick Henry	...	4.8.90	30.9.93	"	"	5s. 6d. "	"
Chessell, William ...	3.6.74	...	23.9.93	Existing Lines	Carpenter ...	11s. "	Retired
Christie, William ...	19.9.82	...	22.8.93	Traffic ...	Station-master	7s. 6d. "	Dismissed
Clancey, Thomas ...	3.5.83	...	1.9.93	Existing Lines	Carpenter ...	11s. "	"
Clark, George Fredk. ...	12.12.61	...	31.8.93	Traffic ...	Station-master	£250 per ann.	Retired
Coleman, Sarah ...	...	2.11.91	23.8.93	Existing Lines	Gatekeeper ...	4s. per day	Resigned
Connelly, Michael ...	1.7.74	...	12.7.93	"	"	5s. "	Retired
Connor, Thomas ...	...	3.6.89	30.9.93	Traffic ...	Labourer ...	7s. "	Resigned
Cooper, Walter ...	...	28.7.90	1.8.93	"	Number Taker	5s. 6d. "	Dismissed
Critchley, George ...	2.8.82	...	31.8.93	"	Receiving Porter	7s. 6d. "	Retired
Croughan, Christopher ...	—.6.77	...	4.9.93	Existing Lines	Ganger ...	9s. "	To Board of Land & Works
Crowe, Thomas ...	13.10.83	...	3.8.93	Traffic ...	Porter ...	7s. "	Dismissed
Crozier, Charles ...	...	13.5.89	22.8.93	Locomotive...	Cleaner ...	6s. 6d. "	Resigned
Davey, William Henry ...	15.9.62	...	5.9.93	"	Driver ...	15s. "	Retired
Davies, Abraham ...	19.2.73	...	30.9.93	Traffic ...	Tally Porter ...	8s. "	"
Davies, David ...	14.9.81	...	30.9.93	"	Point Cleaner ...	7s. "	"
Davies, John ...	13.2.79	...	31.8.93	Accountant's	Clerk ...	£205 per ann.	Resigned
Davies, Thomas ...	24.6.76	...	31.8.93	Traffic ...	Station-master	£150 "	Retired
Davis, Henry ...	5.4.80	...	15.7.93	Existing Lines	Repairer ...	7s. per day	Killed
Davoren, Michael ...	5.4.82	...	25.9.93	"	Gatekeeper ...	6s. "	Retired
Daws, Michael ...	10.11.82	...	19.8.93	Locomotive...	Blocker ...	8s. "	Deceased
DeMortou, Joseph Anthony	27.9.62	...	31.7.93	Traffic ...	Station-master	£150 per ann.	Retired
Dewar, Agnes ...	...	28.9.89	20.7.93	Existing Lines	Gatekeeper ...	4s. per day	Dismissed
Dickson, James ...	1.12.80	...	30.9.93	Traffic ...	Station-master	8s. "	Retired
Donnellan, Patrick ...	...	1.8.90	31.7.93	"	Labourer ...	6s. "	Dismissed
Donoghue, Mary ...	30.10.83	...	20.7.93	Existing Lines	Gatekeeper ...	4s. "	"
Doughan, Thomas ...	—.1.74	...	20.9.93	"	"	4s. "	Deceased
Douglas, Alexander ...	14.7.81	...	28.9.93	Traffic ...	Guard ...	9s. "	Dismissed
Drummond, William ...	...	19.5.88	14.9.93	"	Number-taker	5s. 6d. "	"
Engeler, Ernest ...	...	2.6.86	14.8.93	Locomotive...	Fireman ...	10s. "	Resigned
Evans, John ...	1.6.81	...	24.7.93	Traffic ...	Tally Porter ...	7s. 6d. "	Deceased
Fairchild, John Herbert Sanderson	...	8.8.85	7.7.93	"	Clerk ...	£97 10s. per ann.	Dismissed
Fawcett, William ...	—.2.80	...	5.7.93	"	Shunter ...	7s. 6d. per day	"
Fern, William Eugene ...	12.2.84	...	26.8.93	Locomotive...	Fireman ...	10s. "	"
Fitzgerald, Jeremiah ...	1.11.65	...	4.8.93	Existing Lines	Repairer ...	7s. "	Retired
Flatley, Charles ...	24.2.74	...	31.8.93	"	Carpenter ...	10s. "	"
Francis, George ...	...	4.11.83	3.8.93	Traffic ...	Shed Porter ...	7s. 6d. "	Deceased
Fraser Alexander ...	...	1.9.90	2.8.93	Locomotive...	Striker ...	7s. "	Dismissed
Fraser, Robert ...	25.4.63	...	31.7.93	Traffic ...	Station-master	8s. "	Retired
Gallagher, Lambert John ...	...	22.12.88	19.8.93	"	Shunter ...	6s. 6d. "	Resigned
Gibney, James Francis ...	...	4.8.90	12.7.93	"	Porter ...	5s. 6d. "	"
Gill, Job ...	1.3.60	...	25.9.93	Locomotive...	Shop Foreman	£380 per ann.	Retired
Gilliard, Robert Dyer ...	17.8.72	...	31.7.93	Traffic ...	Tally Porter ...	8s. per day	"
Goudie, Fanny Elizabeth ...	...	1.4.91	11.9.93	Existing Lines	Gatekeeper ...	4s. "	Resigned
Greenwell, John ...	1.4.81	...	13.9.93	Locomotive...	Fireman ...	10s. "	Retired

REMOVALS of Employés—SEPTEMBER QUARTER—continued.

Name in Full.	Approximate Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks
	—	Act 767.					
Gregory, John ...	20.8.83	...	22.8.93	Existing Lines	Ganger ...	9s. per day	Killed on duty
Griffin, James ...	2.6.81	...	31.7.93	Accountant's	Storeman ...	9s. 6d. "	Resigned
Griffin, William ...	...	22.8.88	14.9.93	Traffic ...	Shunter ...	6s. 6d. "	Dismissed
Griffiths, Isaac ...	12.9.73	...	12.7.93	Existing Lines	Gatekeeper ...	5s. 6d. "	Retired
Griggs, Samuel ...	...	3.9.89	1.8.93	Traffic ...	Labourer ...	6s. "	Dismissed
Hale, John ...	15.10.76	...	14.7.93	" ...	Door Porter ...	8s. "	Retired
Hale, Joseph ...	...	15.8.90	7.7.93	Locomotive...	Labourer ...	6s. 6d. "	Dismissed
Hamilton, Henry Westropp	1.6.62	...	31.7.93	Traffic ...	District Traffic Superintendent	£500 per ann.	Retired
Hamilton, James ...	10.6.71	...	18.7.93	Locomotive...	Striker ...	9s. per day	"
Hamilton, Robert James ...	...	30.8.87	25.8.93	Traffic ...	Block-recorder ...	6s. "	Deceased
Hammond, Edward John ...	...	4.2.89	31.7.93	Locomotive...	Labourer ...	5s. 6d. "	Dismissed
Harley, John William ...	...	22.8.90	18.7.93	Traffic ...	Carriage-cleaner	6s. "	Resigned
Harrigan, William ...	...	20.4.87	5.9.93	" ...	Porter ...	7s. "	Dismissed
Hastings, John ...	1.2.83	...	30.9.93	Existing Lines	Striker ...	7s. 6d. "	Resigned
Hawkins, Michael ...	...	8.9.86	10.7.93	Traffic ...	Porter ...	7s. "	Dismissed
Heales, Samuel Thomas ...	23.7.66	...	19.7.93	" ...	Clerk ...	£300 per ann.	Retired
Hendy, John George ...	...	23.4.88	2.8.93	" ...	Porter ...	6s. 6d. per day	Dismissed
Higgins, James ...	3.12.89	...	25.8.93	Existing Lines	Repairer ...	6s. 6d. "	Resigned
Hiltman, Henry ...	4.5.78	...	13.7.93	" ...	Labourer ...	8s. 6d. "	Retired
Holland, Hugh ...	...	12.3.86	13.9.93	Locomotive...	Fireman ...	9s. "	Resigned
Hopper, Stephen ...	1.4.59	...	26.7.93	Existing Lines	Ganger ...	9s. "	Retired
Hunt, Phillip ...	...	7.5.89	1.7.93	" ...	Porter ...	6s. "	Dismissed
Irwin, William Henry ...	...	6.8.86	19.8.93	" ...	" ...	6s. 6d. "	"
James, Etty ...	1.5.67	...	12.9.93	Existing Lines	Gatekeeper ...	5s. "	Retired
Johnston, Georgina ...	...	1.9.92	31.8.93	" ...	Office-cleaner ...	3s. 4d. "	Resigned
Jones, Robert Edgar ...	26.8.61	...	10.7.93	" ...	Storeman ...	£370 per ann.	Retired
Kenny, Felix ...	25.10.80	...	12.7.93	" ...	Repairer ...	7s. per day	"
Kenyon, Nathan ...	3.6.78	...	30.9.93	Traffic ...	Carriage-cleaner	7s. "	"
Kinahan, Walter ...	1.8.74	...	23.9.93	Existing Lines	Repairer ...	7s. "	"
Lawton, Thomas Edward ...	11.4.81	...	14.9.93	Locomotive...	Painter ...	10s. "	Dispensed with
Leach, James ...	...	30.7.90	10.7.93	Traffic ...	Porter ...	5s. 6d. "	Dismissed
Lewis, Evan ...	...	3.1.88	24.7.93	Existing Lines	Gatekeeper ...	4s. "	Deceased
Lightfoot, Thomas Handcock	8.6.81	...	30.8.93	" ...	Draughtsman ...	£360 per ann.	Retired
Lynch, Jno. Nicholas ...	1.6.66	...	28.8.93	Traffic ...	Station-master	£400 "	"
Malcolm, Daniel ...	—2.72	...	12.8.93	Existing Lines	Inspector ...	£285 "	"
Manson, William ...	...	20.5.89	25.7.93	Locomotive...	Cleaner ...	5s. 6d. per day	Resigned
Marston, Frederick ...	22.7.82	...	28.9.93	Traffic ...	Yardsman ...	9s. "	Killed on duty
Masterton, Thomas ...	3.4.82	...	31.7.93	" ...	Signalman ...	8s. "	Retired
Mehrtens, Johann Andreas	12.6.82	...	12.8.93	Existing Lines	Gatekeeper ...	4s. "	"
Middleton, William Dixon	...	10.8.85	14.8.93	Traffic ...	Clerk ...	£120 per ann.	Dismissed
Mitchell, Alexander ...	15.10.59	...	31.8.93	" ...	Guard ...	1 rs. 6d. per day	Retired
Moller, Thomas ...	...	4.8.90	23.9.93	Locomotive...	Cleaner ...	6s. "	Dismissed
Motoney, John James ...	...	15.8.88	5.9.93	" ...	Clerk ...	£92 10s. per ann.	"
Mooney, Mary Ann ...	27.10.77	...	7.7.93	Existing Lines	Gatekeeper ...	3s. per day ...	Retired
Moule, Walter Wilde ...	29.7.62	...	18.8.93	Traffic ...	District Traffic Superintendent	£500 per ann.	"
Murphy, Catherine ...	27.9.81	...	12.7.93	Existing Lines	Gatekeeper ...	4s. per day	"
Murphy, John Harrison ...	...	1.8.90	8.8.93	Locomotive...	Cleaner ...	6s. "	Dismissed
Mackenzie, Charles Wm. ...	...	6.6.88	5.7.93	Traffic ...	Labourer ...	6s. 6d. "	"
Mackintosh, Alexander ...	—1.74	...	12.7.93	Existing Lines	Repairer ...	6s. 6d. "	Retired
McCay, Robert ...	22.6.65	...	31.7.93	Traffic ...	Station-master	£225 per ann.	"
McDonald, Peter ...	—2.57	...	18.8.93	Existing Lines	Ganger ...	9s. per day	"
McElhill, Bernard ...	...	19.4.88	22.7.93	Traffic ...	Acting Clerk ...	6s. 6d. "	Deceased
McGrath, James ...	...	22.8.88	30.7.93	" ...	Labourer ...	6s. 6d. "	Dismissed
McInnes, James ...	20.6.77	...	16.9.93	Locomotive...	Draughtsman ...	£400 per ann.	Retired
McLean, Elizabeth ...	14.10.75	...	10.7.93	Existing Lines	Gatekeeper ...	4s. per day	"
McLeod, Roderick ...	...	15.2.86	10.7.93	Traffic ...	Porter ...	6s. "	Dismissed
Neille, Harry ...	...	30.4.88	11.7.93	" ...	" ...	6s. 6d. "	Resigned
Ockenden, James ...	17.10.77	...	12.9.93	Existing Lines	Repairer ...	7s. "	Dismissed
Olds, William James ...	...	23.8.87	12.9.93	Traffic ...	Carriage-cleaner	6s. 6d. "	Resigned
O'Brien, George ...	...	11.3.89	31.8.93	Audit ...	Clerk ...	£85 per ann.	"
O'Brien, John ...	4.1.82	...	31.7.93	Traffic ...	Porter ...	7s. per day	Retired
O'Donnell, Joseph John ...	...	4.2.89	2.9.93	" ...	Labourer ...	7s. "	Dismissed
O'Halloran, Thomas ...	2.8.78	...	24.9.93	Existing Lines	Repairer ...	7s. "	Deceased
O'Toole, Patrick Felix ...	1.8.82	...	25.8.93	Locomotive...	Fireman ...	5s. "	Retired
Pascoe, William ...	1.9.82	...	29.9.93	" ...	Turner ...	11s. "	"
Peers, Haddington ...	1.4.77	...	18.9.93	Existing Lines	Inspector ...	16s. "	Deceased
Phillips, David ...	22.12.66	...	16.8.93	Locomotive...	Driver ...	15s. "	Retired
Pollard, Edward Fox ...	16.9.60	...	30.9.93	Traffic ...	District Traffic Superintendent	£500 per ann.	"
Poynton, John Patrick ...	...	27.8.89	30.9.93	" ...	Porter ...	5s. 6d. per day	Resigned
Quirk, Delia Kate ...	...	16.6.92	10.7.93	Existing Lines	Gatekeeper ...	4s. "	"
Ralston, Robert ...	14.2.71	...	31.8.93	Traffic ...	Station-master	£200 per ann.	Retired
Reardon, Michael ...	9.4.61	...	30.9.93	" ...	" ...	£187 10s. p. ann.	"
Rees, William Davies ...	1.8.70	...	25.7.93	Existing Lines	Foreman Smith	15s. per day	"
Reid, George Ash ...	...	9.1.88	8.7.93	Traffic ...	Porter ...	7s. "	Killed on duty
Richardson, William ...	30.1.83	...	31.8.93	" ...	Guard ...	9s. "	Retired
Roberts, Robert John ...	8.9.77	...	31.8.93	" ...	Lampman ...	7s. "	"
Robertson, Peter ...	4.3.75	...	7.7.93	" ...	Checkman ...	7s. "	"
Robinson, James Lowrie ...	...	19.2.89	30.9.93	Existing Lines	Repairer ...	6s. 6d. "	Resigned
Roscoe, James Edward ...	...	23.9.89	17.7.93	Locomotive...	Fitter ...	10s. "	"
Rowell, Charles ...	...	16.8.88	19.8.93	" ...	Fireman ...	9s. "	"
Sahling, Joachim Bernard	...	1.7.89	31.8.93	Existing Lines	Draughtsman ...	17s. 6d. "	Dispensed with
Scott, William Joseph ...	6.10.68	...	6.7.93	Locomotive...	Driver ...	15s. "	Deceased
Seymour, George ...	...	11.3.89	25.8.93	Telegraph ...	Clerk ...	£97 10s. p. ann.	Dismissed
Simons, Edmond ...	...	23.5.89	11.9.93	Traffic ...	Labourer ...	7s. per day ...	Resigned

REMOVALS of Employés—SEPTEMBER QUARTER—continued.

Name in Full.	Approximate Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	—	Act 767.					
Simpson, John ...	18.5.75	...	12.7.93	Existing Lines	Repairer ...	7s. per day ...	Retired
Sinclair, William Geo. ...	1.3.60	...	31.7.93	Traffic ...	Station-master	£400 per ann.	"
Slater, John ...	18.1.76	...	30.9.93	Existing Lines	Ganger ...	9s. per day ...	"
Smith, Allison Dalrymple...	...	22.7.85	11.9.93	Locomotive...	Locomotive Superintendent	£1,200 per ann.	Dispensed with
Smith, James Alexander ...	21.8.78	...	16.9.93	" ...	Inspecting Officer	£260 "	Retired
Smith, William Stuart ...	14.5.66	...	31.7.93	Traffic ...	Station-master	£225 "	"
Soame, Stephen Samuel ...	...	20.5.89	11.9.93	Existing Lines	Draughtsman ...	12s. 6d. per day	Dispensed with
Spiers, William Anderson...	13.5.78	...	1.7.93	Traffic ...	Station-master	£250 per ann.	Deceased
Stanhope, Walter John ...	5.1.83	...	31.8.93	Locomotive...	Blacksmith ...	10s. per day	Retired
Stapleton, Patrick ...	...	15.10.89	31.8.93	" ...	Cleaner ...	6s. "	Resigned
Stephens, Clement ...	1.7.63	...	31.7.93	Traffic ...	District Traffic Superintendent	£475 per ann.	Retired
Stewart, William ...	27.10.69	...	31.7.93	" ...	Head Porter ...	10s. per day	"
Stirling, Alexander ...	3.3.72	...	23.8.93	Existing Lines	Foreman Carpenter	11s. 6d. "	"
Stokes, William ...	20.5.80	...	8.8.93	" ...	Gatekeeper ...	4s. 6d. "	"
Strachan, Archibald ...	6.6.66	...	31.7.93	Traffic ...	Station-master	£200 per ann.	"
Sullivan, James ...	...	14.5.89	3.8.93	" ...	Porter ...	6s. per day	Dismissed
Taylor, Edward Oughton ...	...	26.8.90	31.8.93	" ...	Labourer ...	6s. 6d. "	Resigned
Taylor, Elizabeth ...	...	1.9.85	13.7.93	Existing Lines	Gatekeeper ...	4s. "	Retired
Telfer, James Alex. ...	20.8.83	...	22.9.93	Traffic ...	Station-master	7s. 6d. "	"
Thomas, William John ...	...	11.2.89	7.7.93	Locomotive...	Fitter ...	10s. "	Resigned
Thompson, Herbert Wyvill	...	15.5.89	31.8.93	Existing Lines	Draughtsman ...	17s. 6d. "	Dispensed with
Torbitt, William...	...	28.8.88	1.7.93	Telegraph ...	Lineman ...	7s. 6d. "	Resigned
Townsend, Georgina ...	...	22.1.92	19.9.93	Existing Lines	Gatekeeper ...	4s. "	"
Trevillian, George ...	...	18.9.89	13.9.93	Locomotive...	Cleaner ...	6s. "	Dismissed
Twoart, George ...	17.12.75	...	24.7.93	Traffic ...	Station-master	£150 per ann.	Deceased
Vaughan, John ...	16.8.64	...	31.7.93	" ...	Clerk ...	£187 10s. per ann.	Retired
Wade, William James ...	...	28.7.90	3.8.93	" ...	Porter ...	5s. 6d. per day	Dismissed
Walker, Reuben ...	15.4.62	...	30.9.93	" ...	Guard ...	8s. 6d. "	Retired
Walsh, John Casey ...	...	9.8.90	26.8.93	" ...	Porter ...	5s. 6d. "	Dismissed
Ward, Fredk. Arthur ...	15.3.82	...	2.8.93	" ...	" ...	7s. "	Retired
Wasley, Matthew ...	24.11.74	...	20.7.93	Locomotive...	Driver ...	14s. "	"
Wearne, William John ...	...	21.2.89	30.9.93	Existing Lines	Repairer ...	6s. 6d. "	Resigned
Whelan, John ...	17.9.80	...	19.9.93	" ...	Gatekeeper ...	5s. 6d. "	Deceased
Williams, Henry Watson ...	...	12.2.89	16.9.93	Locomotive...	Draughtsman ...	£237 10s. per ann.	Dispensed with
Wynne, Robert O'Hara Burke	5.5.82	...	21.7.93	Existing Lines	Labourer ...	8s. per day ...	Retired

QUARTER ENDING 31st DECEMBER, 1893.

Adamson, David ...	1.12.59	...	30.11.93	Traffic ...	Officer in Charge	£337 10s. per ann.	Retired
Anderson, David ...	...	8.2.86	30.12.93	" ...	Porter ...	7s. per day ...	Dismissed
Anderson, Robert ...	10.1.60	...	30.11.93	" ...	Officer in Charge	£362 10s. per ann.	Retired
Arnott, George ...	21.10.63	...	21.10.93	Existing Lines	Ganger ...	10s. per day	"
Backhouse, Thomas ...	—12.59	...	31.12.93	" ...	Inspector ...	£375 per ann.	"
Baggott, Ellen ...	18.4.79	...	19.11.93	" ...	Gatekeeper ...	4s. per day	"
Bennett, Thomas ...	...	2.10.90	7.10.93	" ...	Repairer ...	6s. 6d. "	Resigned
Binfeld, Henry ...	—6.74	...	31.12.93	" ...	Bricklayer ...	12s. "	Retired
Blacker, Thomas...	1.4.63	...	23.12.93	" ...	Ganger ...	9s. "	"
Bourke, John ...	—9.75	...	31.12.93	" ...	Repairer ...	7s. "	"
Bowman, Robert...	6.1.62	...	19.12.93	" ...	Inspector ...	£400 per ann.	"
Braddy, William...	1.10.70	...	9.11.93	" ...	Ganger ...	9s. per day	Deceased
Bray, Rupert Henry ...	...	16.9.89	26.10.93	Traffic ...	Porter ...	6s. "	Resigned
Breen, Cornelius...	...	15.5.88	30.10.93	Locomotive...	Cleaner ...	5s. "	"
Bromley, Joseph...	2.10.71	...	23.12.93	Existing Lines	Repairer ...	7s. "	Retired
Brown, Charles ...	1.9.72	...	31.12.93	" ...	" ...	7s. "	"
Burgoyne, James ...	—11.81	...	16.12.93	" ...	Labourer ...	8s. 6d. "	"
Butters, Albert Edward	...	1.2.87	7.12.93	" ...	Repairer ...	6s. 6d. "	Deceased
Calcutt, Joseph Richard	21.4.62	...	30.11.93	" ...	Principal Clerk	£725 per ann.	Retired
Carey, John Maurice	7.10.73	...	7.11.93	Locomotive...	Driver ...	15s. per day	"
Chandler, George ...	...	3.1.90	31.10.93	Existing Lines	Repairer ...	6s. 6d. "	Resigned
Clark, Charles ...	1.5.83	...	31.12.93	" ...	Painter ...	9s. 6d. "	Retired
Coath, William James	1.6.82	...	10.10.93	Locomotive...	Waggon-builder	10s. "	"
Combe, William Jno. Thomas	22.8.83	...	30.11.93	Audit ...	Clerk ...	£107 10s. per ann.	"
Connell, John ...	10.4.63	...	23.12.93	Existing Lines	Repairer ...	7s. per day	"
Coombes, William ...	—9.62	...	31.12.93	" ...	Watchman ...	6s. "	"
Cross, Robert ...	17.11.81	...	12.12.93	" ...	Painter ...	9s. "	"
Cuthbertson, John ...	8.8.82	...	16.12.93	Locomotive...	Fitter ...	11s. 6d. "	"
Day, George ...	2.10.72	...	20.10.93	" ...	Storeman ...	9s. "	"
Devine, Henry Michael	...	3.9.88	12.12.93	Existing Lines	Labourer ...	6s. 6d. "	Dispensed with
Dike, James Edwin ...	...	3.9.88	12.12.93	" ...	Bricklayer ...	10s. "	"
Doherty, James ...	11.7.80	...	23.12.93	" ...	Repairer ...	7s. "	Resigned
Doherty, John ...	24.1.84	...	11.10.93	Locomotive...	Train Examiner	8s. "	"
Dowling, Thomas Geo. ...	...	13.5.89	31.12.93	Existing Lines	Repairer ...	6s. 6d. "	"

REMOVALS of Employés—DECEMBER QUARTER—continued.

Name in Full.	Approximate Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	—	Act 767.					
Doyle, James ...	...	4.1.87	16.12.93	Traffic ...	Porter ...	7s. per day	To Penal Department
Doyle, Laurence ...	... 1.74	...	13.10.93	Existing Lines	Ganger ...	9s. "	Retired
Doyle, Patrick ...	... 12.12.78	...	31.12.93	"	Carpenter ...	10s. "	"
Evans, Hugh ...	...	19.9.90	15.12.93	Locomotive ...	Striker ...	7s. "	Dismissed
Farmer, Lucy ...	... 1.3.75	...	21.12.93	Existing Lines	Gatekeeper ...	4s. "	Deceased
Francis, Margaret ...	... 12.70	...	31.10.93	"	"	4s. "	Retired
Franklin, Theophilus Newman	... 16.4.62	...	31.12.93	Traffic ...	Station-master	8s. "	"
Frawley, Denis ...	... 1.78	...	30.11.93	Existing Lines	Repairer ...	6s. 6d. "	"
Frawley, Maurice ...	... 20.10.82	...	18.12.93	"	"	7s. "	"
Freeman, George ...	...	25.8.89	13.11.93	Locomotive ...	Cleaner ...	6s. "	Resigned
Giderson, George Eyre ...	... 22.9.62	...	30.11.93	Accountant's	Clerk ...	£4 50 per ann.	Retired
Gillies, Hugh ...	... 6.11.82	...	31.12.93	Existing Lines	Painter ...	9s. per day	"
Gillies, James ...	... 18.1.74	...	31.12.93	Traffic ...	Signalman ...	8s. "	"
Goldsmith, Hy. Edward Paynter	... 10.4.77	...	30.11.93	"	Station-master	£175 per ann.	"
Gould, George Henry ...	... 26.11.72	...	27.10.93	Locomotive ...	Waggon-builder	10s. 6d. per day	"
Gourley, George ...	... 17.11.77	...	19.12.93	Traffic ...	Clerk ...	£175 per ann.	Resigned
Greaves, Jas. Warden ...	... 31.5.83	...	31.12.93	Existing Lines	Carpenter ...	10s. 6d. per day	Retired
Griffiths, Griffith ...	... 26.8.77	...	23.12.93	"	Ganger ...	9s. "	"
Hall, Charles ...	... 22.8.59	...	31.12.93	Traffic ...	Gate-checkman	8s. "	"
Handforth, James ...	... 1.3.82	...	28.10.93	Locomotive ...	Carriage-builder	10s. "	"
Hanrahan, Jas. William ...	... 28.7.90	...	6.12.93	Traffic ...	Porter ...	5s. 6d. "	Resigned
Harris, James ...	... 31.5.87	...	5.10.93	"	Labourer ...	7s. "	Dismissed
Heck, William ...	... 13.5.89	...	25.10.93	Locomotive ...	Cleaner ...	6s. "	Resigned
Henderson, Alfd. Graham ...	... 14.10.89	...	20.10.93	"	Labourer ...	6s. 6d. "	"
Hendrickson, Margaret ...	... 2.4.90	...	13.12.93	Existing Lines	Gatekeeper ...	4s. "	Dismissed
Higgins, Alfred J. ...	... 6.82	...	31.12.93	"	Labourer ...	6s. 6d. "	Retired
Holroyd, Thomas ...	... 29.4.78	...	16.12.93	Locomotive ...	Draughtsman ...	13s. 6d. "	"
Howard, Patk. Philip ...	... 1.4.90	...	30.12.93	Existing Lines	Repairer ...	6s. 6d. "	Resigned
Howliston, Elizabeth ...	... 7.3.90	...	30.11.93	"	Gatekeeper ...	4s. "	Dispensed with
Hughes, Richard ...	... 5.5.87	...	27.10.93	Traffic ...	Signalman ...	7s. 6d. "	Deceased
Jewell, Joseph ...	... 2.7.72	...	30.11.93	"	Station-master	£150 per ann.	Retired
Johnston, Thomas ...	... 9.63	...	14.10.93	Existing Lines	Ganger ...	9s. per day	"
Johnston, Thomas William	... 21.5.88	...	2.10.93	Traffic ...	Labourer ...	6s. 6d. "	Dismissed
Jones, Edward ...	... 2.9.87	...	20.10.93	Locomotive ...	Fireman ...	9s. "	Resigned
Keen, Frederick ...	... 5.7.82	...	4.10.93	Traffic ...	Gatekeeper ...	6s. "	Retired
Kefford, Owen Alfred ...	... 19.9.61	...	30.11.93	"	Clerk ...	£277 10s. per ann.	"
Kerr, Archibald ...	... 3.9.88	...	16.12.93	Existing Lines	Labourer ...	7s. 6d. per day	Dispensed with
Kerss, James Elliott ...	... 24.4.88	...	9.10.93	Traffic ...	Signalman ...	6s. 6d. "	Dismissed
Keys, Robert ...	... 21.8.73	...	9.11.93	Locomotive ...	Waggon-builder	10s. "	Resigned
Landry, Henry Francis ...	... 8.1.83	...	27.12.93	Traffic ...	Porter ...	7s. 6d. "	"
Lannon, James Augustin ...	... 4.8.90	...	10.10.93	Locomotive ...	Cleaner ...	5s. 6d. "	"
Leslie, William ...	... 1.1.61	...	31.12.93	Traffic ...	Guard ...	12s. "	Retired
Linnane, Patrick ...	... 2.4.78	...	23.12.93	Existing Lines	Ganger ...	9s. "	"
Locke, Ellen ...	... 15.2.89	...	20.10.93	"	Gatekeeper ...	4s. "	Deceased
Macauley, Robert ...	... 8.2.82	...	10.10.93	"	"	4s. 6d. "	Retired
Madigan, Daniel ...	... 1.5.73	...	3.12.93	"	Repairer ...	6s. 6d. "	"
Madigan, Luke ...	... 20.11.83	...	19.12.93	"	Ganger ...	9s. "	Deceased
Mallett, Robert Charles ...	... 29.1.89	...	28.11.93	Locomotive ...	Cleaner ...	6s. 6d. "	Resigned
Marston, Thomas ...	... 30.6.62	...	20.11.93	Existing Lines	Gatekeeper ...	5s. 6d. "	Retired
Martin, Andrew ...	... 19.12.65	...	6.12.93	Locomotive ...	Train Examiner	10s. 6d. "	"
Masters, James ...	... 24.10.83	...	24.10.93	"	Fireman ...	10s. "	"
Magher, Cornelius ...	... 18.4.73	...	23.12.93	Existing Lines	Ganger ...	9s. "	"
Merriman, William ...	... 9.7.62	...	25.11.93	Locomotive ...	Driver ...	15s. "	"
Middletton, Elizabeth M.	... 19.12.90	...	8.11.93	Existing Lines	Gatekeeper ...	4s. "	Resigned
Minahan, John ...	... 11.6.62	...	25.11.93	"	Ganger ...	9s. "	Retired
Missen, Frederick ...	... 17.7.82	...	22.5.93	Traffic ...	Station-master	8s. "	Resigned
Molony, Patrick ...	... 27.8.88	...	3.11.93	"	Signalman ...	6s. 6d. "	To Police Department
Moore, David ...	... 27.9.81	...	26.12.93	Existing Lines	Repairer ...	7s. "	Deceased
Morrow, James F. ...	... 18.10.83	...	1.12.93	"	"	6s. 6d. "	"
Muir, Robert ...	... 6.4.82	...	16.12.93	"	Carpenter ...	11s. "	Retired
Murphy, William ...	... 14.7.87	...	5.10.93	Traffic ...	Porter ...	7s. "	Resigned
Murray, John ...	... 20.9.75	...	31.12.93	Existing Lines	Foreman Painter	11s. "	Retired
McBride, James Wm. ...	... 16.5.76	...	25.10.93	Locomotive ...	Waggon-builder	10s. "	"
McCabe, Patrick ...	... 17.11.79	...	30.11.93	Existing Lines	Repairer ...	7s. "	"
McCraith, John ...	... 8.5.75	...	24.12.93	Traffic ...	Station-master	£175 per ann.	Resigned
McGrath, James ...	... 22.8.88	...	5.10.93	"	Labourer ...	6s. per day	Dismissed
McIntyre, Margaret ...	... 6.74	...	31.10.93	Existing Lines	Gatekeeper ...	4s. "	Retired
McKay, George ...	... 22.9.82	...	16.12.93	"	Labourer ...	8s. "	"
McKee, William Bruce ...	... 28.12.81	...	30.11.93	Traffic ...	Guard ...	8s. "	"
McLaughlin, William ...	... 18.6.89	...	14.11.93	Existing Lines	Gatekeeper ...	6s. 6d. "	Dismissed
McMannus, Patrick ...	... 10.62	...	23.12.93	"	Repairer ...	7s. "	Retired
McNally, Phillip ...	... 6.62	...	30.11.93	"	Gatekeeper ...	4s. "	"
McPherson, Neil Innes ...	... 27.5.89	...	4.10.93	Traffic ...	Labourer ...	6s. 6d. "	Resigned
Nancarrow, Arthur ...	... 25.4.83	...	31.12.93	"	Clerk ...	£132 10s. per ann.	Retired
Nash, Edward ...	... 29.12.81	...	31.12.93	Existing Lines	Gatekeeper ...	5s. 6d. per day	"
O'Brien, Patrick ...	... 11.8.90	...	7.11.93	"	Repairer ...	6s. 6d. "	Resigned
O'Connor, Michael Jas. ...	... 14.11.82	...	31.12.93	Traffic ...	Labourer ...	7s. "	Retired
O'Dea, Michael ...	... 23.5.75	...	14.12.93	Existing Lines	Repairer ...	7s. "	Deceased
O'Malley, Thomas ...	... 3.7.82	...	4.10.93	Locomotive ...	Watchman ...	8s. 6d. "	"
O'Neill, Thomas Bolton ...	... 5.1.88	...	31.10.93	Traffic ...	Lampman ...	7s. "	Dismissed
Philpott, Edward ...	... 1.5.79	...	4.10.93	Existing Lines	Signal Engineer	£825 per ann.	Retired

* Omitted from previous return.

REMOVALS of Employés—DECEMBER QUARTER—*continued.*

Name in Full.	Approximate Date of Entry.		Date of Leaving.	Branch.	Rank, Grade or Position.	Salary or Wages.	Remarks.
	—	Act 757.					
Pickup, George ...	24.7.65	...	18.12.93	Locomotive...	Boltmaker ...	14s. per day	Retired
Reed, Henry ...	15.7.79	...	31.12.93	Existing Lines	Carpenter ...	10s. "	"
Reynolds, George Jno.	1.7.78	...	6.12.93	Traffic ...	Carriage-cleaner	7s. "	"
Edward							
Robertson, Joseph ...	...	12.2.89	3.11.93	" ...	Shunter ...	6s. 6d. "	To Police Department
Robinson, Walter ...	20.9.80	...	2.10.93	Locomotive...	Painter ...	10s. 6d. per day	Retired
Rogers, John ...	...	2.2.87	8.12.93	" ...	Cleaner ...	6s. 6d. "	To Penal Department
Ryan, John ...	10.4.83	...	5.10.93	Existing Lines	Repairer ...	6s. 6d. "	Dismissed
Ryan, Patrick ...	16.11.81	...	12.12.93	" ...	" ...	7s. "	Retired
Sandry, William Thos. ...	12.4.77	...	16.12.93	Locomotive...	Foreman Moulder	£260 per ann.	"
Scott, John ...	2.1.74	...	11.11.93	Existing Lines	Ganger ...	9s. per day	Deceased
Sellick, Henry ...	11.2.80	...	5.10.93	Locomotive...	Fireman ...	9s. "	Dismissed
Sharp, James Richard ...	...	17.7.84	13.12.93	" ...	Labourer ...	7s. "	Deceased
Sharpe, John ...	17.4.77	...	21.12.93	" ...	Painter ...	10s. "	Retired
Shields, William ...	1.5.79	...	29.12.93	" ...	Labourer ...	6s. 6d. "	"
Smith, Sydney ...	1.3.63	...	30.11.93	Traffic ...	Clerk ...	£250 per ann.	"
Smye, Henry Joseph ...	...	3.10.88	3.11.93	Existing Lines	Repairer ...	6s. 6d. per day	Resigned
Snedden, William ...	1.5.77	...	31.12.93	" ...	Gatekeeper ...	4s. 6d. "	Retired
Starkey, John ...	23.12.74	...	22.10.93	Traffic ...	Station-master	8s. "	Dismissed
Steel, Rudolph Johann	4.7.62	...	30.11.93	Locomotive...	Out-door Inspector	18s. "	Retired
Fredrich							
Stephens, George ...	8.10.62	...	27.12.93	" ...	Driver ...	15s. "	"
Stephens, Samuel ...	25.11.81	...	16.12.93	" ...	Padder ...	8s. "	"
Stockeyton, Charles Wm. ...	...	17.8.87	23.10.93	Traffic ...	Clerk ...	£75 per ann.	Dismissed
Storey, James ...	...	3.1.88	16.12.93	" ...	Signalman ...	7s. per day	To Penal Department
Synan, John ...	—.10.81	...	23.12.93	Existing Lines	Repairer ...	6s. 6d. "	Retired
Tanner, Charles ...	24.9.81	...	15.12.93	Traffic ...	Labourer ...	7s. "	"
Thompson, James ...	26.9.82	...	29.12.93	Locomotive...	" ...	8s. "	"
Toukin, William ...	...	1.2.87	20.12.93	Existing Lines	Repairer ...	6s. 6d. "	Resigned
Tovey, Richard ...	12.4.61	...	30.11.93	" ...	Ganger ...	9s. "	Retired
Trinham, John George ...	15.12.71	...	30.11.93	Traffic ...	Clerk ...	£187 10s. per ann.	"
Turnbull, James Keith ...	25.12.76	...	31.10.93	" ...	Station-master	£175 per ann.	Dismissed
Wannop, William Christopher	1.1.61	...	30.11.93	" ...	Officer in Charge	£360 10s. per ann.	Retired
Wedd, Peter ...	—.1.82	...	23.12.93	Existing Lines	Gatekeeper ...	4s. per day	Deceased
Wetherall, Thomas Harrison	1.3.61	...	31.10.93	Traffic ...	Station-master	£187 10s. per ann.	Retired
Wickers, William Jno. ...	16.7.77	...	3.12.93	Existing Lines	Foreman Painter	11s. 6d. per day	"
Williams, John ...	16.2.64	...	8.12.93	Locomotive...	Driver ...	15s. "	Deceased
Wilmot, Wm. George ...	7.9.74	...	31.12.93	" ...	Polisher ...	10s. "	Retired
Wiseman, Benjamin Francis	—.55	...	31.12.93	Traffic ...	Head Porter ...	11s. "	"
Wittingslow, Joseph ...	25.10.63	...	31.12.93	Existing Lines	Ganger ...	9s. "	"
Wright, Alfred ...	12.7.80	...	31.12.93	" ...	Painter ...	10s. "	"
Young, William ...	17.9.67	...	4.11.93	Locomotive...	Driver ...	15s. "	"

QUARTER ENDING 31st MARCH, 1894.

Allnutt, Joseph ...	—.1.82	...	14.3.94	Existing Lines	Gatekeeper ...	4s. per day	Retired
Bahl, Herman ...	...	9.1.88	31.3.94	Locomotive...	Fireman ...	9s. "	Deceased
Blacklock, John ...	26.3.77	...	2.1.94	Traffic ...	Guard ...	9s. "	Dismissed
Brennan, Patrick ...	—.3.63	...	20.1.94	Existing Lines	Repairer ...	6s. 6d. "	Retired
Burrell, Richard ...	24.11.82	...	31.3.94	Traffic ...	Head Porter ...	7s. 6d. "	"
Busch, George ...	1.10.77	...	6.1.94	Locomotive...	Labourer ...	7s. "	"
Butiment, George Stringer	28.4.73	...	31.1.94	" ...	" ...	7s. "	"
Byrnes, Edward ...	...	1.4.90	5.1.94	Existing Lines	Repairer ...	6s. 6d. "	To Police Department
Carter, William ...	19.10.75	...	28.2.94	Traffic ...	Guard ...	9s. "	Retired
Charlton, George Edward ...	...	2.9.89	12.1.94	Existing Lines	Repairer ...	6s. 6d. "	Resigned
Clark, George Cornelius ...	...	5.3.89	3.2.94	Traffic ...	Shunter ...	6s. 6d. "	Dismissed
Cook, Frederick Wm. ...	...	5.1.91	2.3.94	Existing Lines	Repairer ...	6s. 6d. "	"
Coulthard, William ...	—.5.76	...	6.1.94	" ...	Ganger ...	9s. "	Retired
Cowderoy, Frank ...	1.7.62	...	28.2.94	Traffic ...	Cleik ...	£300 per ann.	"
Crofts, William Francis ...	...	11.8.90	16.1.94	" ...	" ...	£80 "	Resigned
Croke, William ...	9.5.89	...	3.2.94	" ...	Porter ...	6s. per day	"
Curwin, James ...	...	10.7.91	17.3.94	Existing Lines	Gatekeeper ...	5s. 6d. "	"
Davis, Isaac ...	18.4.82	...	6.1.94	Locomotive...	Carpenter ...	10s. "	Retired
Daw, David ...	7.1.63	...	31.1.94	" ...	Fitter ...	12s. 6d. "	"
Drever, David ...	1.6.82	...	30.3.94	" ...	Carpenter ...	10s. "	"
Drever, James Nairn ...	26.5.81	...	31.3.94	" ...	Train Examiner	7s. 6d. "	"
Duffy, Christopher ...	...	1.9.88	5.1.94	Traffic ...	Porter ...	6s. 6d. "	To Police Department
Evans, Frederick ...	12.5.79	...	31.1.94	Locomotive...	Striker ...	7s. 6d. "	Retired
Farrell, William ...	...	10.6.89	31.3.94	Existing Lines	Repairer ...	6s. 6d. "	Resigned
Feighrey, Mary ...	...	4.1.93	14.2.94	" ...	Gatekeeper ...	4s. "	Deceased

REMOVALS of Employés—MARCH QUARTER—continued.

Name in Full.	Approximate Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	—	Act 767.					
Fitzgerald, Patrick ...	...	7.5.88	4.1.94	Locomotive...	Cleaner ...	5s. per day ...	To Police Department
Francis, Reginald Hawkey	5.2.83	...	31.3.94	Traffic ...	Clerk ...	£150 per ann.	Retired
Gardner, Joseph ...	1.5.72	...	25.2.94	" ...	Point-cleaner ...	8s. per day	Deceased
Godkin, Henry ...	—9.80	...	19.1.94	Existing Lines	Painter ...	9s. "	Retired
Green, Alexander Joseph ...	...	4.9.89	5.1.94	Traffic ...	Porter ...	6s. "	To Police Department
Hall, James ...	5.3.67	...	31.3.94	Locomotive...	Fitter ...	11s. 6d. "	Retired
Harris, Michael ...	6.2.84	...	6.1.94	" ...	Fireman ...	9s. "	Dismissed
Haworth, Samuel Gregory	29.11.80	...	22.3.94	Traffic ...	Shunter ...	7s. 6d. "	Retired
Hein, Terence ...	...	1.11.88	5.1.94	Existing Lines	Repairer ...	6s. 6d. "	To Police Department
Heintz, Jacob ...	...	1.12.88	31.1.94	" ...	" ...	6s. 6d. "	Resigned
Hennessey, John ...	—1.71	...	9.2.94	" ...	" ...	7s. "	Retired
Hennett, Eliza ...	...	26.1.88	9.1.94	" ...	Gatekeeper ...	4s. "	Resigned
Henry, George ...	...	6.3.89	31.3.94	Locomotive...	Labourer ...	6s. 6d. "	"
Hill, William ...	31.7.82	...	30.1.94	" ...	" ...	7s. "	Deceased
Hitchins, Alfred ...	...	15.10.89	31.3.94	" ...	Storeman ...	7s. 6d. "	Resigned
Holden, John ...	...	13.5.87	26.2.94	Traffic ...	Porter ...	7s. "	To Penal Department
Hopgood, John Henry ...	...	30.5.87	29.3.94	" ...	Block-recorder	6s. "	Dismissed
Houston, Alex. Muir ...	7.12.74	...	6.3.94	" ...	Traffic and Telegraph Inspector	£425 per ann.	Retired
Howard, John Andrew ...	...	18.9.89	1.1.94	Locomotive...	Cleaner ...	6s. per day	To Police Department
Hudson, William ...	—3.78	...	1.1.94	Existing Lines	Ganger ...	9s. "	To Board of Land & Works
Hulse, Thomas ...	4.1.59	...	2.1.94	Locomotive...	Locomotive Foreman	£475 per ann.	Retired
Hunt, Charles ...	1.3.74	...	31.1.94	" ...	Labourer ...	7s. 6d. per day	"
Hurley, Cecelia ...	...	26.11.91	20.2.94	Existing Lines	Gatekeeper ...	4s. "	Deceased
Hutchinson, James	23.11.66	...	8.1.94	Locomotive...	Inspector ...	18s. "	Retired
Hutchinson, Thos. James ...	...	10.8.86	21.2.94	Traffic ...	Porter ...	6s. 6d. "	Dismissed
Jacks, Edward ...	7.6.58	...	31.1.94	Locomotive...	Chief Inspector	£675 per ann.	Retired
Jenkins, James Henry	17.12.74	...	19.3.94	" ...	Driver ...	13s. per day	"
Johnston, Richard ...	...	20.3.89	4.1.94	" ...	Cleaner ...	6s. "	To Police Department
Jones, Henry David Pim ...	18.8.80	...	22.2.94	Traffic ...	Porter ...	7s. "	Retired
Jones, John Vincent ...	17.4.83	...	16.3.94	Locomotive...	Carpenter ...	9s. "	"
Jones, Robert ...	8.12.62	...	31.1.94	" ...	Sub-foreman ...	£300 per ann.	"
Kennedy, Martin ...	...	1.4.90	5.1.94	Existing Lines	Repairer ...	6s. 6d. per day	To Police Department
Kerr, Alexander ...	...	2.8.90	5.1.94	Traffic ...	Number-taker...	5s. 6d. "	"
King, Richard Charles	1.2.65	...	25.2.94	Locomotive...	Foreman Painter	£300 per ann.	Deceased
Lawford, John ...	...	28.5.89	3.1.94	" ...	Cleaner ...	6s. per day	To Police Department
Lewis, John ...	3.4.82	...	31.1.94	Traffic ...	Closet Attendant	6s. 6d. "	Retired
Lewis, John ...	...	11.6.88	5.1.94	" ...	Signalman ...	6s. 6d. "	To Police Department
Maguire, Thomas ...	...	11.2.91	19.1.94	Locomotive...	Turner ...	11s. "	"
Male, Thomas Henry ...	...	8.4.90	31.1.94	Existing Lines	Repairer ...	6s. 6d. "	"
Maplestone, William Mash	30.10.81	...	30.3.94	Traffic ...	Station-master	8s. "	Killed on duty
Matthews, James ...	...	1.9.85	5.1.94	" ...	Shunter ...	7s. 6d. "	To Police Department
Mattinson, Daniel Gannon	2.6.79	...	6.1.94	Locomotive...	Fitter ...	9s. 6d. "	Retired
Meldrum, William ...	9.6.82	...	8.3.94	Traffic ...	Porter ...	7s. 6d. "	"
Melville, John ...	1.7.78	...	31.1.94	Locomotive...	Labourer ...	7s. "	"
Millar, Leander ...	...	11.8.90	5.1.94	Traffic ...	Porter ...	5s. 6d. "	To Police Department
Millgate, John Edward ...	1.7.78	...	31.1.94	Locomotive...	Labourer ...	7s. "	Retired
Moran, Martin ...	1.7.74	...	8.1.94	" ...	" ...	8s. "	"
Morey, Samuel George ...	...	12.9.90	4.1.94	" ...	Striker ...	7s. "	To Police Department
Murchison, William Gordon	...	4.3.89	6.3.94	Telegraph ...	Operator ...	£65 per ann.	Resigned
Murphy, Peter Joseph ...	13.6.83	...	31.3.94	Traffic ...	Station-master	8s. per day	Deceased
Mackay, William ...	—1.74	...	6.1.94	Existing Lines	Repairer ...	7s. "	Retired
McCarthy, William Patrick	12.1.82	...	6.1.94	Locomotive...	Carriage-builder's Assistant	7s. 6d. "	"
McDonald, Martha ...	17.7.78	...	15.2.94	Existing Lines	Gatekeeper ...	4s. "	Dispensed with
McGrath, Michael ...	5.9.82	...	6.1.94	Locomotive...	Watchman ...	7s. "	Retired
McGrath, William ...	20.10.63	...	28.2.94	Traffic ...	Gatekeeper ...	4s. "	"
McGuinness, John ...	—1.64	...	19.1.94	Existing Lines	Ganger ...	9s. "	"
McLarty, Archibald ...	9.7.74	...	20.2.94	Locomotive...	Striker ...	7s. 6d. "	"
Needham, William Henry...	18.1.82	...	14.3.94	" ...	Blocker ...	9s. "	"
Norman, James ...	6.1.80	...	17.2.94	Traffic ...	Labourer ...	7s. "	"
Norton, Edward Jesse Wren	2.8.83	...	2.3.94	" ...	Clerk ...	£125 per ann.	Dismissed
Olsson, John ...	18.4.73	...	9.3.94	Existing Lines	Ganger ...	9s. per day	Retired
O'Brien, John ...	9.11.68	...	14.2.94	Locomotive...	Driver ...	15s. "	Deceased
O'Hagan, William Henry ...	...	3.2.89	16.1.94	Existing Lines	Repairer ...	6s. 6d. "	Resigned
Parkin, George ...	20.2.74	...	7.2.94	Locomotive...	Boilermaker's Assistant	8s. "	Retired
Phipps, Thomas ...	—6.57	...	12.1.94	Existing Lines	Ganger ...	9s. "	"
Rake, Samuel ...	10.2.59	...	9.1.94	Locomotive...	Locomotive Foreman	£425 per ann.	"
Reed, George Williamson...	...	7.5.88	31.1.94	" ...	Apprentice ...	3s. 6d. per day	Resigned
Rees, Lewis ...	2.4.83	...	28.2.94	" ...	Striker ...	7s. "	Retired
Robbins, Patrick...	20.10.74	...	10.1.94	" ...	Labourer ...	7s. "	"
Ryan, William ...	...	8.9.90	16.1.94	" ...	Fitter ...	9s. 6d. "	"

REMOVALS of Employés—MARCH QUARTER—continued.

Name in Full.	Approximate Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	—	Act 767.					
Shellew, Charles ...	12.10.59	...	28.2.94	Traffic ...	Labourer ...	7s. per day	Retired
Short, Thomas ...	2.10.63	...	15.3.94	Existing Lines	Ganger ...	9s. "	"
Slater, Thomas ...	6.3.66	...	6.1.94	Locomotive...	Carriage-builder	13s. "	"
Smith, Alfred Sydney ...	...	7.8.90	7.2.94	Traffic ...	Porter ...	5s. 6d. "	Resigned
Smith, Charlotte ...	...	1.6.92	2.1.94	" ...	Waiting-room Attendant	5s. "	Deceased
Smith, John ...	1.12.82	...	28.2.94	Existing Lines	Pile-driver ...	8s. "	Retired
Smith, John Thomas ...	16.4.60	...	31.1.94	Traffic ...	Porter ...	7s. "	"
Smith, Thomas Douglas ...	19.6.82	...	20.2.94	Existing Lines	Draughtsman ...	£435 per ann.	"
St. Clair, Peter ...	...	1.9.87	5.2.94	Traffic ...	Labourer ...	7s. per day ...	Resigned
Stephen, Richard Alfred Aug. Victoria	26.10.81	...	21.2.94	" ...	Clerk ...	£150 per ann.	Retired
Stinton, John ...	28.2.77	...	31.1.94	Locomotive...	Driller ...	9s. per day	"
Sutherland, Alex. ...	1.6.63	...	23.2.94	Existing Lines	Repairer ...	7s. "	"
Sutherland, Fredk. ...	...	7.9.87	10.3.94	Traffic ...	Porter ...	6s. 6d. "	Dismissed
Trappes, Joseph ...	— 11.78	...	31.1.94	Existing Lines	Ganger and Pile-driver	10s. "	Retired
Tully, John ...	...	19.11.88	19.3.94	" ...	Repairer ...	6s. 6d. "	Dismissed
Ward, Granville James ...	...	31.8.87	5.1.94	Traffic ...	Porter ...	6s. 6d. "	To Police Department
Ward, Robert Jas. ...	20.3.83	...	20.1.94	Locomotive...	Fireman ...	9s. "	Dismissed
Webb, Thomas Henry ...	14.7.79	...	16.1.94	" ...	Machinist ...	11s. "	Retired
Wetherall, John Richard Alfred	3.12.72	...	31.1.94	Traffic ...	Station-master	£187 10s. per ann.	"
White, James ...	— 1.61	...	15.3.94	Existing Lines	Ganger ...	9s. per day	"
Williams, James ...	28.7.79	...	30.3.94	Locomotive...	Machinist ...	10s. 6d. "	"
Williams, James Mason ...	21.3.83	...	31.3.94	Traffic ...	Carriage-cleaner	7s. "	"
Wilson, James ...	13.9.77	...	27.2.94	Locomotive...	Fitter ...	14s. "	Deceased
Wiltshire, Joseph ...	16.1.78	...	9.2.94	" ...	Labourer ...	7s. "	Retired
Woolley, Joseph ...	4.10.79	...	9.1.94	Traffic ...	Porter ...	7s. "	"
Woolley, Robert ...	...	1.10.88	31.3.94	Existing Lines	Repairer ...	6s. 6d. "	Resigned
Wright, Robert Greenslade Autton	18.11.73	...	10.2.94	Locomotive...	Clerk ...	£425 per ann.	Retired
Wright, Thomas ...	14.11.82	...	31.3.94	Existing Lines	Repairer ...	6s. 6d. per day	"

QUARTER ENDING 30th JUNE, 1894.

Alford, William Brewer ...	...	11.7.87	3.5.94	Locomotive...	Waggon-builder	9s. 6d. per day	Resigned
Allen, Thomas ...	...	13.2.91	25.4.94	" ...	Cleaner ...	5s. 6d. "	"
Arrell, Thomas ...	2.1.74	...	30.6.94	Existing Lines	Repairer ...	6s. 6d. "	Retired
Arthurs, George ...	29.11.62	...	29.6.94	Locomotive...	Fitter ...	14s. "	"
Askwith, John ...	20.1.73	...	30.6.94	" ...	Driver ...	15s. "	"
Benson, Alfred Hy. ...	...	3.9.88	30.4.94	Existing Lines	Plumber ...	11s. "	Resigned
Berwick, Francis ...	...	18.2.89	31.5.94	Traffic ...	Carriage-cleaner	7s. "	Deceased
Bollom, George Wm. ...	...	18.3.85	7.6.94	Locomotive...	Fitter ...	10s. 6d. "	Resigned
Boyd, William ...	12.10.80	...	5.6.94	Traffic ...	Guard ...	9s. "	Killed on duty
Brown, Joseph ...	15.1.77	...	30.6.94	Locomotive...	Greaser ...	8s. "	Retired
Byrne, John ...	1.3.62	...	30.6.94	Traffic ...	Guard ...	10s. 6d. "	"
Callow, Thomas ...	1.2.84	...	30.6.94	Existing Lines	Repairer ...	7s. "	"
Calnin, John ...	...	1.4.89	1.5.94	Traffic ...	Shunter ...	7s. 6d. "	Dismissed
Carlton, John ...	1.10.78	...	30.6.94	Existing Lines	Repairer ...	7s. "	Retired
Carver, Edward ...	4.1.75	...	30.6.94	" ...	" ...	7s. "	"
Cherry, William Hy. ...	...	23.1.88	18.6.94	Locomotive...	Labourer ...	4s. 6d. "	Resigned
Cluff, Copeland Herbert ...	...	5.8.90	10.6.94	" ...	Cleaner ...	5s. 6d. "	"
Cockburn, Robert ...	1.8.80	...	30.6.94	Existing Lines	Repairer ...	7s. "	Retired
Cockburn, Robert Liddle ...	— 2.63	...	30.6.94	Traffic ...	Guard ...	10s. 6d. "	"
Colvin, John ...	1.5.83	...	30.6.94	Existing Lines	Labourer ...	9s. "	"
Cook, Robert ...	8.10.68	...	19.4.94	Locomotive...	Driver ...	14s. "	"
Cooke, Edward ...	12.11.66	...	31.5.94	" ...	Foreman Turner	£265 per ann.	"
Craig, Joseph ...	18.4.63	...	30.6.94	Existing Lines	Ganger ...	9s. per day	"
Daglish, Henry ...	1.10.79	...	4.6.94	Locomotive...	Pumper ...	11s. "	Deceased
Danzi, Antonio ...	12.10.81	...	30.6.94	Existing Lines	Repairer ...	7s. "	Retired
Davies, William Tudor ...	...	11.8.85	23.4.94	Traffic ...	Clerk ...	£102 10s. per ann.	Resigned
Davoren, John Patk. ...	...	2.9.89	28.6.94	" ...	Clerk ...	£87 10s. per ann.	Dismissed
Dawson, James ...	9.5.83	...	29.6.94	Locomotive...	Boilermaker's Assistant	8s. per day	Retired
Deakes, Edwin Jas. ...	...	31.8.87	3.4.94	Traffic ...	Shunter ...	6s. "	Dismissed
Dean, William ...	...	11.1.88	30.4.94	" ...	Labourer ...	7s. "	"
Deegan, William James ...	...	9.5.87	19.4.94	" ...	Clerk ...	£107 10s. per ann.	"
DeWinter, John ...	26.8.82	...	30.4.94	Existing Lines	Labourer ...	7s. 6d. per day	Retired
Dixon, Frederick ...	...	30.12.87	8.4.94	Traffic ...	Porter ...	7s. "	Deceased
Dockery, Robert ...	1.6.65	...	8.6.94	Existing Lines	Ganger ...	9s. "	Retired
Donnelly, William ...	1.12.74	...	30.6.94	" ...	" ...	9s. "	"
Downie, James ...	5.11.78	...	30.6.94	" ...	Repairer ...	7s. "	"
Doyle, George Thos. ...	20.8.83	...	2.4.94	Traffic ...	Acting Porter	7s. "	Dismissed
Elliott, William James ...	20.5.82	...	17.6.94	Locomotive...	Driver ...	12s. "	Deceased
Ellis, Arthur ...	...	15.8.87	2.6.94	Traffic ...	Clerk ...	£85 per ann.	Dismissed
Ely, John Henry ...	...	4.9.88	27.4.94	Existing Lines	Repairer ...	6s. 6d. per day	Killed on duty
Fickel, William Ellis ...	...	22.7.84	16.4.94	Locomotive...	Painter ...	9s. 6d. "	Resigned
Fishley, Fredk. Brook ...	1.5.75	...	18.4.94	" ...	Lifter ...	9s. 6d. "	Deceased
Flannery, Jas. Joseph ...	2.5.82	...	9.4.94	Traffic ...	Station-master	7s. 6d. "	"

REMOVALS of Employees—JUNE QUARTER—continued.

Name in Full.	Approximate Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	—	Act 767.					
Frawley, Patrick ...	22.10.83	...	30.6.94	Existing Lines	Repairer ...	6s. 6d. per day	Retired
French, James ...	30.3.69	...	30.6.94	"	Gatekeeper ...	5s. 6d. "	"
Fricker, Arthur ...	24.7.77	...	26.4.94	Locomotive...	Driver ...	14s. "	"
Gairns, William ...	3.5.72	...	30.6.94	Existing Lines	Ganger ...	9s. "	"
Galbally, Charles ...	21.9.82	...	29.6.94	Locomotive...	Painter ...	9s. 6d. "	"
Gibson, James ...	...	4.5.89	18.4.94	"	Chainmaker ...	11s. "	Deceased
Glover, James ...	1.6.79	...	22.5.94	Existing Lines	Ganger ...	9s. "	"
Goudge, Henry ...	14.2.75	...	30.6.94	"	Repairer ...	7s. "	Retired
Graham, William Henry ...	13.10.77	...	4.4.94	Locomotive...	Driver ...	13s. "	Dismissed
Hare, James ...	1.5.80	...	30.6.94	Existing Lines	Repairer ...	7s. "	Retired
Harte, Patrick Hy. ...	7.10.74	...	30.6.94	"	"	7s. "	"
Haswell, Charles ...	5.8.77	...	30.6.94	Traffic ...	Closet Attendant	7s. "	"
Hawke, William Richard ...	...	10.1.88	11.4.94	"	Shunter ...	5s. 6d. "	Resigned
Healy, Mathew ...	...	4.2.89	2.6.94	"	Lampman ...	7s. "	Dismissed
Herlihy, Thomas ...	1.2.80	...	30.6.94	Existing Lines	Repairer ...	7s. "	Retired
Holst, Frederick William ...	...	13.2.91	30.6.94	Locomotive...	Cleaner ...	5s. 6d. "	Resigned
Homewood, Alfred ...	1.6.57	...	30.6.94	"	Foreman Copper-smith	£315 per ann.	Retired
Hooper, Thomas William George	...	10.2.86	15.5.94	Traffic ...	Porter ...	7s. per day	Killed on duty
Howarth, James ...	29.12.63	...	29.6.94	Locomotive...	Springmaker ...	12s. "	Retired
Hutton, William ...	14.1.79	...	30.6.94	Existing Lines	Labourer ...	6s. "	"
Ivy, Thomas Jesse ...	22.11.81	...	29.6.94	Locomotive...	Carriage-builder	10s. "	"
Jones, Walter Malyn ...	...	8.9.90	23.5.94	"	Apprentice ...	3s. "	Resigned
Kelly, John ...	12.6.82	...	12.6.94	Existing Lines	Repairer ...	7s. "	Killed on duty
Lawrence, Charles ...	1.6.73	...	1.6.94	"	"	7s. "	Retired
Lenz, Peter Chas. ...	...	11.8.85	28.6.94	Traffic ...	Clerk ...	£120 per ann.	Dismissed
Lewis, William Robert ...	...	1.12.88	7.5.94	Existing Lines	Repairer ...	6s. 6d. per day	Resigned
Lillis, George ...	1.3.65	...	15.6.94	"	Gatekeeper ...	4s. 6d. "	Retired
Lunney, John ...	1.6.77	...	30.6.94	"	Repairer ...	7s. "	"
Malay, Patrick ...	18.4.73	...	30.6.94	"	"	7s. "	"
Martin, George ...	...	11.5.87	16.6.94	Traffic ...	Labourer ...	7s. "	Dismissed
Mealy, Charles ...	...	21.7.84	11.4.94	Locomotive...	Assistant Lighter-up	8s. "	Resigned
Mitchell, Andrew ...	1.6.81	...	25.5.94	Existing Lines	Pile-driver ...	8s. "	Dismissed
Moore, John ...	1.1.74	...	18.5.94	Traffic ...	Labourer ...	7s. "	Retired
Moore, William ...	7.10.74	...	30.6.94	Existing Lines	Ganger ...	9s. "	"
Morris, Nathaniel ...	1.6.74	...	30.6.94	"	Repairer ...	7s. "	"
Morrow, Alexander ...	16.10.76	...	22.6.94	Traffic ...	Guard ...	9s. "	"
Mullins, Michael ...	...	28.7.90	3.5.94	"	Porter ...	5s. 6d. "	To Penal Department
Myrick, Michael ...	1.5.66	...	18.5.94	Existing Lines	Repairer ...	7s. "	Retired
McCutcheon, Alexander ...	23.2.67	...	30.6.94	Traffic ...	Acting Foreman	9s. "	"
McDiven, Michael ...	3.1.74	...	30.6.94	Existing Lines	Repairer ...	7s. "	"
McEvoy, Alexander ...	1.12.79	...	30.4.94	"	Ganger ...	9s. "	"
McGregor, Thomas ...	1.8.62	...	30.6.94	"	Inspector ...	£315 per ann.	"
McIntyre, Duncan ...	19.11.82	...	16.5.94	"	Gatekeeper ...	6s. per day	"
McKee, Samuel Bates ...	...	12.4.87	19.4.94	Traffic ...	Porter ...	7s. "	Resigned
McShanag, Hugh ...	1.11.74	...	30.6.94	Existing Lines	Repairer ...	7s. "	Retired
Nixon, James ...	...	24.8.85	2.4.94	Traffic ...	Signalman ...	8s. 6d. "	Dismissed
Nolan, Denis ...	1.9.72	...	18.5.94	Existing Lines	Labourer ...	7s. "	Retired
Osborne, Thomas ...	...	10.9.89	20.4.94	Locomotive...	"	6s. 6d. "	Resigned
Pass, John ...	...	10.4.90	31.5.94	Existing Lines	Repairer ...	6s. 6d. "	"
Pevitt, Charles ...	1.5.79	...	30.6.94	"	"	7s. "	Retired
Quinlan, John ...	1.10.67	...	30.6.94	"	Ganger ...	9s. "	"
Ray, Jane ...	1.2.73	...	30.4.94	"	Gatekeeper ...	4s. "	"
Rickards, William ...	18.10.76	...	30.6.94	"	Repairer ...	7s. "	"
Richter, Charles Edward Augustus	...	1.2.89	11.6.94	Traffic ...	Clerk ...	£97 10s. per ann.	Dismissed
Robertson, Robert ...	1.8.82	...	30.6.94	Existing Lines	Labourer ...	7s. per day	Retired
Ross, George ...	...	13.5.89	30.4.94	Locomotive...	Cleaner ...	6s. "	Resigned
Rowland, George ...	1.1.61	...	22.6.94	Existing Lines	Ganger ...	9s. "	Retired
Ryan, Philip ...	19.3.78	...	30.6.94	"	Repairer ...	7s. "	"
Sagar, Henry ...	14.10.61	...	30.4.94	Locomotive...	Running Foreman	£355 per ann.	"
Sandow, William ...	1.7.78	...	30.6.94	Existing Lines	Repairer ...	7s. per day	"
Shaw, Daniel James ...	...	21.5.88	8.5.94	Traffic ...	Shunter ...	6s. 6d. "	Killed on duty
Shearman, Albert Morse ...	19.5.68	...	28.4.94	Locomotive...	Fitter ...	13s. "	Retired
Sissons, William ...	15.1.79	...	30.6.94	Existing Lines	Fencer ...	9s. "	"
Stevens, John William ...	...	17.4.88	28.6.94	Traffic ...	Clerk ...	£75 per ann.	Dismissed
Strapp, Esther ...	1.5.80	...	20.5.94	Existing Lines	Gatekeeper ...	4s. per day	Deceased
Sullivan, Dennis ...	...	15.7.86	4.4.94	Traffic ...	Shunter ...	7s. 6d. "	Killed on duty
Syers, Thomas Wm. ...	2.4.83	...	7.4.94	Locomotive...	Carpenter ...	9s. "	Retired
Tattersall, Thos. ...	1.1.59	...	24.4.94	"	Driver in Charge	£315 per ann.	Deceased
Todd, William ...	3.1.59	...	30.6.94	Existing Lines	Superintending Inspector	£625 "	Retired
Trudgian, Alfred ...	...	13.5.89	15.6.94	"	Repairer ...	6s. 6d. per day	Deceased
Walsh, Edmund ...	1.4.72	...	30.6.94	"	"	7s. "	Retired
Ward, Louisa Elizabeth ...	...	9.5.89	3.4.94	Traffic ...	Gatekeeper ...	4s. "	Resigned
Webber, David ...	11.1.83	...	26.4.94	"	Guard ...	8s. 6d. "	Killed on duty
Wilkinson, Alex. ...	6.10.79	...	30.6.94	"	Labourer ...	7s. "	Retired
Woodhead, John ...	28.5.77	...	30.4.94	Existing Lines	Repairer ...	7s. "	Resigned
Wright, Ernest Llewellen...	...	1.11.89	11.5.94	Locomotive...	Carpenter ...	9s. "	"
Young, Charles ...	...	10.6.89	20.4.94	Existing Lines	Repairer ...	6s. 6d. "	"

ROBERT GEO KENT,
Secretary for Railways.

BOARD OF LAND AND WORKS.—ACT 1135, SECTION 58.

No. 19.

STATEMENT OF APPOINTMENTS OF EMPLOYEES.

QUARTER ENDING 30th SEPTEMBER, 1893.

Name in Full.	Branch.	Position.	Date of Entry.	Salary or Wages.
James David Henry* 	Clerk ...	22.9.90	£70 per annum

* Reinstated 2nd September, 1893.

QUARTER ENDING 31st DECEMBER, 1893.

Nil.

QUARTER ENDING 31st MARCH, 1894.

Nil.

QUARTER ENDING 30th JUNE, 1894.

Nil.

ROBERT GEO. KENT,
Secretary for Railways.

BOARD OF LAND AND WORKS.—ACT 1135, SECTION 58.

No. 20.

STATEMENT OF REMOVALS OF EMPLOYEES.

QUARTER ENDING 30th SEPTEMBER, 1893.

Name in Full.	Approximate Date of Entry.		Date of Leaving.	Rank, Grade, or Position.	[Salary or Wages.	Remarks.
	—	Act 767.				
Arnott, George ...	21.10.63	...	17.7.93	Inspector ...	10s. per day ...	To Existing Lines
Breen, John ...	—5.76	...	22.8.93	Foreman ...	9s. " ...	Dismissed with
Calcutt, Richard Fallon ...	...	1.9.87	1.7.93	Clerk ...	7s. " ...	To Existing Lines

QUARTER ENDING 31st DECEMBER, 1893.

Brown, Arthur Alexander ...	...	18.5.89	31.12.93	Engineer Student ...	£82 10s. per ann. ...	Dismissed with
Brown, Harold John ...	...	22.4.87	31.12.93	" ...	£102 10s. " ...	"
Cash, Henry James ...	25.10.83	...	31.12.93	Draughtsman ...	10s. per day ...	"
Craner, John ...	—68	...	31.12.93	Field Assistant ...	£240 per ann. ...	"
Cunningham, Alben Godfrey ...	...	20.12.87	12.10.93	Clerk ...	7s. per day ...	Dismissed
Davies, John Hugh ...	—2.81	...	31.12.93	Inspecting Engineer ...	£600 per ann. ...	Dismissed with
Duffy, Philip Gavan ...	1.8.78	...	31.12.93	Field Assistant ...	£190 " ...	"
Dunphy, Thomas Laurence ...	...	7.5.88	31.12.93	Engineer Student ...	£97 10s. " ...	"
Durr, George Jacob ...	20.4.79	...	31.12.93	Labourer ...	8s. 6d. per day ...	"
Goudy, Arthur ...	...	3.5.87	31.12.93	Engineer Student ...	£102 10s. per ann. ...	"
Himeu, John James ...	23.5.81	...	31.12.93	Draughtsman ...	£310 " ...	"
Holmes, Thomas Henry ...	...	15.1.89	1.12.93	Clerk ...	£65 " ...	To Traffic Branch
James, William Colbert ...	...	10.8.86	31.12.93	Engineer Student ...	9s. per day ...	Dismissed with
Jones, Peyton ...	—6.69	...	31.12.93	District Engineer ...	£800 per ann. ...	"
King, James Edwin ...	29.1.78	...	31.12.93	Draughtsman ...	£240 " ...	"
Lawson, Charles William Ruffle ...	—11.74	...	30.11.93	Assistant Engineer ...	£575 " ...	"
Long, Samuel Alfred ...	...	28.12.87	31.12.93	Clerk ...	£75 " ...	"
Lunt, Alfred George ...	8.11.80	...	31.12.93	Assistant Engineer ...	£330 " ...	"
Moore, Steadman Gordon ...	...	14.1.89	31.12.93	Engineer Student ...	£82 10s. " ...	"
McKie, Henry Donald ...	7.7.75	...	31.12.93	Assistant Engineer ...	£350 " ...	"
Muir, John Andrew ...	1.7.79	...	31.12.93	" ...	£280 " ...	"
Nankivell, Roger Leonard ...	...	20.5.89	30.11.93	Engineer Student ...	£82 10s. " ...	"
Orpen, Henry ...	6.8.80	...	31.12.93	Field Assistant ...	£190 " ...	"
Parry, Edward William ...	23.5.82	...	31.12.93	" ...	£275 " ...	"
Peterson, Robert Andrew ...	29.8.80	...	31.12.93	" ...	£200 " ...	"
Pritchard, Frank Pynor ...	14.2.74	...	31.12.93	Assistant Engineer ...	20s. per day ...	"
Rees, George Symon ...	18.3.80	...	31.12.93	Field Assistant ...	£240 per ann. ...	"
Roberts, George ...	...	1.1.90	12.10.93	Draughtsman ...	15s. 6d. per day ...	To Existing Lines
Smith, Alexander Chalmers ...	12.12.82	...	31.12.93	" ...	£265 per ann. ...	Dismissed with
Thompson, John Trapani ...	12.4.78	...	31.12.93	" ...	£510 " ...	"
Wilson, James Forbes ...	...	15.2.86	31.12.93	Engineer Student ...	£110 " ...	"
Wixson, Henry ...	—6.55	...	31.12.93	Inspecting Engineer ...	£600 " ...	"

QUARTER ENDING 31st MARCH, 1894.

Agg, Herbert Mosley ...	...	9.8.86	31.1.94	Acting Field Assistant ...	9s. per day ...	Dismissed with
Boddy, George ...	13.9.82	...	31.1.94	Chainman ...	6s. " ...	"
Conlon, Charles ...	18.12.78	...	28.2.94	Field Assistant ...	£190 per ann. ...	"
Dennan, Francis ...	18.9.81	...	5.1.94	Draughtsman ...	£315 " ...	"
Egan, Michael Francis ...	6.6.79	...	31.1.94	Assistant Engineer ...	£280 " ...	"
Epple, David ...	4.4.82	...	31.1.94	Litho. Labourer ...	8s. 3d. per day ...	"
Griffin, Thomas Robert ...	8.2.82	...	31.1.94	Assistant Engineer ...	£410 per ann. ...	"
Helffenstein, Louis ...	23.7.83	...	31.1.94	Draughtsman ...	£147 10s. per ann. ...	To Existing Lines
McDonald, Donald ...	8.5.74	...	31.1.94	Foreman Chainman ...	9s. per day ...	Dismissed with
McKenzie, Roderick ...	26.2.82	...	31.1.94	Chainman ...	7s. " ...	"
McLaren, Duncan Campbell ...	5.9.82	...	31.1.94	" ...	6s. " ...	"
Putnam, Richard Stanley ...	...	21.5.88	31.1.94	Student ...	6s. " ...	"
Stoddart, James ...	—3.81	...	31.1.94	Assistant Engineer ...	£250 per ann. ...	"

QUARTER ENDING 30th JUNE, 1894.

Nil.

ROBERT GEO. KENT,
Secretary for Railways.