

1895.

—
VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDING 30TH JUNE, 1895.

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

By Authority:

ROBT. S. BRAIN, GOVERNMENT PRINTER, MELBOURNE.

No. 68.—[1s. 9d.]—2471.

APPROXIMATE COST OF REPORT.

											<i>£</i>	<i>s.</i>	<i>d.</i>	
Preparation—Not given														
Printing (1,200 copies)	115	0	0

R E P O R T.

VICTORIAN RAILWAYS,
10th September, 1895.

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 Annual Report upon the working of the Railway Department for the year ending 30th June, 1895.

DEBENTURE CAPITAL.

The amount of borrowed capital was, on 30th June last, £36,835,095 4s. 4d., details of which are shown in the Appendix, Return No. 10.

The Debenture Capital Account at the close of the year showed an increase of £391,619 7s. 6d. The additional capital consisted of the following amounts allocated to Railways during the financial year :—

Victorian Government Stock Acts, Nos. 1015 and 1341 ...	£96,903 14 6
Victorian Loan Act, No. 1296	160,565 0 0
Victorian Government Stock Act 1895, No. 1369 ...	134,150 13 0

The latter amount has been raised for the redemption of Melbourne and Hobson's Bay United Company's debentures. The amount redeemable during the ensuing financial year is £122,000. The last of the company's stock, amounting to £31,900, will be paid off on the 1st January, 1897.

The interest for the year amounted to £1,437,347 2s. 4d., which, with £22,753 2s. 8d., the amount paid by the Treasury for expenses in payment of interest, made the total £1,460,100 5s. From this, however, a sum of £10,000 has been deducted, being the interest on £250,000 transferred from the Railway Loan moneys to "Irrigation Works and Water Supply," Act 57 Vict. No. 1327.

Credit has also been taken for £31,253 8s. 4d., being 3 per cent. on the unexpended balances of loan moneys raised for railway purposes. The net amount

debited to the Railway account is, therefore, £1,418,846 16s. 8d., as per following detailed statement :—

Amount of Interest on Railway Loans paid during the Year ending 30th June, 1895.

Loans.					Interest.		
					£	s.	d.
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
56 Vict. No. 1287	...	...	...	...	84,280	0	0
53 Vict. No. 1015 and No. 1341	...	...	...	...	24,193	18	7
56 Vict. No. 1296	...	...	...	...	15,905	7	9
58 Vict. No. 1369	...	...	...	...	58	7	4
					1,429,652	2	4
42 Vict. No. 617 (Hobson's Bay)	...	...	...	...	7,695	0	0
					1,437,347	2	4
Expenses in payment of Interest	...	...	...	...	22,753	2	8
					1,460,100	5	0
Less 4 per cent. on £250,000 amount transferred to Irrigation Works and Water Supply, 57 Vict. No. 1327					£10,000	0	0
Less Interest at 3 per cent. on weekly unexpended balances of Loan moneys					...	31,253	8 4
					41,253	8	4
					£1,418,846	16	8

The deficiency in meeting the interest charges for the year is, as shown in the profit and loss account, £380,648.

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

Total traffic	...	...	...	...	£2,581,591
Total working expenditure	...	...	...	...	1,543,393
					NET PROFIT ON WORKING ...
					... £1,038,198

The ratio of working expenses to gross revenue is 59·78 per cent., and, exclusive of pensions and gratuities (£80,203) charged to railway working during the year, the percentage is 56·67.

The railway revenue reached its highest point in 1890–91, and for that year the ratio of working expenditure to revenue (after deducting the extra cost of working occasioned by the labour troubles—owing to the coal strike—of the period) was 68 per

cent. The revenue for 1894-5, compared with 1890-91, shows a decrease of 22 per cent., and the expenditure after allowing for the extra cost referred to was 31 per cent., or a decrease of £695,452.

After making allowance for additional pensions and gratuities to the amount of £2,349 in excess of the sum debited to working expenditure last year, the decrease in the cost of working is £92,026. This is in face of the fact that extensive renewals of permanent way have been effected, and that an average of over 100 additional miles have had to be maintained and operated.

The average rate of interest payable on the par value of all loan moneys allocated to railways is 3·92 per cent. The net revenue for the year is equal to 2·97 per cent. on the total expended debenture capital and 2·74 per cent. on the total capital cost, and, exclusive of pensions and gratuities, 3·20 per cent. on the former, and 2·95 per cent. on the latter.

The following statements show details of Revenue and Expenditure for the last two years:—

TOTAL REVENUE.

—	1893-4. (Average Miles open, 2,981½.)		1894-5. (Average Miles open, 3,082½.)		Increase.		Decrease.		Net Decrease.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Passengers	1,118,375	3 11	1,025,431	14 3	...	...	92,943	9 8	...	...
Parcels, &c.	93,353	18 4	93,592	17 5	238	19 1	...	...	...	...
Horses, carriages, and dogs	14,914	14 9	10,865	16 0	...	...	4,048	18 9	...	...
Mails	61,733	10 4	61,886	1 1	152	10 9	...	...	...	...
Rents	53,401	7 3	52,086	2 8	...	...	1,315	4 7	...	...
Miscellaneous	17,896	0 7	15,746	19 3	...	...	2,149	1 4	...	...
Live stock	136,380	12 3	125,102	11 10	...	...	11,278	0 5	...	...
Goods	1,230,103	13 11	1,196,879	2 0	...	...	33,224	11 11	...	...
	2,726,159	1 4	2,581,591	4 6	391	9 10	144,959	6 8	144,567	16 10
Number of passengers	40,880,378		40,210,733		...	...	669,645			
Tons of live stock	108,128		104,277		...	...	3,851			
Tons of goods	2,347,683		2,331,580		...	...	16,103			
Train mileage	10,145,307		9,567,453		...	...	577,854			
Revenue per average mile open	£914		£837		...	...	£77			
" " train mile	5s. 4·49d.		5s. 4·76d.		0·27d.					

TOTAL EXPENDITURE.

—	1893-4.			1894-5.			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	320,980	17 4	7·60	331,198	5 7	8·31	10,217	8 3	...	...	...	...
Loco. charges... ..	528,309	1 6	12·50	478,439	8 5	12·00	...	...	49,869	13 1	...	...
Carriages and waggons	104,050	2 7	2·46	89,129	4 7	2·24	...	...	14,920	18 0	...	...
Traffic charges	562,226	1 4	13·30	514,130	12 6	12·90	...	...	48,095	8 10	...	...
Compensation	4,315	12 1	0·10	6,805	14 10	0·17	2,490	2 9	...	...	...	...
General charges	115,537	10 10	2·73	123,689	10 4	3·10	8,151	19 6*	...	...	...	...
	1,635,419	5 8	3 2·69	1,543,392	16 3	3 2·72	20,859	10 6	112,885	19 11	92,026	9 5

* Due to increase in pensions and gratuities, and the transfer from Traffic of the Advertising Charges for 1894-5.

The mileage has increased from 3,020 to 3,120, owing to the opening of the following lines :—

Natimuk to Goroke	...	...	...	28 $\frac{1}{4}$ miles
Boort to Quambatook	...	...	...	22 "
Wycheproof to Sea Lake	...	...	...	47 $\frac{3}{4}$ "
Total opened during the year				98 miles

Additional mileage included :—

Williamstown Race-course Line	...	...	...	1 $\frac{1}{4}$ miles
Bendigo Cattle-yards Branch	...	...	...	$\frac{3}{4}$ "
Total				100 miles

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

Year ending June, 1886	...	...	...	67 $\frac{1}{4}$ miles
" 1887	...	...	...	137 $\frac{1}{4}$ "
" 1888	...	...	...	137 $\frac{3}{4}$ "
" 1889	...	...	...	179 $\frac{1}{2}$ "
" 1890	...	...	...	273 $\frac{3}{4}$ "
" 1891	...	...	...	293 $\frac{1}{4}$ "
" 1892	...	...	...	140 "
" 1893	...	...	...	72 "
" 1894	...	...	...	45 $\frac{3}{4}$ "
" 1895	...	...	...	98 "

The number of passengers conveyed was 40,210,733, as against 40,880,378, being a decrease of 669,645.

The tonnage of goods and live stock was 2,435,857, as against 2,455,811, being a decrease of 19,954.

The train miles amounted to 9,567,453, as against 10,145,307, or a decrease of 577,854.

CAPITAL EXPENDITURE.

The capital expenditure at 30th June, 1895, amounted to £37,922,206 15s. 3d., or an increase for the year of £173,643 9s. 10d., which was charged as follows :—

Construction of new lines and capital works on existing lines, &c.				...	...	...	...	£143,030 0 9
Rolling-stock—								
Engines	...	...	...	£2,441	7	10		
Carriages, waggons, and brakes	...	...	...	28,172	1	3		
								30,613 9 1
								£173,643 9 10

RECAPITULATION.

The following is a general summary of the leading features of the Report, and, for purposes of ready comparison, corresponding items for 1893-4 are given:—

	1893-4.	1894-5.
Total debenture capital raised	£36,444,476	£36,835,095
Net interest and charges	£1,460,849	£1,418,847
Unspent balances of loan moneys	£1,138,392	£1,344,268
Amount spent on construction during the year	£286,191	£173,643
Total spent in construction	£37,748,563	£37,922,207
At an average cost per mile opened of	£12,570	£12,221
Total mileage open for traffic	3,020 miles	3,120 miles
Average mileage open for traffic	2,981 $\frac{3}{4}$ "	3,082 $\frac{3}{4}$ "
Gross revenue earned	£2,726,159	£2,581,591
Working expenditure	£1,635,419	£1,543,393
PROFIT ON WORKING	£1,090,740	£1,038,198
PERCENTAGE OF WORKING EXPENSES TO REVENUE	59.99	59.78
Percentage of working expenses to revenue (exclusive of pensions and compensation)	57.13	56.67
Revenue per average mile open	£914	£837
Expenditure per average mile open	£549	£501
Gross earnings per train mile	5s. 4.49d.	5s. 4.76d.
Expenses per train mile	3s. 2.69d.	3s. 2.72d.
Number of passenger journeys	40,880,378	40,210,733
Goods tonnage	2,347,683 tons	2,331,580 tons
Live stock tonnage	108,128 "	104,277 "
Train mileage	10,145,307 miles	9,567,453 miles
The net revenue paid on the total capital cost	2.89 per cent.	2.74 per cent.
" " " exclusive of pensions and gratuities	3.10 "	2.95 "
" " total debenture capital expended	3.14 "	2.97 "
" " exclusive of pensions and gratuities ...	3.36 "	3.20 "

REVENUE.

The estimated revenue for the year was £2,600,000, the actual amount realized being £2,581,591. In view, however, of the uncertain data from which our estimate had to be compiled, and the fluctuation in general business, especially in passenger traffic, we think the near realization of our estimate fairly satisfactory.

Until there is a more decided improvement in the condition of the colony generally we cannot hope for any material increase of business, and while the whole fiscal policy of the colony is unsettled, trade will necessarily be limited, enterprise suspended, and the railway revenue consequently suffer.

The reductions in freights and fares, which came into operation on the 5th July last year, which were estimated to amount to £40,000, and were made in the interests of the producers of the colony, to remove anomalies and to meet competition by water and road, have resulted in a diminution of revenue, as shown in attached statement of goods revenue for each year since 1884-5. The decrease of goods revenue for 1894-5, as compared with 1893-4, is £33,224, with a reduced tonnage of 16,103, shows that the loss is less than our estimate, and is less than the reduced receipts (£48,032) of 1893-4, in which year there was no revision of the classification. The

reductions were justified on the grounds stated, and were made after careful consideration. We are of opinion that had they not been effected the loss of revenue would have been greater.

The serious falling-off in revenue for years past has principally taken place in the passenger business, as will be seen by the following statement. It is evident that the reduced spending power of the people immediately affects passenger receipts, notwithstanding any facilities and inducements that may be offered to stimulate this traffic. Returns of railways of other countries show that their passenger traffic for the last few years has been similarly affected, and is evidence that the world-wide depression has been the cause of diminished receipts from this source.

REVENUE FROM PASSENGER AND GOODS TRAFFIC.

Year.	Average Miles open.	Goods.	Passengers.
		£	£
1884-5	1,655	1,002,382	913,161
1885-6	1,691	1,037,666	1,014,423
1886-7	1,791	1,072,813	1,078,692
1887-8	1,947	1,224,515	1,200,046
1888-9	2,142	1,291,090	1,456,036
1889-90	2,329 $\frac{1}{2}$	1,302,818	1,455,129
1890-91	2,650 $\frac{1}{2}$	1,430,766	1,463,720
1891-2	2,829 $\frac{1}{4}$	1,287,981	1,386,842
1892-3	2,933	1,278,135	1,260,879
1893-4	2,981 $\frac{3}{4}$	1,230,103	1,118,375
1894-5	3,082 $\frac{1}{4}$	1,196,879	1,025,431

With the view of having data on which to estimate the effect of any alteration in rates, we have had statistics prepared which will be found of the greatest possible value in dealing with this and with freight questions of all kinds. From these we are able to state for the first time for years the ton-mile rate at which goods are carried on our lines. This proves to be 1'529d., including terminals, which, in view of the comparatively short haul of goods here, should be considered satisfactory.

THE RAILWAY DEFICIT.

The main cause of the deficit, apart from the effects of the general depression, is to be found in the fact that a few years ago a number of branch "cockspur" lines were constructed which have to be worked at absolute loss. In many instances the lines do not pay even working expenses apart from interest. On the maps and schedule in the Appendix certain of these are shown.

Under existing conditions in the colony it becomes a difficult problem how to deal with lines of the description referred to. To close them altogether would, in many cases, increase the general loss, and would not lessen the interest which has to be paid on their capital cost; nor is this proposal one which could be seriously entertained, in view of the fact that they were built by Parliament for the purpose of developing the country and offering facilities to settlers, irrespective of considerations of immediate profit or loss to the Railway Department.

We are continuing to further reduce their working cost to the lowest possible limit compatible with the requirements of the traffic they serve, and, where practicable, the non-paying train service is being largely curtailed.

The Railway deficit is not of recent growth, as will be seen on reference to the last columns of the Comparative Return for the last 23 years (No. 11 in the Appendix). We have in our previous Report pointed out that relatively it is not so great as in many previous years ; and at the present time, when the whole of the surrounding circumstances are taken into consideration, and the causes which have vitally affected our passenger revenue, together with the extent of the operations of the Department and the numerous interests it has to serve, the net result will be found to compare very favorably with that of any other large trading or financial corporation.

During the whole of the depression existing in the colony the Railways have paid all working expenses and maintenance charges, and have practically declared a dividend of 3 per cent. on the total amount invested by our bond-holders, which now amounts to £36,835,095. The deficit represents the margin (about 1 per cent.) between that figure and the sum which the State has actually to pay.

It should also be borne in mind that we have to pay this interest on the capital cost of main lines which were constructed at great expense in the early years.

Whilst we recognise the absolute necessity for reducing the deficit by the exercise of the strictest possible economy, and the development of business, we are strongly of opinion that the amount with which the State has to supplement the dividend, and which might be appropriately termed the "Railway subsidy" instead of the "Railway deficit," is more than repaid to the colony by the augmentation of the general wealth of the community through railway construction and by the advantages which the State reaps from the possession and absolute control of its railway system.

No criticism is just which ignores these factors, and we should be wanting in our duty if, while we have the administration of the undertaking in our hands, and while railway problems are engrossing so much public attention, we failed to state these facts and give them such prominence as may attach to an official declaration.

It must, however, be evident that with a return of prosperity to the colony the Railway deficit will disappear. It is equal to 15 per cent. of the present revenue, and a moderate revival of general business, equal to that of 1892-3, should bring more than that amount to the Railway account ; and this increase of business could be transacted without any material increase of the present expenditure.

ROAD COMPETITION.

We regret to report that notwithstanding the concessions made to meet this competition only partial success has resulted.

The direction of the road traffic has changed from one route to another, the general result, however, being that the gross tonnage carted has not increased. We recognise that the railways should carry all the goods for the districts they serve, and they would do so were it not that the exceptional conditions continuing to exist in favour of the teamsters, such as cheap feed, and the difficulty of obtaining other work, cause them still to continue their competition with the railways. It should also be remembered that the teams are competing under unequal conditions, as they have no roads to maintain (an item which cost the Department 12·83 per cent. of the revenue last year), and consequently can quote rates that would not be payable to the Department.

We had hoped that the proposed legislation on the "Width of Tires" would have partially removed this inequality, but if every team is allowed to carry 9 cwt. for each inch of tire, as proposed, then the teams at present on the road will not be affected.

THE BORDER RATES.

As indicated in last year's report, a conference between the Railways Commissioners of New South Wales, South Australia, and ourselves took place in April last, with a view to the adjustment of the competitive rates for the districts served by the colonies. Careful deliberation on the various points took place. With the object of debating every item and having a complete scheme formulated, certain matters were, with the agreement of all parties, only conditionally assented to. It was recognised that there were political aspects of the case—wider in their significance than arrangements made strictly from the views of those having the management of the Railways—from which the Governments of the various colonies might desire to view the agreement, and as we could not consider the political aspect it was only under the circumstances stated we signed the agreement provisionally.

With the exception of the points indicated (which we submitted for the decision of the Cabinet) we considered the agreement a fairly equitable one.

ROLLING-STOCK.

We are perfectly satisfied that the whole of the rolling-stock is in a first-class condition so far as the running-gear, draw-gear, framing, brakes, and all the vital parts are concerned.

Owing to the want of shelter sheds and protection from the weather, some of our carriages may not present as bright an appearance as could be wished. We have arranged, however, for the provision of a large carriage shed at Spencer-street, which is now in course of construction, and will be fitted up with all the necessary appliances and conveniences for the proper housing and attention to the stock.

Consequent on the reduction in the number of trains running and to other causes, we have a large number of engines necessarily lying idle, and until business improves they will have to remain so. Want of funds and the unsettled state of the traffic has deterred us from making any large addition to the carriage stock, which, admittedly so far as the older stock is concerned, is somewhat behind modern requirements.

COOL TRUCKS AND ICE MAKING PLANT.

The insulated trucks which were provided for the carriage of butter and other dairy produce last year gave every satisfaction to the producers, and proved themselves admirably adapted for the work. A plant for making ice for cooling these trucks was also got ready in time, and was in complete working order during the season, and we were thus enabled to provide ice at a low cost, and also to sell ice to fishermen for the cool carriage of fish. We have given instructions for the construction of 24 additional trucks, which we find will be necessary in connexion with the transit of frozen meat.

There is every indication of considerable expansion of the dairy produce and frozen meat business this year, several companies having their works well under way for the latter commodity.

LOCO. STOCK-TAKING.

At the end of the year we obtained a complete stock of the whole of our rolling-stock, tools, stores, &c., of every description. These returns have not been completed, and we are thus unable to append the usual return showing the stock on hand. As no absolute stock of vehicles has been taken since the year 1885, or ten years ago, it is obvious that discrepancies and deficiencies may and will arise, and that the actual stock may not agree with the register. A very careful registration is now kept of all vehicles added to or taken out of running. All renewals up to the capital value of the old vehicle are paid out of working expenses, but the question arises whether the present or any future administration should be required to make up the deficiency in the capital value of the stock as it now stands and as it appears in the books, which would involve a very large outlay. We are of opinion that a fresh start should be made, and the stock, as now arrived at, be taken as the stock to be maintained and renewed in future.

COAL.

We have largely increased the quantity of Victorian coal used during the year, several new mines having opened up, while the older ones have increased their output. During the year arrangements were entered into with the contractors for Newcastle coal to obtain the balance of coal under their contract at the rate of 60,000 tons a year at a reduction of 2s. per ton.

We have not been able to obtain any reduction in the price of Victorian coal, but have now been enabled to call for tenders, and we hope that this business will in future be placed on a more satisfactory footing than has hitherto been the case.

IMPROVEMENT OF LINES AND GRADES.

We mentioned in our report of last year that considerable attention would be paid by us to the above matters. The report of the Engineer for Existing Lines shows in detail the work that has been done in this direction, and every care has been taken in investigating each individual case to ascertain beyond doubt that a reduction in working expenses, to the extent of at least 5 per cent. on the outlay, would be obtained before any work has been proceeded with.

The results in connexion with the finished works have so far completely justified the course taken. Besides the advantage gained by improving the lines, it has enabled the Government to profitably employ large numbers of men who were thrown out of work by the existing depression.

It will also be seen that the work of replacing worn-out iron rails by steel rails, and the renewal of sleepers, have been of an extensive character during the year.

Painting and renovating the more important stations is being proceeded with vigorously, both by contract and by day labour.

YEARLY INSPECTION OF LINES.

We have recently completed our personal inspection of the lines as ordered by the Act, and are quite satisfied that the whole of them are in a sound and safe condition, and that, whilst economy is being strictly observed, it has not been at the expense of efficiency.

CATTLE PITS.

We are still pushing on with the provision of cattle pits at crossings in lieu of gates.

A large reduction of expenditure has resulted from this measure, although in many cases opposition on the part of residents and others to the introduction of the pits has been experienced; we have testimony that they are now considered of great public convenience.

The number of accidents in connexion with these crossings has been infinitesimally small, probably less than with gate-crossings.

The annual reduction of expenditure due to the use of pit-crossings now amounts to upwards of £30,000.

RE-ARRANGEMENT OF METROPOLITAN STATIONS.

Since the date of our last report, the re-arrangement of the Metropolitan stations has been so far completed as to enable us to provide through communication for both passengers and goods between Spencer-street and Flinders-street. This has proved a considerable boon to passengers from the northern suburbs and others, besides greatly facilitating the convenience of working and reduction of working cost.

A large proportion of our expenditure is due to the fact that we have to maintain and operate three metropolitan stations, and our energies have been directed towards curtailing the expenditure in connexion with these.

Our officers have been engaged investigating this matter for some time; and it is now practically demonstrated that all the Prince's-bridge and Flinders-street traffic can be concentrated at Flinders-street, thus enabling us to group the staff and effect a large reduction in working expenses. Whilst the scheme is in a transition state some of the works, such as approaches, bridges, &c., are necessarily of a temporary character; only such work being built permanently as will not require alteration afterwards.

In the completed scheme ample provision will be made for the convenient ingress and egress of passengers and luggage, and it is proposed to roof in all the platforms, to protect the public from the weather.

ELECTRIC LIGHTING.

It is proposed to extend the electric lighting of the metropolitan stations to some of the suburban stations. It is also practically agreed with the Government to light Parliament House, the General Post Office, and other public buildings from our electric-light plant at Spencer-street, which will, of course, be considerably extended for the above purposes. The State expenditure for lighting the above offices will thus be considerably reduced and the lighting improved.

We have endeavoured to improve the lighting of carriages, without large outlay, by fitting them with improved reflectors. This has, so far, given good results at a minimum cost, and we are largely increasing the number of cars so fitted.

REDUCTION IN MILEAGE.

As as been stated, the reduction in train mileage amounts to 577,854 miles.

This reduction has been rendered necessary by the decrease in business, and in the interests of economy.

STORES BRANCH.

Early in our administration we recognised the necessity which existed for an alteration in connexion with the Stores Branch. In order that the whole stores business of the Department might be thoroughly re-organized and put on a sound footing, the Accountant, under whose nominal supervision it had been placed, was instructed to take a real and effective control of the Branch. New regulations for the conduct of the business have been framed and approved by the Governor in Council, and are now in force. An exhaustive stock-taking is approaching completion, and when the Stores Suspense Account, to which we refer elsewhere, is in operation the Branch will be able to conduct its operations on a better basis than heretofore.

We have arranged that in future the whole of the work of distributing stores to the country stations and depôts will be located at Melbourne instead of at Newport. This will afford a much better check on the supplies from the contractors and save a large amount of unnecessary handling and haulage. The site selected near Spencer-street will be most convenient, as the bulk, if not all the goods, will be received direct from the contractors in Melbourne.

The land will not be required for any other purposes, and the conveyance of supplies from the proposed position will not interfere in any way with the traffic.

Old buildings are being utilized for the purpose, and, in addition to the advantages instanced above, the present store building at Newport will be set free for the housing and varnishing of carriages, for which purpose it was originally constructed and is well adapted.

It is expected that considerable economy and efficiency will result from the above change.

STORES SUSPENSE ACCOUNT.

For years past the necessity for the creation of a Stores Suspense Account has been apparent, and we have drafted a Bill and recommended that steps should be taken to have the account established.

The Department purchases its stores from various funds—Loans (raised for railway construction purposes) and Votes (from the consolidated revenue).

The material purchased for stock is kept in the stores or on the railway grounds at Newport ; but it is not possible to ear-mark the goods or to separate the stock in hand (which now amounts to £671,611) so as to be able to state with accuracy how much has been paid for out of capital and how much from the consolidated revenue.

This has always been a difficulty, and necessarily leads to inaccuracies in connexion with the stores accounts.

The only absolutely correct and practicable solution of the question would be the establishment of a Stores Suspense Account, to which all purchases of stock could in the first instance be charged. Transfer accounts could then be passed periodically, debiting the material issued to the proper funds.

The fund would have to be placed in credit by the Treasury. This could easily be done by transfers of the amounts required from the loan moneys in hand, or from the consolidated revenue. The advance would be recouped by the periodical transfers referred to. Accurate stock of the whole of the stores on hand would have to be taken, and when the value is ascertained, the amount should be placed to the credit of the Suspense Account in the Treasury books. After which all

purchases of stores, stock, and all material issued from stock would be dealt with through the Suspense Account. It could be surrounded with all the Treasury safeguards at present in operation regarding existing funds, and be so kept that it could be readily audited.

The Audit Commissioners have drawn attention to this matter in their last Report, from which the following is an extract:—"The Department has suggested that the necessary legislative authority should be obtained for the establishment of a 'Stores Suspense Account,' to which, in the first instance, all purchases of stores should be charged, transfer accounts to be passed periodically to the Treasury debiting the material consumed to the proper fund. We concur in the suggestion, as we believe that its adoption will enable us to have a much more complete check upon this very large item of railway expenditure than we can possibly have under the existing circumstances."

RAILWAY INQUIRY BOARD.

During the year the Board appointed by the Government have been pursuing their investigations, and we have afforded them every information and assistance in our power.

ACCOUNTS AND STATISTICS.

On reference to the Appendix, it will be seen that the forms in which some of the returns have hitherto been published are simplified. Additional useful and interesting statistics are furnished. Photographs, maps, and diagrams are included, all of which will doubtless be regarded as of special interest and utility in view of the attention which is being directed to railway matters generally; and will enable those interested to form a better idea of the business done by the Department, and of the value and character of some of the property comprised in the Victorian Railways system.

THE STAFF.

A comparative statement is furnished in the Appendix, Return No. 13, which shows the reductions which have been made in the staff. From this it will be seen that the policy of retrenchment initiated by our predecessors has been steadily pursued.

Further retrenchment in this direction is still being carried on, but to avoid dispensing with men reduced time is also still being worked in all branches of the Department.

The following return shows the Traffic staff employed at stations on the 30th June:—

Number of Stations, &c.					Traffic Staff employed at each Station.
53	Goods sidings and platforms	...	...	...	Nil.
122	Flag stations	...	...	...	Nil.
149	Stations	...	...	...	1 woman in charge.
175	"	...	...	...	1 man in charge.
136	"	...	...	...	2 men in charge.
51	"	...	...	...	3 " "
24	"	...	...	...	4 " "
18	"	...	...	...	5 " "
14	"	...	...	...	6 " "
71	"	...	...	...	7 and over.

Total 813 Stations, goods sidings, &c.

It is with some diffidence that we draw attention to the fact that the tentative and anomalous character of the appointments held by ourselves, and, in consequence, by several leading officers in the Department, and the uncertainty which exists as to the future policy of the colony with reference to railway matters, are factors which are not calculated to foster the best system of management, or to maintain the spirit of emulation and *esprit de corps* which should characterize the staff engaged in the general administration of a large undertaking like the Victorian Railways.

We have, however, much pleasure in recording the fact that in the face of these and other very disturbing elements, the officers and the whole of the staff have rendered loyal and efficient service to the State, and we trust the time is at hand when some adequate recognition commensurate with their responsibility and services will be made to deserving officers. We recognise that the number of the staff engaged in supervision and inspection is low, but owing to the energy, care, and assiduity of the officers so engaged it is sufficient for present requirements.

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, 1895.

- No. 1.** Report of the Engineer-in-Chief.
- 2.** „ Engineer for Existing Lines.
- 3.** „ Chief Mechanical Engineer.
- 4.** General balance-sheet.
- 5.** Profit and Loss Account.
- 6.** Expenditure and revenue statement.
- 7.** Details of working expenditure.
- 8.** Railway Accident Fund.
- 9.** Cost of each line, and average per mile, &c.
- 10.** Statement of railway debt.
- 11.** Comparative statement.
- 12.** Statement showing dates of opening, &c.
- 13.** Number of employés at 30th June.
- 14.** Number of employés entitled to compensation, &c., on retirement, &c.
- 15.** Statement showing percentage deductions.
- 16.** Statement showing traffic at each station.
- 17.** Return of accidents.
- 18.** Appointments of employés.
- 19.** Removals of employés.
- 20.** Appointments of employés (Board of Land and Works Railways Construction).
- 21.** Removals of employés „ „ „
- 22.** Approximate return showing loss on certain lines.
Photographs, Maps, &c.

VICTORIAN RAILWAYS.

No. 1.

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

GENTLEMEN,

Engineer-in-Chief's Office,
Melbourne, 26th August, 1895.

I have the honour to report that, during the financial year ending 30th June, 1895, the following lines of railway were opened for public traffic:—

Natimuk (East Natimuk) to Goroke, length $28\frac{1}{2}$ miles, opened 31st July, 1894.
Boort to Quambatook, length 22 miles, opened 7th August, 1894.
Wycheproof to Sea Lake, length $47\frac{3}{4}$ miles, opened 8th March, 1895.

These lines, in common with those opened during the previous year, were very cheaply constructed on the butty-gang system. Fencing, gates, cattle pits, &c., were dispensed with wherever possible; sand ballast was largely used, and station accommodation of the scantiest character was provided. After the lines had been open for some time it became apparent that additional fencing was necessary; the Natimuk and Goroke line has now been fenced throughout, and the Boort and Quambatook for the greater portion of its length. For some of this the material was provided by the Department, and the fences were erected by the land-holders.

On the 29th January, 1895, the *Wycheproof to Sea Lake Railway Construction Act* (No. 1383) was passed, authorizing the line from Wycheproof to Sea Lake, the construction of which had been commenced in anticipation of parliamentary sanction in order to provide work for the unemployed.

On the same date Act No. 1371 was passed, authorizing the construction of a line from Jumbunna to the coal mines at Outtrim. Under the terms of this latter Act the owners or lessees of the mines accommodated by the railway provide the necessary land and guarantee interest upon the cost of construction at the rate of 4 per cent. per annum for five years.

The line is now in course of construction on the butty-gang system.

In the following cases construction has been authorized but not yet undertaken:—

Act 821—Frankston Cemetery Line	...	...	...	75 mile.
Act 1292—Heidelberg to Eltham...	...	...	...	8.26 miles.
Act 1293—Nathalia to Picola	...	...	...	6.56 „

In the case of the first section of the Great Southern Railway (Dandenong to Leongatha) the arbitrators' award of 10th October, 1892, for £20,500, and arbitrators' costs, £952 10s., on claims amounting to £67,708 9s. 11d. and interest thereon, which had been referred to arbitration, under protest from the Department, in August, 1892, was, during the year, taken by the contractors, Messrs. Falkingham and Sons, into the Supreme Court to enforce the award against the Department, and the award was there declared invalid.

The following lines were under survey during the financial year ended 30th June, 1895:—

PERMANENT SURVEYS.

Jumbunna to Outtrim (let by contract)	...	...	...	$2\frac{1}{2}$ miles.
Quambatook Extension	...	...	...	35 „
Sea Lake towards Mildura (let by contract)	...	...	...	21 „

Suburban Lines.

Nil.

TRIAL SURVEYS.

Country Lines.

Cunninghame to Orbost (2-feet gauge)	...	...	...	35 miles.
Moondarra to Walhalla (2-feet gauge)	...	...	...	8 „
Outtrim towards Anderson's Inlet (let by contract)	...	...	...	3 „

Suburban Lines.

Nil.

I have the honour to be, Gentlemen,

Your obedient servant,

F. RENNICK,

Engineer-in-Chief.

VICTORIAN RAILWAYS.

No. 2.

Railway Department, Office of Engineer for Existing Lines,
Melbourne, 26th August, 1895.

GENTLEMEN,

I have the honour to report that during the year ended 30th June, 1895, the way and works of the Victorian Railways were efficiently maintained, while at the same time every effort has been made to avoid doing any unnecessary work.

There were $9\frac{3}{4}$ miles of single line of way renewed with steel rails taken from new stock during the year as against 14 miles in 1893-4, and $6\frac{1}{2}$ miles in 1892-3. In addition, $46\frac{1}{2}$ miles were relaid with steel rails, which are nearly new, taken from sidings and replaced where necessary with second-hand iron rails. The number of sleepers used for renewals and repairs was 131,695, as against 82,278 in 1893-4, and 75,774 in 1892-3.

The following table gives the cost of maintenance of way and works for the past year as compared with the year 1893-4 :—

Year.	Average Miles of Main Line Maintained.			Approximate Mileage of Sidings Maintained.	Total Cost of Maintenance for Year.	Cost per Mile of Main Line (Sidings included).	Cost per Train Mile.
	Double Line.	Single Line.	Total.				
1893-4	297	$2,684\frac{3}{4}$	$2,981\frac{3}{4}$	500	£ s. d. 320,980 17 4	£ s. d. 107 13 0	d. 7·59
1894-5	294	$2,788\frac{3}{4}$	$3,082\frac{3}{4}$	500	331,198 5 7	107 8 9	8·31

The double line has been altered to a single line between Moorabool and Gheringhap on the Geelong and Ballarat line, in connexion with the re-decking and strengthening of the Moorabool Viaduct, an extensive work of maintenance which was completed in March last.

The general re-arrangement of the Metropolitan stations at Spencer-street and Flinders-street, with temporary approaches to the latter, was partially completed and opened for through suburban and goods traffic, on the 17th December, 1894. The advisability of carrying out further extensive alterations and improvements and amalgamating the Prince's-bridge and Flinders-street stations has been under consideration for some time, and definite recommendations will shortly be made on the subject.

Heavy floods occurred in the North-western and Western districts in October, 1894, and caused considerable damage to the lines between Ararat and Avoca, Ararat and Wal Wal, Ararat and Hamilton, and Allansford to Warrnambool and Port Fairy. The damage in all cases was repaired without serious interruption of traffic.

The work of improving the gradients so as to enable heavier loads to be hauled and reduce the breakage of couplings, &c., was commenced on portions of the Gippsland and Great Southern lines between Caulfield and Korumburra in October, 1894, and completed in January last, at a cost of about £4,800. Similar works were in progress at the end of the past financial year on the following lines—North-eastern, between Essendon and Seymour, estimated cost £15,000; and Bendigo and Korong Vale and portion of Kerang line, estimated cost £9,300.

This work of regrading the lines is being carried out with the twofold object of reducing working expenses and providing employment. Between 800 and 900 men were engaged on these works during the past year, a few of whom were surplus hands from the Traffic and Locomotive branches, but the great majority were drawn from the ranks of the unemployed.

The system of substituting cattle pits for gates at public road level crossings has been further extended, the alteration having been made at 407 crossings during the last financial year. Since June, 1892, when the system was inaugurated, 989 gate crossings have been converted into cattle pits, by which a saving has been made in gatekeepers' wages of about £32,000 per annum; and in addition a considerable number of gate-houses have been made available for use elsewhere, many of them being removed and re-erected where required as quarters for station-masters and others; while the houses which are not suitable for that purpose are being sold as opportunity offers.

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

Line or Section.	Length in Miles.	Date when Maintenance Commenced.
Natimuk (East Natimuk) to Goroke	$28\frac{1}{4}$	31st July, 1894
Boort to Quambatook	22	7th August, 1894
Wyceproof to Sea Lake	$47\frac{3}{4}$	8th March, 1895

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, 23rd August, 1895.

GENTLEMEN,

I beg to submit the following report on the working of the Locomotive Carriage and Waggon Branch for the twelve (12) months ending 30th June, 1895. 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 four (4) years:—

Comparative Table.—

	Year 1891-2.	Year 1892-3.	Year 1893-4.	Year 1894-5.
Average miles open	2,829 $\frac{1}{4}$	2,933	2,981 $\frac{3}{4}$	3,082 $\frac{3}{4}$
Train miles run	11,807,677	10,775,134	10,145,307	9,567,453
Engine miles run	14,932,449	13,635,721	12,825,090	12,292,733
Gross revenue	£3,095,122	£2,925,948	£2,726,159	£2,581,591
Total locomotive working expenses—				
Labour and material ... £822,403	£839,887	£735,283	£632,359	£567,569
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	£902,320	£773,322	£644,890	£592,161
Credit to be added ... 23,935				
Rebuilds, conversions, &c., charged to working expenses—				
Labour and material	£8,184	£10,412	£11,740	£3,226
Working expenses per train mile ...	16·71d.	16·38d.	14·96d.	14·24
Working expenses per engine mile ...	13·22d.	12·94d.	11·83d.	11·08
Number of men employed at 30th June	3,415	3,335	3,017	2,787
Equivalent number if working full time	3,415	3,231	2,685	2,620

Short Time.—In order to provide cool trucks for the carriage of dairy produce, and owing to the increased amount of heavy repairs necessary to the stock, and to many retirements from the service, it was found necessary to increase the working hours at Newport and Port Melbourne from four days and a half a week to five days a week. This took place in October of last year, and has since been continued. Reduced time has been worked at the running-sheds whenever the fluctuations in the traffic have warranted it. Taking short time into account the Branch is now worked by 795 less employes than in 1891-2.

Lubricating Oils, &c.—Further large economies have been effected in this item. Practically all the rolling-stock is now lubricated with mineral oil and tallow without loss of efficiency in any way. The reduction per train mile in the cost of oil, tallow, and waste compared with the year 1891-2 is 45d., equal to about £18,000 per annum on the present train mileage.

The following table shows the relative cost for oil, tallow, and waste during the past four years:—

	1891-2.	1892-3.	1893-4.	1894-5.
Cost per train mile	·81d.	·76d.	·52d.	·36d.
Total cost	£39,817 14s. 5d.	£34,031 13s.	£22,002 2s. 3d.	£14,524 17s. 2d.

All tenders of engines are being fitted with new pad axle-boxes as fast as possible.

Oil Mixing Plant.—Difficulties have been experienced in obtaining uniform and suitable grades of oil, and to overcome these a building and apparatus are in course of construction for compounding and filtering our own oils to exactly suit our various purposes, thus insuring further economy and efficiency.

The cost of oil for the car and waggon stock has now been reduced to 1·74d. per axle-box per annum, and the number of axle-boxes running hot has been considerably less than 1 per cent. per annum.

Coal.—The consumption of coal per train mile will be seen by the accompanying table:—

Year.	Train Miles.	Average per Train Mile, lbs.	Percentage Victorian Coal to total Coal.
91-92	11,807,677	45·9	8·3
92-93	10,775,134	46·6	17·8
93-94	10,145,307	49·5	53·4
94-95	9,567,453	51·6	64·8

A reduction of 2s. 5d. a ton was made in October of last year in the price of Newcastle coal. Tenders are now being invited for the supply of Victorian coal.

Handling of Fuel.—The whole of this work is now let by contract.

Water.—Considerable attention has been paid to the supply of water for Loco. purposes, with a view to reducing the cost. I have been in communication with various Water Trusts and other bodies who supply us with water, with the result that in some cases I have obtained concessions in rates.

Repairs.—These have been considerably more extensive in character than in previous years. The following are the principal that have been executed during the year, viz.:—190 engines, 192 cars and vans, and 311 waggons have received heavy repairs at the Newport and Port Melbourne shops; and about 300 engines have been lifted and overhauled at country and other depôts, besides a large amount of work in connexion with the more frequent and systematic examination of axles, motions, tires, boilers, &c. The repairs to the above waggons were in nearly all cases practically rebuilds, and very extensive repairs have been effected to the older carriage stock. All light repairs to car and waggon stock are now executed at Melbourne, and this accounts for the lesser output of repaired stock from the workshops. This is found to be a more economical and expeditious course than to send light repairs to Newport. A considerable amount of engine work, such as increasing the water capacity of tenders and providing new pad-boxes, has also been done. Upwards of 34,000 carriages, vans, and waggons have been overhauled at Prince's-bridge, Spencer-street, and Flinders-street, and light repairs effected. Five thousand and fourteen truck covers have received heavy repairs, and 627 new covers supplied and charged to Loco. expenses; a large number of hatch covers, trolley, roof, and canopy covers, and crane hoses have been made.

A considerable quantity of interlocking and signal work, repair of staff boxes, and other work has been executed for the Existing Lines, Traffic, and Telegraph Branches, and for the Defence Department. The work for the latter Department includes extensive alterations to gun carriages and hydraulic recoil cylinders, &c.

Special attention has been paid to the repairs and improvement of carriage locks and fittings, with a view to economy and prevention of accidents. The whole of the draw gear of vehicles is annealed, thoroughly tested and examined as it passes through the shops and strengthened where required.

New work.—Forty-eight cool trucks for the carriage of dairy produce were constructed at Newport, and 48 sets of under-frames, running gear, and timbers prepared for similar trucks made by contract. A record of the cost of the trucks made at Newport was carefully kept, and it was found to be not more than the cost of those built by contract. In addition to this, 5 louvre trucks were constructed, 3 cars converted into ABD's, and one (1) car was converted into an F^F horse box. One (1) of the N class engines, for use on branch lines with small traffic, was converted so as to provide through communication.

Shelter Sheds for Cars.—Now that shelter sheds are being provided for the protection of carriages from the weather, more economy and better results will be obtained. Special efforts are being made to ensure that the carriage stock shall, in future, present a better appearance as regards painting, &c.

Boilers.—It will be seen that considerably more boiler work has been executed this year than hitherto. The following is a list of the principal work done:—Eleven new boilers, 2 new barrels, one (1) new fire box, and one (1) new pumping engine boiler have been supplied to engines, and 127 boilers were examined, retubed, and thoroughly repaired, and a large number of boilers received the periodical tests at country depôts. The hydraulic cranes and other machines and gear for boiler work are being proceeded with.

Axles and Tires.—Twenty-four new crank axles, 24 engine straight axles, 103 engine tires, and 84 leading and tender tires have been fitted during the year, besides a large number of car and waggon axles and tires.

Balancing.—The wheels of a number of the new "R" and "Y" class engines have been balanced with satisfactory results. The remainder are being done as they come into the shops.

Cool Trucks.—Ninety-six cool trucks were provided for the butter season; 48 were made at Newport, and 48 provided by contract; the trucks are cooled by ice, and have given every satisfaction. A plant for the manufacture of ice was erected at Spencer-street, and 820 tons of ice made and supplied to the trucks during the season. It will be necessary to provide more trucks of this description to cope with the butter traffic and for frozen meat.

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

Instruction Books.—The whole of the Branch rules and regulations and circulars issued have been collected and revised and printed in book form, and a copy issued to every employé in the Branch.

Stock taking.—A very careful stock was taken on 30th June last of the whole of the engines and other vehicles, and tools and stores of all descriptions. The checking of these has not yet been completed, and I am therefore unable to furnish the usual return showing the rolling-stock in existence at 30th June, but this will be afterwards printed as a separate document. A very careful registration is kept of all alterations and additions to rolling-stock, and it would be more satisfactory if the present stock were accepted for the future, and the Branch only required to keep it intact and not to make up the deficiencies of former years out of working expenses.

I have the honour to be, Gentlemen,

Your obedient servant,

T. H. WOODROFFE,
Chief Mechanical Engineer.

The Victorian Railways Commissioners.

VICTORIAN RAILWAYS.

No. 5.

<i>Dr.</i>	PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING 30TH JUNE, 1895.						<i>Cr.</i>		
	£	s.	d.	£	s.	d.	£	s.	d.
To Total Working Expenditure ... ..	...			1,543,392	16	3			
„ Interest debited by Treasury to Railway Loans	£1,437,347	2	4						
„ Expenses on Interest Payments	22,753	2	8						
				1,460,100	5	0			
<i>Less</i> 4 per cent. on £250,000, amount transferred from Railway Loan Account to “Irrigation Works and Water Supply,” 57 Vict. No. 1327	£10,000	0	0						
„ Interest at 3 per cent., calculated on the Weekly Unexpended Balances of Loan Moneys	31,253	8	4						
				41,253	8	4			
Net Interest and Charges ... ..	...			1,418,846	16	8			
				2,962,239	12	11			
							2,581,591	4	6
							380,648	8	5
							2,962,239	12	11

R. SINGLETON,
Accountant.

ROBERT GEO. KENT,
Secretary.

VICTORIAN RAILWAYS.

No. 6.

Dr.

EXPENDITURE AND REVENUE STATEMENT FOR THE YEAR ENDING 30TH JUNE, 1895.

Cr.

To Working Expenditure—	£	s.	d.	£	s.	d.	£	s.	d.	By Revenue—	£	s.	d.
A. Maintenance ...	...			331,198	5	7				Passengers ...	1,025,431	14	3
B. Locomotive Charges ...	478,439	8	5							Parcels, &c. ...	93,592	17	5
C. Carriages and Waggons	89,129	4	7							Horses, Carriages, &c. ...	10,865	16	0
				567,568	13	0				Mails ...	61,886	1	1
D. Traffic Charges ...	514,130	12	6							Rents ...	52,086	2	8
E. Compensation ...	6,805	14	10							Miscellaneous ...	15,746	19	3
				520,936	7	4				Live Stock ...	125,102	11	10
F. General Charges ...	43,486	0	4							Goods ...	1,196,879	2	0
G. Pensions and Gratuities	80,203	10	0										
				123,689	10	4							
Balance, Net Return (after paying Working Expenses) ...	...						1,543,392	16	3				
							1,038,198	8	3				
							2,581,591	4	6				
											2,581,591	4	6

25

R. SINGLETON,
Accountant.

ROBERT GEO. KENT,
Secretary.

VICTORIAN RAILWAYS.

No. 7.

DETAILS OF WORKING EXPENDITURE for Year ending 30th June, 1895.

Miles open	3,120												
Average Miles open for Year	3,082½												
Train Miles run .. .	9,567,453												
		Wages, &c.	Stores.	Total.	Total of Divisions.	Cost per Train Mile run.		Per Cent. to Revenue.	Per Cent. to Total Branch Expenditure.	Per Cent. to Total Expenditure.			
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	d.	d.						
A. MAINTENANCE OF WAY AND WORKS		272,350 1 11	58,848 3 8	331,198 5 7	331,198 5 7	..	8'31	12'83	..	21'46			
B. LOCOMOTIVE CHARGES:													
C. M. Engineer, Inspectors, and Clerks		5,782 7 0	..	5,782 7 0	..	0'15	..	..	..	1'02			
Loco. Running Foremen ..		5,284 19 5	..	5,284 19 5	..	0'13	..	..	..	0'93			
„ Drivers and Firemen ..		151,633 5 6	..	151,633 5 6	..	3'80	..	..	..	26'72			
„ Cleaners		26,416 5 7	..	26,416 5 7	..	0'66	..	..	..	4'55			
„ Fuelmen		11,984 4 9	..	11,984 4 9	..	0'30	..	..	..	2'11			
„ Wages of Timekeepers, Labourers, &c. ..		16,179 0 7	..	16,179 0 7	..	0'41	..	..	..	2'85			
Coal and Coke	128,128 4 5	128,128 4 5	..	3'21	..	..	..	22'57			
Wood	5,383 4 5	5,383 4 5	..	0'14	..	..	..	0'95			
Water (including Pumpers' Wages, Repairs, and Stores for Pumping Engines)		3,365 16 0	11,544 2 11	14,909 18 11	..	0'37	..	..	..	2'63			
Oil, Tallow, and Waste for Drivers	11,314 18 0	11,314 18 0	..	0'28	..	..	..	1'99			
Sundry Stores for Cleaners	5,816 18 8	5,816 18 8	..	0'15	..	..	..	1'03			
Repairs to Engines		76,861 6 2	18,744 15 0	95,606 1 2	..	2'40	..	..	..	16'84			
		297,507 5 0	180,932 3 5		478,439 8 5		12'00	18'53	..	30'99			
C. CARRIAGES AND WAGGONS:													
Repairs and Renewals		60,773 0 3	19,128 0 9	79,901 1 0	..	2'01	..	..	..	14'08			
Oiling		8,884 3 2	344 0 5	9,228 3 7	..	0'23	..	..	..	1'63			
		69,657 3 5	19,472 1 2		89,129 4 7		2'24	3'45	100'00	5'78			
D. TRAFFIC CHARGES:													
Traffic Manager, Superintendents, and Office Staff		13,786 18 2	1,062 18 11	14,849 17 1	..	0'37	..	..	..	2'85			
Station-masters		71,995 19 6	..	71,995 19 6	..	1'81	..	..	..	13'82			
Clerks		40,611 10 5	..	40,611 10 5	..	1'02	..	..	..	7'80			
Porters, Labourers, &c.		169,503 3 7	..	169,503 3 7	..	4'25	..	..	..	32'54			
Pointsmen, &c.		65,133 17 7	..	65,133 17 7	..	1'63	..	..	..	12'50			
Gatekeepers		48,458 10 0	..	48,458 10 0	..	1'22	..	..	..	9'30			
Guards		41,921 10 5	..	41,921 10 5	..	1'05	..	..	..	8'05			
Stores for Stations	25,220 4 6	25,220 4 6	..	0'63	..	..	..	4'84			
Travelling and Incidental Expenses		14,703 16 9	..	14,703 16 9	..	0'37	..	..	..	2'82			
Sundry Charges		10,865 13 1	10,866 9 7	21,732 2 8	..	0'55	..	..	..	4'17			
		476,980 19 6	37,149 13 0		514,130 12 6		12'90	19'92	..	33'31			
E. COMPENSATION..													
{ Personal	6,130 1 7	..	0'15	..	..	..	1'18			
{ Goods	675 13 3	..	0'02	..	..	..	0'13			
					6,805 14 10		0'17	0'16	100'00	0'44			
F. GENERAL CHARGES:													
*Commissioners		1,929 4 2	..	1,929 4 2	..	0'05	..	..	..	4'44			
Secretary's Office		6,580 12 9	695 8 10	7,276 1 7	..	0'18	..	..	..	16'73			
Accountant's Office		7,880 6 6	479 18 1	8,360 4 7	..	0'21	..	..	..	19'22			
Audit Office		7,452 2 6	401 6 2	7,853 8 8	..	0'20	..	..	..	18'06			
Stores Office		6,683 0 3	333 10 1	7,016 10 4	..	0'18	..	..	..	16'13			
Telegraph Branch		6,899 0 4	35 10 9	6,934 11 1	..	0'17	..	..	..	15'95			
Advertising	4,115 19 11	..	0'10	..	..	..	9'47			
		37,424 6 6	1,945 13 11		43,486 0 4		1'09	1'68	100'00	2'82			
		1,153,919 16 4	298,347 15 2		1,463,189 6 3		..	5'67	..	..	
G. †Pensions	51,782 13 8	..	..	..	..	..	..
†Gratuities, &c.	28,420 16 4	..	..	..	..	..	..
					80,203 10 0		0 2'01	3'11	..	5'20			
GRAND TOTAL	1,543,392 16 3	..	3 2'72	59'78	..	100'00			

* Portion of Mr. Commissioner Woodroffe's salary, included in Locomotive charges.

† £4,305 14s. 9d. debited to Capital Account, being amount of Pensions and Gratuities paid during the year to officers of the Board of Land and Works.

VICTORIAN RAILWAYS.

No. 8.

<i>Dr.</i>	RAILWAY ACCIDENT FUND (Act 55 Vict. No. 1250).		<i>Cr.</i>
	£	s.	d.
To Balance from 1893-4 ...	25,898	17	10
„ 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, 1894, to 30th June, 1895 ...	12,568	15	8
	38,467	13	6
By compensation claims paid out of above Fund, as provided by Sec. 46, clause 4 (included in the working expenditure for the year)		6,462	3 7
„ Balance		32,005	9 11
		38,467	13 6

No. 9.—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	163	1,629½	1,792½	...	...	...	17,474,531	6 5	...
Koroit to Warrnambool	...	9½	9½	245	19	1 in 50	82,226	0 10	8,655
Koroit to Port Fairy Pier	...	11½	11½	208	11	1 in 60	92,156	3 9	8,192
Dunkeld to Koroit	...	49¼*	49¼*	834	207	1 in 60	177,101	15 11	3,596
Hamilton to Peshurst	...	19	19	727	590	1 in 60	77,694	2 6	4,089
Hamilton (Coleraine Junction) to Coleraine	...	23	23	668	301	1 in 40	109,833	19 8	4,775
Warracknabeal to Benlah	...	22	22	359	288	1 in 80	51,357	7 1	2,334
Benlah to Hopetoun	...	16	16	290	258	1 in 100	30,916	0 4	1,932
Dimboola to Jeparit	...	23	23	387	268	1 in 75	36,261	5 5	1,577
Natimuk (East Natimuk) to Goroke	...	28¼	28¼	624	394	1 in 50	61,461	2 5	2,176
Essendon Junction to Essendon (including Race-course Line)	...	5	...	5	148	1 in 67	155,736	9 5	31,147
Essendon to Wodonga (including costs, but not the mileage, of Mangalore Ballast Pits Tramway)	61	121	182	1,147	105	1 in 50	2,076,251	3 0	11,408
Wodonga to River Murray	...	2¼	2¼	538	312	1 in 75	36,046	12 2	16,021
Tallarook to Yea	...	23¼	23¼	698	488	1 in 40	151,136	4 5	6,364
Mangalore to Shepparton	...	45	45	499	372	1 in 100	255,318	2 3	5,674
Shepparton to Numurkah	...	20½	20½	376	348	1 in 206	78,766	0 2	3,842
Benalla to St. James	...	20½	20½	583	450	1 in 75	77,770	12 1	3,794
Wangaratta (Beechworth Junction) to Beechworth	...	23	23	1,831	502	1 in 30	160,019	6 10	6,957
Everton to Myrtleford	...	16½	16½	989	581	1 in 40	76,615	19 7	4,643
Springhurst to Wahgunyah	...	14	14	623	454	1 in 50	69,772	3 0	4,984
North Melbourne to Coburg	...	5	...	5	202	1 in 50	203,898	6 10	40,780
Yea to Mansfield and Alexandra-road	...	55½	55½	1,304	557	1 in 40	334,746	2 0	6,004
Murchison East to Rushworth	...	13¼	13¼	476	391	1 in 80	68,403	6 0	5,162
Shepparton to Dookie	...	15	15	500	372	1 in 100	53,834	17 2	3,589
Numurkah to Cobram	...	21½	21½	376	355	1 in 165	80,565	18 5	3,747
Numurkah to Nathalia	...	14	14	356	335	1 in 330	51,597	18 11	3,686
St. James to Yarrowonga	...	19½	19½	514	414	1 in 50	95,629	7 3	4,842
Myrtleford to Bright	...	18½	18½	1,004	688	1 in 50	109,630	6 6	5,911
Beechworth to Yackandandah	...	12½	12½	1,912	981	1 in 30	96,865	15 7	7,597
Wodonga to Tallangatta	...	25½	25½	726	530	1 in 40	188,078	19 5	7,376
Coburg to Somerton	...	7½	7½	530	202	1 in 50	72,007	11 6	9,681
Royal Park (Junction) to Clifton Hill	...	2	2	136	103	1 in 50	154,364	4 1	56,132
Fitzroy Branch	...	1	1	119	85	1 in 79	76,817	13 11	76,818
Fitzroy (Whittlesea Junction) to Whittlesea	1¼	20½	22	639	119	1 in 50	246,306	9 9	11,196
Dookie to Katamatite	...	17	17	490	383	1 in 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	186,355
South Yarra to Oakleigh	6¼	...	6¼	184	22	1 in 50	275,472	3 2	40,811
Oakleigh to Sale (including line to Sale wharf, 70 chains; also portion of cost of branch line to the Great Morwell Coal Co.'s mine, but not the mileage of same, viz., 3 miles 45 chains)	10	109	119	513	8	1 in 50	1,050,616	17 7	8,829
Traralgon to Heyfield	...	23¼	23¼	262	93	1 in 50	121,782	12 5	5,238
Hawthorn to Lilydale	...	11½	11½	484	41	1 in 40	346,558	0 4	17,114
Caulfield to Frankston	...	10¼	10¼	166	10	1 in 50	175,471	0 11	8,774
Morwell to North Mirboo	...	20	20	784	184	1 in 40	153,248	14 9	7,662
Mornington Junction to Mornington	...	7½	7½	194	60	1 in 50	63,130	18 4	8,146
Frankston to Stony Point	...	18½	18½	327	10	1 in 50	102,639	18 8	5,548
Dandenong (Great Southern Junction) to Port Albert	...	117½	117½	746	10	1 in 40	879,589	19 10	7,502
Warragul to Neerim South	...	13½	13½	681	349	1 in 40	123,305	4 8	9,134
Moe (Junction) to Thorpdale	...	10½	10½	798	219	1 in 40	116,734	7 7	10,859
Sale to Stratford (Junction)	...	9¼	9¼	64	33	1 in 66	42,614	12 7	4,607
Heyfield to Bairnsdale (including extension to Bairnsdale wharf, 1 mile)	...	50½	50½	296	9	1 in 50	259,445	12 10	5,112
Maffra to Briargolong	...	12¼	12¼	238	109	1 in 50	52,823	2 8	4,312
Ringwood to Upper Ferntree Gully	...	7½	7½	436	314	1 in 40	58,445	5 0	7,793
Lilydale to Healesville	...	15¼	15¼	351	230	1 in 40	210,412	7 4	13,798
Oakleigh to Fairfield Park	...	12½†	12½†	249	72	1 in 50	298,555	14 3	24,372
Burnley to Waverley-road	...	5¼	5¼	111	33	1 in 60	171,465	17 4	29,820
Hawthorn to Kew	...	1¼	1¼	119	41	1 in 40	73,314	19 4	58,652
Brighton Beach to Sandringham	2	...	2	58	20	1 in 97	71,720	19 1	35,860
Collingwood to Heidelberg	...	5¼	5¼	196	68	1 in 50	188,954	7 1	35,991
Korumburra to Coal Creek	...	3½	3½	735	630	1 in 30	5,353	8 4	7,437
Korumburra (Jumbunna Junction) to Jumbunna	...	3½	3½	796	619	1 in 30	15,935	3 6	4,249
Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line)	...	2¼	2¼	765	573	1 in 30	11,550	11 2	5,134
Frankston Cemetery Line	104	9 9	Survey, &c.
Heidelberg to Eltham	3,508	7 5	"
Jumbunna to Outtrim	8,136	5 10	In progress.
Hobson's Bay Lines (including works, Prince's-bridge to Chapel-street)	16¼	...	16¼	53	9	1 in 74	1,942,353	0 1	117,718
Total	294	2,826	3,120	...	...	...	30,127,890	17 6	...

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

* Including 16¼ miles between Dunkeld and Peshurst closed for traffic.

† Including 5¼ miles, Fairfield Park to Riversdale, closed for traffic.

VICTORIAN RAILWAYS.

No. 10.

STATEMENT OF THE RAILWAY DEBT ON 30TH JUNE, 1895, AND
THE ANNUAL INTEREST PAYABLE THEREON, ETC.

Act.	Rate of Interest per cent.	Principal (Debentures at par) allocated to Railways.			Interest.			Loans are redeemable as under.
		£	s.	d.	£	s.	d.	
42 Vict. No. 608 ...	4½	4,156,573	12	2	187,045	16	3	In London—1st January, 1904
36 Vict. No. 439 ...	4	76,680	0	0*	3,554	18	4	In Melbourne—After 28th November, 1897, upon one year's notice, and upon Parliament by Act providing for repayment (see Act No. 428 s. 28)
		12,192	18	0†				
37 Vict. No. 468 ...	4	1,450,000	0	0	58,000	0	0	In London—1st July, 1899
39 Vict. No. 531 ...	4	1,396,693	0	0	55,867	14	5	In London—1st July, 1901
45 Vict. No. 717 ...	4	2,769,006	2	4	110,760	4	10	In London—1st July, 1907
46 Vict. No. 739 ...	4	2,000,000	0	0	80,000	0	0	In London—1st April, 1908
46 Vict. No. 741 ...	4	107,600	0	0	4,304	0	0	In Melbourne—After 28th November, 1897, upon one year's notice, and upon Parliament by Act providing for repayment (see Act No. 428 s. 28)
47 Vict. No. 760 ...	4	3,758,788	0	3	150,351	10	5	In London—1st October, 1913
48 Vict. No. 805 ...	4	3,251,172	4	3	130,046	17	9	In London—1st October, 1919
49 Vict. No. 845 ...	4	4,500,000	0	0	180,000	0	0	In London—1st October, 1920
51 Vict. No. 963 ...	4	130,000	0	0	5,200	0	0	In Melbourne—After 28th November, 1897, upon one year's notice, and upon Parliament by Act providing for repayment (see Act No. 428 s. 28)
53 Vict. No. 1015 ...	4	500,000	0	0	26,000	0	0	In Melbourne—After 28th November, 1897, upon one year's notice, and upon Parliament by Act providing for repayment (see Act No. 428 s. 28)
57 Vict. No. 1341 ...									150,000	0	0
56 Vict. No. 1287 ...	4	2,107,000	0	0	84,280	0	0	In London—After 1st January, 1911, upon one year's notice, and upon Parliament by Act providing funds for repayment; if not sooner redeemed, on 1st January, 1926 (altered to this date by Act No. 1305)
56 Vict. No. 1296 ...	4	464,672	1	0	18,586	17	8	In Melbourne—After 1st April, 1913, upon one year's notice, and upon Parliament by Act providing for repayment; if not sooner redeemed, on 1st April, 1923
58 Vict. No. 1369 ...	4	134,150	13	0	5,366	0	10	In Melbourne—After 28th November, 1897, upon one year's notice, and upon Parliament by Act providing for repayment (see Act No. 428 s. 28)
52 Vict. No. 989 ...	3½	2,673,913	0	11	93,586	19	1	In London—1st October, 1923
53 Vict. No. 1032 ...	3½	3,150,000	0	0	110,250	0	0	In London—1st October, 1923 (altered to this date by Act No. 1057)
54 Vict. No. 1196 ...	3½	2,226,086	19	1	77,913	0	11	In London—After 1st January, 1921, upon one year's notice, and upon Parliament providing for repayment; if not sooner redeemed, on 1st January, 1926
55 Vict. No. 1217 ...	3½	1,666,666	13	4	58,333	6	8	In London—After 1st January, 1921, upon one year's notice, and upon Parliament providing for repayment; if not sooner redeemed, on 1st January, 1926
		36,681,195	4	4				
42 Vict. No. 617— Melbourne and Hobson's Bay Rail- way Company's Debentures	5	22,000	0	0	4,645	0	0	1st July, 1895 1st September, 1895 1st January, 1897
		100,000	0	0				
		31,900	0	0				
Less Discount and Ex- penses on Sale of De- bentures £1,029,632	14	11			1,444,092	7	2	Average rate of annual interest payable, 3·92 per cent.
Deduct Net Premiums on Debentures 480,966	15	4						
		548,665	19	7				
		36,286,429	4	9	...			Average rate of annual interest payable on amount of loan moneys allocated to railways, 3·98 per cent.

* Debentures converted.

† Increase in debt owing to conversion £76,680 Debentures from 6 per cent. to 4 per cent.

VICTORIAN RAILWAYS.

No. 11.

COMPARATIVE STATEMENT for Twenty-three Years, from 1st July, 1871, to 30th June, 1895.*

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	2,197½	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	2,469¾	2,329½	34,370,031	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	2,650½	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	2,829¼	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	2,981¾	37,748,563	§ 12,570	262	254	1,096	8,597	474	40,880,378	2,455,811	1,359,675	1,366,484	2,726,159	914	10,145,307	5/4'49
† 1894-5	3,120	3,082¾	37,922,207	§ 12,221	** ...	** ...	** ...	** ...	** ...	40,210,733	2,435,857	1,259,609	1,321,982	2,581,591	837	9,567,453	5/4'76

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

† The Hobson's Bay Suburban Lines included since 1880.
** See paragraph in Chief Mechanical Engineer's Report, Return No. 3.

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

VICTORIAN RAILWAYS.

No. 12.

STATEMENT showing Dates of Opening and Length in Miles of the Different Sections of Victorian Railways to 30th June, 1895.

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		21 Vict. No. 36
1861—July 8	Sunbury	Woodend		32 Vict. No. 331
1862—April 11	North Geelong Junction	Ballarat		21 Vict. No. 36
" " 25	Woodend	Kyneton	21 Vict. No. 36	
" Oct. 21	Kyneton	Bendigo	21 Vict. No. 36	
1864—Sept. 19	Bendigo	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	Bendigo	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 1	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	41 Vict. No. 580	
" 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	Springhurst	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	Waubra Junction	Ballarat Race-course	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	
" " 15	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	River Murray	44 Vict. No. 682	
" " 21	Raywood	Mitiamo	44 Vict. No. 682	
		Carried forward	1,403½	

* Superseded by the Flinders-street Viaduct, opened on the 23rd November, 1891.

No. 12.—STATEMENT showing Dates of Opening and Length in Miles of the Different Sections of Victorian Railways to 30th June, 1895—continued.

Date of Opening.	From—	To—	Length in Miles.	Authorized by Act—
		Brought forward ...	1,403½	
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 ...	22½	44 Vict. No. 682
" " 16	Tallarook ...	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, 962 and 1381
" Sept. 8	Boolarra ...	Darlimurla ...	4½	44 Vict. No. 682
1886—Jan. 1	Lal Lal Station ...	Lal Lal Race-course...	2	48 Vict. No. 821 & 58 Vict. No. 1381
" " 7	Darlimurla ...	North Mirboo ...	3½	44 Vict. No. 682
" April 1	Melton ...	Parwan ...	6½	44 Vict. No. 682
" May 6	St. James ...	Yarrowonga ...	10½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 12	Murtoa ...	Warracknabeal ...	31½	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 15	Ballarat Cattle-yards Junction ...	Ballarat Cattle-yards	3	48 Vict. No. 821 & 58 Vict. No. 1381
" Dec. 22	Gordons ...	Ballan ...	7½	48 Vict. No. 821 & 58 Vict. No. 1381
1887—Jan. 19	Dimboola ...	Serviceton ...	62 +	48 Vict. No. 821 & 58 Vict. No. 1381
" " 19	North Creswick ...	Rocky Lead ...	12½	48 Vict. No. 821 & 58 Vict. No. 1381
" Feb. 16	Parwan ...	Bacchus Marsh ...	2½	48 Vict. No. 821 & 58 Vict. No. 1381
" March 18	Heyfield ...	Maffra ...	11	48 Vict. No. 821 & 58 Vict. No. 1381
" April 21	Wedderburn Junction ...	Wedderburn ...	4½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 23	Camperdown ...	Terang ...	13½	48 Vict. No. 821 & 58 Vict. No. 1381
" June 1	Rocky Lead ...	Daylesford Junction ...	10½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 1	Lubeck ...	Rupanyup ...	9½	48 Vict. No. 821 & 58 Vict. No. 1381
" Aug. 19	Tatura ...	Echuca ...	34½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 25	Horsham ...	Noradjuha ...	20½	48 Vict. No. 821 & 58 Vict. No. 1381
" Sept. 2	Brighton Beach ...	Sandringham ...	2	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 8	Maffra ...	Stratford ...	6	48 Vict. No. 821 & 58 Vict. No. 1381
" Sept. 24	Braybrook Junction ...	Newport ...	4½	48 Vict. No. 821 & 58 Vict. No. 1381
" Dec. 19	Hawthorn ...	Kew ...	1½	48 Vict. No. 821 & 58 Vict. No. 1381
1888—May 8	Royal Park Junction ...	Clifton Hill ...	2½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 8	Nicholson-street ...	Fitzroy ...	1	48 Vict. No. 821 & 58 Vict. No. 1381
" " 8	Clifton Hill ...	Collingwood ...	¾	48 Vict. No. 821 & 58 Vict. No. 1381
" " 8	Clifton Hill ...	Alphington ...	2½	44 Vict. No. 682
" " 8	Alphington ...	Heidelberg ...	2½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 8	Moe Junction ...	Thorpdale ...	10½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 8	Sale Junction ...	Stratford Junction ...	9½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 8	Stratford ...	Bairnsdale ...	32½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 15	Lilydale ...	Yarra Flats ...	7	48 Vict. No. 821 & 58 Vict. No. 1381
" July 1	Bairnsdale Station ...	Bairnsdale Wharf ...	1	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct. 1	Numurkah ...	Nathalia ...	14	48 Vict. No. 821 & 58 Vict. No. 1381
" " 1	Numurkah ...	Cobram ...	21½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 1	Shepparton ...	Dookie ...	15	48 Vict. No. 821 & 58 Vict. No. 1381
" " 1	Kilmore Junction ...	Kilmore ...	9½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 1	Bendigo ...	Heathcote ...	27½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 1	Pisgah Junction ...	Waubra ...	13½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 1	Frankston ...	Mornington Junction ...	4½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 1	Dandenong (Great Southern Junction)	Tooradin ...	16	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 20	Inglewood ...	Dunolly ...	24½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 20	Hamilton (Coleraine Junction) ...	Coleraine ...	23	48 Vict. No. 821 & 58 Vict. No. 1381
1889—March 1	Yarra Flats ...	Healesville ...	8½	48 Vict. No. 821 & 58 Vict. No. 1381
" Aug. 7	Maffra ...	Briargolong ...	12½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 7	Irrewarra ...	Beac ...	8½	48 Vict. No. 821 & 58 Vict. No. 1381
" Sept. 10	Mornington Junction ...	Mornington ...	7½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 10	Mornington Junction ...	Hastings ...	8	48 Vict. No. 821 & 58 Vict. No. 1381
" " 10	Wodonga ...	Huon-lane ...	14½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 12	Ballarat East ...	Buninyong ...	7½	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct. 8	Whittlesea Junction ...	Preston Reservoir ...	4½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 8	Coburg ...	Somerton ...	7½	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 12	Yea ...	Molesworth ...	10½	48 Vict. No. 821 & 58 Vict. No. 1381
" Dec. 3	Heathcote ...	Tooborac ...	10½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 4	Bacchus Marsh ...	Ballan ...	17½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 4	Ringwood ...	Upper Ferntree Gully ...	7½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 17	Hastings ...	Stony Point ...	6	48 Vict. No. 821 & 58 Vict. No. 1381
" " 23	Preston Reservoir ...	Whittlesea ...	17½	48 Vict. No. 821 & 58 Vict. No. 1381
1890—Feb. 4	Terang ...	Mortlake ...	13	48 Vict. No. 821 & 58 Vict. No. 1381
" " 4	Terang ...	Warrnambool ...	28½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 4	Koroit ...	Warrnambool ...	9½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 4	Koroit ...	Port Fairy (including Pier)	11½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 10	Williamstown Race-course	Extension of Line ...	1½	Acts 860, 889, 962, and 1381
" March 17	Mount Moriac ...	Wensleydale ...	11½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 24	Burnley ...	Oakleigh ...	7½	48 Vict. No. 821 & 58 Vict. No. 1381
		Carried forward ...	2,419½	

† Exclusive of 1½ miles between Serviceton Station and the South Australian Border.

No. 12.—STATEMENT showing Dates of Opening and Length in Miles of the Different Sections of Victorian Railways to 30th June, 1895—*continued.*

Date of Opening.	From—	To—	Length in Miles.	Authorized by Act—
		Brought forward ...	2,419 $\frac{1}{2}$	
1890—May 12	Warragul	Rokeby	8 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 30	Kerang	Swan Hill	35	48 Vict. No. 821 & 58 Vict. No. 1381
" " 30	Camberwell	Waverley-road	5	48 Vict. No. 821 & 58 Vict. No. 1381
" June 17	Molesworth	Cathkin	2 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" July 18	Huon-lane	Bolga	6 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Aug. 22	Kilmore	Tooborac	20 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 22	Dunkeld	Koroit	49 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 22	Hamilton	Penshurst	19	48 Vict. No. 821 & 58 Vict. No. 1381
" Sept. 1	Murchison East	Rushworth	13 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 16	Cathkin	Alexandra-road	4 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 28	Sale	Canal	$\frac{1}{4}$	37 Vict. No. 475 & 53 Vict. No. 1030
" Oct. 10	Scarsdale	Linton	8	48 Vict. No. 821 & 58 Vict. No. 1381
" " 17	Myrtleford	Bright	18 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 10	Cathkin	Merton	15 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 11	Tooradin	Loch	23 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 18	Ararat	Avoca	39 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
1891—Jan. 15	Kyneton (Redesdale Junction)	Redesdale	16	48 Vict. No. 821 & 58 Vict. No. 1381
" March 24	Fairfield Park	Riversdale (and junction with Lilydale line)	5 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 24	Maldon (Laanecoorie Junction)	Shelbourne	9 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" May 7	Merton	Maindample	13 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" June 2	Loch	Korumburra	10	48 Vict. No. 821 & 58 Vict. No. 1381
" " 5	Birregurra	Forrest	19 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" July 23	Beechworth	Yackandandah	12 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 24	Bolga	Tallangatta	4 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct. 6	Maindample	Mansfield	8 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 23	Spencer-street	Flinders-st. (Viaduct)*	$\frac{1}{4}$	48 Vict. No. 821 & 54 Vict. No. 1187
" Dec. 17	Korumburra	Leongatha	9 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
1892—Jan. 13	Leongatha	Port Albert	58 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" March 18	Rokeby	Neerim South	5 $\frac{1}{4}$	53 Vict. No. 1030 & 56 Vict. No. 1300
" April 5	Curdie's River Junction	Timboon	22 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 6	Lancefield	Kilmore	18 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct. 28	Korumburra	Coal Creek	$\frac{3}{4}$	56 Vict. Nos. 1240 and 1255
" Nov. 22	Dookie	Katamatite	17	(Tramway) taken over by Department
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
" " 14	Bendigo Cattle-yards Junction	Bendigo Cattle-yards	$\frac{1}{4}$	Acts 53 Vict. No. 1030 and 58 Vict. No. 1381
" June 1	Korumburra (Strezlecki Junction)	Strezlecki	2 $\frac{1}{4}$	55 Vict. Nos. 1240 and 1294
" " 19	Dimboola	Jeparit	23	57 Vict. No. 1312
" July 31	Natimuk (East Natimuk)	Goroke	28 $\frac{1}{4}$	56 Vict. No. 1292
" Aug 7	Boort	Quambatook	22	57 Vict. No. 1312
1895—March 8	Wycheproof	Sea Lake	47 $\frac{3}{4}$	58 Vict. No. 1383
		Total	3,120	

NOTE.—The Warranook, Carapooee, and Mangalore ballast sidings, Grampians quarries tramway, and branch line to the Great Morwell Coal Company's mine are not included in the mileage opened for traffic.

* Opened for through passenger traffic, 17th December, 1894.

VICTORIAN RAILWAYS.

No. 13.

COMPARATIVE STATEMENT showing the Number of Employés in each Branch, at 30th June, for six years ending 1895 (excluding Butty-gangs and Men engaged on Regrading Works).

Branch.	1890.			1891.			1892.			1893.			1894.			1895.		
	Per- manent.	Tem- porary.	Total.	Per- manent.	Tem- porary.	Total.	Per- manent.	Tem- porary.	Total.	Per- manent.	Tem- porary.	Total.	Per- manent.	Tem- porary.	Total.	Per- manent.	Tem- porary.	Total.
Secretary's	24	...	24	22	...	22	21	1	22	20	2	22	18	2	20	18	3	21
Accountant's (including Railway Stores) ...	147	101	248	173	74	247	162	39	201	137	28	165	133	17	150	126	15	141
Traffic Audit	53	...	53	58	...	58	57	...	57	56	...	56	53	...	53	49	...	49
Traffic Manager's	4,230	500	4,730	4,304	400	4,704	3,990	193	4,183	3,684	72	3,756	3,479	69	3,548	3,344	141	3,485
Ditto (Employés' Wives in Charge of Stations)*	26	...	26	63	...	63	89	...	89	132	...	132	149	...	149	142	...	142
Telegraph	117	67	184	117	58	175	109	48	157	99	37	136	101	42	143	92	39	131
Locomotive	3,062	580	3,642	3,258	326	3,584	3,186	222	3,408	3,077	257	3,334	2,929	88	3,017	2,707	80	2,787
Engineer-in-Chief's ... ..	...	...	...	150	97	247	125	183	308	94	37	131	48	5	53	38	14	52
Engineer for Existing Lines	3,249	2,194	5,443	3,116	860	3,976	2,973	623	3,596	2,926	350	3,276	2,746	253	2,999	2,627	420	3,047
Ditto (Employés' Wives, &c., in Charge of Gates)*	1,011	...	1,011	1,043	...	1,043	1,089	...	1,089	907	...	907	665	...	665	314	...	314
Total	11,919	3,442	15,361	12,304	1,815	14,119	11,801	1,309	13,110	11,132	783	11,915	10,321	476	10,797	9,457	712	10,169

* Not entitled to permanent employment.

No. 14.

RETURN showing the Number of Employés in the different Branches of the Victorian Railways Service who are, and who are not, entitled to Compensation on Retirement, together with Supernumeraries at 30th June, 1895.

Branch.	Entitled to Compensation.	Not entitled to Compensation.	Supernumeraries.	Total.
Secretary's	13	5	3	21
Accountant's and Stores	60	66	15	141
Traffic Audit	19	30	...	49
Telegraph	29	63	39	131
Traffic	1,183	2,303	141	3,627
Locomotive	1,188	1,519	80	2,787
Engineer-in-Chief	24	14	14	52
Existing Lines	1,329	1,612	420	3,361
Totals	3,845	5,612	712	10,169

VICTORIAN RAILWAYS (INCLUDING BOARD OF LAND AND WORKS,
CONSTRUCTION BRANCH).

No. 15.

STATEMENT showing the Number of Officers on Salaried Staff, Total Salaries less Percentage Deductions to Scale, and Net Amount payable for Year 1895-6, including Allowances.

	Rate of	No.	Total.	Amount Deducted.		Net Amount Payable.					
	(Percentage Deductions.			£	s. d.	£	s. d.				
	Per cent.		£	s.	d.	£	s.	d.			
Under £100 ... ..	...	248	22,808	0	0	...	22,808	0	0		
Over £100 to £150	5	364	49,985	0	0	2,499	4	6	47,485	15	6
„ 150 to 250	6	237	44,913	10	0	2,694	15	9	42,218	14	3
„ 250 to 400	7	118	35,963	15	0	2,517	7	10	33,446	7	2
„ 400 to 500	8	21	9,645	0	0	771	12	0	8,873	8	0
„ 500 to 600	9	8	4,300	0	0	387	5	0	3,912	15	0
„ 600 to 700	10	2	1,325	0	0	132	10	0	1,192	10	0
„ 700 to 800	11	3	2,325	0	0	255	15	0	2,069	5	0
„ 800 to 1,000	12	2	1,900	0	0	228	0	0	1,672	0	0
„ 1,000	15	2	2,350	0	0	352	10	0	1,997	10	0
Totals ... ..	...	1,005	175,515	5	0	9,839	0	1	165,676	4	11

STATEMENT showing Number of Permanent Employés on Wages Staff.

	Rate of	No.	Total.	Amount Deducted.		Net Amount Payable.					
	(Percentage Deductions.			£	s. d.	£	s. d.				
	Per cent.		£	s.	d.	£	s.	d.			
Under £100 ... ..	...	1,837	130,390	8	8	...	130,390	8	8		
Over £100 to £150	5	5,296	625,285	16	6	31,264	5	5	594,021	11	11
„ 150 to 250	6	1,307	235,276	17	6	14,096	17	7	221,179	19	11
Totals ... ..	...	8,440	990,953	2	8	45,361	3	0	945,591	19	8

APPROXIMATE TEMPORARY STAFF, excluding Butty-gangs under the Board of Land and Works and Men employed in Re-grading Works.

	Rate of	No.	Total.	Amount Deducted.		Net Amount Payable.					
	(Percentage Deductions.			£	s. d.	£	s. d.				
	Per cent.		£	s.	d.	£	s.	d.			
Under £100 ... ..	...	589	47,730	17	10	...	47,730	17	10		
Over £100 to £150	5	63	6,750	14	0	337	10	7	6,413	3	5
„ 150 to 250	6	2	461	13	6	27	14	0	433	19	6
Totals ... ..	...	654	54,943	5	4	365	4	7	54,578	0	9
Grand Totals ... ..	...	10,099	1,221,411	13	0	55,565	7	8	1,165,846	5	4

VICTORIAN RAILWAYS.

No. 16.

STATEMENT showing the Traffic at each Station for Twelve Months ending 30th June, 1895.

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)	284,433	1	4½	289,615	8	3½	574,048	9	8
North Melbourne	5,389	4	10	...	...	5,389	4	10	
Arden-street	964	13	2	13,708	8	10½	14,673	2	0½
Middle Footscray	1,234	4	10½	4,823	12	6	6,057	17	4½
Footscray West	464	2	4	1,325	19	10	1,790	2	2
Tottenham	33	9	7	...	...	33	9	7	
Braybrook Junction	539	15	2	820	13	0	1,360	8	2
Albion	2	17	0½	...	...	2	17	0½	
St. Albans	255	12	11½	186	17	4½	442	10	4
Sydenham	170	17	1½	70	15	8½	241	12	10
Diggers' Rest	310	18	1	63	1	3½	373	19	4½
Sunbury	1,267	12	1½	1,157	19	5½	2,425	11	7
Lancefield Junction	497	13	11½	152	1	0½	649	15	0
Riddell's Creek	537	16	6	226	5	3	764	1	9
Gisborne	896	16	6	596	9	4	1,493	5	10
Macedon	1,352	8	6	417	19	9½	1,770	8	3½
Woodend	2,487	11	0	2,145	19	0	4,633	10	0
Carlsruhe	190	5	3	150	0	5	340	5	8
Kyneton	5,838	9	3½	3,862	10	0½	9,700	19	4
Redesdale Junction	142	12	4	100	11	5	243	3	9
Malmsbury	996	6	9	430	10	3	1,426	17	0
Taradale	643	5	3	231	3	7½	874	8	10½
Elphinstone	277	3	7½	322	10	2	599	13	9½
Chewton	527	3	10½	289	7	8	816	11	6½
Castlemaine	9,078	7	9	6,171	1	1½	15,249	8	10½
*Barker's Creek ... ..	...	...	...	44	2	8	44	2	8
Harcourt	406	3	11½	390	1	10	796	5	9½
Ravenswood	287	14	8½	121	0	3	408	14	11½
Kangaroo Flat	382	9	0	317	8	1	699	17	1
Golden Square	883	0	10½	2,509	7	9½	3,392	8	8
Bendigo	37,078	1	7½	29,675	6	1½	66,753	7	9
Epsom ... ..	...	...	...	45	12	11½	45	12	11½
Huntly	58	4	1½	63	17	7	122	1	8½
Bagshot	80	17	2½	282	19	6½	363	16	9
Wellsford	31	6	11	305	14	10½	337	1	9½
Goornong	421	14	11½	1,144	15	10½	1,566	10	10
South Elmore	204	3	4	689	12	7½	893	15	11½
Elmore	1,326	6	10½	3,896	2	7	5,222	9	5½
Rochester	1,944	8	7	6,579	17	5	8,524	6	0
Echuca	10,026	11	10	24,254	11	6	34,281	3	4
Bolinda	9	18	11½	39	17	10	49	16	9½
Monegatta	59	5	5½	50	15	8½	110	1	2
North Monegatta	9	17	1	1	6	1	11	3	2
Romsey	703	9	2½	1,118	8	4	1,821	17	6½
Lancefield	1,033	12	10½	1,417	16	3½	2,451	9	2
Mount William	5	5	10	120	18	0½	126	3	10½
Goldie	7	14	5	68	1	2½	75	15	7½
Springfield	5	1	8½	28	1	0	33	2	8½
High Park	2	17	8½	17	15	4	20	13	0½
Forbes	2	0	7½	10	9	5½	12	10	1
Tylden	188	12	6	328	1	2	516	13	8
Fern Hill	279	15	9½	1,248	7	11	1,528	3	8½
Trentham	1,059	11	0	2,766	11	11½	3,826	2	11½
Lyonville	259	5	9	1,328	13	0½	1,587	18	9½
Bullarto	263	11	8	1,988	7	8½	2,251	19	4½
Musk Creek	135	13	1	714	6	3	849	19	4
Daylesford	4,197	13	8	2,542	7	6½	6,740	1	2½
Woodburn	4	11	6½	195	9	8	200	1	2½
Graves' Siding ... ..	...	...	...	164	3	8	164	3	8
Sailors' Falls	87	10	3½	512	17	9½	600	8	1
Leonard's Hill	273	17	7	1,106	0	4	1,379	17	11
Wombat	62	14	0	389	4	6½	451	18	6½
Rocky Lead	272	17	7½	270	2	8½	543	0	4
Newlyn	374	5	11½	2,504	6	1	2,878	12	0½
Kingston	451	16	2½	2,212	14	2½	2,664	10	5
Allendale	1,500	4	10	2,669	13	9½	4,169	18	7½
Broomfield	169	3	5	6	2	0	175	5	5
De Graves	5	19	11	5	4	11½	11	4	10½
Edgecombe	8	6	0½	295	19	7	304	5	7½
Green Hill	28	16	11½	13	2	3	41	19	2½
East Metcalfe	40	7	4½	40	1	11½	80	9	4
Emberton	10	15	7	12	15	10½	23	11	5½

No. 16.—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.
Barfold	82	16	1½	225	13	10	308	9	11½
Redesdale	393	17	3½	229	14	1½	623	11	5
Muckleford	40	12	2½	50	14	3	91	6	5½
Maldon	1,771	9	0½	1,920	16	8	3,692	5	8
Bradford	2	17	4	...	...	...	2	17	4
Shelbourne	171	10	7½	1,654	10	6½	1,826	1	2
Campbell's Creek	112	4	8½	199	18	11½	312	3	8
Guildford	358	6	4	481	14	4	840	0	8
Strangways	41	3	0½	134	0	2½	175	3	3
Newstead	660	19	1½	996	15	11½	1,657	15	1
Joyce's Creek	104	18	2	289	1	4	393	19	6
Moolort	152	6	6½	926	0	7	1,078	7	1½
Carisbrook	678	4	8	1,497	2	5½	2,175	7	1½
Maryborough	9,292	7	9½	6,476	18	1	15,769	5	10½
Simons	12	17	11	...	...	...	12	17	11
Havelock	56	19	1	92	10	1½	149	9	2½
Bet Bet	96	3	7	394	2	9½	490	6	4½
Dunolly	1,809	7	3	1,647	5	10	3,456	13	1
Goldsborough	206	9	3	141	7	0	347	16	3
Bealiba	507	1	7	830	18	8½	1,338	0	3½
Emu	250	7	9½	550	3	8	800	11	5½
Carapooce	83	11	9	450	5	6½	533	17	3½
St. Arnaud	3,420	14	5½	7,609	14	1	11,030	8	6½
Sutherland	38	0	8½	683	10	5½	721	11	2
Swanwater	44	16	11½	242	0	8½	286	17	8
Cope Cope	336	19	0	2,331	16	6½	2,668	15	6½
Donald	2,682	0	10	6,763	9	10	9,445	10	8
Lake Buloke	11	10	0	7	19	8	19	9	8
Litchfield	36	18	1	329	17	3	366	15	4
Massey	30	4	9	196	6	6	226	11	3
Watchem	291	1	9½	1,734	0	0	2,025	1	9½
Morton Plains	37	18	0½	486	10	9½	524	8	10
Birchip	1,447	8	3½	8,517	13	8½	9,965	2	0
Adelaide Lead	32	11	11½	...	...	...	32	11	11½
Bung Bong	56	3	3	240	8	7	296	11	10
Homebush	151	1	5	80	13	3	231	14	8
Avoca	1,213	2	11½	1,963	12	3	3,176	15	2½
Amphitheatre	187	9	6	161	3	8	348	13	2
Elmhurst	318	0	4½	718	7	3½	1,036	7	8
Eversley	43	5	8½	73	5	3½	116	11	0
Crowlands	39	0	5½	248	14	0½	287	14	6
Dunneworthy	2	5	1½	...	...	...	2	5	1½
Warra Yadin	3	5	10½	6	14	8½	10	0	7
Sulky	184	13	8	302	4	6½	486	18	2½
Bald Hills	131	18	3½	0	5	6	132	3	9½
Creswick	2,494	17	4½	839	10	6	3,334	7	10½
North Creswick	728	11	9½	168	14	6	897	6	3½
Tourello	170	5	7	285	5	3	455	10	10
Clunco	1,899	2	2	1,635	16	0	3,534	18	2
Talbot	1,204	17	3	1,203	9	10	2,408	7	1
Daisy Hill	23	2	10	...	...	...	23	2	10
Waubra Junction	87	15	11½	...	...	...	87	15	11½
Pisgah	16	14	7½	0	3	5	16	18	0½
Midas	121	19	3½	11	16	9	133	16	0½
Mount Blowhard	190	19	3	715	15	8½	906	14	11½
Learmonth	321	19	8½	642	13	0½	964	12	9
North Learmonth	25	13	0½	...	...	...	25	13	0½
Addington	100	9	2½	560	10	3½	660	19	6
Waubra	468	16	11½	619	12	6½	1,088	9	6
Painswick	25	0	5½	37	12	4	62	12	9½
Laurie	23	3	3	35	18	10½	59	2	1½
Tarnagulla	554	13	10½	766	2	2½	1,320	16	1
Llanelly	125	17	7½	564	2	9	690	0	4½
Arnold's Bridge	69	6	6½	1,129	8	0	1,198	14	6½
Bullabul	23	5	1	347	13	0½	370	18	1½
California Gully	...	...	...	2,189	5	2½	2,189	5	2½
Eaglehawk	1,291	9	6	3,322	15	7	4,614	5	1
Marong	295	16	0½	106	15	4	402	11	4½
Leichardt	136	5	3	358	19	0	495	4	3
Derby	65	2	0½	367	15	8	432	17	8½
Bridgewater	878	18	6½	4,434	3	8½	5,313	2	3
Inglewood	2,225	18	0	1,287	2	3	3,513	0	3
Kurting	80	7	4	621	0	10	701	8	2
Glenalbyn	79	17	2½	394	11	2½	474	8	5
Wedderburn Junction	210	6	5	209	16	6½	420	2	11½
Korong Vale	816	6	6	1,466	10	8	2,282	17	2
Wychitella	118	16	8	761	1	7	879	18	3
Buckrabyule	199	2	11	878	13	4	1,077	16	3
Barakee	97	5	1	1,013	10	0	1,110	15	1
Charlton	1,722	7	9½	5,131	7	3	6,853	15	0½
Teddywaddy	28	3	11	343	18	5	372	2	4
Glenloth	236	19	3	2,063	3	2	2,300	2	5
Fairview	35	6	7	150	12	9½	185	19	4½
Wycheproof	2,237	0	9	9,229	6	10	11,466	7	7
*Kalpienung	5	12	10	887	3	7½	892	16	5½

No. 16.—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.
*Nulliwal	4	19	6½	428	13	5½	433	13	0
*Kaneira	37	16	11	1,530	9	2	1,568	6	1
*Berriwillock	14	15	4½	1,711	6	1½	1,726	1	6
*Boigbeat	2	16	0½	283	19	11	286	15	11½
*Sea Lake	207	10	11½	720	12	6½	928	3	6
Wedderburn	915	17	5	2,254	16	7½	3,170	14	0½
Borong	148	11	11	822	17	6	971	9	5
Mysia	226	11	1	1,253	16	0	1,480	7	1
Boort	1,537	1	4½	4,067	13	8½	5,604	15	1
*Barapoort	6	13	9½	1,127	14	6½	1,134	8	4
*Gredgwin	0	5	9½	223	8	6½	223	14	4
*Oakvale	13	14	9½	652	4	7½	665	19	5
Quambatook	273	14	1½	2,908	1	6½	3,181	15	8
Sydney Flat	43	5	3½	...	...	...	43	5	3½
Myer's Flat	16	17	4½	...	...	...	16	17	4½
Sebastian	278	9	10½	131	14	10½	410	4	9
Raywood	367	14	5	1,175	14	5½	1,543	8	10½
Tandara	253	19	9½	787	5	11	1,041	5	8½
Dingee	213	0	7½	782	17	7½	995	18	3
Prairie	268	17	11	1,102	15	9½	1,371	13	8½
Mitiamo	907	17	8½	2,327	8	10	3,145	6	6½
Mologa	177	6	11½	826	3	10	1,003	10	9½
Pyramid Hill	1,055	2	8½	3,683	1	6½	4,738	4	3
Mincha	177	5	5½	852	2	7½	1,029	8	1
Macorna	381	2	8½	1,807	5	5	2,188	8	1½
Tragowel	149	9	2	24	11	10	384	1	0
South Kerang	16	8	11	75	5	5	91	14	4
Kerang	3,129	10	7½	5,585	14	8½	8,715	5	4
Reedy Lake	32	9	1	253	13	0½	286	2	1½
Lake Charm	196	4	4½	1,036	12	6	1,232	16	10½
Mystic Park	195	17	5	1,004	18	11	1,200	16	4
Lake Boga	351	17	1½	2,719	9	3½	3,071	6	5
Swan Hill	4,454	1	5	7,829	15	2½	12,283	16	7½
Strathfieldsaye	5	17	3½	...	...	...	5	17	3½
Axe Creek	26	13	9	141	14	7	168	8	4
Axedale	306	0	6½	736	16	8½	1,042	17	3
Knowsley	278	11	7½	2,321	7	10½	2,599	19	6
Derrinal	82	12	6½	1,224	5	0½	1,306	17	7
Heathcote	1,110	11	3½	1,545	7	9½	2,655	19	1
South Heathcote	173	18	10½	861	3	9½	1,035	2	8
Ingham's Siding ... ..	...	...	...	188	2	9	188	2	9
Melvor Road	2	5	3½	...	...	...	2	5	3½
Tooborac	301	6	10	625	13	6½	927	0	4½
Pyalong	126	11	1½	297	1	3	423	12	4½
High Camp Plain	192	4	8	689	10	2½	881	14	10½
Moranding	30	12	8	61	11	4	92	4	0
Willowmavin	23	6	6½	39	3	7	62	10	1½
Kilmore	1,171	3	3½	676	6	5½	1,847	9	9
Bylands	36	10	10½	44	17	7½	81	8	6
Leslie	21	18	4	155	8	10½	177	7	2½
Koyuga	55	16	6½	361	19	10	417	16	4½
Tongala	324	13	0	1,436	16	3	1,761	9	3
Kyabram	1,078	2	0½	3,619	9	6½	4,697	11	7
Merrigum	237	18	3½	1,330	17	6	1,568	15	9½
Byrneside	204	2	5½	1,308	18	6	1,513	0	11½
Tatura	1,100	11	7½	2,959	5	5	4,059	17	0½
Hatherley	5	3	6	...	...	...	5	3	6
Laverton	233	11	5½	43	17	10½	277	9	4
Werribee	1,752	18	10	1,954	11	10½	3,707	10	8½
Little River	386	4	10½	204	15	0½	590	19	11
Lara	413	17	1½	1,586	7	9	2,000	4	10½
Cowie's Creek	39	13	4	...	...	...	39	13	4
*North Shore	6	12	6	...	...	...	6	12	6
North Geelong	227	8	9	1,465	9	2½	1,692	17	11½
Geelong	20,079	4	9½	58,410	19	9½	78,490	4	7
Geelong Show-grounds	3	13	9	...	...	...	3	13	9
Geelong Race-course	265	1	5½	...	...	...	265	1	5½
Moorabool	152	14	5½	24	13	10½	177	8	4
Gheringhap	100	16	9	91	15	0½	192	11	9½
Leigh Road	895	4	0	489	1	3½	1,384	5	3½
Lethbridge	375	14	3½	223	0	4½	598	14	8
Meredith	1,709	1	10½	1,279	14	7½	2,988	16	6
Elaine	468	15	6½	389	19	1½	858	14	8
Lal Lal	372	0	7½	631	3	11	1,003	4	6½
Lal Lal Race-course	67	13	11½	...	...	...	67	13	11½
Yendon	262	10	2	227	9	5½	489	19	7½
Navigators	48	15	7½	...	...	...	48	15	7½
Warrenheip	293	13	1½	407	0	2	700	13	3½
Ballarat East	2,743	4	1	7,018	19	2½	9,762	3	3½
Ballarat	51,615	8	11½	36,093	18	1	87,709	7	0½
Ballarat Race-course	176	18	11	...	...	...	176	18	11
Dowling Forest	28	6	0	...	...	...	28	6	0
Windermere	205	2	3	63	10	11½	268	13	2½
Burrumbeet	378	17	11	375	7	2	754	5	1
Trawalla	227	10	1	223	13	5	451	3	6

No. 16.—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.
Beaufort	1,602	2	7	2,067	8	9½	3,669	11	4½
Middle Creek	147	6	0	191	13	2	338	19	2
Buangor	346	5	2	805	17	9	1,152	2	11
Dobies	119	1	5	62	19	10½	182	1	3½
Ararat	6,700	0	8	4,850	18	0	11,550	18	8
Armstrongs	170	2	5	124	10	5½	294	12	10½
Great Western	363	5	3	547	10	10½	910	16	1½
Stawell	5,792	14	0	8,479	19	7½	14,272	13	7½
*Mount Dryden	15	1	6½	...	...	...	15	1	6½
Deep Lead	143	4	5½	69	5	10	212	9	3½
Glenorchy	389	9	10½	442	12	2½	832	2	1
Wal Wal	51	14	10½	93	18	6½	145	13	5
Lubeck	359	10	4	662	4	9	1,021	15	1
Hopefield	2	17	0	...	...	...	2	17	0
Murtoa	2,877	5	5	3,835	13	1½	6,712	18	6½
Jung Jung	400	4	1½	1,485	11	5	1,885	15	6½
Dooen	247	10	7	665	7	3	912	17	10
Hovsham	5,146	1	4	6,341	11	2	11,487	12	6
Pimpinio	184	0	11½	532	10	2	716	11	1½
Wail	127	13	6½	910	16	10½	1,038	10	5
Dimboola	2,009	3	10½	3,441	1	11	5,450	5	9½
Gerang Gerung	140	9	0	1,168	11	1	1,309	0	1
Kiata	197	11	8	580	11	8	778	3	4
Salisbury	72	6	4	952	10	5½	1,024	16	9½
Nhill	2,318	7	5½	8,550	0	10½	10,868	8	4
Tarranginnie	78	19	4	362	7	8	441	7	0
Diapur	174	4	7½	2,362	6	3	2,536	10	10½
Miram Piram	137	15	9	508	2	7½	645	18	4½
Kaniva	551	16	7½	1,215	10	3½	1,767	6	11
Lillimur	182	4	4½	1,025	10	9½	1,207	15	2
Leoor	7	9	9	...	...	...	7	9	9
Serviceton	2,486	16	3½	310	1	6	2,796	17	9½
†South Kensington	264	15	4	1,294	9	0½	1,559	4	4½
Footscray (Suburban)	8,024	0	3	...	...	...	8,024	0	3
Yarraville	3,908	4	7	5,586	8	11½	9,494	13	6½
Spottiswoode	1,190	0	3	1,659	11	3½	2,849	11	6½
Newport	3,752	8	8	5,807	0	1	9,559	8	9
North Williamstown	3,108	10	3	683	3	9½	3,791	14	0½
Beach	1,868	5	3	...	...	...	1,868	5	3
Williamstown	5,188	16	2½	1	7	10	5,190	5	0½
Williamstown Pier	1,168	17	5	27,849	2	6	29,017	19	11
Williamstown Race-course	802	16	0	...	...	...	802	16	0
Deer Park	168	8	10½	443	7	8	611	16	6½
Rockbank	157	0	3½	50	0	3	207	0	6½
Melton	689	5	3	409	10	7	1,098	15	10
Staughton's Siding	...	...	...	193	4	4½	193	4	4½
Parwan	153	9	7	37	8	9	190	18	4
Bacchus Marsh	2,701	4	9½	1,707	16	7½	4,409	1	5
Rowsley	72	0	10½	43	7	2	115	8	0½
Ingliston	145	11	7½	41	4	7	186	16	2½
Ballan	1,294	9	11½	1,944	14	2½	3,239	4	2
Bradshaw's Creek	46	5	3	2	5	8½	48	10	11½
Gordons	1,047	7	10½	505	17	4	1,553	5	2½
Millbrook	191	8	3½	377	1	3½	568	9	7
Wallace	376	14	10½	1,207	8	4½	1,584	3	3
Bungaree Junction	285	11	6½	986	3	2	1,271	14	8½
Dunnstown	232	14	3	579	19	10	812	14	1
South Geelong	788	12	0½	1,038	18	11½	1,827	11	0
Moolap	34	12	8	10	2	8½	44	15	4½
Leopold	70	2	0½	...	...	...	70	2	0½
Scarborough	19	6	9	...	...	...	19	6	9
Drysdale	547	10	4	757	0	2	1,304	10	6
Mannerim	42	4	6	...	...	...	42	4	6
Ocean Grove	88	12	0½	...	...	...	88	12	0½
Queenscliff	2,531	18	7½	775	10	0	3,307	8	7½
Breakwater	42	11	0	7	5	2½	49	16	2½
Connewarre	56	8	3	38	12	2½	95	0	5½
Germantown	86	19	3	2	2	0½	89	1	3½
Pettavel	86	15	5	73	19	1	160	14	6
Mount Moriac	247	6	4½	102	4	6	349	10	10½
Buckley's Road	119	15	1	64	11	3½	184	6	4½
Winchelsea	804	14	8½	801	12	3½	1,606	7	0
Birregurra	1,062	12	4	491	18	11	1,554	11	3
Warncoort	133	13	6½	144	10	4½	278	3	11
Irrewarra	327	16	4	223	9	6½	551	5	10½
Colac	3,765	6	1½	3,534	18	0½	7,300	4	2
Larpen	114	17	11½	1,875	8	8½	1,990	6	8
Pirron Yallock	273	3	7½	670	14	8	943	18	3½
Stonyford	114	2	8½	81	4	7	195	7	3½
Pomborneit	126	16	7½	134	10	7	261	7	2½
Weerite	108	12	7	394	0	8½	502	13	3½
Camperdown	3,399	7	3	3,559	4	1	6,958	11	4
Boorcan	124	1	11	575	17	0½	699	18	11½
Terang	1,969	6	4	1,997	9	10	3,966	16	2
Garvoc	151	12	1½	222	10	4½	374	2	6

No. 16.—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.
Panmure	197	5	3	304	1	8½	501	6	11½
Cudgee	73	12	5½	28	4	0	101	16	5½
Allansford	306	8	9	471	8	4½	777	17	1½
Warrnambool	6,504	5	10	5,388	6	8½	11,892	12	6½
Dennington	51	7	3½	97	17	11	149	5	2½
Illowa	205	9	3½	689	16	10	895	6	1½
Koroit	1,297	15	11½	1,991	5	4	3,289	1	3½
Crossley	26	10	8	41	4	5	67	15	1
Kirkstall	15	2	11½	14	7	9	29	10	8½
Rosebrook	17	5	8½	14	0	4½	31	6	1
Moynes	4	1	2½	...	...	...	4	1	2½
Port Fairy	1,802	17	7½	888	13	4	2,691	10	11½
Layard	2	12	5	132	9	5	135	1	10
Gherang	2	13	6	88	7	4½	91	0	10½
Wormbete	11	14	3½	116	1	7½	127	15	11
Wensleydale	26	11	6	101	4	10	127	16	4
Whoorel	22	3	3	54	3	7½	76	6	10½
Dean's Marsh	662	16	9½	281	5	4	944	2	1½
Pennyroyal	35	4	0	59	2	8½	94	6	8½
Murroon	54	2	9½	222	5	0½	276	7	10
Barwon Downs	27	12	10½	104	9	0	132	1	10½
Gerangamete	21	5	2	57	13	2½	78	18	4½
Yaucher	23	18	8½	40	0	2	63	18	10½
Forrest	256	2	2	329	12	11	585	15	1
Ondit	101	7	8½	660	15	4	762	3	0½
Beeac	483	17	7	1,051	17	3½	1,535	14	10½
Naroghid	12	8	0	19	3	0	31	11	0
Cobden	118	3	10½	487	1	9	605	5	7½
Glenfyne	23	0	6	66	2	9½	89	3	3½
Timboon	344	7	7	421	11	10	765	19	5
Koonendah	2	15	4½	...	...	...	2	15	4½
Mortlake	1,204	13	0	1,659	1	10½	2,863	14	10½
Warrong	12	13	5	2	13	0½	15	6	5½
Woolsthorpe	21	2	9½	7	6	4	28	9	1½
Hawkesdale	144	13	5	200	4	7	344	18	0
Minhamite	71	5	1½	45	1	1½	116	6	3
Purdeet	84	3	2	11	18	8	96	1	10
Penshurst	815	6	3	914	17	8	1,730	3	11
Croxton East	17	4	5	54	6	9½	71	11	2½
Torrington	26	13	8	22	9	4	49	3	0
Canadian	47	13	8½	16	11	4	64	5	0½
Mount Clear	72	0	11	19	19	7½	92	0	6½
Buninyong	1,128	18	11½	1,029	8	5	2,158	7	4½
Cardigan	32	11	3	...	...	...	32	11	3
Trunk Lead	55	1	8½	1	6	3	56	7	11½
Haddon	155	13	9½	93	9	10	249	3	7½
Nintingbool	8	18	1	...	...	...	8	18	1
Smythesdale	431	2	2½	191	18	9½	623	1	0
Scarsdale	377	14	9	350	0	6	727	15	3
Newtown	315	15	4	214	16	2½	530	11	6½
Happy Valley	85	10	11½	...	...	...	85	10	11½
Linton	804	6	3½	857	8	9	1,661	15	0½
Maroona	167	19	8	507	17	6	675	17	2
Wickliffe Road	412	17	3½	488	14	8½	901	12	0
Glen Thompson	428	4	5	407	6	8	835	11	1
Dunkeld	701	5	0	920	1	4½	1,621	6	4½
Moutajup	23	3	1	...	...	...	23	3	1
Hamilton	7,174	0	10½	3,315	0	7	10,489	1	5½
Braxholme	729	7	9½	393	15	10	1,123	3	7½
Condah	377	14	5	365	17	8	743	12	1
Myamyn	47	8	3½	9	19	9	57	8	0½
Milltown	68	0	4	167	4	4	235	4	8
Heywood	524	9	4	980	6	9	1,504	16	1
Portland	1,821	6	3	3,416	18	6½	5,238	4	9½
Portland Pier	700	15	9	...	...	...	700	15	9
Bochara	8	14	8½	0	15	4	9	10	0½
Wannon	70	17	5½	33	3	10½	104	1	4
Hilgay	5	10	5	0	11	6	6	1	11
Coleraine	1,255	10	3	1,573	0	8½	2,828	10	11½
Murndal	3	13	6	0	2	6	3	16	0
Grassdale	44	8	4	135	17	10	180	6	2
Merino	418	4	3½	498	7	3	916	11	6½
Henty	83	10	3	407	10	1½	491	0	4½
Sandford	274	1	6½	692	5	7	966	7	1½
Casterton	1,678	18	6½	1,988	1	7½	3,667	0	2
Jacksons	4	1	9	0	16	10½	4	18	7½
Rupanyup	492	2	8	2,108	9	9	2,600	12	5
Coromby	63	0	9½	696	10	1	759	10	10½
Minyip	870	0	6	3,489	19	0½	4,359	19	6½
Nullan	29	9	4½	215	8	5½	244	17	10
Sheep Hills	526	19	6	2,241	16	11	2,768	16	5
Kellalac	4	19	8½	...	...	...	4	19	8½
Warracknabeal	4,792	4	5	15,095	10	5	19,887	14	10
Lah	67	13	4½	1,471	11	11	1,539	5	3½
Brim	227	17	0½	4,684	3	7	4,912	0	7½

No. 16.—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.
Galaquil	153	8	4	3,834	8	6½	3,987	16	10½
Beulah	885	17	9	8,264	10	7	9,150	8	4
Rosebery	234	5	1	2,365	2	1	2,599	7	2
Goyura	72	19	11½	1,314	7	5	1,387	7	4½
Hopetoun	549	6	7	4,919	3	5	5,468	10	0
Vectis East	45	6	7	123	16	10	169	3	5
Natimuk East	634	6	2	2,620	15	5	3,255	1	7
Noradjuha	350	13	8	930	11	10	1,281	5	6
*Natimuk	95	19	0	126	8	2½	222	7	2½
*Arapiles	27	16	9	30	19	6½	58	16	3½
*St. Mary's	19	7	5½	82	9	1	101	16	6½
*Gymbowen	34	2	0½	105	17	10½	139	19	11
*Goroke	364	9	2½	1,083	4	8½	1,447	13	11
Antwerp	25	15	2	571	0	9½	596	15	11½
Tarranyurk	18	8	1½	892	2	4½	910	10	6
Jeparit	397	2	2	5,749	5	3½	6,146	7	5½
Kensington	2,722	3	6½	6,776	8	4	9,498	11	10½
Newmarket	4,583	18	2½	53,922	12	7½	58,506	10	10
Ascot Vale	6,024	19	4½	...	...	...	6,024	19	4½
Moonee Ponds	4,885	9	0½	...	...	...	4,885	9	0½
Essendon	4,543	11	4½	1,412	16	2	5,956	7	6½
North Essendon	94	18	11½	...	...	...	94	18	11½
Pascoe Vale	258	17	7	...	...	...	258	17	7
Glenroy	391	6	0½	41	5	1	432	11	1½
Broadmeadows	367	1	11½	59	2	4	426	4	3½
Somerton	179	16	9	73	12	6½	253	9	3½
Craigieburn	363	11	5½	124	7	0½	487	18	6
Donnybrook	468	10	7	203	15	0½	672	5	7½
Beveridge	178	2	11	45	6	9½	223	9	8½
Wallan Wallan	806	16	6½	641	5	8½	1,448	2	3
Kilmore Junction	107	1	0	...	...	...	107	1	0
Wandong	408	14	9½	2,637	15	2	3,046	9	11½
Kilmore East	1,324	8	4	172	7	1	1,496	15	5
Broadford	1,170	12	8	1,851	11	8	3,022	11	7
McDougall's Siding ... ..	...	...	...	397	19	7½	397	19	7½
Lowry ... ..	...	...	...	154	16	6½	154	16	6½
Tallarook	1,026	3	5½	426	15	3½	1,452	18	9
School House Lane ... ..	...	...	...	266	16	9½	266	16	9½
Seymour	5,903	9	0½	2,891	11	4	8,795	0	4½
Mangalore Siding ... ..	...	...	...	30	5	7½	30	5	7½
Mangalore	848	5	10½	599	4	0	1,447	9	10½
Avenel	519	12	6½	755	10	9	1,275	3	3½
Monea	72	10	5½	1,525	4	3	1,597	14	8½
Burnt Creek	161	10	8½	2,907	8	3	3,068	18	11½
Longwood	541	9	9	2,892	10	9	3,434	0	6
Creighton	63	9	4½	1,742	18	0	1,806	7	4½
Euroa	1,948	17	6	4,136	1	7½	6,084	19	1½
Balmattum	77	18	11½	131	15	7½	209	14	7
Violet Town	775	15	2	1,703	5	7	2,479	0	9
Baddaginnie	160	18	8½	403	3	4½	564	2	1
Benalla	6,020	2	10	5,160	13	3½	11,180	16	1½
Winton	115	8	10½	188	12	8	304	1	6½
Glenrowan	411	4	9½	916	7	4½	1,327	12	2
Wangaratta	5,818	10	4½	6,598	17	5½	12,417	7	10
Beechworth Junction	62	19	1	74	3	5	137	2	6
Springhurst	647	19	8	556	16	9½	1,204	16	5½
Chiltern	1,848	8	7	3,144	3	2	4,992	11	9
Barnawartha	370	17	11½	1,423	18	11	1,794	16	10½
Wodonga	4,090	1	9	8,243	19	6	12,334	1	3
East Wodonga	1	16	9	...	...	...	1	16	9
Bonegilla	4	6	6	...	...	...	4	6	6
Bethanga Road	264	13	3	1,799	16	6½	2,064	9	9½
Huon Lane	229	18	1	1,358	4	0	1,588	2	1
Bolga	5	2	6½	...	...	...	5	2	6½
Tatonga ... ..	...	...	...	428	14	0	428	14	0
Tallangatta	1,802	14	2½	4,796	12	6½	6,599	6	9
Macaulay Road	547	18	6½	...	...	...	547	18	6½
Flemington Bridge	590	16	10	...	...	...	590	16	10
Royal Park	463	15	3½	...	...	...	463	15	3½
South Brunswick	573	4	6	2,270	2	4	2,843	6	10
Brunswick	776	8	10	1,228	15	9½	2,005	4	7½
Moreland	415	1	1½	3,684	5	10½	4,099	7	0
Coburg	1,348	6	10½	542	3	3	1,890	10	1½
Bell Park	6	0	5	...	...	...	6	0	5
North Coburg	16	16	3½	0	17	11	17	14	2½
Fawkner	15	15	6½	...	...	...	15	15	6½
Campbellfield	321	10	8	274	13	11½	596	4	7½
North Campbellfield	10	8	10½	...	...	...	10	8	10½
North Carlton	409	8	0	888	5	3	1,297	13	3
North Fitzroy	1,696	6	9	1,186	1	3½	2,882	8	0½
Fitzroy	298	12	1	5,218	0	5	5,516	12	6
Collingwood	2,125	18	1	7,644	17	8½	9,770	15	9½
Clifton Hill	571	4	1½	851	12	9½	1,422	16	11
Northcote South	157	1	1	...	...	...	157	1	1
Fairfield Park	443	0	6	55	7	0	498	7	6

No. 16.—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.
Northcote	395	9	1	...	...	...	395	9	1
Middle Northcote... ..	401	13	11½	1,690	14	6	2,092	8	5½
Croxton	302	7	1	1,026	5	10	1,328	12	11
Thornbury	154	14	0½	...	...	...	154	14	0½
Preston (Bell-street)	480	4	10	1,730	8	7	2,210	13	5
Murray-road	284	7	3	...	...	...	284	7	3
Regent-street	652	1	9	...	...	...	652	1	9
Reservoir	321	5	7	...	...	...	321	5	7
Thomastown	61	8	8½	17	17	3½	79	6	0
Epping	218	1	5½	137	11	9½	355	13	3
South Morang	265	9	4	73	3	10½	338	13	2½
South Yan Yean	412	9	10½	277	1	8	689	11	6½
Yan Yean	236	2	8	111	16	8	347	19	4
Whittlesea	927	13	11½	336	13	11	1,264	7	10½
Traawool	159	0	5½	403	17	3	562	17	8½
*Falls Siding ... ..	...	...	...	3	6	0½	3	6	0½
Kerrisdale	97	17	2	70	17	5½	168	14	7½
Homewood	93	4	2	40	12	4	133	16	6
Yea	1,036	1	1½	1,353	19	10½	2,390	1	0
Cheviot	42	7	1½	178	7	11	220	15	0½
Molesworth	114	6	3	133	8	3	247	14	6
Cathkin	222	11	9½	58	13	1	281	4	10½
Alexandra Road	925	2	8½	1,232	0	10½	2,157	3	7
Yarek	156	10	4½	396	13	5½	553	3	10
Kanumbra	77	16	5	114	6	3½	192	2	8½
Merton	265	3	11	236	2	4½	501	6	3½
Woodfield	46	18	7	72	12	7	119	11	2
Bonnie Doon	320	8	3½	717	19	2½	1,038	7	6
Maindaruple	145	19	10	265	6	2	411	6	0
Mansfield	1,513	18	4½	3,248	0	0	4,761	18	4½
Tabilk	267	12	5	1,624	2	11½	1,891	15	4½
Nagambe	1,065	17	5½	4,273	17	1	5,339	14	6½
Wahring	404	0	10	1,753	4	8	2,157	5	6
Murchison East	992	18	0	1,192	3	7	2,185	1	7
Arcadia	266	7	11½	918	6	1	1,184	14	0½
Toolamba	779	1	7	688	15	6	1,467	17	1
Mooroopna	1,096	15	7½	2,435	7	11	3,532	3	6½
Shepparton	3,971	6	11	5,247	0	2	9,218	7	1
Congupna Road	88	12	7½	605	11	5½	694	4	1
Tallygaroopna	319	6	5½	1,661	11	6½	1,980	18	0
Wunghnu	373	12	8½	1,847	19	1½	2,221	11	10
Numurkah	2,507	6	11½	4,441	0	1	6,948	7	0½
Katunga	229	6	6	1,587	12	0½	1,816	18	6½
Strathmerton	275	4	4½	1,548	13	9	1,823	18	1½
Yarroweyah	667	7	5½	1,775	14	7½	2,443	2	1
Cobram	1,224	14	10	3,685	15	5	4,910	10	3
Murchison	319	6	5½	1,241	12	11	1,560	19	4½
Whroo Siding	3	6	9½	1,423	17	2	1,427	3	11½
Waranga	100	14	3½	3,050	11	9	3,151	6	0½
Rushworth	930	7	4	2,819	7	4½	3,749	14	8½
Pine Lodge	38	2	11	493	15	10½	531	18	9½
Cosgrove	125	10	1½	756	12	9½	882	2	11
Dookie	880	12	7	1,598	18	8½	2,479	11	3½
Yabba South	5	18	0	11	0	8	16	18	8
Yabba North	22	18	10	174	10	1½	197	8	11½
Youanmite	27	8	2	247	10	3	274	18	5
Katamatite	427	12	8	1,296	12	2	1,724	4	10
Waaia	312	1	1½	1,865	16	0½	2,177	17	2
Nathalla	2,044	0	8	6,771	8	10½	8,815	9	6½
Goorambat	173	4	1	1,413	2	2	1,586	6	3
Nooramunga	24	17	11½	0	11	6½	25	9	6
Devenish	209	15	3½	735	2	3	944	17	6½
St. James	478	9	11	1,250	4	0	1,728	13	11
Tungamah	721	3	0	1,892	1	6	2,613	4	6
Telford	215	15	3	968	6	11	1,184	2	2
Yarrowonga	2,134	11	1½	7,301	11	4½	9,436	2	6
Londrigans	18	14	7½	3	6	7½	22	1	3
Tarrawingee	354	13	8	1,064	13	8½	1,419	7	4½
Everton	519	19	4½	673	0	0	1,192	19	4½
Lee's Crossing	26	1	9	...	...	...	26	1	9
Beechworth	3,896	7	1½	4,697	18	5½	8,594	5	7
Wooragee	11	13	11½	67	6	1	79	0	0½
Yackandandah	377	3	9	1,351	3	10	1,728	7	7
Brookfield	1	2	7½	...	...	...	1	2	7½
Bowman's Forest... ..	162	6	6½	415	15	6	578	2	0½
Palmerston	38	1	11	128	7	4	166	9	3
Myrtleford	766	10	3	970	15	10	1,737	6	1
Barwidgee	27	15	7	112	19	7½	140	15	2½
Eurobin	36	6	0½	165	8	11½	201	15	0
Forepunkah	107	2	7½	206	15	11½	313	18	7
Bright	1,730	13	9	1,707	15	0	3,438	8	9
Lilliput	16	3	8	26	0	11½	42	4	7½
Rutherglen	3,070	16	3½	7,016	19	7	10,087	15	10½
Wahgunyah	2,685	10	0½	7,682	13	11	10,368	3	11½
Flemington Show Grounds	491	18	6½	256	0	5	747	18	11½

No. 16.—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.
Flemington Race-course	3,475	6	0	...	...	3,475 6 0
Prince's-bridge	104,382	9	6½	...	...	104,382 9 6½
Hawksburn	7,126	13	6	...	...	7,126 13 6
Toorak	3,430	18	1	4,065	14 5	7,495 12 6
Armadale	5,856	4	5	...	...	5,856 4 5
Malvern	5,499	14	0	1,133	7 4½	6,633 1 4½
Caulfield	5,702	2	4	274	15 9	5,976 18 1
Rosstown	393	10	10	...	...	393 10 10
Murrumbeena	760	13	3½	95	11 7	856 4 10½
Oakleigh	2,750	0	8½	335	2 3½	3,085 3 0
Clayton	370	18	8	93	2 3½	464 0 11½
Spring Vale	522	19	7½	100	19 4	623 18 11½
Dandenong	3,600	16	6½	1,123	16 5½	4,724 13 0
Hallam's Road	86	7	0½	62	2 4	148 9 4½
Narre Warren	434	19	1½	511	12 11	946 12 0½
Berwick	803	19	11	686	5 7	1,490 5 6
Beaconsfield	654	1	0	197	0 4	851 1 4
Officer	106	19	7½	152	3 3½	259 2 11
Pakenham	892	17	3	636	11 5	1,529 8 8
Nar-nar-noon	290	12	4½	513	19 8½	804 12 1
Tynong	135	16	2½	119	16 9½	255 13 0
Garfield	135	15	1	170	4 2	305 19 3
Jefferson's Siding ... ..	...	...	...	1	0 8	1 0 8
Bunyip	566	19	9	409	6 10½	976 6 7½
Longwarry	360	17	1	792	0 6	1,152 17 7
Rock Cutting ... ..	...	...	...	18	17 7	18 17 7
Tucker's Siding ... ..	...	...	...	250	18 7½	250 18 7½
Drouin	1,285	18	10	1,102	2 2	2,388 1 0
Warragul	4,187	10	0	2,480	2 5	6,667 12 5
Bloomfield	238	0	9	310	4 11½	548 5 8½
Darnum	212	12	5	1,122	1 6½	1,334 13 11½
Yarragon	425	3	4	423	10 10½	848 14 2½
Trafalgar	305	3	4	293	18 10½	599 2 2½
Moe	1,257	8	1½	1,030	3 9	2,287 11 10½
Morwell	1,316	15	11	1,147	19 7	2,464 15 6
Traralgon	2,365	7	0	1,479	19 6½	3,845 6 6½
Loy Yang	22	1	9	15	9 7½	37 11 4½
Flynn's Creek	140	16	7	781	16 4	922 12 11
Rosedale	737	6	9	795	19 6½	1,533 6 3½
Fulham	14	11	7	19	18 8	34 10 3
Sale	5,075	5	7	3,425	12 6½	8,500 18 1½
Montgomery	4	17	7½	30	4 10½	35 2 6
Stratford	868	1	9	693	16 9½	1,561 18 6½
Munro	49	7	4½	38	8 0	87 15 4½
Fernbank	198	8	4	428	9 0	626 17 4
Lindenow	490	1	5½	1,558	18 6½	2,049 0 0
Hillside	78	9	2½	193	17 0½	272 6 3
Bairnsdale	6,082	15	7½	3,025	11 9	9,108 7 4½
Glen Huntly	326	15	10½	83	9 5	410 5 3½
North Road	578	14	4	62	18 1½	641 12 5½
McKinnon	323	4	11	...	...	323 4 11
East Brighton	583	0	8	216	0 1½	799 0 9½
South Brighton	530	3	9½	126	3 10	656 7 7½
Highett	370	1	3	17	8 10½	387 10 1½
Cheltenham	1,435	4	3½	281	3 3	1,716 7 6½
Mentone	2,035	10	2½	117	8 8	2,152 18 10½
Mordialloc	4,559	8	5	245	0 1½	4,804 8 6½
Carrum	217	12	8½	26	5 8½	243 18 5
Frankston	1,796	13	0	762	18 4	2,559 11 4
Langwarrin	60	5	9½	24	15 6	85 1 3½
Mornington Junction	185	3	4	76	13 9½	261 17 1½
Moorooduc	85	11	2	76	13 6	162 4 8
Mornington	1,773	11	5½	378	11 6½	2,152 3 0
Somerville	222	10	3	384	16 6	607 6 9
Tyabb	106	7	1½	177	1 10½	283 9 0
Hastings	428	1	11	417	12 1½	845 14 0½
Bittern	442	2	11	377	19 11	820 2 10
Crib Point	67	4	0½	9	12 8	76 16 8½
Stony Point	510	16	5½	96	19 11	607 16 4½
Heyington	159	13	6	...	...	159 13 6
Kooyong	80	2	2½	...	...	80 2 2½
Tooronga	207	5	3½	53	4 7	260 9 10½
Gardiner	212	17	6	...	...	212 17 6
Glen Iris	174	15	3½	30	17 10	205 13 1½
Darling	107	10	9	...	...	107 10 9
Waverley	136	1	2½	20	3 2	156 4 4½
Riversdale	86	14	5½	0	5 1½	86 19 7
Hartwell	205	18	9	145	7 1½	351 5 10½
Ashburton	84	6	0	19	16 0½	104 2 0½
Lyndhurst	42	6	8	197	7 8½	239 14 4½
Cranbourne	558	11	6	432	13 0	991 4 6
Clyde	245	19	3½	202	10 9½	448 10 1
Tooradin	168	1	9	83	11 3	251 13 0
Koo-Wee-Rup West	16	2	10	3	15 10	19 18 8
Koo-Wee-Rup	353	0	3	308	6 3	661 6 6

No. 16.—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.
Monomeith	205	1	10½	173	7	3½	378	9	2
Caldermeade	168	13	3	225	15	2	394	8	5
Lang Lang	587	9	7	539	3	4½	1,126	12	11½
Nyora	409	8	0½	661	7	11½	1,070	16	0
Loch	555	13	2	321	16	4	877	9	6
Jeetho	225	16	4½	237	17	9½	463	14	2
Bena	201	9	9	267	14	6	469	4	3
Whitelaw	81	8	0	75	2	6½	156	10	6½
Korumburra	4,185	16	3½	10,763	3	6	14,948	19	9½
Jumbunna	421	5	10½	3,172	11	6½	3,593	17	5
Kardella	155	7	11½	838	1	3½	993	9	3
Ruby	96	19	10	118	18	3	215	18	1
Leongatha	1,193	14	4	1,529	12	5	2,723	6	9
Koonwarra	84	6	6½	118	18	3½	203	4	10
Tarwin	125	10	5½	225	10	11½	351	1	5
Meeniyan	118	14	5	164	10	8½	283	5	1½
Stony Creek	111	11	9	253	11	4	365	3	1
Buffalo Creek	96	2	7½	90	2	2½	186	4	10
Boys	23	8	2½	8	4	4	31	12	6½
Fish Creek	127	6	8½	186	15	5	314	2	1½
Hoddle Range	38	14	10½	25	5	3½	64	0	2
Foster	548	2	11½	415	14	4½	963	17	4
Franklin River	38	19	10½	92	8	0	131	7	10½
Toora	329	19	9	335	9	6	665	9	3
Agnes River	39	7	7	15	9	6½	54	17	1½
Welshpool	105	14	8	148	0	4	253	15	0
Masons	22	14	10	303	18	2	325	13	0
Hedley	41	13	6½	53	7	1½	95	0	8
Gelliondale	71	0	0½	113	7	3½	184	7	4
Alberton	777	2	8½	1,277	6	3½	2,054	9	0
Port Albert	466	5	1½	321	4	9½	787	9	11
Lillico	10	7	1½	16	15	2	27	2	3½
Bravington	11	17	2	20	3	5½	32	0	7½
Buln Buln	116	15	1½	294	6	10	411	1	11½
Rokeby	55	12	0	177	11	3½	233	3	3½
Lancaster	60	19	7½	613	3	11	674	3	6½
Neerim South	531	2	3	734	3	5½	1,265	5	8½
Coalville	247	12	2½	529	0	11½	776	13	2
Narracan	194	8	2	284	13	7	479	1	9
Thorpdale	358	1	7	1,305	10	6½	1,663	12	1½
Hazelwood	10	1	10	4	10	7	14	12	5
Yinnar	196	16	3	641	17	5½	838	13	8½
Boolara	188	2	10	411	15	1½	599	17	11½
Darlimurla	96	3	3½	609	12	9	705	16	0½
North Mirboo	479	6	9	1,060	6	10½	1,539	13	7½
Glengarry	207	13	9½	365	12	11	573	6	8½
Toongabbie	664	3	1½	1,890	0	7½	2,554	3	9
Cowwarr	255	16	11	995	2	1½	1,250	19	0½
Dawson	50	14	1	23	18	11½	74	13	0½
Heyfield	457	6	4½	689	5	2	1,146	11	6½
Tinamba	357	17	10½	1,161	6	2½	1,519	4	1
Maffra	1,036	14	1½	2,208	7	10½	3,245	2	0
Boisdale	60	14	6	74	18	3½	135	12	9½
Bushy Park	74	19	11	...	...	...	74	19	11
Avon River	103	8	0	305	2	10½	408	10	10½
Glenferrie	7,850	6	7	...	...	...	7,850	6	7
Auburn	7,439	19	10	...	...	...	7,439	19	10
Camberwell	8,293	18	7	1,347	3	8	9,641	2	3
Canterbury	2,544	18	9	262	19	7½	2,807	18	4½
Surrey Hills	2,171	12	10½	315	13	2	2,487	6	0½
Mont Albert	464	7	7½	...	...	...	464	7	7½
Box Hill	2,425	15	4½	394	12	8	2,820	8	0½
Blackburn	575	1	0½	727	16	10	1,302	17	10½
Tunstall	322	14	1	2	17	10	325	11	11
Mitcham	542	6	11	128	9	3	670	16	2
Ringwood	759	6	4½	69	3	5	828	9	9½
Croydon	396	8	2½	160	19	5	557	7	7½
Mooroolbark	225	16	2½	130	7	4½	356	3	7
Lilydale	2,403	11	5	2,340	11	5	4,744	2	10
Coldstream	255	9	11	160	6	1	415	16	0
Yering	417	14	5½	124	14	5	542	8	10½
Yarra Glen	948	9	1	603	11	10	1,552	0	11
Tarrawarra	92	3	2½	65	0	3½	157	3	6
Healesville	2,307	7	3	847	10	2½	3,154	17	5½
Barker's Road	961	4	4½	...	...	...	961	4	4½
Kew	4,849	9	7	649	0	8	5,498	10	3
Alphington	313	11	4	124	0	1	437	11	5
Ivanhoe	401	3	3½	4	1	1	405	4	4½
Heidelberg	1,447	3	4½	245	10	1	1,692	13	5½
Bayswater	408	14	11½	148	0	2	556	15	1½
Lower Fern Tree Gully	267	16	4½	103	19	8½	371	16	1
Upper Fern Tree Gully	1,356	6	1	143	7	2½	1,499	13	3½
†Flinders-street	57,335	7	4½	...	...	...	57,335	7	4½
Montague	614	12	4½	...	...	...	614	12	4½
Port Melbourne North	1,491	5	5	...	...	...	1,491	5	5

No. 16.—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.
Graham-street	1,455	13	5	...	...	...	1,455	13	5
Port Melbourne	5,804	17	10	20,909	12	9	26,714	10	7
South Melbourne	3,066	4	9	...	...	...	3,066	4	9
Albert Park	6,195	11	11	...	...	...	6,195	11	11
Middle Park	2,299	11	6	...	...	...	2,299	11	6
St. Kilda	5,457	8	2½	1,686	1	9½	7,143	10	0
Richmond	11,509	14	3	...	...	...	11,509	14	3
South Yarra	10,675	18	4½	...	...	...	10,675	18	4½
Prahran	6,170	18	8½	...	...	...	6,170	18	8½
Windsor	6,770	3	10	3,702	8	8	10,472	12	6
Balaclava	4,697	13	6	...	...	...	4,697	13	6
Elsternwick	6,672	9	5½	599	3	4½	7,271	12	10
North Brighton	5,656	10	0	928	4	9½	6,584	14	9½
Middle Brighton	4,648	16	3½	524	18	3½	5,173	14	7
Brighton Beach	4,701	5	6½	...	...	...	4,701	5	6½
Hampton	465	0	5	...	...	...	465	0	5
Sandringham	2,381	17	1½	147	13	6	2,529	10	7½
East Richmond	3,613	1	10	...	...	...	3,613	1	10
Burnley	3,149	4	11½	3,914	17	9	7,064	2	8½
Hawthorn	6,234	14	5	1,270	4	4	7,504	18	9
Beaumaris	603	9	2½	...	...	...	603	9	2½
Doncaster	109	13	3	...	...	...	109	13	3
Sandown Park	529	16	2½	...	...	...	529	16	2½
Apsendale Park	662	9	9½	...	...	...	662	9	9½
Cowes	148	5	0	...	...	...	148	5	0
San Remo	87	1	10½	...	...	...	87	1	10½
Steamer <i>Gem</i>	692	1	6	...	...	...	692	1	6
Traffic derived from Deniliquin and Moama Stations	2,229	11	3	15,749	10	2	17,979	1	5
Traffic derived from South Australian Stations	17,612	11	11½	777	3	0½	18,389	15	0
Traffic derived from New South Wales Stations	21,436	12	0½	8,176	19	1½	29,613	11	2
Traffic derived from Queensland Stations	468	3	11	...	...	...	468	3	11
Totals	1,259,609	10	8	1,321,981	13	10	2,581,591	4	6

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

† Portion of South Kensington Goods Traffic is shown in Melbourne (Spencer-street).

‡ All North Suburban Inwards Passenger Traffic is shown in Melbourne (Spencer-street). Trains ran through to Flinders-street in December, 1894.

NOTE.—This return is arrived at by giving each station one moiety of its total outwards and inwards traffic.

H. KENT,
Traffic Auditor.

Railway Department, Traffic Audit Office,
3rd September, 1895.

No. 17.

RETURN of Accidents and Injuries to Life and Limb, from the Opening of the Lines for Traffic to 30th June, 1895.

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
1894-5	...	12	2	89	1	26	12	107	10	10	14	11	3	27	42	282
Total ...	13	1,036	42	806	46	411	282	1,324	88	72	318	127	50	243	839	4,019

* Six months.

VICTORIAN RAILWAYS.—ACT 1135, SECTION 58.

No. 18.

STATEMENT OF APPOINTMENTS OF EMPLOYEES.

QUARTER ENDING 30th SEPTEMBER, 1894.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Entry.	By-law.	Salary or Wages.
Hudson, William *	2.10.55	Existing Lines	Ganger	19.3.78	...	9s. per day
Kelly, Mary	7.9.67	"	Gatekeeper	8.8.94	70	4s. "
REINSTATEMENTS.						
Kinahan, Catherine †	13.1.48	Existing Lines	Gatekeeper	3.7.94	...	4s. per day
Townsend, Georgina ‡	20.12.44	"	"	3.7.94	...	4s. "

* Transferred from Board of Land and Works.

† Dispensed with 20th June, 1893.

‡ Resigned 19th September, 1893.

QUARTER ENDING 31st DECEMBER, 1894.

Hughes, Ellen	4.2.65	Existing Lines	Gatekeeper	15.12.94	70	4s. per day
Kane, Mary	15.11.61	"	"	26.9.94	70	4s. "
Latch, Fredk. Samuel *	12.3.72	Traffic	Clerk	15.1.89	...	£72 10s. per annum
Reid, William Walsh †	18.1.74	"	"	21.8.89	...	£67 10s. per annum
REINSTATEMENTS.						
Griffin, Daniel Bernard ‡	...	Traffic	Porter	4.10.94	...	7s. per day
Hunter, John §	...	"	Shunter	18.10.94	...	7s. "

* Transferred from Board of Land and Works 16th November, 1894.

† Dismissed 14th September, 1894.

‡ Transferred from Board of Land and Works 8th October, 1894.

§ Dismissed 21st September, 1894.

QUARTER ENDING 31st MARCH, 1895.

Ely, Martha Ann	24.11.64	Existing Lines	Office-cleaner	22.2.95	70	20s. per week
Hooper, Eliza	23.9.67	Traffic	Waiting-room Attendant	9.2.95	70	4s. per day
REINSTATEMENT.						
Robertson, John *	25.12.61	Locomotive	Driver	4.2.95	...	...

* Retired 7th July, 1894, owing to ill-health.

QUARTER ENDING 30th JUNE, 1895.

Smith, Bridget	—12.60	Existing Lines	Office-cleaner	1.5.95	70	20s. per week
REINSTATEMENTS.						
Kelly, Catherine *	—1.34	Existing Lines	Gatekeeper	28.6.95	...	...
Ross, William *	1.5.33	"	"	21.6.95	...	...
Trainer, Ellen *	22.6.33	"	"	3.6.95	...	...

* Retired 31st January, 1895.

VICTORIAN RAILWAYS.—ACT 1135, SECTION 58.

No. 19.

STATEMENT OF REMOVALS OF EMPLOYÉS.

QUARTER ENDING 30th SEPTEMBER, 1894.

Name in Full.	Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	Approx.	After 1.11.83.					
Ballantine, William ...	...	17.2.86	30.9.94	Traffic ...	Porter ...	7s. per day	Resigned
Behan, John* ...	19.4.77	...	—6.94	Locomotive...	Blocker ...	9s.	Deceased
Beilby, Albert Hy. ...	...	12.8.85	5.7.94	Traffic ...	Clerk ...	£97 10s. per ann.	Resigned
Boyd, William Kennedy* ...	...	1.3.86	24.1.94	Accountant's ...	...	£120 per ann.	Deceased
Brand, Peter ...	22.9.81	...	10.8.94	Locomotive...	Boilermaker ...	10s. 6d. per day	Retired
Brown, Alexander ...	1.7.83	...	1.7.94	Existing Lines	Repairer ...	7s.	"
Brown, Ebenezer ...	3.11.62	...	5.8.94	Locomotive...	Driver ...	15s.	Deceased
Burrell, James ...	4.5.73	...	18.9.94	"	Fitter ...	12s. 6d.	Retired
Byrne, John ...	16.7.83	...	14.7.94	Existing Lines	Gatekeeper ...	4s.	Dismissed
Cadwallader, Sydney Oliver	11.10.72	...	15.8.94	Traffic ...	Station-master	£250 per ann.	"
Campbell, Robert ...	1.9.83	...	28.8.94	Locomotive...	Driver ...	13s. per day	Deceased
Cappi, Samuel ...	2.1.74	...	28.9.94	Existing Lines	Inspector ...	£290 per ann.	Retired
Colgan, Michael ...	1.4.68	...	10.9.94	"	Gatekeeper ...	4s. per day	"
Conolan, Charles ...	...	4.8.90	8.9.94	Traffic ...	Porter ...	5s. 6d.	Resigned
Cooper, Benjamin ...	3.12.74	...	9.8.94	Existing Lines	Ganger ...	9s.	Retired
Dalley, Frederick Reginald	...	11.8.90	12.9.94	Traffic ...	Clerk ...	£80 per ann.	Dismissed
Darcy, Nicholas ...	6.2.61	...	8.7.94	Existing Lines	Inspector ...	£375	Retired
Davidson, William McDonald	7.6.74	...	31.8.94	Traffic ...	Station-master	8s. per day	"
Duncan, William ...	...	5.10.86	17.9.94	"	Porter ...	7s.	Resigned
Duraack, Michael ...	1.2.82	...	10.9.94	Existing Lines	Repairer ...	7s.	Retired
Earle, Alexander ...	1.6.62	...	5.9.94	Traffic ...	Station-master	£350 per ann.	"
Ellison, John ...	2.3.76	...	2.9.94	Existing Lines	Ganger ...	9s. per day	"
Fearon, John ...	14.9.73	...	31.8.94	Traffic ...	Watchman ...	8s.	"
Flynn, Christopher ...	1.9.82	...	24.7.94	Existing Lines	Carpenter ...	7s.	Deceased
Fraser, Charles ...	—2.83	...	31.7.94	"	Repairer ...	6s. 6d.	Retired
Freeth, Albert Thos. ...	15.7.81	...	27.7.94	Locomotive...	Turner ...	10s.	"
Gavin, William ...	20.9.82	...	3.9.94	Traffic ...	Tally Porter ...	7s. 6d.	"
Goodhill, Henry ...	...	14.1.90	18.9.94	"	Shunter ...	7s. 6d.	Resigned
Griffin, Daniel Bernard ...	12.6.82	...	14.9.94	"	Station-master	8s.	Dismissed
Hamilton, James Cleland ...	—5.79	...	13.8.94	Existing Lines	Gatekeeper ...	5s.	Retired
Harding, John ...	25.3.83	...	26.8.94	"	Asphalter ...	7s.	Deceased
Harrop, James ...	1.4.79	...	16.8.94	"	Gatekeeper ...	4s.	Retired
Hewitt, John ...	18.9.82	...	16.9.94	"	"	5s. 6d.	"
Hinde, William Robt. ...	...	25.4.88	30.9.94	Traffic ...	Porter ...	6s. 6d.	Resigned
Hogarth, Richard Moor ...	20.9.78	...	22.9.94	"	Guard ...	9s.	Deceased
Howell, John ...	1.9.83	...	20.9.94	Existing Lines	Repairer ...	6s. 6d.	Dismissed
Hunter, John ...	...	14.1.90	21.9.94	Traffic ...	Shunter ...	7s.	"
Ingram, Arthur ...	5.11.62	...	30.9.94	Accountant's	Storekeeper ...	£500 per ann.	Retired
Kain, David ...	25.5.69	...	25.9.94	Existing Lines	Gatekeeper ...	4s. per day	Deceased
Keays, Edward ...	2.2.72	...	31.8.94	Traffic ...	Weigh porter ...	8s.	Retired
Kelly, Jno. Thos. ...	...	3.10.88	11.7.94	Existing Lines	Repairer ...	6s. 6d.	Resigned
Kent, William ...	...	26.8.89	26.8.94	Traffic ...	Porter ...	6s.	Dismissed
Knott, Reginald David ...	...	14.4.86	13.9.94	"	Clerk ...	£120 per ann.	"
Ladbury, Alf. Albert ...	8.8.83	...	24.9.94	"	"	£150	Resigned
Lake, Thomas ...	...	1.9.90	25.7.94	Locomotive...	Boy Labourer...	4s. per day	To Public Service
Lane, Thos. Henry ...	...	10.6.89	23.7.94	Traffic ...	Labourer ...	7s.	Dismissed
Martin, John* ...	6.7.81	...	14.5.89	"	"	...	Resigned
Murchison, Flora ...	8.7.76	...	14.9.94	Existing Lines	Gatekeeper ...	4s. per day	Retired
Murphy, John ...	19.5.73	...	30.9.94	"	"	5s.	"
McLeod, Angus ...	1.7.79	...	7.8.94	"	Repairer ...	7s.	"
McPherson, John ...	6.6.78	...	10.9.94	"	Ganger ...	9s.	Deceased
McWilliam, James ...	—56	...	7.7.94	"	"	9s.	Retired
Norris, Wm. Thomas ...	...	25.1.88	14.7.94	Traffic ...	Porter ...	7s.	Resigned
Outen, John Thos.* ...	26.3.74	...	7.4.94	Accountant's	Storeman ...	£170 per ann.	Deceased
O'Callaghan, John Joseph...	14.2.73	...	31.7.94	Traffic ...	Station-master	£175	Retired
O'Grady, Henry ...	...	13.5.89	2.7.94	"	Porter ...	6s. per day	Dismissed
O'Meara, Michael ...	6.11.82	...	14.8.94	Existing Lines	Gatekeeper ...	7s.	Deceased
O'Neill, Michael ...	17.1.71	...	7.9.94	Locomotive...	Labourer ...	8s.	Retired
Partridge, Arthur ...	...	9.4.86	18.8.94	"	Fireman ...	10s.	Killed on duty
Pettit, Wm. Jennings ...	12.12.71	...	4.7.94	Existing Lines	Painter ...	9s.	Retired
Platt, Richard Clifford ...	1.7.78	...	30.9.94	Traffic ...	Tally Clerk ...	10s.	"
Powers, Thos. Andrew ...	1.2.81	...	29.9.94	Locomotive...	Fitter ...	9s.	"
Reilly, Hugh ...	1.9.77	...	31.8.94	Traffic ...	Labourer ...	7s.	"
Roach, Thomas ...	...	21.5.88	23.7.94	"	Porter ...	6s. 6d.	Killed on duty
Robertson, John ...	25.10.83	...	7.7.94	Locomotive...	Driver ...	11s.	Retired
Robson, William ...	...	9.4.85	28.7.94	Existing Lines	Repairer ...	6s. 6d.	Killed on duty
Roche, John ...	7.6.82	...	18.9.94	"	Gatekeeper ...	5s. 6d.	Deceased
Scott, George ...	10.3.83	...	17.9.94	Locomotive...	Fitter ...	12s.	Retired
Shepherd, John ...	8.12.64	...	29.9.94	"	Driver ...	15s.	"
Spence, William ...	20.11.81	...	31.8.94	Traffic ...	Guard ...	9s.	"
Strapp, James ...	...	22.8.85	30.9.94	"	Porter ...	7s.	Resigned

* Omitted from previous list.

REMOVALS of Employés—SEPTEMBER QUARTER—continued.

Name in Full.	Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	Approx.	After 1.11.83.					
Sullivan, John ...	7.4.78	...	6.9.94	Existing Lines	Repairer ...	7s. per day	Retired
Thomas, Arthur Compton...	28.7.82	...	11.9.94	"	Carpenter ...	10s. "	"
Thomas, John ...	1.7.78	...	31.8.94	Locomotive...	Fitter ...	13s. "	"
Tyler, Thos. Harold ...	24.1.77	...	31.8.94	"	Painter ...	10s. "	"
Upton, Alfred Miles ...	7.9.64	...	31.7.94	"	Fitter ...	14s. "	"
Upton, Frederick*	21.3.78	...	30.4.93	Accountant's	Clerk ...	£150 per ann.	Resigned
Voss, William ...	...	24.8.87	30.9.94	Traffic ...	Porter ...	7s. per day	"
Wade, Robert Henry ...	24.7.76	...	14.9.94	"	Station-master	£175 per ann.	Retired
Walker, Annie ...	...	5.1.88	13.7.94	Existing Lines	Gatekeeper ...	4s. per day	Resigned
Walsh, John ...	1.11.81	...	31.7.94	Traffic ...	"	6s. "	Retired
Walton, George ...	...	4.1.88	30.9.94	"	Porter ...	7s. "	Resigned
Ward, William ...	26.7.82	...	8.8.94	Existing Lines	Gatekeeper ...	5s. 6d. "	Retired
Waycott, Frank ...	9.3.81	...	14.9.94	Locomotive...	Waggon-builder	9s. "	"
Williams, Samuel ...	27.8.67	...	19.8.94	Traffic ...	Guard ...	10s. 6d. "	Deceased
Wittick, Walter John ...	25.12.68	...	29.9.94	Locomotive...	Driver ...	15s. "	Retired
Wood, John ...	4.1.70	...	30.9.94	Existing Lines	Ganger ...	9s. "	"
Young, Charles ...	...	14.11.84	30.9.94	Locomotive ...	Labourer ...	7s. 6d. "	Deceased

* Omitted from previous list.

QUARTER ENDING 31st DECEMBER, 1894.

Armour, John ...	27.3.77	...	23.10.94	Traffic ...	Guard ...	8s. per day	Resigned
Barnes, William ...	26.1.83	...	26.10.94	"	Porter ...	6s. 6d. "	Deceased
Bassett, Richard ...	5.5.79	...	26.12.94	Existing Lines	Repairer ...	7s. "	Retired
Boyd, Alexander ...	1.6.72	...	24.12.94	Traffic ...	Guard ...	10s. 6d. "	Deceased
Boyd, Thomas ...	...	19.1.89	6.11.94	Locomotive...	Cleaner ...	6s. 6d. "	Dismissed
Brown, Michael ...	1.12.73	...	9.12.94	Existing Lines	Ganger ...	9s. "	Retired
Buchanan, Edward ...	15.5.77	...	15.11.94	"	Repairer ...	7s. "	"
Bullock, George Edward ...	24.8.81	...	11.10.94	Locomotive...	Boiler-maker ...	10s. "	Deceased
Campbell, Angus ...	19.2.59	...	31.10.94	Traffic ...	Gatekeeper ...	5s. 6d. "	Retired
Canty, Jeremiah ...	19.7.79	...	22.11.94	Existing Lines	Repairer ...	7s. "	"
Carrigg, Thomas ...	9.11.73	...	21.12.94	"	Ganger ...	10s. "	"
Cherry, George ...	22.11.80	...	12.11.94	Locomotive...	Driver ...	13s. "	Dismissed
Cook, Hannah ...	13.2.67	...	9.11.94	Existing Lines	Gatekeeper ...	3s. 6d. "	Resigned
Curtain, Michael Jno. ...	...	14.5.89	18.12.94	Traffic ...	Porter ...	6s. 6d. "	Deceased
Downs, James ...	1.12.82	...	4.12.94	Locomotive...	Striker ...	7s. 6d. "	"
Elton, Robert ...	6.10.63	...	20.10.94	Existing Lines	Gatekeeper ...	4s. "	Retired
Evans, Richard ...	...	1.9.90	21.11.94	Locomotive ...	Boy labourer ...	5s. "	To Public Service
Faulkner, Sinclair ...	...	1.6.87	4.12.94	Existing Lines	Repairer ...	6s. 6d. "	Dispensed with
Gaynor, Timothy ...	23.7.77	...	31.10.94	"	Ganger ...	9s. "	Retired
Gibson, William ...	17.12.73	...	8.12.94	Traffic ...	Goods porter ...	8s. "	"
Gledhill, Robert Hy. ...	16.6.72	...	16.10.94	"	Station-master	£200 per ann.	"
Glenister, Frederick ...	1.6.57	...	11.11.94	Locomotive...	Foreman ...	£360	"
Griffiths, John ...	10.4.83	...	14.12.94	Existing Lines	Foreman labourer	9s. per day ...	"
Hall, Charles Joshua ...	25.7.83	...	29.10.94	Traffic ...	Clerk ...	£150 per ann.	Deceased
Hall, Henry Lyall ...	2.7.78	...	19.10.94	Telegraph ...	Operator ...	£250	Resigned
Hardy, Caleb Jas. ...	...	25.8.90	12.10.94	Traffic ...	Labourer ...	6s. per day	Deceased
Harricks, James ...	...	1.2.89	20.12.94	"	Porter ...	7s. "	"
Harris, William Henry Wilton	4.8.80	...	4.12.94	Locomotive...	Boilermaker ...	10s. 6d. "	"
Hird, William Edward ...	19.11.61	...	2.11.94	"	Patternmaker ...	14s. "	Retired
Hogan, Francis ...	28.5.67	...	7.12.94	"	Machinist ...	10s. "	"
Holly, Richard ...	...	23.6.87	2.11.94	"	Fireman ...	9s. "	Resigned
Humphris, Richd. John ...	24.2.83	...	30.11.94	"	Driver ...	11s. "	Retired
Jennett, James ...	1.7.72	...	31.12.94	Traffic ...	Carriage-cleaner	7s. "	"
Hunter, David Walkinshaw	27.6.71	...	31.10.94	"	Station-master	£350 per ann.	"
Johnson, Alexander ...	...	23.9.89	31.12.94	Locomotive...	Boy labourer ...	5s. per day	To Public Service
Kane, James Edward ...	...	18.8.90	22.10.94	Traffic ...	Labourer ...	6s. "	Dismissed
Kennedy, Joseph Bartholomew	...	2.9.89	31.12.94	"	Porter ...	6s. "	Resigned
Kerville, William ...	1.9.77	...	8.11.94	Locomotive...	Fuelman ...	7s. "	Retired
Kleeberger, Theodore ...	...	22.2.86	31.10.94	Traffic ...	Clerk ...	£97 10s. per ann.	Resigned
Leckie, Allan Drain ...	...	11.8.90	4.10.94	"	"	£75 "	Dismissed
Le Masurier, Fredk. Augustus	22.5.65	...	9.11.94	Audit ...	Inspector ...	£425 "	Retired
Leslie, Geo. Sutton ...	17.4.83	...	3.10.94	Existing Lines	Labourer ...	6s. 6d. per day	Resigned
Lonergan, Thomas ...	26.7.72	...	11.12.94	"	Ganger ...	9s. "	Deceased
Lyons, Fredk. Bartholomew	...	2.9.89	8.11.94	Traffic ...	Clerk ...	£87 10s. per ann.	Dismissed
Maher, John ...	13.6.76	...	13.11.94	Existing Lines	Repairer ...	7s. per day	Deceased
Main, Robert ...	31.1.64	...	31.10.94	Locomotive...	Train Inspector	11s. 6d. "	Retired
Malcolm, Robert...	10.4.76	...	31.10.94	"	Striker ...	8s. "	"
Marshall, Charles James ...	16.8.65	...	31.12.94	"	Train Inspector	9s. "	"
Martin, Jno. Louis Henry...	...	29.7.90	10.10.94	Traffic ...	Porter ...	5s. 6d. "	Resigned
Martin, William ...	...	1.8.90	31.12.94	"	Shunter ...	5s. 6d. "	"
Matthewson, William ...	15.12.82	...	11.10.94	Existing Lines	Gatekeeper ...	5s. 6d. "	Retired
Meade, Thomas ...	28.5.79	...	18.12.94	"	Repairer ...	7s. "	"
Mitchell, Ebenezer ...	...	18.8.90	19.10.94	Traffic ...	Labourer ...	6s. "	Resigned
Moffatt, Alexander ...	...	23.5.89	17.11.94	Accountant's	Clerk ...	£85 per ann.	"

REMOVALS of Employés—DECEMBER QUARTER—*continued.*

Name in Full.	Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	Approx.	After 1.11.83.					
Moore, Mary Ann ...	4.12.65	...	31.10.94	Existing Lines	Gatekeeper ...	4s. per day	Retired
Moore, Robert ...	12.8.79	...	6.10.94	Locomotive...	Fuelman ...	7s. "	"
Morrison, John ...	1.6.74	...	14.12.94	Traffic ...	Tally Clerk ...	10s. "	Deceased
Murphy, John ...	28.4.80	...	14.12.94	Existing Lines	Ganger ...	9s. "	Retired
McArthur, Alexander ...	...	23.1.88	11.10.94	Locomotive...	Boy Labourer ...	5s. "	Dismissed
McCarthy, Patrick ...	...	12.6.88	30.11.94	Existing Lines	Repairer ...	6s. 6d. "	Resigned
McNamara, Mary ...	3.6.72	...	5.12.94	" ...	Gatekeeper ...	4s. 6d. "	Retired
Orr, Chas. Alfred ...	19.10.82	...	23.11.94	Traffic ...	Clerk ...	£150 per ann.	"
Owen, Thomas ...	4.5.83	...	18.12.94	Accountant's	Storeman ...	9s. 6d. per day	"
Parle, Richard ...	10.7.82	...	3.11.94	Existing Lines	Repairer ...	7s. "	"
Phillips, Geo. William ...	...	1.8.90	28.11.94	Traffic ...	Porter ...	5s. 6d. "	Resigned
Richards, Mary Ann ...	...	9.6.92	2.10.94	" ...	Gatekeeper ...	4s. "	Deceased
Rudd, James ...	22.12.62	...	31.10.94	" ...	Signal Inspector	£300 per ann.	Retired
Sharp, Thomas ...	13.6.77	...	20.11.94	Existing Lines	Ganger ...	9s. per day	Deceased
Simms, Thomas Dixon ...	3.1.73	...	27.12.94	Locomotive...	Fitter ...	13s. "	Retired
Stanley, Bridget Elizabeth	1.11.65	...	10.11.94	Existing Lines	Gatekeeper ...	4s. "	Killed on duty
Travers, John ...	...	27.5.89	21.12.94	Traffic ...	Labourer ...	6s. 6d. "	"
Walker, Frank Campbell ...	28.4.73	...	31.12.94	" ...	Watchman ...	8s. "	Retired
Wallace, James ...	5.9.82	...	13.11.94	Existing Lines	Labourer ...	8s. "	Deceased
Wallace, William ...	8.8.76	...	9.11.94	Traffic ...	" ...	7s. "	Retired
Webster, John ...	28.4.71	...	16.12.94	Locomotive...	Carpenter ...	11s. "	"
West, Edward James ...	...	24.8.85	1.10.94	Traffic ...	Porter ...	7s. "	Dismissed
Williams, Jno. Even ...	...	1.9.90	9.10.94	Existing Lines	Repairer ...	6s. 6d. "	"
Wither, John ...	12.1.77	...	30.11.94	Traffic ...	Guard ...	9s. "	Retired
Woods, James Henry ...	...	1.9.86	10.11.94	" ...	Porter ...	7s. "	Deceased

QUARTER ENDING 31st MARCH, 1895.

Allan, Lewis ...	12.4.79	...	31.1.95	Traffic ...	Carriage-cleaner	7s. per day	Retired
Armstrong, William ...	—2.80	...	31.1.95	Existing Lines	Gatekeeper ...	6s. 6d. "	"
Ashcroft, Elizabeth H. ...	24.9.76	...	31.1.95	" ...	" ...	4s. "	"
Aydon, Frederick ...	16.8.81	...	30.3.95	" ...	Carpenter ...	10s. "	"
Banton, William Hy. ...	1.2.78	...	13.2.95	" ...	Gatekeeper ...	5s. "	"
Barns, Jno. Christopher ...	1.3.82	...	31.1.95	" ...	" ...	5s. "	"
Beatty, Charles ...	25.10.81	...	31.1.95	Telegraph ...	Operator ...	£160 per ann.	"
Belfrage, George ...	15.1.80	...	2.1.95	Traffic ...	Station-master	£175 "	"
Bell, John ...	23.9.79	...	31.1.95	" ...	Yardsman ...	7s. 6d. per day	"
Berkery, Johanna ...	6.8.79	...	31.1.95	Existing Lines	Gatekeeper ...	4s. "	"
Bradley, Isaac ...	13.6.83	...	31.1.95	Traffic ...	Watchman ...	7s. "	"
Brophy, Michael Jas. ...	17.9.69	...	11.2.95	Locomotive...	Driver ...	9s. "	"
Brown, Jesse ...	16.2.62	...	11.2.95	" ...	Fitter ...	14s. "	"
Brown, John ...	1.4.63	...	31.3.95	Existing Lines	Inspector ...	£325 per ann.	"
Burns, Mary ...	18.4.83	...	31.1.95	" ...	Gatekeeper ...	4s. per day	"
Bush, James ...	24.4.77	...	31.1.95	" ...	" ...	5s. "	"
Byers, Robert ...	...	4.2.89	3.2.95	Traffic ...	Carriage-cleaner	6s. "	Resigned
Callanan, Thomas ...	10.2.78	...	31.1.95	Existing Lines	Gatekeeper ...	4s. "	Retired
Clark, Thos. Parkhill ...	27.8.62	...	28.2.95	Locomotive...	Acting shops manager	£380 per ann.	"
Cockren, John ...	25.5.73	...	31.3.95	Traffic ...	Gate checkman	8s. 6d. per day	"
Coffey, James ...	21.10.81	...	31.1.95	Existing Lines	Gatekeeper ...	5s. 6d. "	"
Collins, John ...	27.8.72	...	28.2.95	Traffic ...	Ticket collector	7s. "	"
Conroy, Walter ...	...	10.2.88	5.2.95	Locomotive...	Fireman ...	9s. "	Deceased
Cook, Mary Lucy ...	22.5.83	...	31.1.95	Existing Lines	Gatekeeper ...	6s. "	Retired
Cook, William ...	31.10.74	...	31.1.95	Traffic ...	" ...	6s. 6d. "	"
Coulson, Richard Burgoyne	...	22.8.87	2.3.95	" ...	Porter ...	6s. "	Resigned
Cullen, John ...	12.2.83	...	31.1.95	Existing Lines	Gatekeeper ...	4s. 6d. "	Retired
Curtis, George ...	2.11.74	...	23.1.95	Locomotive...	Driver ...	14s. "	"
Cutten, Fredk. Angus ...	11.12.82	...	31.1.95	Traffic ...	Clerk ...	£150 per ann.	"
Daglish, Mary ...	3.6.74	...	31.1.95	Existing Lines	Gatekeeper ...	4s. 6d. per day	"
Daglish, William ...	29.11.80	...	23.2.95	Traffic ...	Clerk ...	£150 per ann.	"
Davidson, Alexander ...	25.9.77	...	21.2.95	Existing Lines	Labourer ...	7s. per day	"
Davis, John ...	...	27.12.88	1.1.95	Traffic ...	Porter ...	7s. "	Dismissed
Davis, Thomas ...	—57	...	31.1.95	Existing Lines	Gatekeeper ...	6s. 6d. "	Retired
Douglas, George ...	31.10.62	...	31.1.95	Accountant's	Timber Foreman	£237 10s. per ann.	"
Duffy, William ...	22.10.72	...	28.2.95	Existing Lines	Foreman Painter	12s. per day	"
Duggan, Edward ...	4.9.60	...	8.2.95	" ...	Repairer ...	7s. "	Deceased
Dunn, John ...	7.5.80	...	31.1.95	" ...	Gatekeeper ...	4s. 6d. "	Retired
Dunphy, Peter ...	...	9.9.89	16.3.95	Locomotive...	Greaser ...	7s. "	To Public Service
Dwyer, John ...	3.10.82	...	31.1.95	Existing Lines	Gatekeeper ...	6s. "	Retired
Farrell, Wm. Arthur ...	26.9.82	...	4.2.95	Traffic ...	Lampman ...	7s. "	"
Fawkes, George ...	5.6.82	...	15.2.95	Accountant's	Labourer ...	7s. "	"
Feely, Martin Timothy	7.9.83	...	31.3.95	Traffic ...	Clerk ...	£120 per ann.	"
Fewster, Fredk. Edward ...	5.10.66	...	31.3.95	Locomotive...	Driver ...	15s. per day	"
Finn, John ...	3.2.73	...	31.1.95	Existing Lines	Gatekeeper ...	4s. "	"
Finn, Mary ...	1.5.65	...	31.1.95	" ...	" ...	4s. "	"
Fishburn, Stephen John ...	...	2.4.90	15.3.95	" ...	Repairer ...	6s. 6d. "	Deceased
Flood, Michael ...	...	17.1.84	31.1.95	" ...	Gatekeeper ...	5s. 6d. "	Retired
Gallagher, John ...	13.12.80	...	5.2.95	" ...	Repairer ...	7s. "	Deceased
Gibson, Thomas ...	...	4.10.88	10.3.95	" ...	Gatekeeper ...	4s. "	"
Gleeson, Michael ...	1.1.78	...	31.1.95	" ...	" ...	6s. "	Retired
Gunn, John Clark ...	13.10.70	...	6.2.95	Locomotive...	Driver ...	15s. "	"

REMOVALS of Employés—MARCH QUARTER—*continued.*

Name in Full.	Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	Approx.	After 1.11.83.					
Harvey, James ...	28.6.77	...	31.1.95	Traffic ...	Watchman ...	8s. per day	Retired
Harvey, Peter ...	15.1.70	...	31.1.95	Existing Lines	Gatekeeper ...	4s. 6d.	"
Hastie, Jane ...	21.6.79	...	31.1.95	"	"	4s.	"
Hidgecock, George ...	22.1.78	...	31.1.95	"	"	5s. 6d.	"
Hillebrand, Carl ...	3.1.77	...	24.2.95	Traffic ...	Shunter ...	7s.	Deceased
Hobbs, Charles ...	22.3.81	...	8.1.95	Existing Lines	Labourer ...	7s. 6d.	Dismissed
Holm, Louis ...	2.9.79	...	28.3.95	"	Gatekeeper ...	5s. 6d.	Retired
Hudson, Matthew ...	15.8.82	...	31.1.95	Traffic ...	Tally Porter ...	7s.	"
Jenkin, Alfred ...	28.11.73	...	31.1.95	"	Goods Porter ...	7s. 6d.	"
Johnson, Alfred ...	...	1.8.87	1.1.95	"	Gatekeeper ...	5s. 6d.	Dismissed
Johnston, John ...	9.4.78	...	31.1.95	Existing Lines	"	4s.	Retired
Joinnes, Bridget ...	...	16.7.89	17.1.95	"	"	4s.	Resigned
Jones, Thomas ...	22.1.72	...	18.2.95	Traffic ...	Yardsman ...	10s. 6d.	Killed on duty
Kavanagh, James ...	...	15.2.86	5.1.95	"	Porter ...	7s.	Dismissed
Keane, George ...	24.5.82	...	31.1.95	Existing Lines	Gatekeeper ...	4s.	Retired
Kelly, Catherine ...	...	22.7.85	31.1.95	"	"	4s.	"
Kemp, Aaron ...	1.4.76	...	31.1.95	Traffic ...	Luggage Porter ...	7s.	"
Kenny, James Johnston ...	...	6.2.89	7.3.95	"	Labourer ...	6s. 6d.	Dismissed
Kerby, Michael ...	20.7.62	...	31.1.95	"	Gatekeeper ...	5s.	Retired
Kiley, Michael ...	16.10.76	...	8.3.95	Existing Lines	Ganger ...	9s.	"
Laffan, John ...	3.5.73	...	31.1.95	"	Gatekeeper ...	5s. 6d.	"
Lambert, Archibald Alexander	15.10.77	...	17.3.95	"	Fitter ...	13s.	"
Latham, Stanley Robt. ...	...	13.8.88	23.1.95	Locomotive...	Fireman ...	9s.	Deceased
Lawrance, John ...	—12.69	...	20.1.95	Existing Lines	Ganger ...	10s.	"
Lawson, Charles ...	12.11.73	...	28.2.95	Traffic ...	Assistant Foreman	8s. 6d.	Retired
Lee, Joseph ...	1.1.77	...	31.1.95	"	Gatekeeper ...	4s.	"
Lillingston, Wm. Bassett ...	...	15.8.88	21.2.95	Accountant's	Clerk ...	£65 per ann.	Resigned
Lowday, Richard ...	1.11.83	...	26.3.95	Existing Lines	Foreman Painter	11s. per day	Retired
Lynch, James Patrick ...	...	24.8.85	3.2.95	Traffic ...	Porter ...	7s.	Deceased
Maloney, Michael ...	...	1.9.90	18.2.95	Locomotive...	Blacksmith ...	10s. 6d.	"
Matcar, James ...	—12.77	...	29.1.95	Existing Lines	Gatekeeper ...	6s.	Retired
Matson, Martha*	...	8.5.90	25.3.95	"	"	4s.	"
Miller, Donald ...	—2.82	...	31.1.95	"	"	5s.	"
Miller, Henry ...	1.5.78	...	31.1.95	"	"	5s. 6d.	"
Milliard, John ...	15.11.77	...	11.3.95	Traffic ...	Carriage-cleaner	7s.	Killed on duty
Mintrop, Henry ...	22.10.77	...	31.1.95	"	"	7s.	Retired
Moloney, James ...	...	25.8.90	27.2.95	"	Labourer ...	6s.	Deceased
Morewood, Thomas ...	15.6.77	...	8.2.95	Locomotive...	Waggon-builder	10s.	Retired
Morgan, William ...	5.4.79	...	31.1.95	Accountant's	Labourer ...	7s.	"
Morgan, William H. ...	17.10.66	...	30.3.95	Locomotive...	Driver ...	15s.	"
Mullins, James Patrick ...	...	1.8.90	9.1.95	Traffic ...	Porter ...	5s. 6d.	Dismissed
Munday, Samuel ...	22.9.81	...	31.1.95	"	Carriage-cleaner	7s.	Retired
Murray, John ...	—6.74	...	31.1.95	Existing Lines	Gatekeeper ...	7s.	"
Myers, John ...	1.10.64	...	31.1.95	Traffic ...	"	6s. 6d.	"
Macgregor, Wm. Murray ...	5.11.77	...	9.2.95	"	Station-master	£175 per ann.	"
McCaw, Thomas ...	4.12.82	...	31.1.95	"	Gatekeeper ...	5s. 6d. per day	"
McDonell, John ...	8.12.77	...	19.2.95	Telegraph ...	Line Inspector	£275 per ann.	"
McEvoy, Henry ...	...	2.7.88	12.1.95	Existing Lines	Repairer ...	6s. 6d. per day	Deceased
McFarlane, Allan ...	25.4.79	...	31.1.95	Traffic ...	Gatekeeper ...	5s. 6d.	Retired
McGillivray, Walter Jno....	22.7.82	...	7.2.95	Locomotive...	Fireman ...	10s.	"
McGrath, James ...	1.3.74	...	31.1.95	Existing Lines	Gatekeeper ...	5s. 6d.	"
McLean, Annie ...	1.7.77	...	31.1.95	Traffic ...	"	4s.	"
McMacking, James ...	21.8.73	...	31.1.95	Existing Lines	"	4s.	"
Outhwaite, Elizabeth ...	1.7.78	...	31.1.95	Traffic ...	Waiting-room Attendant	5s.	"
O'Connor, Patrick ...	19.10.76	...	31.1.95	Existing Lines	Repairer ...	7s.	"
O'Halloran, James ...	26.3.77	...	10.1.95	"	Ganger ...	9s.	Killed on duty
O'Shea, Bridget ...	...	1.7.91	31.1.95	"	Gatekeeper ...	4s.	Retired
Pandt, Charles ...	1.7.78	...	31.1.95	Traffic ...	Labourer ...	10s.	"
Parsons, John ...	23.7.77	...	31.3.95	Locomotive...	Driver ...	14s.	Deceased
Paynter, Richard ...	1.10.82	...	31.1.95	Existing Lines	Gatekeeper ...	5s.	Retired
Peel, Samuel Rowley ...	24.9.77	...	31.3.95	Locomotive...	Shop Manager	£500 per ann.	"
Phillips, Henry ...	—7.71	...	31.1.95	Existing Lines	Gatekeeper ...	5s. 6d. per day	"
Prentice, James ...	...	13.5.89	20.3.95	Locomotive...	Cleaner ...	6s.	Deceased
Prichard, Rees Alex. ...	13.5.79	...	31.1.95	Existing Lines	Gatekeeper ...	5s. 6d.	Retired
Pridgeon, Elizabeth ...	26.4.83	...	31.1.95	"	"	4s.	"
Reardon, Bryan ...	27.8.62	...	31.3.95	Traffic ...	Signalman ...	10s.	"
Reynolds, Catherine Healy ...	—2.73	...	31.1.95	Existing Lines	Gatekeeper ...	4s.	"
Reynolds, John ...	...	9.9.89	19.3.95	Locomotive...	Labourer ...	7s.	Deceased
Reynolds, William ...	3.2.82	...	31.1.95	Traffic ...	Gatekeeper ...	4s.	Retired
Robertson, Gilbert ...	14.11.73	...	31.1.95	"	Tally Clerk ...	£200 per ann.	"
Robertson, Gilbert ...	12.6.82	...	8.2.95	Existing Lines	Gatekeeper ...	4s. 6d. per day	Deceased
Ross, William ...	...	29.11.83	31.1.95	"	"	6s.	Retired
Rowlands, David ...	22.7.83	...	31.3.95	Traffic ...	Porter ...	7s.	"
Ryan, John ...	17.7.82	...	31.1.95	Existing Lines	Gatekeeper ...	4s.	"
Ryan, Patrick ...	18.5.70	...	15.3.95	"	Inspector ...	16s.	Deceased
Ryan, Thomas Lawrence ...	...	21.1.87	20.1.95	Locomotive...	Fireman ...	10s.	"
Ryniker, Alexander ...	—9.74	...	14.2.95	Existing Lines	Repairer ...	7s.	Retired
Schrieber, Henry ...	23.11.74	...	31.1.95	Telegraph ...	Chief Instrument Maker	£275 per ann.	"
Scollay, Arthur Lawrence ...	26.11.80	...	31.1.95	Traffic ...	Gate Checkman	8s. per day	"
Shannassy, Patrick ...	1.7.78	...	31.1.95	"	Gatekeeper ...	6s.	"
Size, Wm. Augustus Woodford	1.3.76	...	31.1.95	"	"	5s. 6d.	"
Skinner, Chas. Henry ...	12.1.82	...	12.2.95	Locomotive...	Fitter ...	10s. 6d.	"

* Retired on six months' pay, in accordance with the Premier's circular dated 21st February, 1895.

REMOVALS of Employés—MARCH QUARTER—continued.

Name in Full.	Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	Approx.	After 1.11.83.					
Smith, James ...	16.6.81	...	28.2.95	Locomotive...	Boilermaker ...	10s. per day	Dismissed
Smith, Jno. Philip ...	...	12.9.88	10.1.95	Existing Lines	Repairer ...	6s. 6d. "	Killed on duty
Smye, Joseph ...	12.6.82	...	31.1.95	"	Gatekeeper ...	4s. "	Retired
Steele, Eliza ...	...	25.7.87	31.1.95	Traffic ...	Waiting-room Attendant	5s. "	"
Stewart, John Duff ...	1.10.76	...	13.3.95	Existing Lines	Gatekeeper ...	5s. "	Deceased
Stewart, Jno. McNabb ...	22.7.75	...	31.1.95	"	"	5s. 6d. "	Retired
Stewart, William ...	1.11.75	...	14.1.95	"	Repairer ...	7s. "	"
Stuart, John Alexander ...	29.6.76	...	10.1.95	Traffic ...	Guard ...	9s. "	Deceased
Surridge, John ...	28.11.82	...	31.1.95	Existing Lines	Gatekeeper ...	5s. 6d. "	Retired
Tierney, John ...	...	27.8.88	14.1.95	Traffic ...	Porter ...	7s. "	Deceased
Tipton, James ...	18.12.79	...	31.1.95	"	Labourer ...	7s. 6d. "	Retired
Todd, Helen ...	1.6.75	...	31.1.95	Existing Lines	Gatekeeper ...	4s. "	"
Todd, John ...	14.2.83	...	31.3.95	Traffic ...	Guard ...	9s. "	"
Trainer, Ellen ...	...	7.3.89	31.1.95	Existing Lines	Gatekeeper ...	4s. "	"
Trott, Wm. Augustine ...	—11.60	...	28.2.95	Locomotive...	Night Foreman	18s. "	"
Tybourne, E. ...	...	2.2.93	28.2.95	Existing Lines	Office-cleaner ...	3s. 4d. "	Resigned
Urquhart, Donald ...	1.1.76	...	31.1.95	Traffic ...	Gatekeeper ...	5s. 6d. "	Retired
Walker, Richard ...	19.11.79	...	31.1.95	"	Caller-up ...	7s. "	"
Walkinshaw, William ...	22.12.81	...	31.1.95	"	Tally Clerk ...	10s. "	"
Wallace, Jno. Gates ...	3.8.82	...	4.1.95	Locomotive...	Fireman ...	10s. "	"
Ward, John ...	...	9.5.89	4.3.95	"	Cleaner ...	6s. "	Dismissed
Ward, Robert ...	13.5.79	...	8.1.95	Existing Lines	Ganger ...	9s. "	Retired
Watters, Joseph ...	15.1.83	...	31.1.95	Traffic ...	Labourer ...	7s. "	"
Welsh, Stephen ...	26.10.81	...	16.2.95	Locomotive...	"	8s. 6d. "	"
Young, Margaret Pickering ...	...	22.5.89	31.1.95	Existing Lines	Gatekeeper ...	4s. "	"

QUARTER ENDING 30th JUNE, 1895.

Aiken, Henry * ...	...	5.8.90	30.4.95	Existing Lines	Repairer ...	5s. 6d. per day	Retired
Anderson, George ...	18.8.82	...	20.4.95	"	"	6s. 6d. "	Dismissed
Baker, Offord Ernest* ...	...	1.9.90	14.6.95	Locomotive...	Labourer ...	6s. 6d. "	Retired
Bligh, Frederick ...	27.12.73	...	30.4.95	Existing Lines	Caretaker ...	£200 per ann.	"
Browne, William Fredk. ...	1.2.72	...	30.4.95	Traffic ...	Station-master	£150 "	"
Brownfield, Chas. Augustus ...	...	28.1.84	20.4.95	Locomotive...	Carriage-builder	8s. per day	Dismissed
Bruce, James ...	1.3.58	...	30.6.95	Traffic ...	Assistant Traffic Manager	£675 per ann.	Retired
Cameron, Henry Angus* ...	...	28.1.89	3.6.95	Locomotive...	Blacksmith ...	10s. 6d. per day	"
Campbell, George* ...	...	3.7.88	14.6.95	"	Carpenter ...	9s. 6d. "	"
Carter, James ...	...	19.2.86	28.5.95	Traffic ...	Shunter ...	7s. "	Dismissed
Cavill, Frank John ...	...	5.3.89	7.6.95	Locomotive...	Cleaner ...	5s. 6d. "	"
Clark, Arthur Horatio ...	...	16.5.89	1.4.95	Traffic ...	Porter ...	6s. "	Resigned
Cloughton, Frederick* ...	...	17.5.87	30.4.95	Accountant's	Labourer ...	6s. 6d. "	Retired
Close, Charles Edward* ...	...	14.9.86	30.4.95	Audit ...	Clerk ...	£97 10s. per ann.	"
Condron, Martin ...	17.6.69	...	21.6.95	Traffic ...	Guard ...	10s. 6d. per day	"
Cooper, Joseph* ...	...	2.8.90	29.6.95	Locomotive...	Cleaner ...	5s. 6d. "	"
Craig, Joseph* ...	...	16.8.88	30.4.95	"	"	6s. 6d. "	"
Dawson, Cecil James* ...	...	20.8.90	14.6.95	"	Labourer ...	6s. 6d. "	"
Delahunty, Michael ...	24.11.82	...	10.4.95	Traffic ...	Gatekeeper in charge	7s. "	"
Devlin, William Francis ...	...	21.7.84	2.4.95	"	Signalman ...	7s. "	Dismissed
Dickinson, George ...	3.4.78	...	17.5.95	Accountant's	Plant Foreman	12s. "	Retired
Dixon, James* ...	...	10.6.89	28.6.95	Locomotive...	Labourer ...	7s. "	"
Dunn, William* ...	...	16.4.88	30.4.95	Telegraph ...	Clerk ...	£77 10s. per ann.	"
Dyson, Walker ...	11.12.65	...	3.4.95	Locomotive...	Furnaceman ...	14s. per day	"
Eccles, John Henry* ...	...	1.9.90	15.5.95	"	Fitter ...	10s. "	"
Endacott, George ...	...	1.9.88	15.5.95	Traffic ...	Porter ...	6s. 6d. "	Killed on duty
Evans, Ann ...	—12.82	...	30.4.95	Existing Lines	Office Cleaner...	3s. 4d. "	Retired
Fallow, James* ...	...	20.1.87	30.4.95	Locomotive...	Fireman ...	10s. "	"
Farrell, James Michael* ...	...	14.2.91	18.5.95	Existing Lines	Repairer ...	5s. 6d. "	"
Fletcher, Jno. Duncan* ...	...	13.5.89	30.4.95	Locomotive...	Cleaner ...	6s. "	"
Fraser, Thomas ...	12.7.73	...	30.4.95	Traffic ...	Gatekeeper ...	7s. "	"
Gardner, David* ...	...	3.9.90	14.6.95	Locomotive...	Boilermaker's Assistant	7s. "	"
Garvey, Jno. Thos.* ...	...	21.1.89	18.4.95	Accountant's	Clerk ...	£80 per ann.	"
Gill, Thomas ...	7.9.81	...	2.4.95	Existing Lines	Ganger ...	9s. per day	Deceased
Glassborow, Arthur Romford ...	13.4.82	...	31.5.95	Secretary's ...	Despatch Clerk	£150 per ann.	Retired
Glover, William* ...	...	1.9.90	30.4.95	Locomotive...	Carpenter ...	9s. per day	"
Graham, James* ...	...	9.9.89	30.4.95	"	Labourer ...	6s. 6d. "	"
Graves, Alfred ...	19.12.81	...	10.5.95	Existing Lines	Ganger ...	10s. "	"
Gray, Ralph ...	21.2.79	...	8.4.95	Locomotive...	Lighter-up ...	10s. "	"
Haggar, Herbert* ...	...	6.6.87	30.4.95	"	Fitter ...	10s. 6d. "	"
Hanna, Herbert* ...	...	1.9.90	31.5.95	"	Boilermaker ...	10s. "	"
Hartigan, Martin ...	...	29.5.89	11.5.95	Traffic ...	Labourer ...	6s. 6d. "	Resigned
Hatherell, George Henry* ...	...	28.1.89	14.6.95	Locomotive...	Striker ...	7s. "	Retired
Heither, Wm. Henry* ...	...	16.10.89	30.4.95	"	Labourer ...	6s. 6d. "	"
Heron, Arthur Cowan ...	5.3.83	...	31.5.95	"	Striker ...	8s. "	"
Hubbard, George ...	22.9.64	...	30.4.95	"	Fitter ...	14s. "	"
Hughes, Ellen ...	...	15.12.94	13.4.95	Existing Lines	Gatekeeper ...	4s. "	Deceased
Hulse, Allen ...	15.1.65	...	30.6.95	Locomotive...	Driver in Charge	16s. "	Retired

* Employés who entered through the ballot, who were allowed to retire on six months' pay, in accordance with the Premier's circular dated 21st February, 1895.

REMOVALS of Employees—JUNE QUARTER—continued.

Name in Full.	Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	Approx.	After 1.11.83.					
Idle, William ...	25.11.82	...	23.4.95	Locomotive ...	Driver ...	12s. per day	Dismissed
Jones, David ...	12.5.73	...	5.4.95	" ...	" ...	14s. "	Retired
Jones, Thos. Peter*	...	24.9.89	14.6.95	" ...	Labourer ...	5s. "	"
Jordan, John*	...	15.10.89	14.6.95	" ...	" ...	6s. 6d. "	"
Kavanagh, Dynosius*	...	29.1.87	30.4.95	" ...	Fireman ...	10s. "	"
Kelly, Joseph Ptk.	...	17.11.83	25.5.95	" ...	" ...	10s. "	Killed on duty
Kelly, Michael James	16.11.75	...	3.4.95	" ...	Driver ...	14s. "	Retired
Kerr, Thomas ...	14.9.78	...	21.6.95	Traffic ...	Guard ...	9s. "	Deceased
Kneale, Jno. Charles*	...	14.1.90	30.4.95	" ...	Porter ...	7s. "	Retired
Lacey, Henry ...	28.4.80	...	10.5.95	Existing Lines	Repairer ...	7s. "	"
Laidlaw, Archibald*	...	15.1.84	30.4.95	Locomotive ...	Sailmaker ...	9s. "	"
Lamb, James ...	11.11.74	...	20.5.95	Existing Lines	Inspector ...	£259 per ann.	Deceased
Larkins, James ...	11.2.78	...	16.5.95	Telegraph ...	Line Foreman	12s. per day	Retired
Lee, James ...	4.9.73	...	1.5.95	Locomotive ...	Painter ...	10s. "	Deceased
Liston, William E.*	...	7.9.85	30.4.95	" ...	Fireman ...	9s. "	Retired
Long, Samuel*	...	13.3.85	28.6.95	" ...	Labourer ...	7s. "	"
Looney, John ...	1.7.82	...	30.4.95	Existing Lines	Repairer ...	6s. 6d. "	"
Lowe, Thomas* ...	...	8.9.90	14.6.95	Locomotive ...	Carpenter ...	9s. "	"
Marlborough, Francis	...	1.3.89	18.6.95	Traffic ...	Clerk ...	£100 per ann.	Deceased
Marshall, Charles	1.10.82	...	14.4.95	" ...	Goods Porter ...	8s. per day	Retired
Meadon, Thomas*	...	26.8.90	30.4.95	Locomotive ...	Fitter ...	10s. "	"
Miller, James Simpson	4.10.73	...	31.5.95	Traffic ...	Carriage-cleaner	7s. "	"
Minogue, Joseph Barthly*	...	12.8.90	30.6.95	Audit ...	Clerk ...	£70 per ann.	"
Mitchell, Andrew ...	...	9.10.88	10.5.95	Traffic ...	Goods Porter ...	7s. per day	Dismissed
Mulqueeny, John ...	10.4.62	...	30.4.95	Existing Lines	Gatekeeper ...	5s. "	Retired
Munro, Duncan ...	1.4.75	...	28.6.95	Locomotive ...	Blacksmith ...	13s. "	"
McAlpine, Walter ...	...	21.7.84	9.4.95	Traffic ...	Guard ...	7s. 6d. "	Resigned
McCloskey, Francis	—8.74	...	30.6.95	Existing Lines	Repairer ...	7s. "	Retired
McCrea, William*	...	1.9.90	14.6.95	Locomotive ...	Labourer ...	4s. 6d. "	"
McElhenney, Patrick*	...	18.8.90	30.4.95	Audit ...	Clerk ...	£70 per ann.	"
McEwan, Thomas ...	9.9.64	...	31.5.95	Locomotive ...	Driver ...	15s. per day	"
McEwin, John*	...	1.12.90	24.6.95	" ...	Machinist ...	9s. "	"
McGaffin, Charles*	...	4.6.89	30.4.95	" ...	Cleaner ...	6s. "	"
McGee, Agnes* ...	...	17.3.92	30.4.95	Existing Lines	Gatekeeper ...	4s. "	"
McKinnon, Alexander*	...	3.5.87	30.4.95	Locomotive ...	Fireman ...	9s. "	"
McNamara, Patrick	16.12.72	...	30.4.95	" ...	Driver ...	15s. "	"
McNamara, Thomas	27.10.62	...	22.4.95	" ...	" ...	15s. "	"
McNeil, John* ...	...	16.8.90	14.6.95	" ...	Boiler-makers' Assistant	7s. "	"
O'Connor, Martin ...	4.2.80	...	4.5.95	" ...	Fuelman ...	7s. "	Dismissed
O'Rourke, Michael Francis*	...	19.1.89	30.4.95	" ...	Fireman ...	9s. "	Retired
O'Shea, Cornelius ...	18.10.76	...	20.4.95	Existing Lines	Repairer ...	7s. "	"
O'Shea, Thomas ...	29.5.82	...	26.6.95	" ...	" ...	6s. 6d. "	Dismissed
O'Sullivan, Henry ...	...	19.9.87	1.5.95	Traffic ...	Carriage-cleaner	6s. "	"
Pearce, Louis ...	...	4.7.89	3.5.95	" ...	Gatekeeper ...	5s. "	Resigned
Peden, William Jno. Knox	21.5.83	...	30.4.95	Existing Lines	Labourer ...	7s. "	Retired
Percy Fredk. Ernest*	...	6.8.90	30.4.95	" ...	" ...	5s. 6d. "	"
Priddeth, Charles Hy.*	...	15.9.90	14.6.95	Locomotive ...	Striker ...	7s. "	"
Richards, Joseph*	...	28.1.89	14.6.95	" ...	Boilermaker's Assistant	7s. 6d. "	"
Rigg, James ...	2.3.71	...	30.6.95	Traffic ...	Gatekeeper ...	6s. "	"
Russo, Frank* ...	...	18.8.90	30.4.95	Locomotive ...	Labourer ...	6s. 6d. "	"
Ryan, Thomas ...	13.7.82	...	14.6.95	" ...	Wagon-builder	9s. "	"
Sagar, Mary Jane	24.1.82	...	30.4.95	" ...	Scamstress ...	4s. 6d. "	"
Seedsman, Henry Edwin*	...	11.6.89	29.6.95	" ...	Cleaner ...	6s. "	"
Serong, John Timothy ...	...	1.5.89	8.4.95	Traffic ...	Porter ...	6s. "	To Public Service
Sharp, Rosina ...	18.2.80	...	30.4.95	Existing Lines	Gatekeeper ...	4s. "	Retired
Sheehan, Frank M.*	...	4.11.84	30.4.95	Locomotive ...	Fireman ...	10s. "	"
Simpson, Charles*	...	1.9.90	14.6.95	" ...	Carpenter ...	9s. "	"
Smith, David Albert*	...	1.9.90	14.6.95	" ...	Labourer ...	4s. 6d. "	"
Smyth, Peter* ...	...	1.3.88	8.4.95	" ...	Fireman ...	9s. "	"
Thrupp, Harry E.*	...	5.10.86	30.4.95	" ...	Cleaner ...	6s. 6d. "	"
Treves, Thomas ...	—2.59	...	30.4.95	Existing Lines	Repairer ...	7s. "	"
Trigg, George* ...	...	1.9.90	15.5.95	Locomotive ...	Carpenter ...	9s. "	"
Tuck, Charles ...	23.5.82	...	29.6.95	" ...	Greaser ...	8s. 6d. "	"
Wade, John* ...	...	2.9.90	30.4.95	" ...	Iron-turner ...	10s. "	"
Waldon, William Hugh	...	2.9.90	30.4.95	" ...	Boy Labourer	4s. 6d. "	"
Maxwell*	...	...	...	...	...	...	...
Wells, Thomas ...	1.9.75	...	21.6.95	Traffic ...	Signalman ...	10s. "	"
Wileman, Edwin*	...	12.9.89	14.6.95	Locomotive ...	Labourer ...	6s. 6d. "	"
Williams, David ...	16.5.83	...	1.6.95	" ...	Blacksmith ...	12s. "	Deceased
Williams, David Austin	1.6.83	...	31.5.95	Traffic ...	Shunter ...	7s. "	Retired
Williams, Robert John*	...	11.2.89	14.6.95	Locomotive ...	Labourer ...	6s. 6d. "	"
Wilson, Charles Morrison	25.8.75	...	30.4.95	Traffic ...	Goods Foreman	8s. 6d. "	"
Wolfram, Wilfred Carl*	...	18.5.91	24.6.95	Locomotive ...	Fitter ...	10s. "	"
Wright, Alfred* ...	...	17.9.89	30.4.95	" ...	Cleaner ...	6s. "	"
Yearling, James Henry ...	...	5.8.90	8.4.95	Traffic ...	Porter ...	5s. 6d. "	Resigned

* Employees who entered through the ballot, who were allowed to retire on six months' pay, in accordance with the Premier's circular dated 21st February, 1895.

ROBERT GEO. KENT,
Secretary for Railways.

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

No. 20.

STATEMENT OF APPOINTMENTS OF EMPLOYÉS.

QUARTER ENDING 30th SEPTEMBER, 1894.

Nil.

QUARTER ENDING 31st DECEMBER, 1894.

Nil.

QUARTER ENDING 31st MARCH, 1895.

Nil.

QUARTER ENDING 30th JUNE, 1895.

Nil.

ROBERT GEO. KENT,
Secretary for Railways.**No. 21.**

STATEMENT OF REMOVALS OF EMPLOYÉS.

QUARTER ENDING 30th SEPTEMBER, 1894.

Name in Full.	Date of Entry.		Date of Leaving.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	Approx.	After 1.11.83.				
Kemmis, Robt. John Francis	...	18.8.87	9.8.94	Clerk ...	£87 10s. per ann.	Resigned
Hudson, William	19.3.78	...	18.9.94	Inspector ...	12s. 6d. per day	To Existing Lines

QUARTER ENDING 31st DECEMBER, 1894.

Hill, George Richard	14.2.68	...	2.11.94	Assistant Engineer	£675 per ann. ...	Retired
Latch, Fredk. Samuel	...	15.1.89	16.11.94	Chainman ...	£72 10s. ,, ...	To Traffic Branch
Ower, Hay	...	15.2.86	22.10.94	Student ...	9s. 6d. per day	Dispensed with
Reid, William Walsh	...	21.8.89	8.10.94	Clerk ...	£67 10s. per ann.	To Traffic Branch
Ritchie, Fredk. Henry	14.6.58	...	2.11.94	Principal Clerk ...	£725 per ann. ...	Retired

QUARTER ENDING 31st MARCH, 1895.

Nil.

QUARTER ENDING 30th JUNE, 1895.

Falk, Henry*	...	15.1.89	11.5.95	Clerk ...	£70 per ann. ...	Retired
Gower, Erasmus Rodney*	...	23.4.87	27.5.95	Clerk ...	£105 ,, ...	"
Peploe, Richard	31.1.83	...	30.4.95	Clerk ...	£180 ,, ...	"

* Retired on six months' pay, in accordance with the Premier's circular dated 21st February, 1895.



SOUTH AUSTRALIA

NEW SOUTH WALES

QUEENSLAND

VICTORIA

MAP
OF PART OF
AUSTRALIA
SHOWING THE PRINCIPAL
RAILWAY SYSTEMS
1895

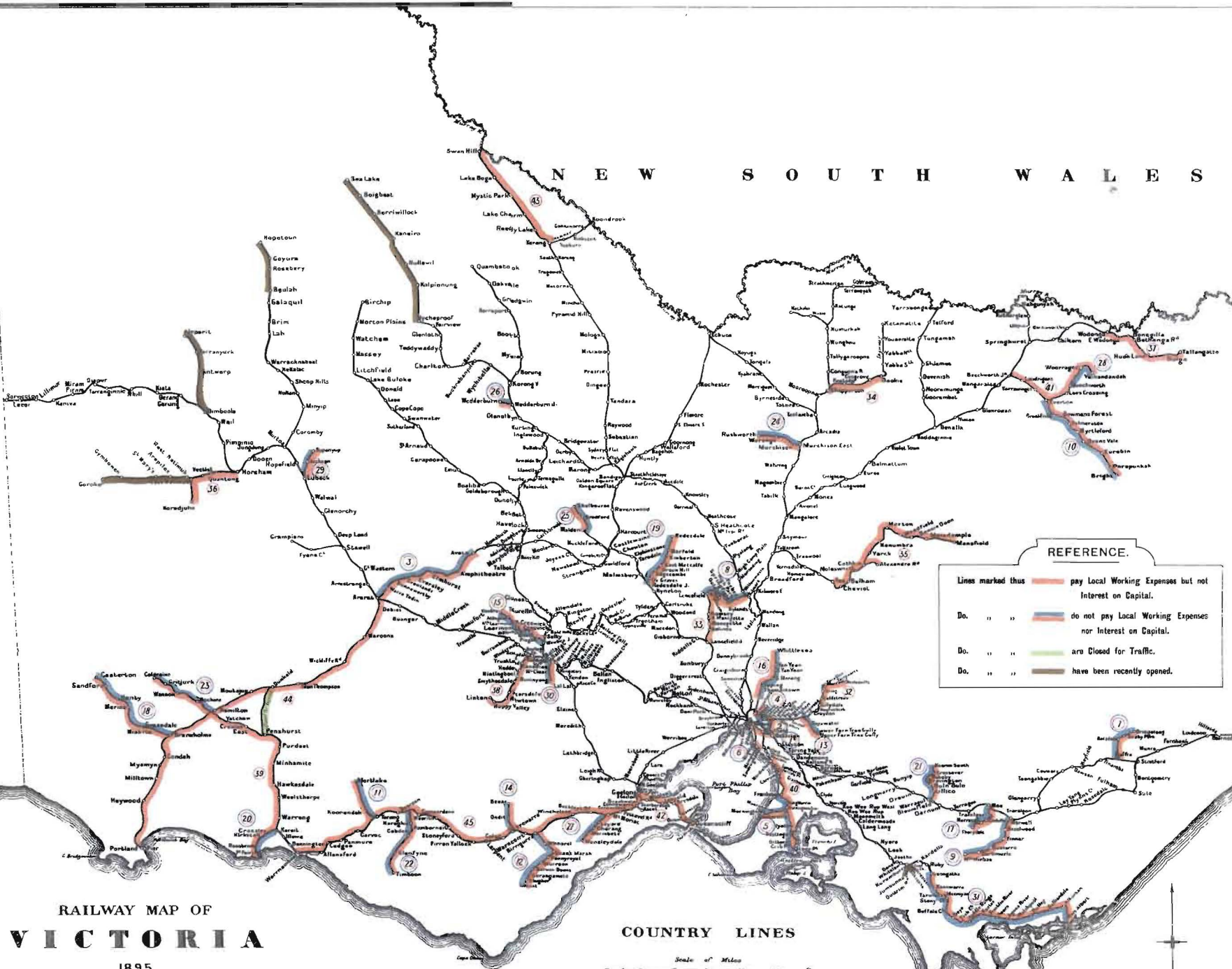
Scale

BASS STRAIT

SOUTH OCEAN

PACIFIC OCEAN

1895



REFERENCE.

- Lines marked thus — pay Local Working Expenses but not Interest on Capital.
- Do. " " — do not pay Local Working Expenses nor Interest on Capital.
- Do. " " — are Closed for Traffic.
- Do. " " — have been recently opened.

RAILWAY MAP OF
VICTORIA
 1895
 SHOWING VARIOUS NON-PAYING LINES
 For Year ending 30th June, 1904.

COUNTRY LINES
 Scale of Miles





L

16

4

2

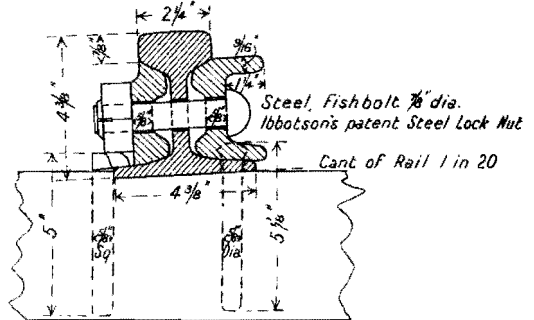
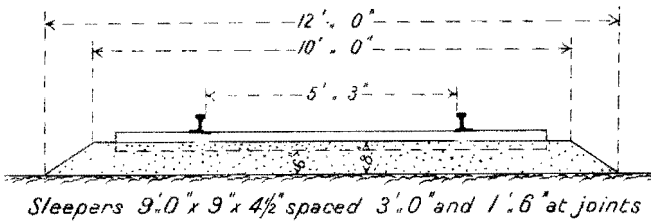
6

VICTORIAN RAILWAYS

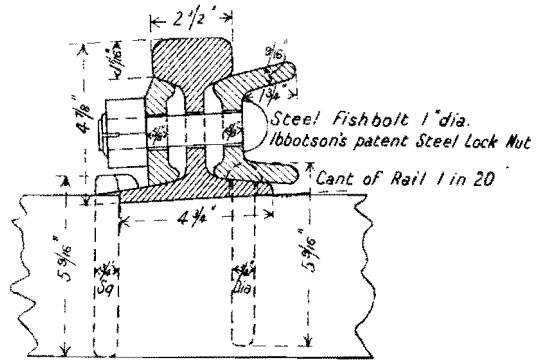
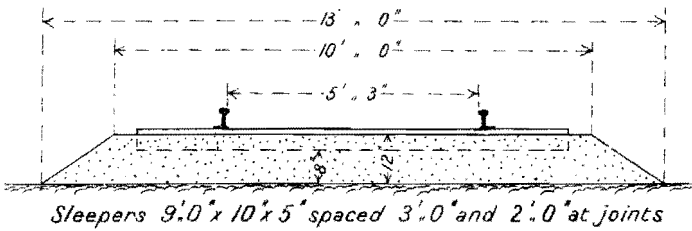
DIAGRAM OF PERMANENT WAY

Scale 2 Inches to 1 Foot

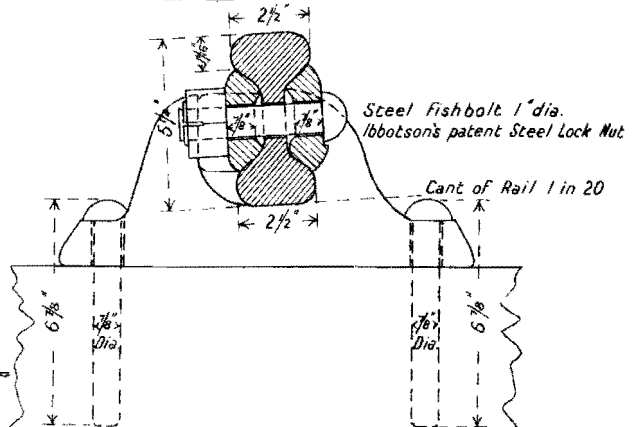
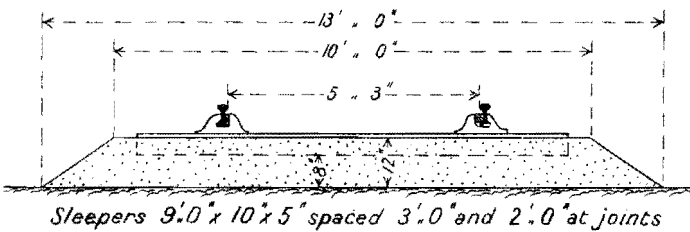
Scale 1/4 Inch to 1 Foot



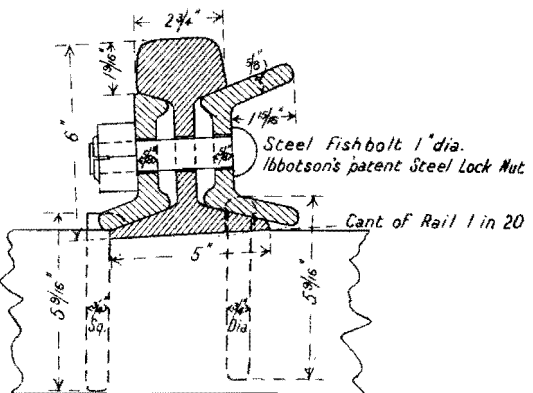
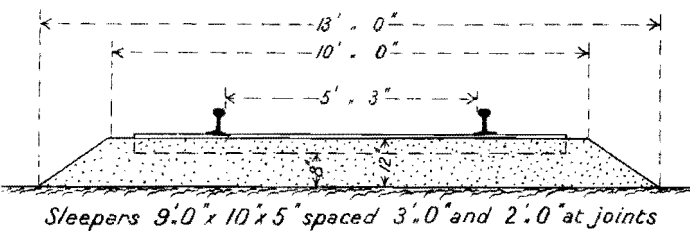
FOR 60 LBS STEEL RAILS



FOR 75 LBS STEEL RAILS



FOR 80 LBS STEEL RAILS

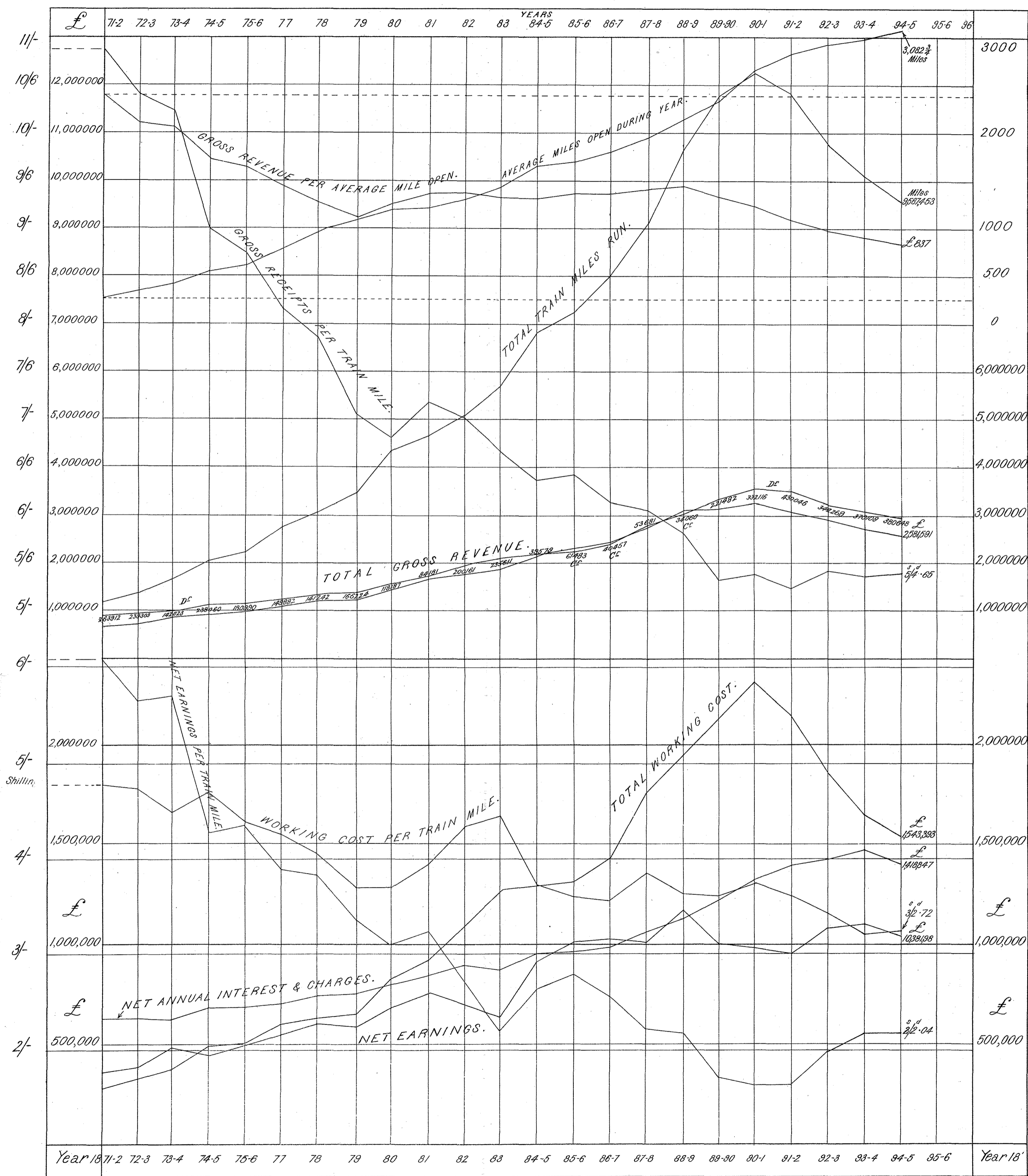


FOR 100 LBS STEEL RAILS

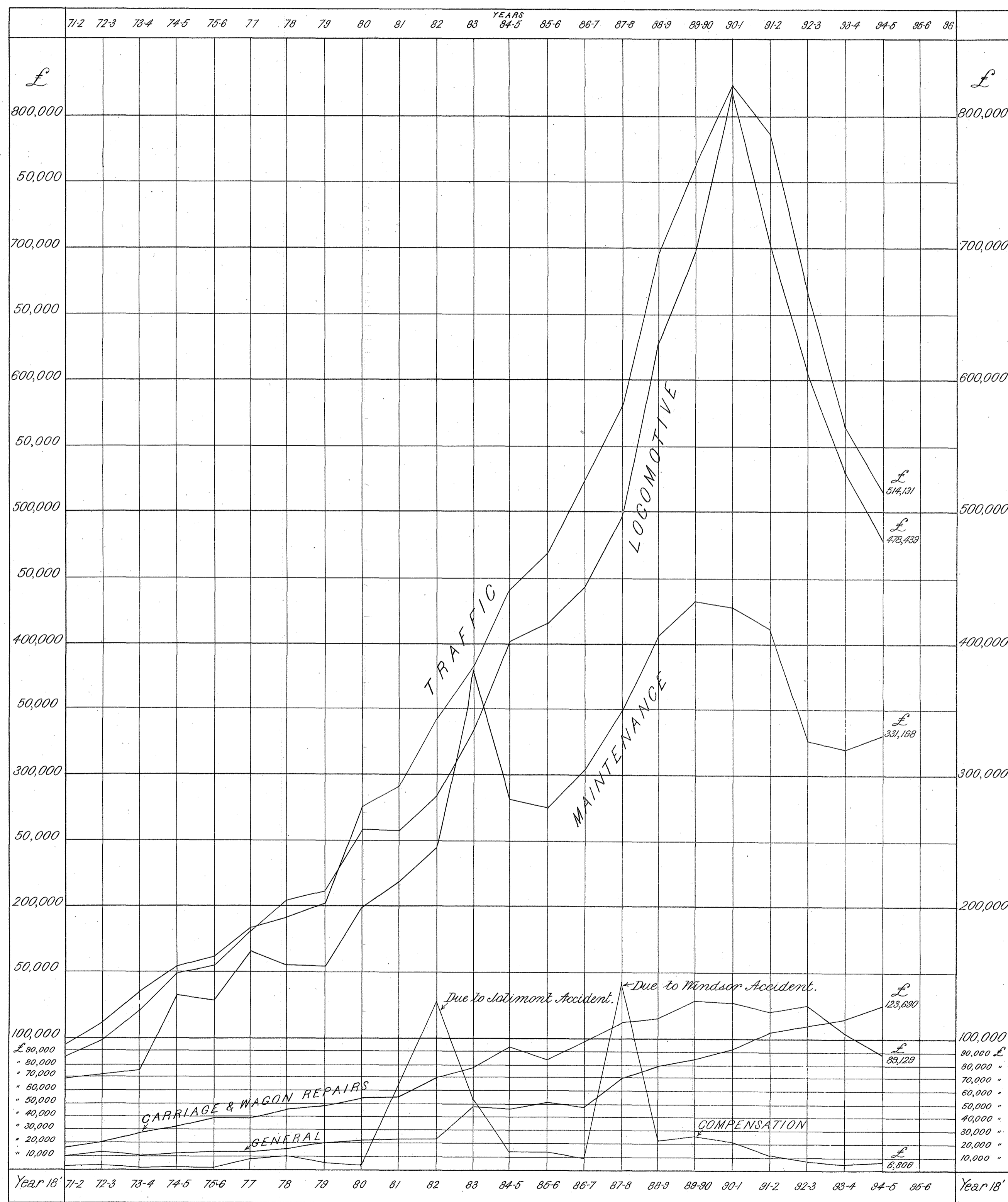
VICTORIAN RAILWAYS.

GRAPHIC STATEMENT OF REVENUE & WORKING EXPENSES.

GROSS REVENUE, MILEAGE ETC.



WORKING EXPENSES.





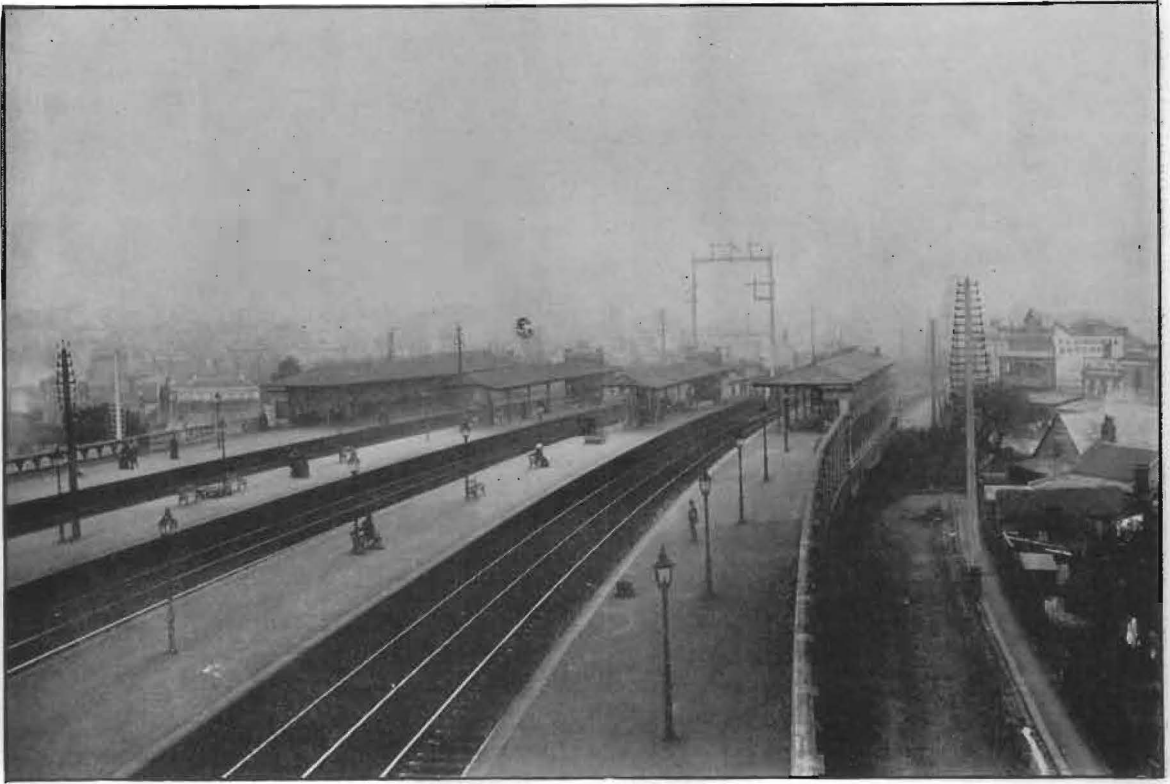
VICTORIAN RAILWAYS.

RAILWAY OFFICES, SPENCER-STREET, MELBOURNE.

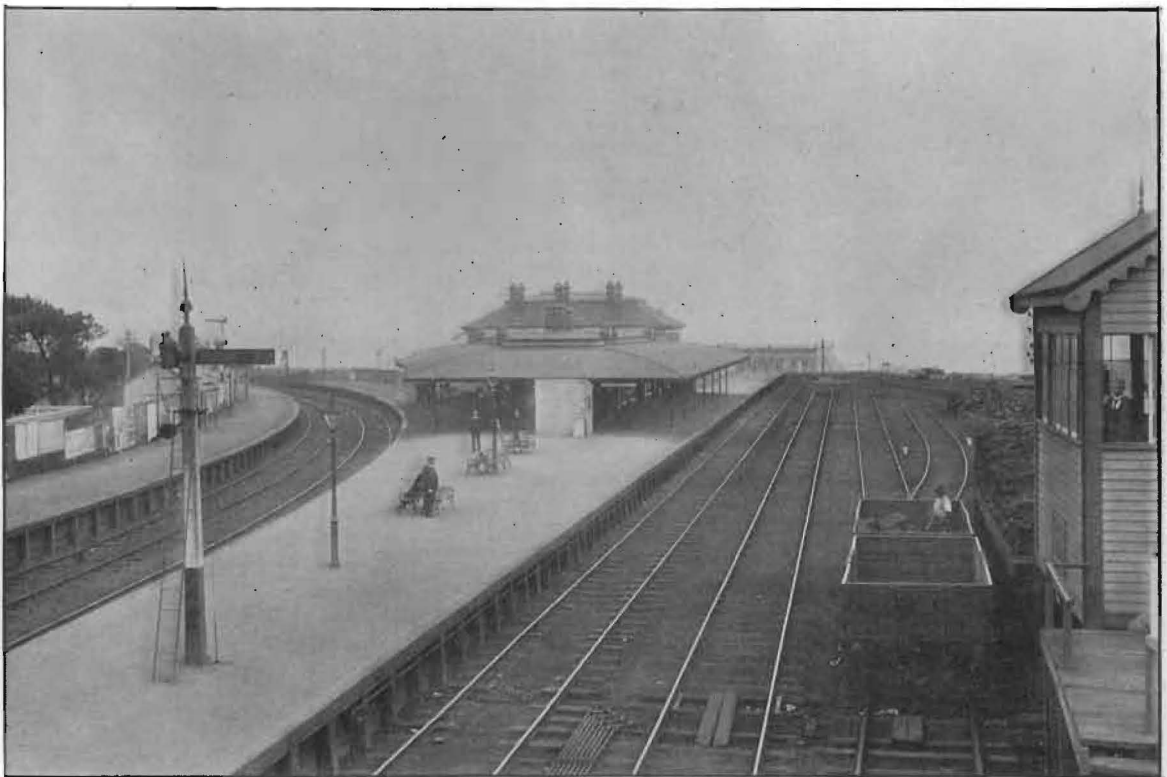


VICTORIAN RAILWAYS.

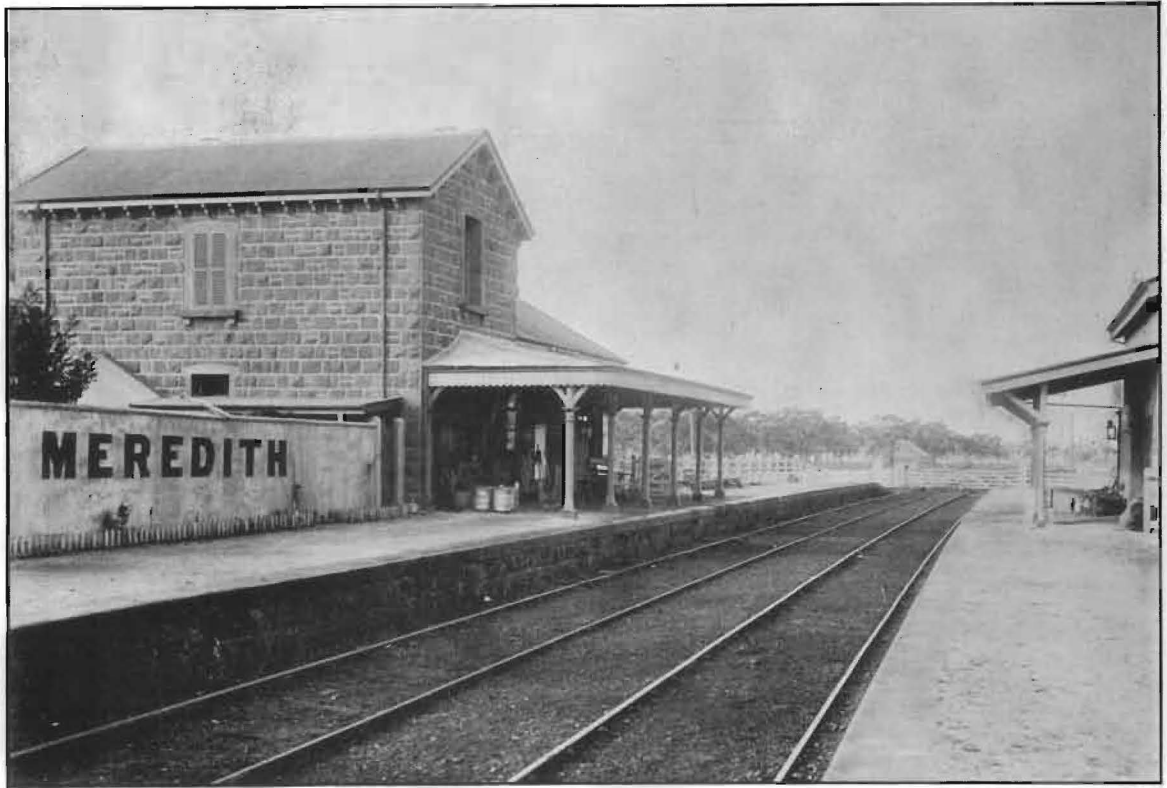
SPENCER-STREET STATION, MELBOURNE, INWARDS GOODS SHED.
(Length, 997 feet; width, 117 feet.)



VICTORIAN RAILWAYS.
SUBURBAN JUNCTION STATION, RICHMOND.
(1½ Miles from Melbourne.)



VICTORIAN RAILWAYS.
SUBURBAN STATION, BRIGHTON BEACH.
(9 Miles from Melbourne.)



VICTORIAN RAILWAYS.
MAIN LINE ROADSIDE STATION, MEREDITH.
(74½ Miles from Melbourne.)



VICTORIAN RAILWAYS.
BRANCH LINE STATION, BAIRNSDALE.
(170¾ Miles from Melbourne.)



VICTORIAN RAILWAYS.
MAIN LINE REFRESHMENT STATION, BENALLA.
(121 $\frac{1}{4}$ Miles from Melbourne.)



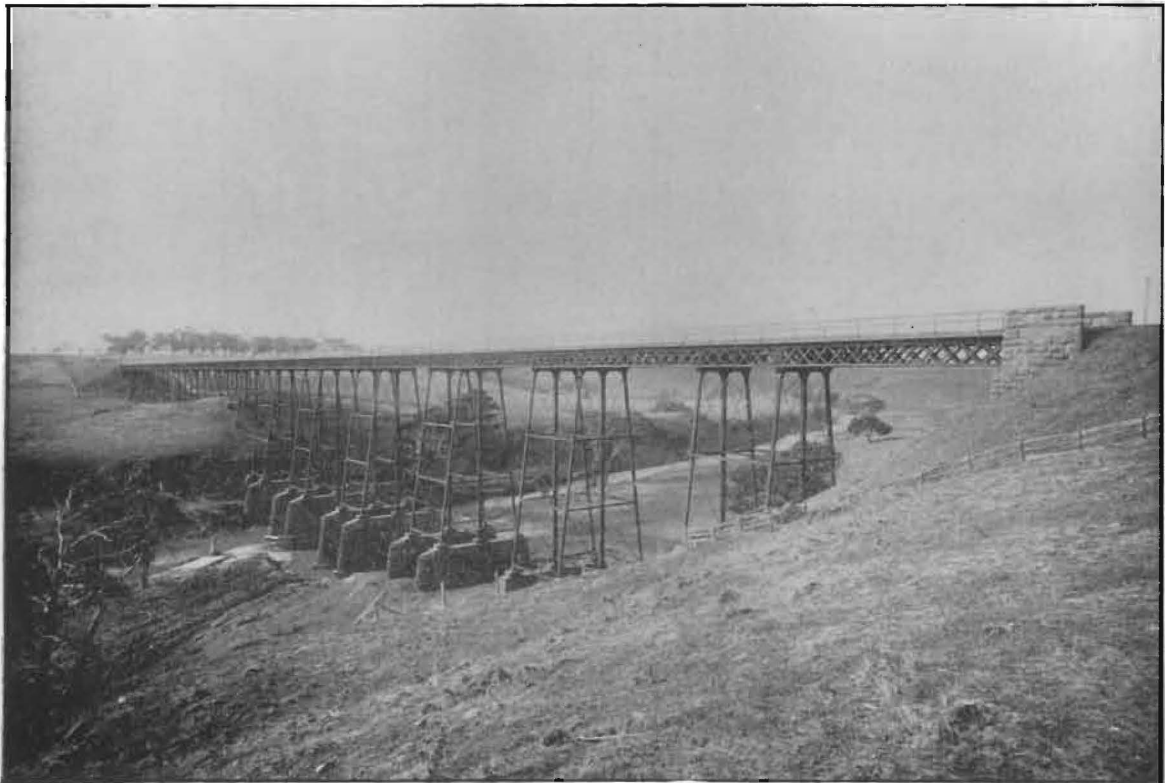
VICTORIAN RAILWAYS.
MAIN LINE ROADSIDE STATION, BARNAWARTHA.
(174 Miles from Melbourne.)



VICTORIAN RAILWAYS.

VIADUCT OVER THE MOORABOOL RIVER, GEELONG AND BALLARAT LINE.

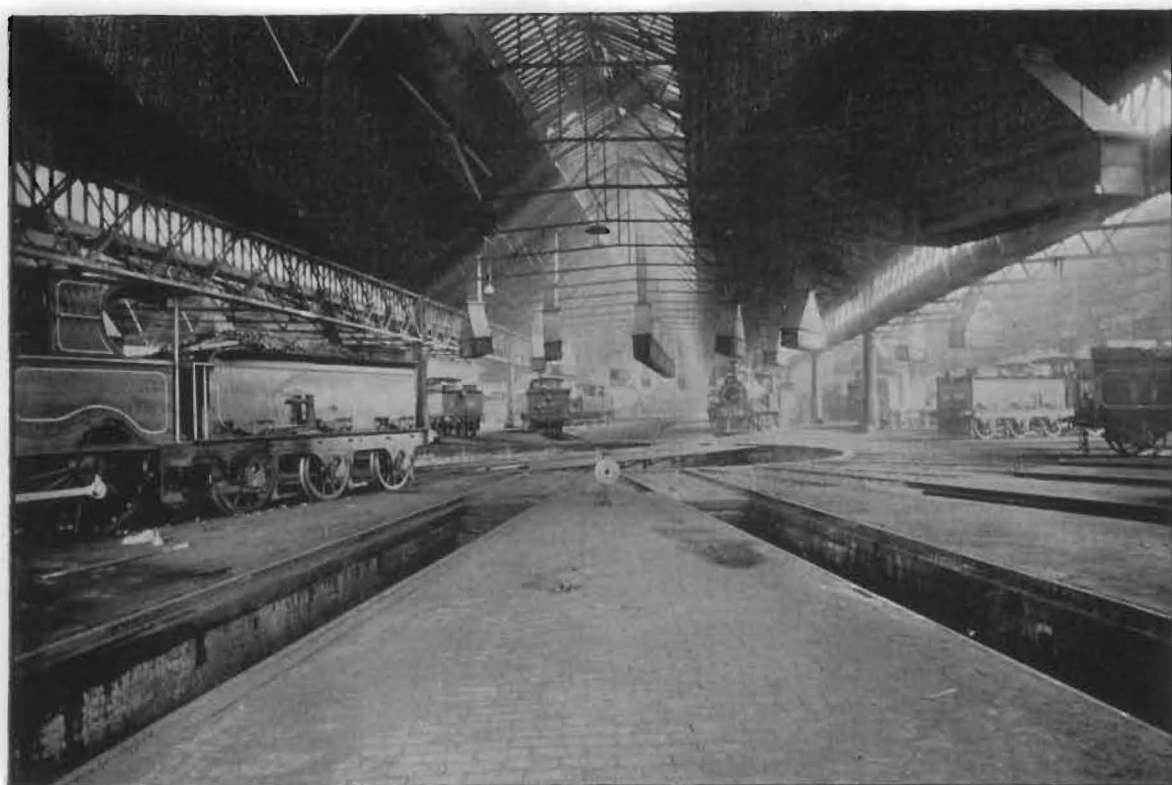
(Length, 1,800 feet ; height above stream, 115 feet.)



VICTORIAN RAILWAYS.

VIADUCT OVER THE WERRIBEE RIVER, MELBOURNE AND BALLARAT LINE.

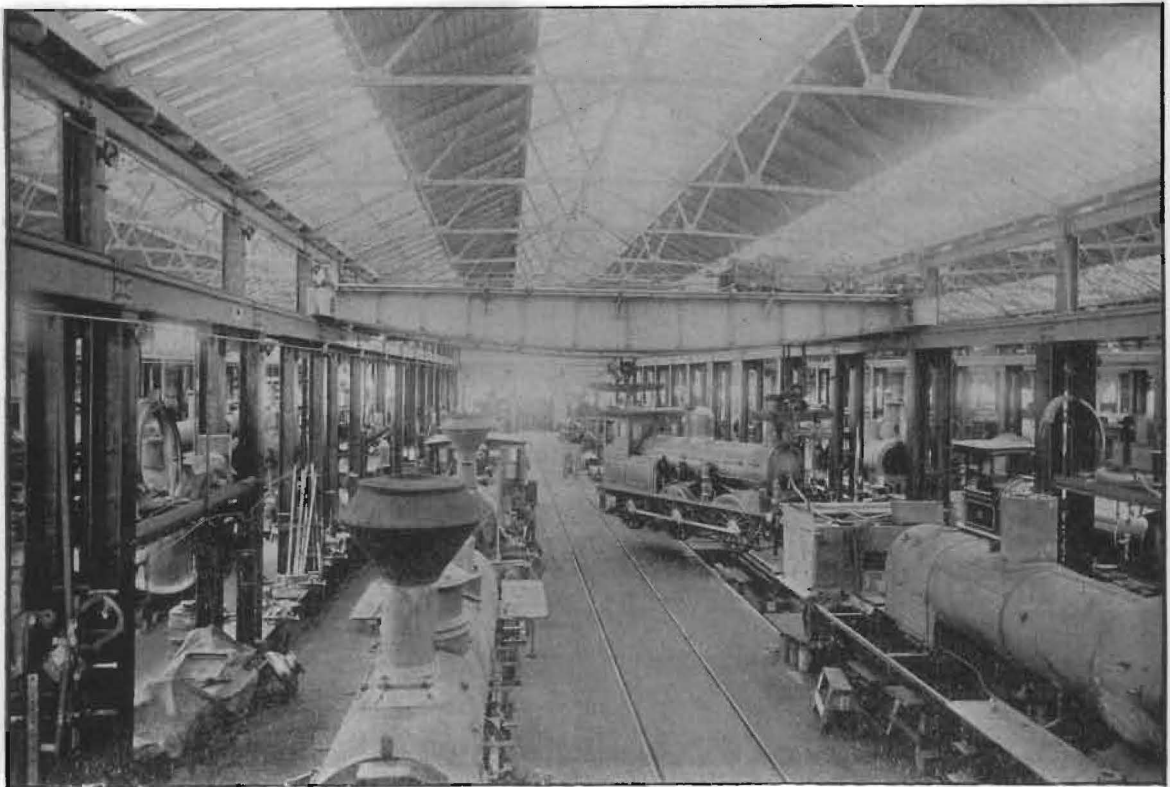
(Length, 1,230 feet ; height above stream, 125 feet.)



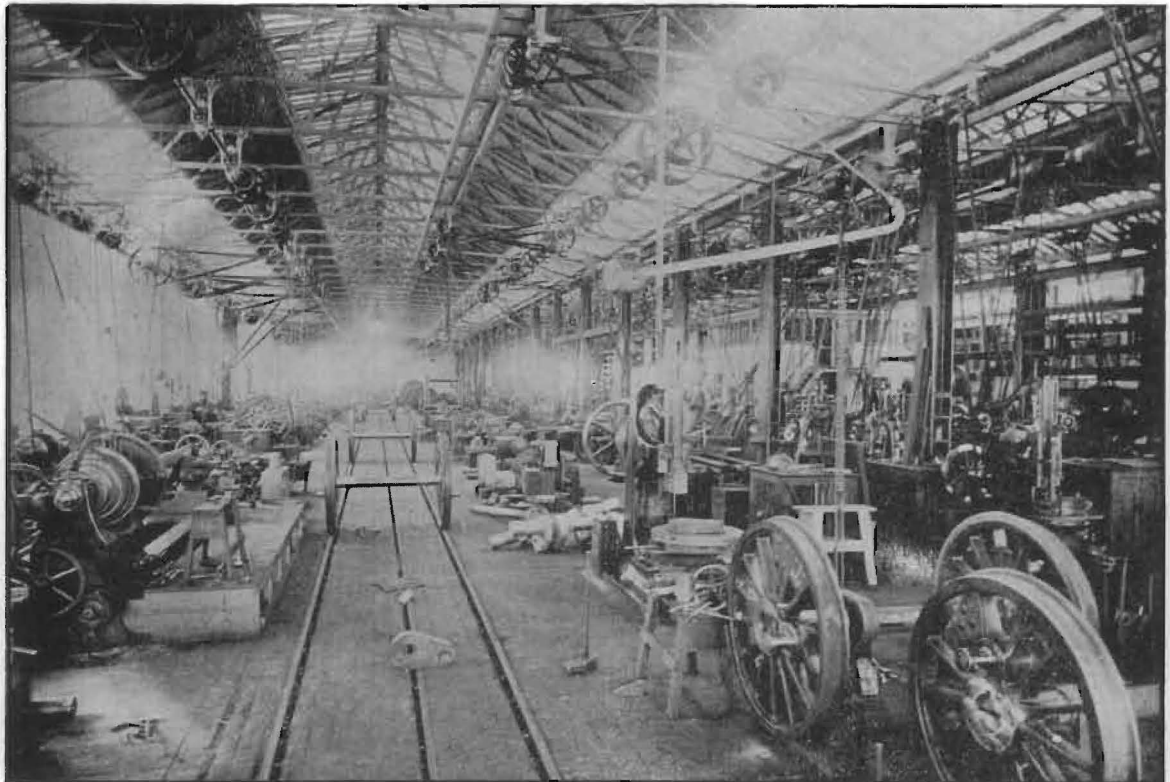
VICTORIAN RAILWAYS.
NORTH MELBOURNE RUNNING-SHED.
(View of Interior.)



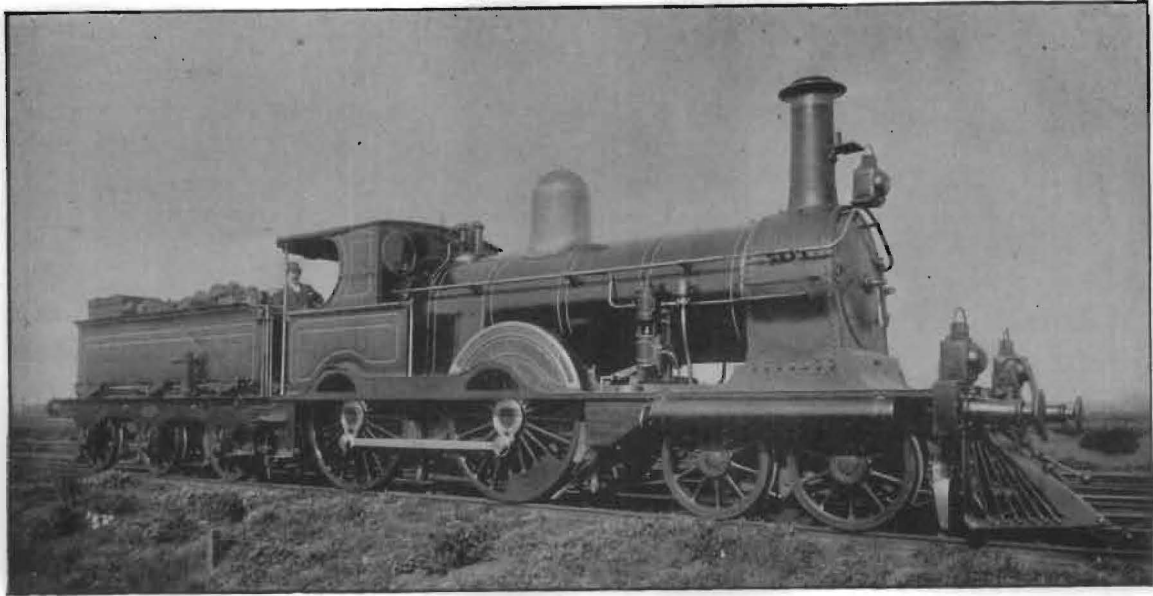
VICTORIAN RAILWAYS.
NEWPORT WORKSHOPS.
(Interior of Wood Machine Shop.)



VICTORIAN RAILWAYS.
NEWPORT WORKSHOPS.
(Interior of Erecting Shop.)



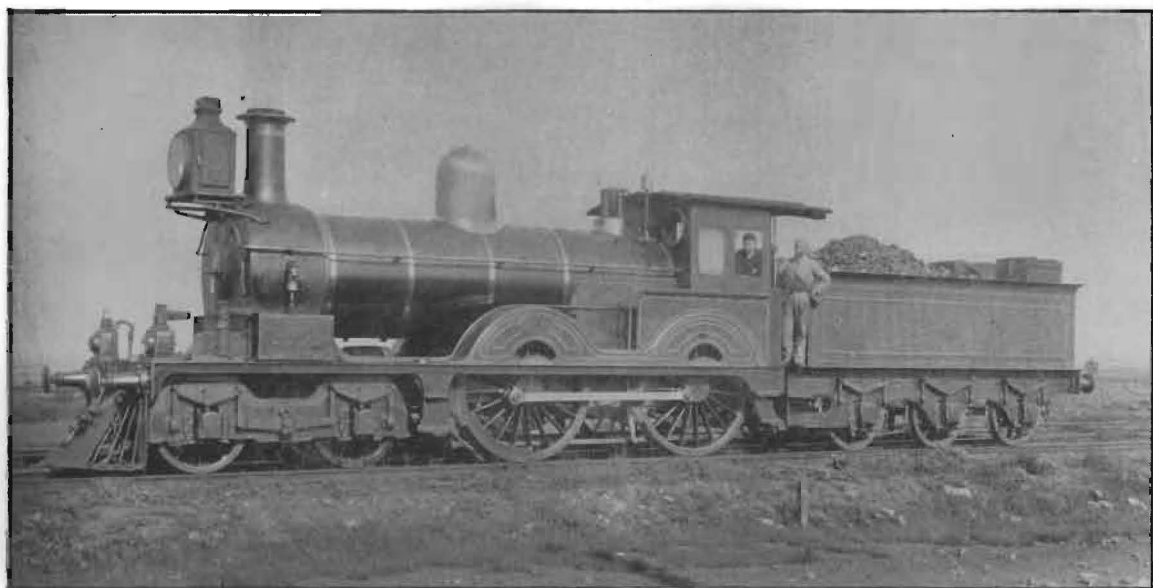
VICTORIAN RAILWAYS.
NEWPORT WORKSHOPS.
(Interior of Machine Shop.)



VICTORIAN RAILWAYS.

EXPRESS PASSENGER ENGINE (OLD "A" CLASS).

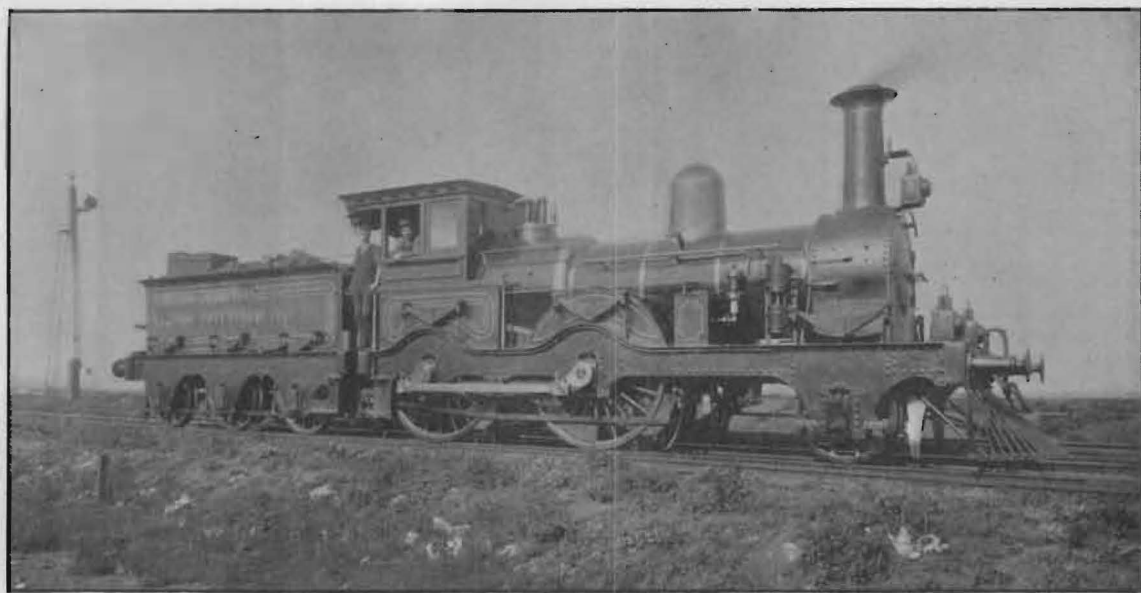
(Total weight, 64 tons 19 cwt. 2 qrs.; tractive power, 11,700 lbs.)



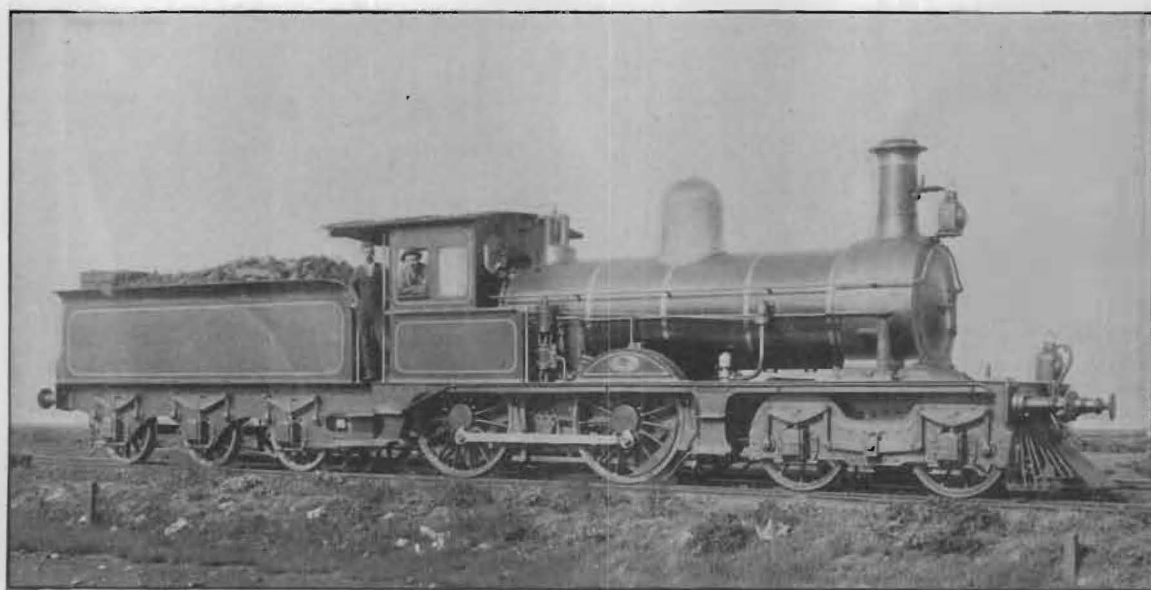
VICTORIAN RAILWAYS.

EXPRESS PASSENGER ENGINE (NEW "A" CLASS).

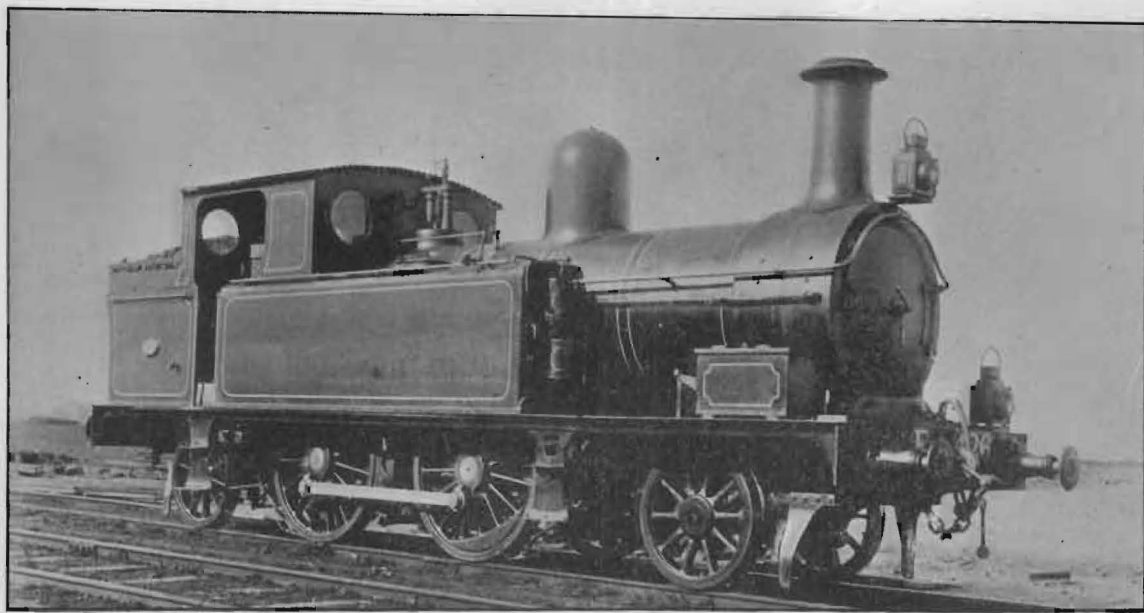
(Total weight, 73 tons 0 cwt. 2 qrs.; tractive power, 11,700 lbs.)



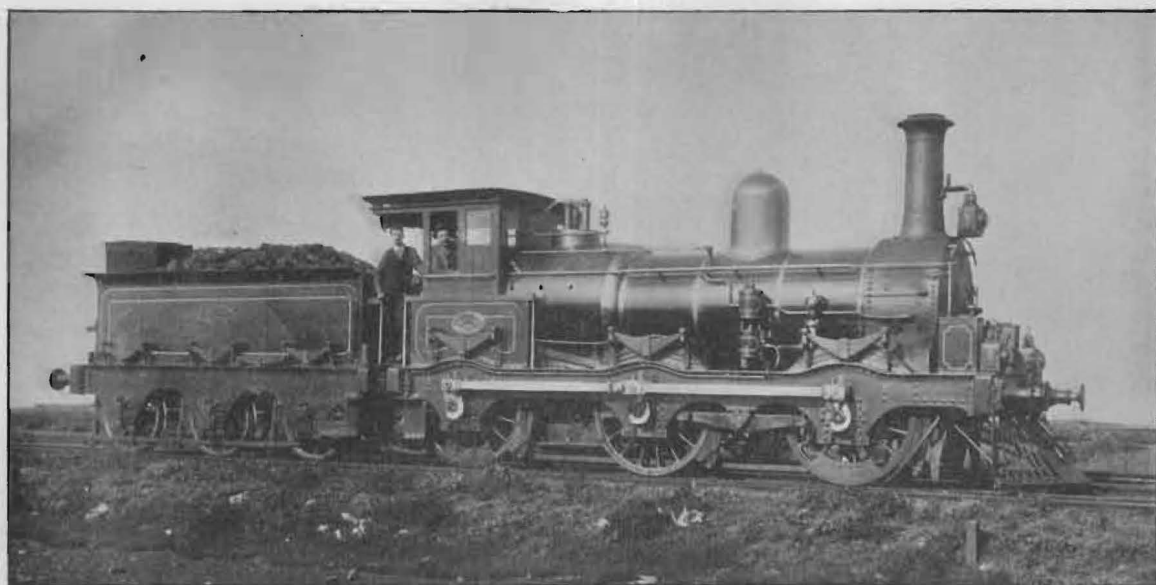
VICTORIAN RAILWAYS.
MAIN LINE PASSENGER ENGINE ("B" CLASS).
(Total weight, 63 tons 2 cwt.; tractive power, 9,633 lbs.)



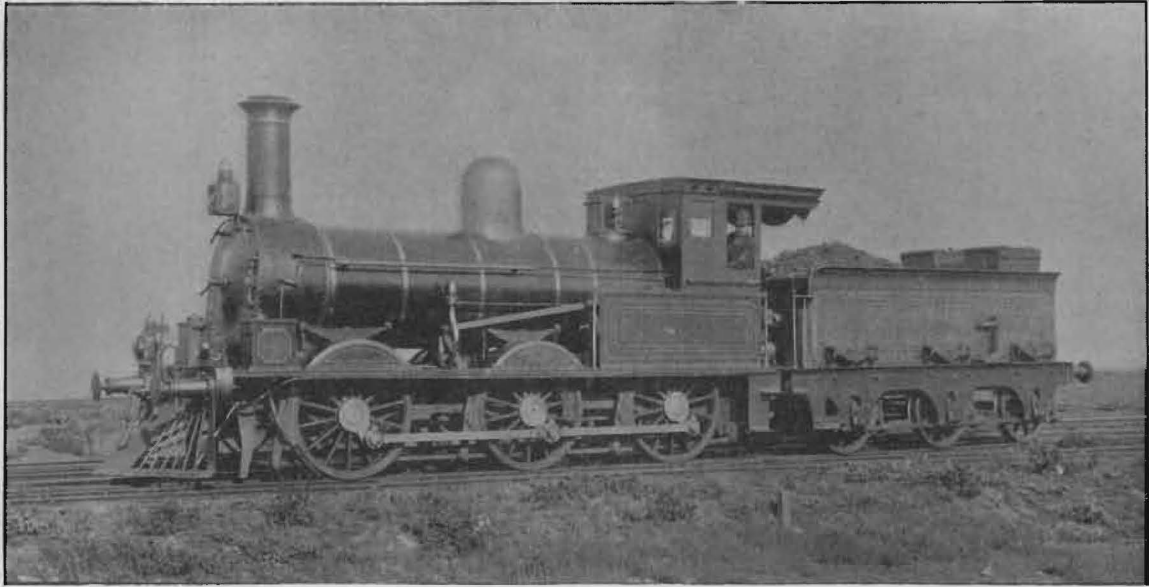
VICTORIAN RAILWAYS.
PASSENGER ENGINE ("D" CLASS).
(Total weight, 69 tons 10 cwt. 2 qrs.; tractive power, 12,523 lbs.)



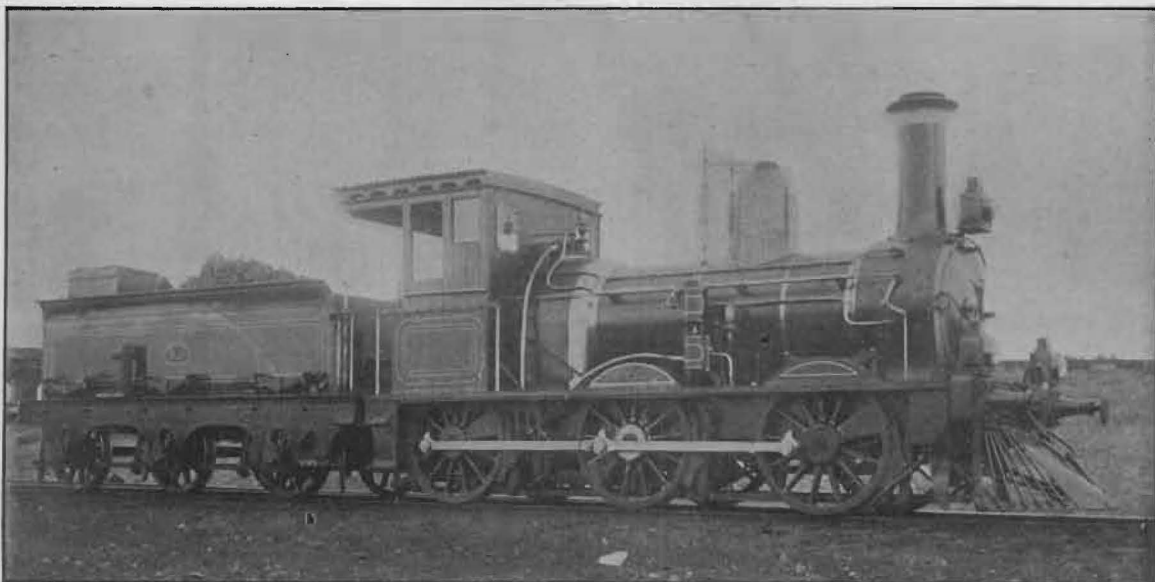
VICTORIAN RAILWAYS.
SUBURBAN PASSENGER ENGINE ("E" CLASS).
(Total weight, 49 tons 18 cwt.; tractive power, 12,523 lbs.)



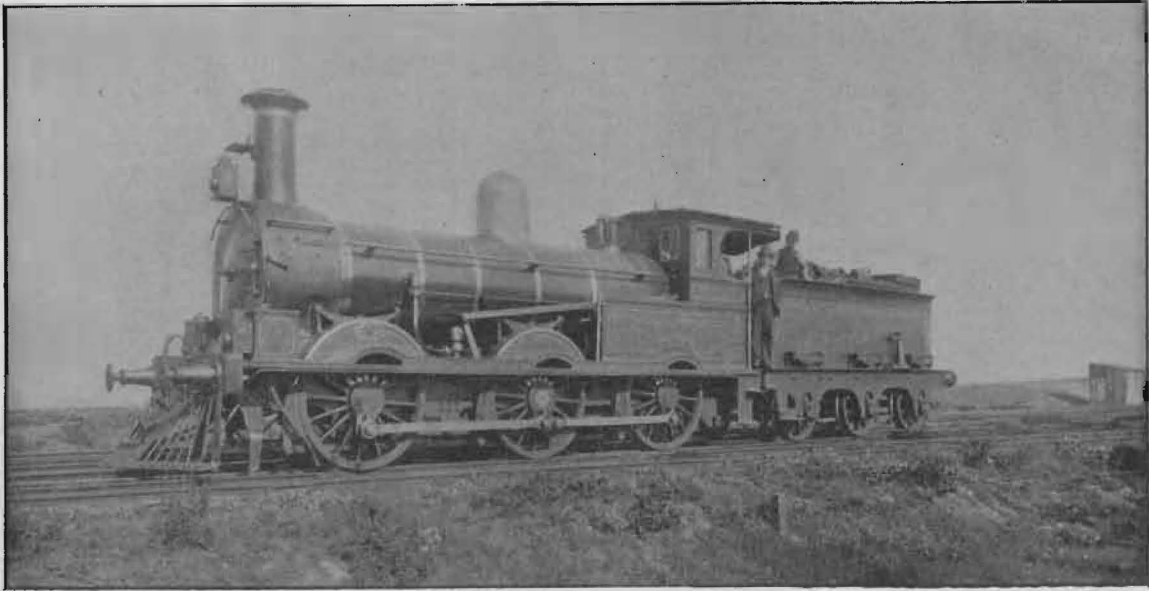
VICTORIAN RAILWAYS.
MAIN LINE GOODS ENGINE ("O" CLASS).
(Total weight, 64 tons 4 cwt. 2 qrs.; tractive power, 11,560 lbs.)



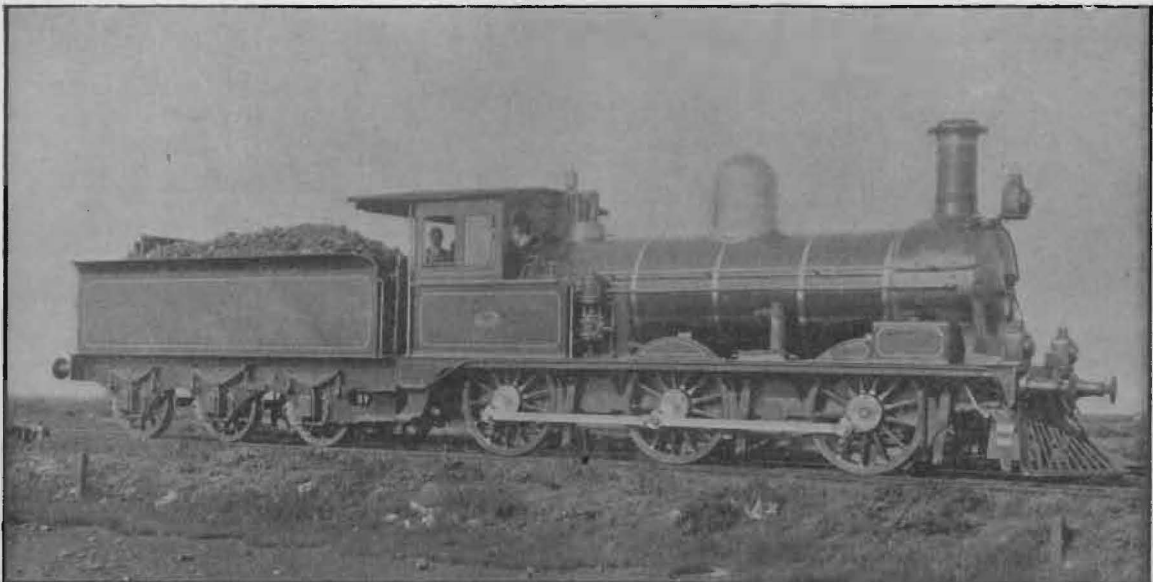
VICTORIAN RAILWAYS.
LIGHT LINE GOODS ENGINE (OLD "R" CLASS).
(Total weight, 57 tons 6 cwt. 3 qrs.; tractive power, 12,844 lbs.)



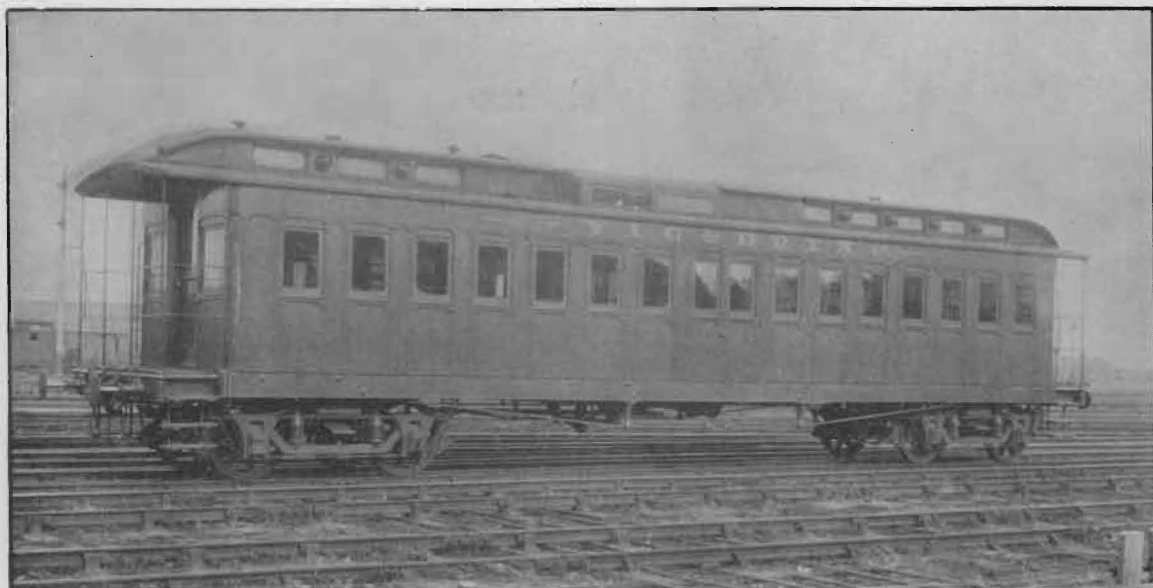
VICTORIAN RAILWAYS.
LIGHT LINE GOODS ENGINE ("T" CLASS).
(Weight, 50 tons 13 cwt. 3 qrs.; tractive power, 10,676 lbs.)



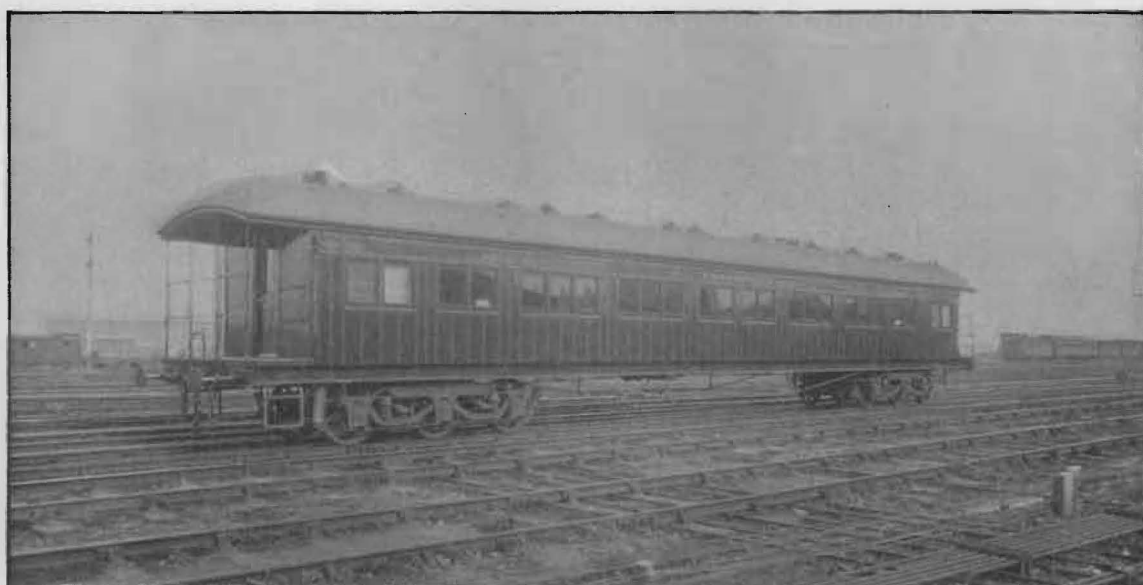
- VICTORIAN RAILWAYS.
MAIN LINE GOODS ENGINE ("X" CLASS).
(Total weight, 67 tons 7 cwt. 2 qrs.; tractive power, 14,040 lbs.)



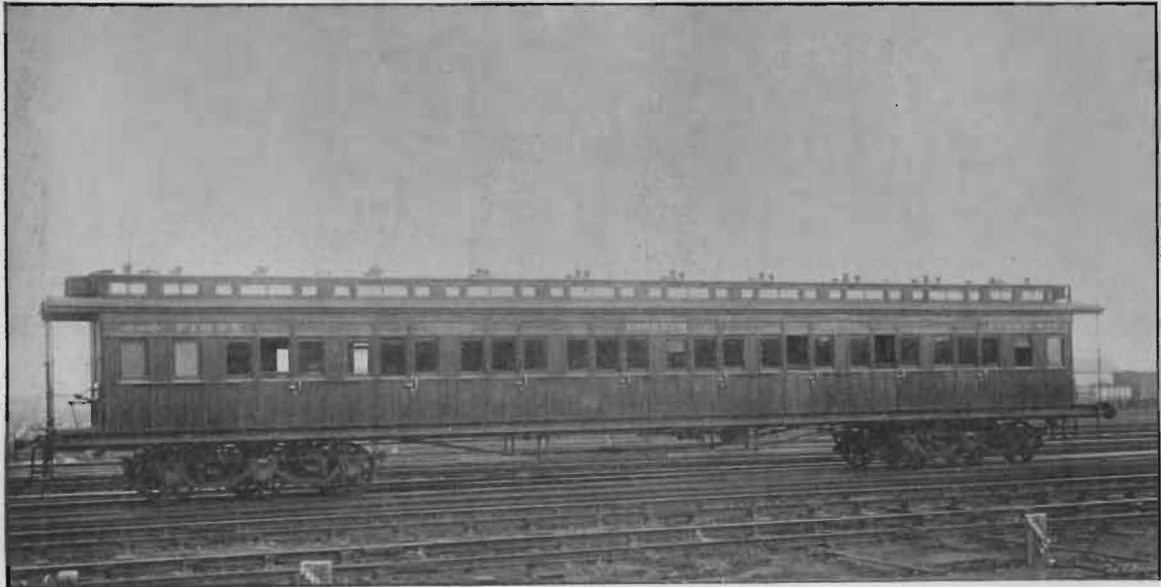
VICTORIAN RAILWAYS.
MAIN LINE GOODS ENGINE ("Y" CLASS).
(Total weight, 70 tons 8 cwt. 3 qrs.; tractive power, 15,600 lbs.)



VICTORIAN RAILWAYS.
DEPARTMENTAL INSPECTION CAR "VICTORIA."
Constructed at Newport Workshops.
(Length over buffers, 53ft. 4½in.; tare, 21 tons 7 cwt.)



VICTORIAN RAILWAYS.
SLEEPING CAR "ENTERPRISE."
Constructed at Newport Workshops.
(Has sleeping berths for 24 passengers. Length over buffers 73ft. 4½in.; tare, 30 tons 6 cwt.)

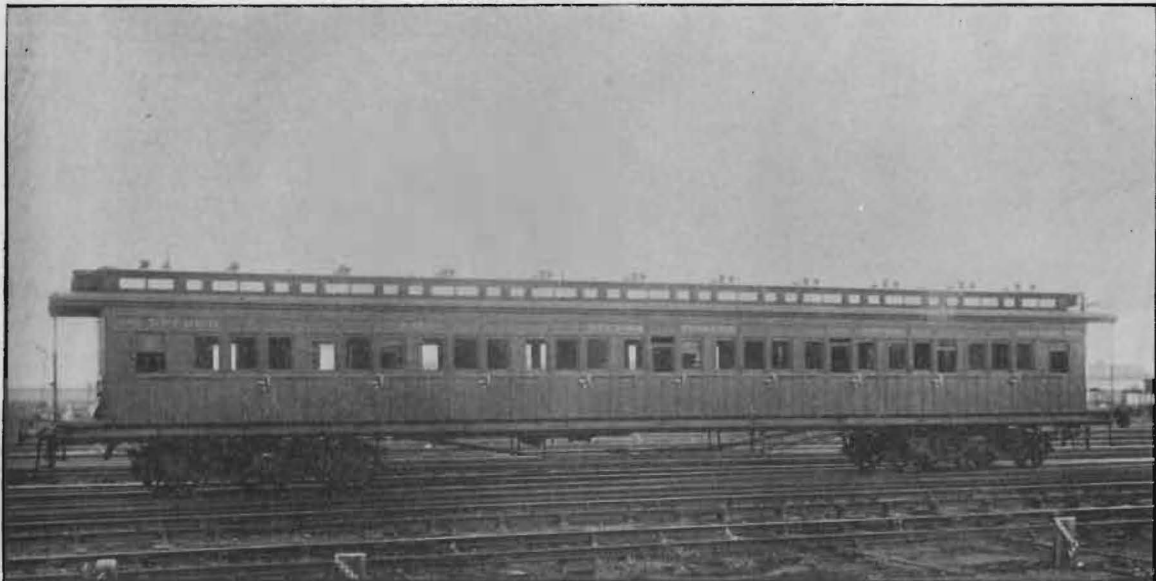


VICTORIAN RAILWAYS.

FIRST CLASS 70-FT. CORRIDOR CAR.

Constructed at Newport Workshops.

(Provided with lavatory accommodation. To seat 64 passengers. Length over buffers, 73ft. 8in.;
tare, 32 tons 9 cwt. 1 qr.)

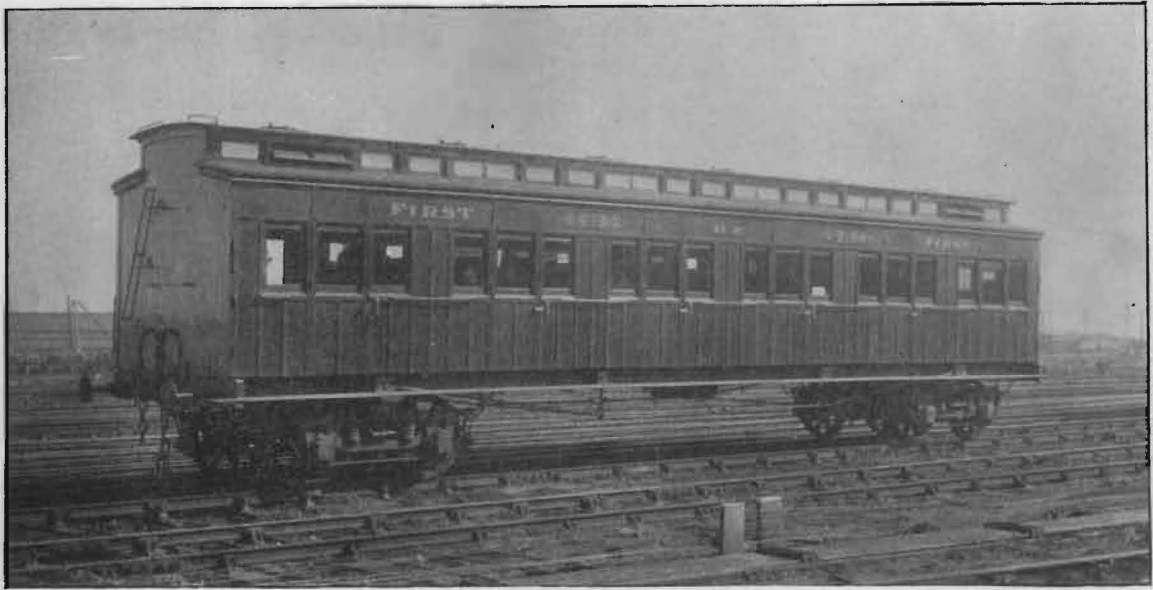


VICTORIAN RAILWAYS.

SECOND CLASS 70-FT. CORRIDOR CAR.

Constructed at Newport Workshops.

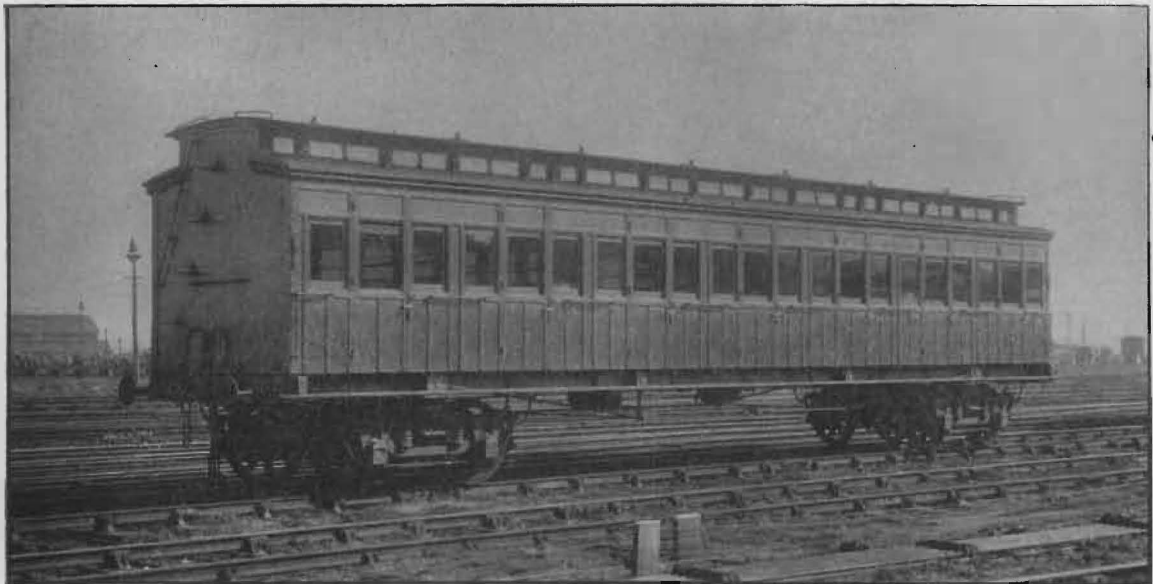
(Provided with lavatory accommodation. To seat 72 passengers. Length over buffers, 73ft. 8in.;
tare, 31 tons 14 cwt. 2 qrs.)



VICTORIAN RAILWAYS.

FIRST CLASS BOGIE CAR ("AA" CLASS).

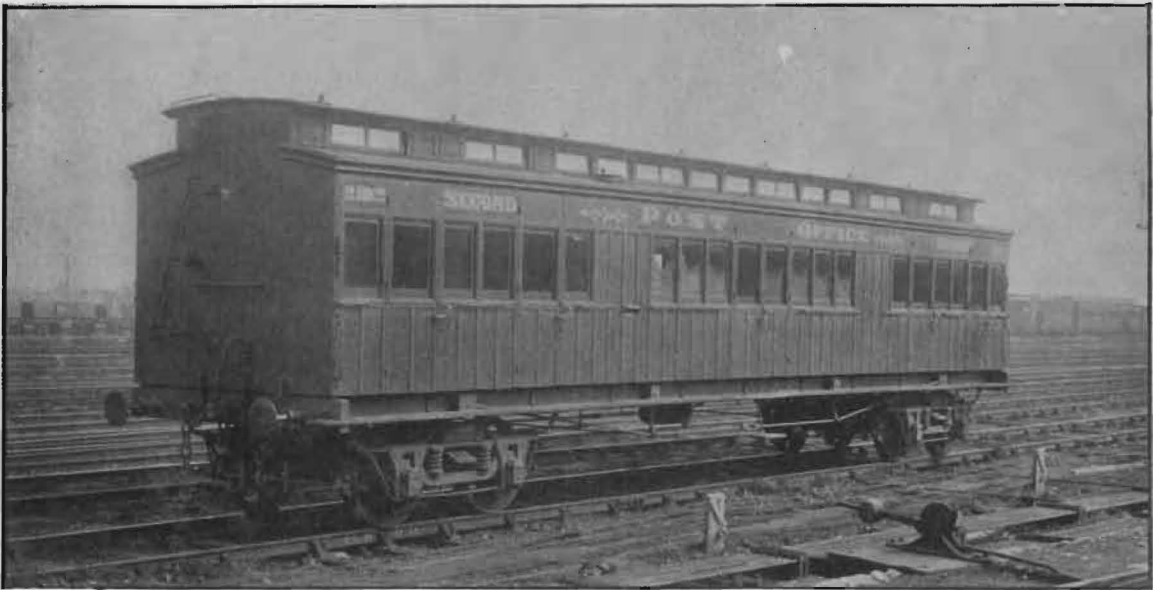
(With six compartments will seat 48 passengers; with seven compartments will seat 70 passengers.
Length over buffers, 48ft. 2½in.; tare, 18 tons 16 cwt.)



VICTORIAN RAILWAYS.

SECOND CLASS BOGIE CAR ("BB" CLASS).

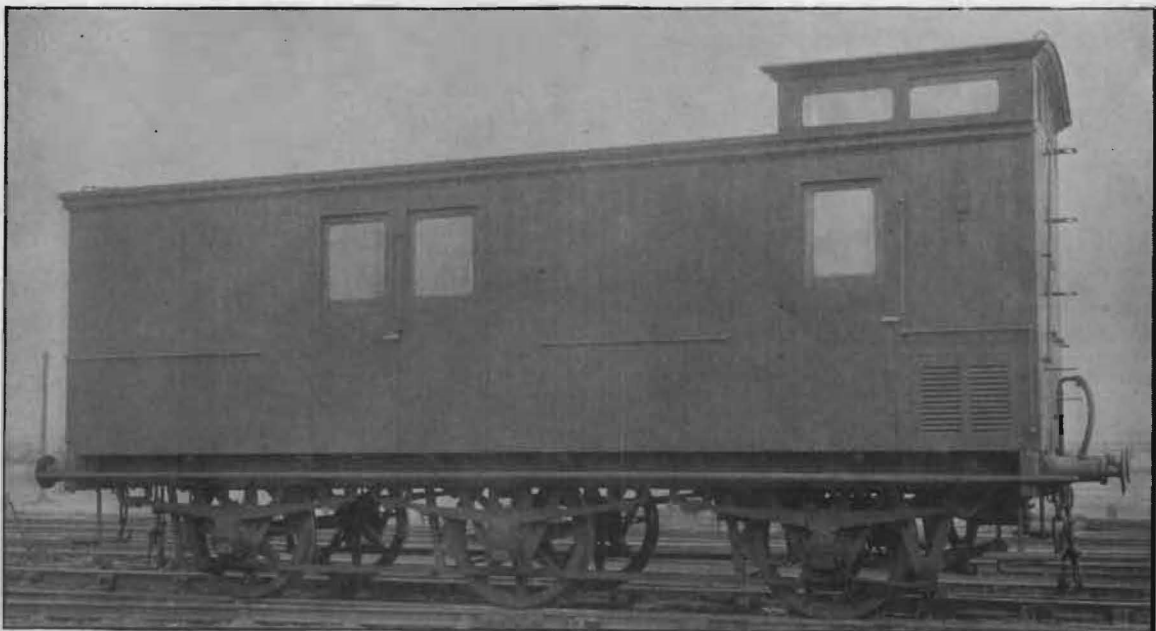
(Seven compartments. To seat 70 passengers. Length over buffers, 48ft. 2½in.; tare, 19 tons 2 cwt. 2 qrs. 14 lbs.)



VICTORIAN RAILWAYS.

SECOND CLASS BOGIE CAR AND MAIL VAN ("BEE" CLASS).

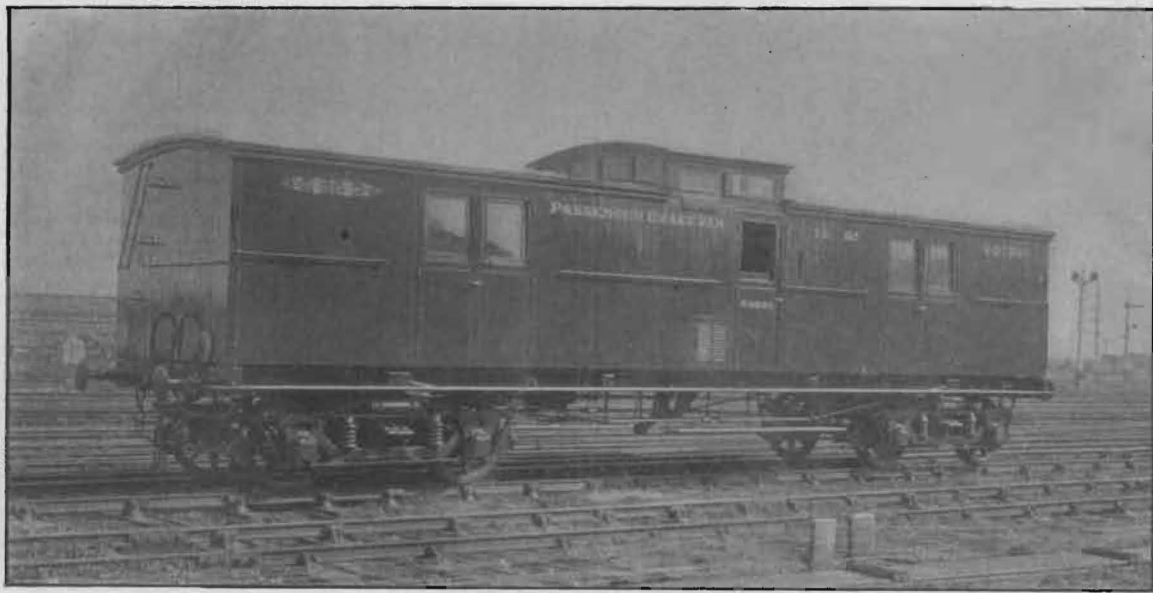
(To seat 40 passengers. Length over buffers, 48ft. 2½in.; tare, 18 tons 1 cwt. 3 qrs.)



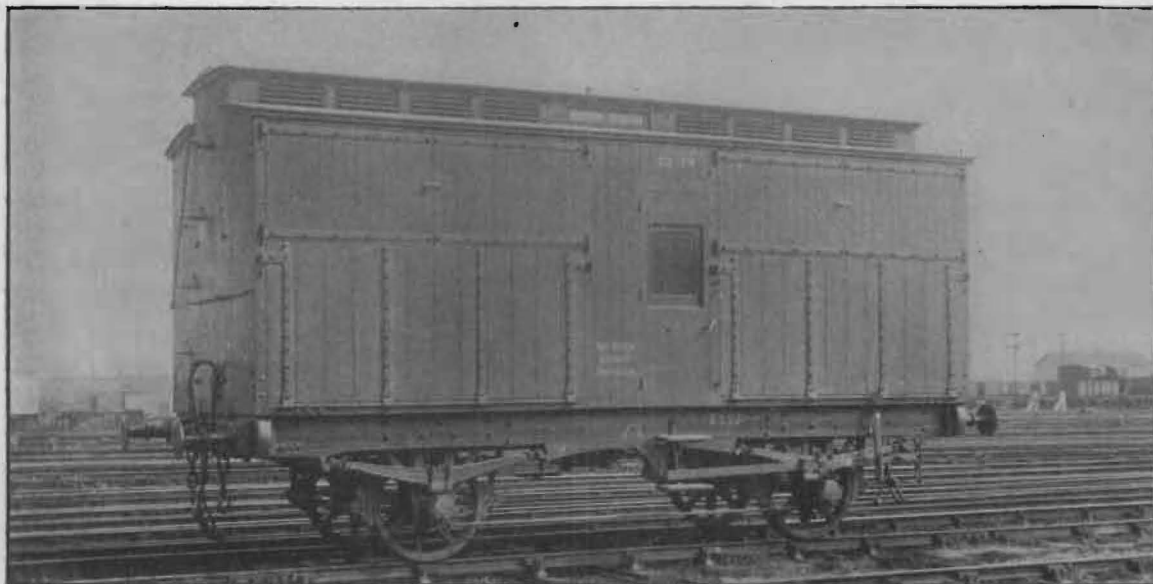
VICTORIAN RAILWAYS.

BRAKE VAN ("D" CLASS).

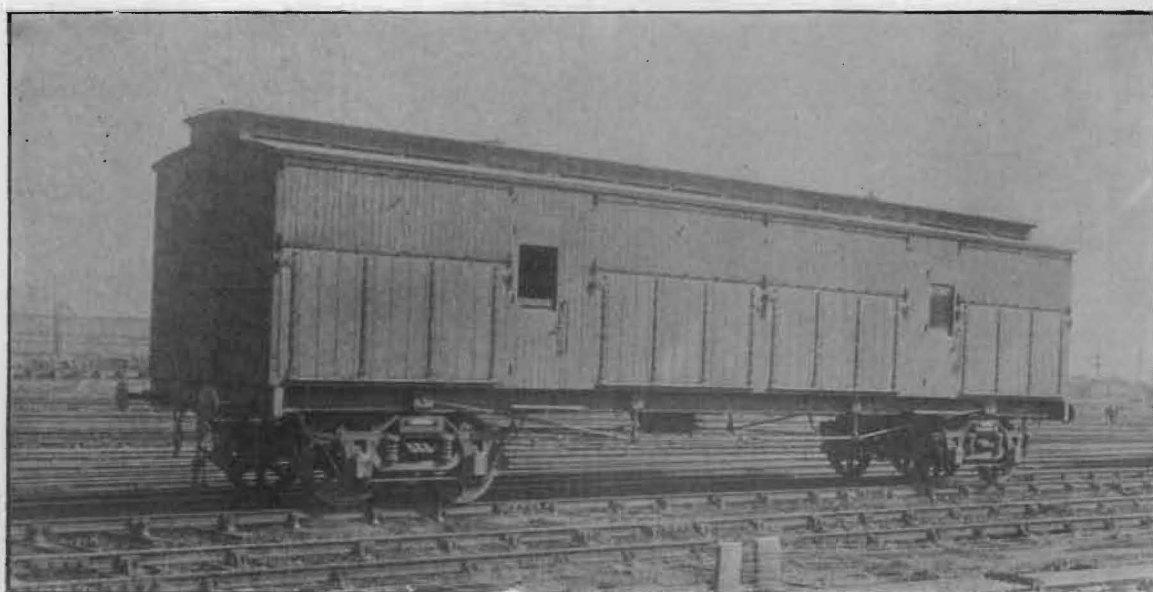
(Length over buffers, 27ft. 4½in.; tare, 11 tons 5 cwt.)



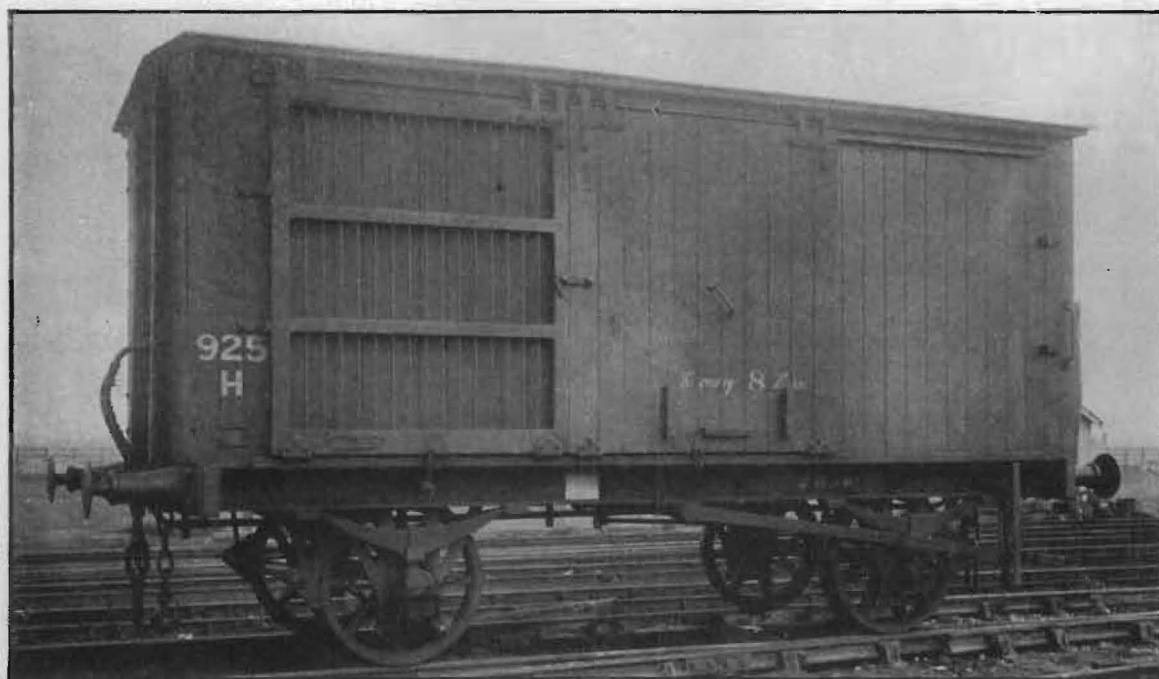
VICTORIAN RAILWAYS.
BOGIE BRAKE VAN ("D" CLASS).
(Can seat 12 passengers. Length over buffers, 43ft. 2½in.; tare, 18 tons.)



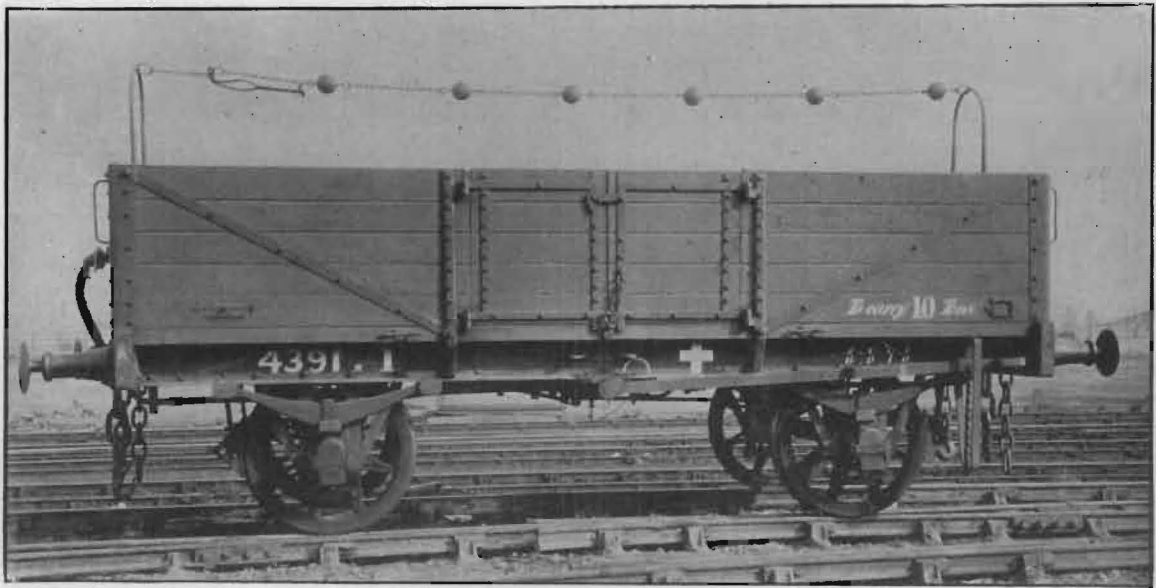
VICTORIAN RAILWAYS.
SIX-STALL HORSE BOX ("F" CLASS).
(Length over buffers, 25 feet; tare, 8 tons 12 cwt.)



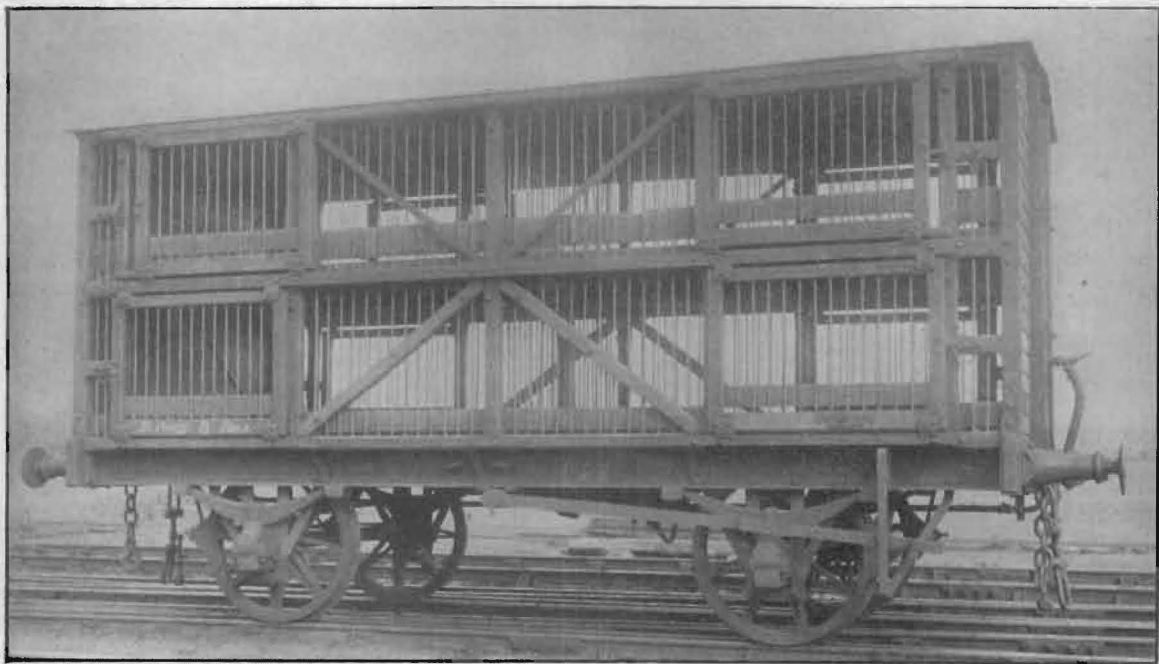
VICTORIAN RAILWAYS.
HORSE BOX TO CARRY 12 HORSES ("FFf" CLASS).
(Length over buffers, 48ft. 2½in.; tare, 19 tons 15 cwt. 1 qr.)



VICTORIAN RAILWAYS.
COVERED GOODS WAGGON ("H" CLASS).
(To carry 8 tons. Length over buffers, 21ft. 4½in.; tare, 6 tons 14 cwt. 2 qrs.)



VICTORIAN RAILWAYS.
MEDIUM WAGGON ("1" CLASS).
(To carry 10 tons. Length over buffers, 21ft. 4 $\frac{1}{2}$ in.; tare, 6 tons 0 cwt. 2 qrs. 14 lbs.)



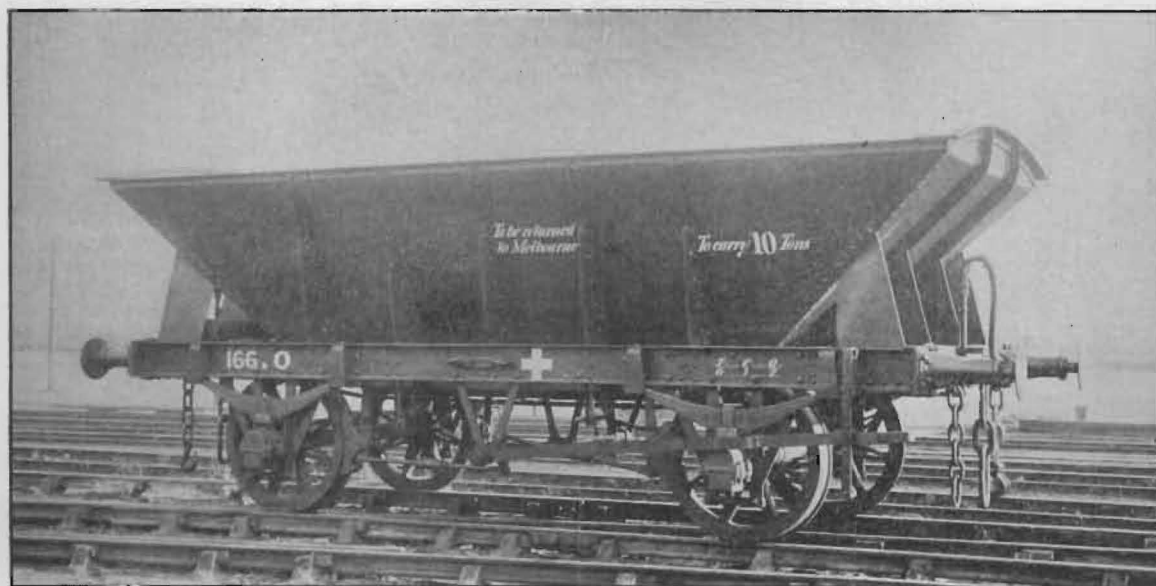
VICTORIAN RAILWAYS.
SHEEP WAGGON ("L" CLASS).
(To carry 8 tons. Length over buffers, 23ft. 4 $\frac{1}{2}$ in.; tare, 7 tons 14 cwt. 2 qrs. 7 lbs.)



VICTORIAN RAILWAYS.

CATTLE WAGGON ("M" CLASS).

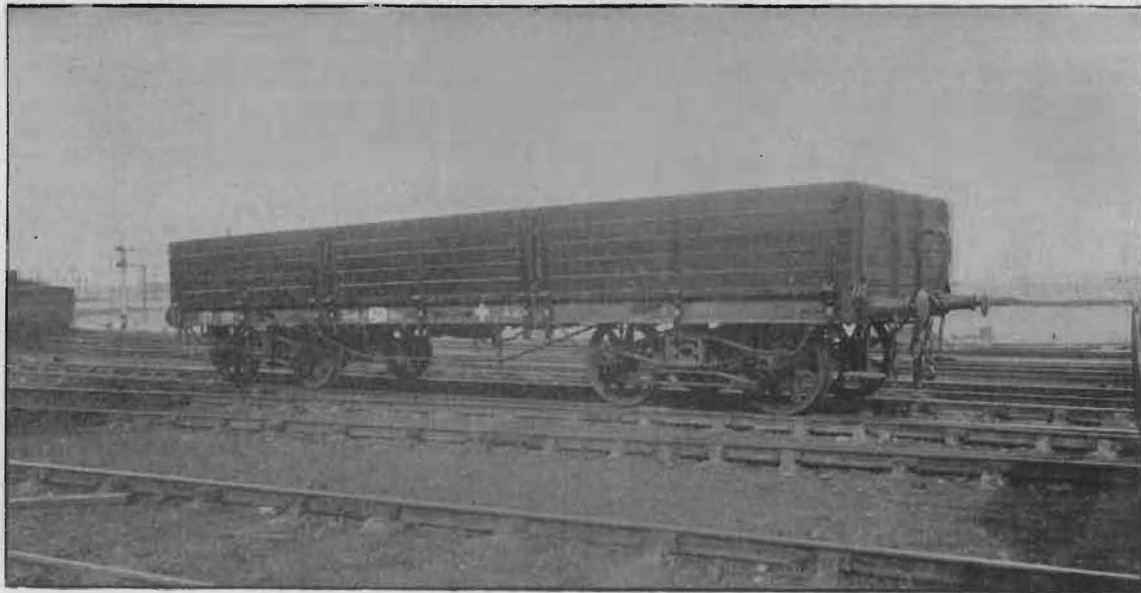
(To carry 10 tons. Length over buffers, 23ft. 4½in.; tare, 7 tons 9 cwt. 3 qrs. 14 lbs.)



VICTORIAN RAILWAYS.

COAL HOPPER WAGGON ("O" CLASS).

(To carry 10 tons. Length over buffers, 21 feet; tare, 5 tons 19 cwt. 3 qrs.)



VICTORIAN RAILWAYS.

MEDIUM BOGIE WAGGON ("QR" CLASS).

(To carry 26 tons. Length over buffers, 33ft. 5½in.; tare, 12 tons 16 cwt. 2 qrs.)

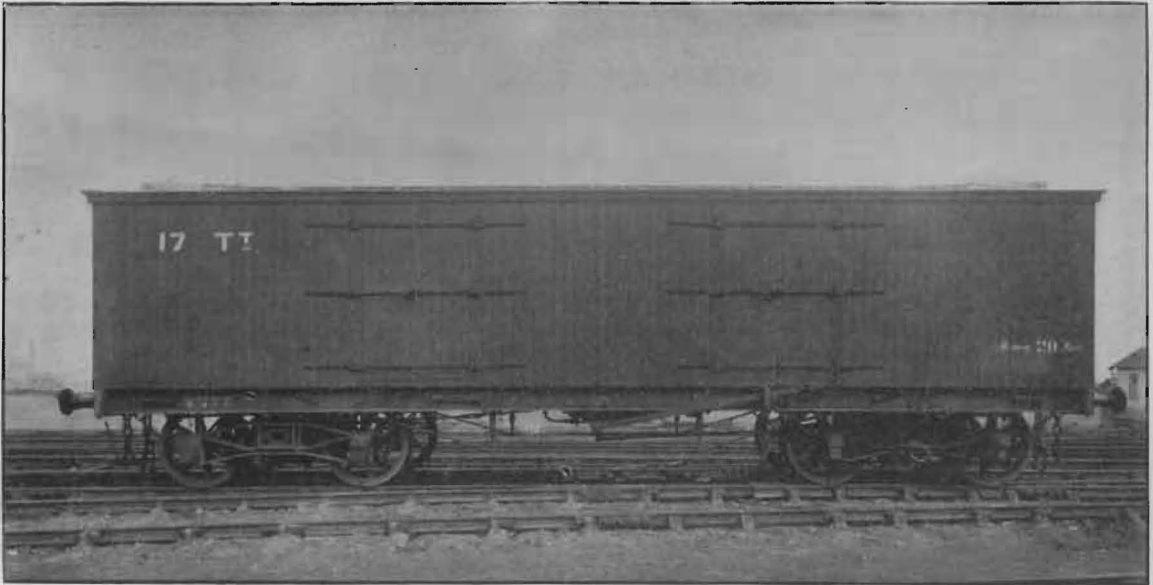


VICTORIAN RAILWAYS.

INSULATED WAGGON ("T" CLASS).

For Dairy Produce—Cooled by Ice.

(To carry 10 tons. Length over buffers, 21ft. 4½in.; tare, 8 tons 11 cwt.)



VICTORIAN RAILWAYS.

INSULATED BOGIE WAGGON ("TT" CLASS).

(To carry 20 tons. Length over buffers, 38ft. 5½in.; tare, 16 tons 2 cwt. 2 qrs.)



VICTORIAN RAILWAYS.

LOUVRE WAGGON ("U" CLASS).

For Dairy Produce.

(To carry 10 tons. Length over buffers, 21ft. 4½in.; tare, 7 tons.)