

1911.

VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

FINANCIAL YEAR ENDING 30TH JUNE, 1911.

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

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

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

To the Honorable the Minister of Railways.

SIR,

In conformity with the provisions of Section 59 of the *Railways Act* 1890, No. 1135, we have the honour to submit, for the information of Parliament, our Report in respect of the financial year ending 30th June, 1911.

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

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

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

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

* Including the following Special Payments :—

	Year 1909-10.	Year 1910-11.
Into Railway Accident and Fire Insurance Fund ..	£75,000	£66,904 13 11
Into Rolling-Stock Replacement Fund	170,000	100,000 0 0

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

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

	Year 1907-1908.	Year 1908-1909.	Year 1909-1910.	Year 1910-1911.
* Average mileage of Railway worked ...	3,396	3,397	3,441	3,505
* TRAFFIC TRAIN MILEAGE.				
Passenger—Country ...	2,152,890	2,351,597	2,297,247	2,429,335
" Suburban ...	3,153,831	3,259,024	3,301,666	3,470,697
Mixed ...	2,494,834	2,522,366	2,514,466	2,642,628
Goods (including Live Stock) ...	2,581,853	3,157,591	3,592,293	4,430,063
Total Traffic Train Mileage ...	10,383,408	11,290,578	11,705,612	12,972,723
Number of Passenger Journeys ...	74,907,425	81,020,620	83,280,235	93,795,806
Tonnage of Goods ...	3,349,760	3,783,699	4,120,195	4,586,904
Tonnage of Live Stock ...	405,101	383,087	348,245	380,723
*GROSS REVENUE.				
Coaching Traffic.				
Passenger—Country ...	£ 1,016,008	£ 1,039,243	£ 1,089,603	£ 1,217,097
" Suburban ...	686,061	746,844	783,178	846,619
Dining Car Service ...	...	5,852†	11,603	12,624
Parcels, &c. ...	154,291	166,689	175,110	191,114
Horses, Carriages, and Dogs ...	15,248	16,201	16,514	18,885
Mails ...	63,652	66,330	66,554	68,516
	1,935,261	2,041,159	2,142,562	2,354,855
Goods Traffic.				
Goods ...	1,398,588	1,814,821	1,915,911	2,095,263
Live Stock ...	269,853	252,356	258,665	289,384
Minerals ...	...	...	47,805‡	73,031
	1,868,441	2,067,177	2,222,381	2,457,678
Rentals ...	57,063	57,365	64,447	68,417
Miscellaneous ...	12,603	12,423	14,473	15,260
Total Gross Revenue ...	3,873,368	4,178,124	4,443,863	4,896,210
Per mile of Railway worked ...	1,141	1,230	1,291	1,397
Per traffic train-mile ...	7s. 5½d.	7s. 4½d.	7s. 7½d.	7s. 6½d.
* WORKING EXPENSES.				
Transportation Branch ...	£ 612,719	£ 641,431	£ 684,394	£ 766,784
Way and Works Branch ...	648,589	625,602	643,912	803,658
Rolling-Stock Branch—Operating Expenses ...	573,990	620,669	696,477	756,802
" Repairs and Renewals ...	447,738	372,766	359,225	407,056
" Payment into Rolling-Stock Replacement Fund ...	...	...	170,000	100,000
General Expenses ...	52,455	58,108	59,818	65,987
Payment into Railway Accident and Fire Insurance Fund ...	15,667	90,863(a)	97,219(a)	91,386(a)
Total Working Expenses ...	2,285,897	2,409,479(b)	2,711,545(b)	2,991,673(b)
Per mile of Railway worked ...	673	709	788	854
Per traffic train-mile ...	4s. 4¾d.	4s. 7¼d.	4s. 7½d.	4s. 7¾d.
Percentage of Gross Revenue ...	59.02	57.67	61.02	61.10
* NET REVENUE AFTER PAYMENT OF WORKING EXPENSES				
	£ 1,587,471	£ 1,768,685	£ 1,732,318	£ 1,904,537
Per mile of Railway worked ...	468	521	503	543
Per traffic train-mile ...	3s. 0.69d.	3s. 1.59d.	2s. 11.52d.	2s. 11.23d.
NET REVENUE OF ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY				
	£ Deficit 3,925(c)	£ 1,866	£ 2,025	£ 3,033
TOTAL NET REVENUE ...	1,583,546	1,770,551	1,734,343	1,907,570
SPECIAL EXPENDITURES AND CHARGES				
BALANCE OF NET REVENUE ...	£ 1,536,488	£ 1,770,551	£ 1,734,343	£ 1,907,570
INTEREST CHARGES AND EXPENSES ...	1,483,807	1,430,093	1,472,916	1,516,764
PENSIONS AND GRATUITIES ...	...	105,415	106,350	107,831
Total Interest Charges and Pensions and Gratifications ...	1,483,807	1,535,508	1,579,266	1,624,595
SURPLUS ...	52,681	235,043	155,097	282,975

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

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

‡ In previous years Mineral Traffic was included with Goods.

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

(a) Includes Special Payment, in year 1908-9, £69,972 5s., in year 1909-10, £75,000, and in year 1910-11, £66,904 12s. 11d. —(b) For details see Appendix No. 21. —(c) After deducting Expenditure towards making good Damage by Fire £3,310 11s. 8d.

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

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

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

Capital Expenditure.

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

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

Surveys and Construction of New Lines—		£	s.	d.
White Cliffs—Yelta	... ..	0	9	0
Ouyen—Kow Plains	... ..	44,535	15	11
Kow Plains—Murrayville	... ..	1,702	7	9
Ultima—Chillingollah	... ..	800	1	7
Beeac—Newtown	... ..	50,401	17	9
Beech Forest—Crowe's	... ..	15,698	2	9
Gheringhap—Maroona	... ..	57,443	15	3
Rupanyup—Marnoo	... ..	90	0	9
Noradjula—Toolondo	... ..	80	17	9
Jeparit—Lorquon	... ..	95	3	7
Alexandra Road—Alexandra	... ..	727	3	9
Strathmerton—Tocumwal Extension	... ..	721	18	3
Eltham—Hurst's Bridge	... ..	5,302	3	6
Nyora—Woolamai	... ..	11,950	7	1
Woolamai—Powlett Coal Fields	... ..	48,788	10	11
Moe—Walhalla	... ..	4,146	1	10
Bairnsdale—Orbost	... ..	5,741	15	5
		248,226	12	10
Less net credit Mildura—White Cliffs Line...	... ..	4	17	8
		248,221	15	2
Surveys	... ..	5,659	18	1
Not Increase in Capital Expenditure on Surveys and Construction of New Lines £253,881 13 3				
Additions and Improvements on Existing Lines, and to Rolling-stock—				
Way and Works	... ..	£328,124	13	4
Rolling-Stock	... ..	397,826	7	5
Net Increase in Capital Expenditure for Additions and Improvements on Existing Lines and to Rolling- stock <u>725,951 0 9</u>				
Net Increase in Expenditure on Capital Account <u>£979,832 14 0</u>				

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

Loan Funds.

The total liability in respect of Current Loans allocated to the Railways, at 30th June, 1910, was £ 41,305,702 8 10 s. d.

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

		£	s.	d.
Additional Loans raised for or transferred to the debit of the Railways by the Treasury	For Construction Works.			
	Act 2041 (3½ per cent.) ...	100,000	0	0
	Act 2161 (3 per cent.) ...	37,749	7	3
	Act 2163 (3½ per cent.) ...	4,108	4	5
	Act 2286 (3½ per cent.) ...	901,490	14	4
	Act 2308 (4 per cent.) ...	97,336	12	4
		1,140,684	18	4
	For Redemption of Loan Act No. 1287.			
	Act 1560 (3½ per cent.) ...	538,352	0	3
	Act 1982 (3½ per cent.) ...	252,000	0	0
	Act 2026 (3½ per cent.) ...	585,782	16	3
	Advance pending issue of Securities (3½ per cent.)	749,999	19	9
		2,126,134	16	3
		3,266,819	14	7
	Less Loan Act No. 1287, redeemed	2,107,000	0	0
Net Increase for the year		£1,159,819	14	7
so that the total liability in respect of Current Loans allocated to the Railways at 30th June, 1911, was (see Appendix No. 7)				
		£42,465,522	3	5
The proceeds of Loans allocated to the Railways, after deducting Discounts and Expenses (less Net Premiums received), amounted at 30th June, 1910, to				
		£39,983,231	2	1
and as this amount was increased during the year ending 30th June, 1911, by				
		1,124,520	9	3
the total amount at 30th June, 1911, was				
		£41,107,751	11	4
The difference for the year between the increase in the proceeds of the Loans allocated to the Railways and the increase in the total amount of Current Loans allocated, viz. ...				
		£35,299	5	4
represents the Net Discount and Expenses for the year, of which				
		£16,164	9	1
was incurred in raising loans for Construction Works and				
		19,134	16	3
in connexion with the redemption of Loan Act No. 1287.				

Interest Account.

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

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

Non-Interest Bearing Funds.

The amount provided out of Consolidated Revenue for the Construction, Equipment, Stores, &c., of the Railways, and on which interest is not charged, was at 30th June, 1910 ...	£3,877,084	2	11
and as an amount of ...	2,164	16	3
(expended under Vote 172), was provided during the year out of Consolidated Funds and debited to Construction Works, the total amount so provided as at 30th June, 1911, was ...	£3,879,248	19	2

Gross Revenue.

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

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

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

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

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

The Gross Revenue per traffic train mile was 7s. 6·58d., or 1·53d. less than in the previous year.

Working Expenses.

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

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

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

	Increase.	Decrease.	Not Increase.
	£	£	£
Transportation Branch	82,390	...	...
Way and Works Branch	159,746	...	...
Rolling-stock Branch—			
Operating Expenses	60,325	...	...
Repairs and Renewals	47,331	...	...
Payment into Rolling-stock Replacement Fund ... ..	...	70,000	...
General Expenses	6,169	...	...
Payment into Railway Accident and Fire Insurance Fund ... ..	...	5,833	...
Total £	355,061	75,833	280,128

and was due to—

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

Net Revenue.

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

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

Lines Closed for Traffic.	Mileage.	Approximate Capital Cost.
Dunkeld to Panshurst (dismantled) ...	15.87	£50,000
Canterbury Loop Line (dismantled) ...	0.20	160,000
Ashburton to Oakleigh ...	2.37	
Fairfield Park to Deepdene ...	3.34	
Darling to Waverley ...	0.84		7,000
Lancefield to Kilmore ...	18.10	117,207
Fawkner Cemetery to Somerton ...	5.28	53,217
Geelong Race-course Line (dismantled) ...	1.96	5,317
Totals ...	47.96 miles	£392,741
Surveys of lines not constructed ...	...	£348,558
Grand Total ...	...	£741,299

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

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

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

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

Pensions and Gratuities.

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

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

St. Kilda and Brighton Electric Street Railway.

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

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

which represents an increase of £395 for the year.

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

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

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

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

New Lines Opened for Traffic.

Line.	Miles.	Date Opened for Traffic.
Mildura to White Cliffs (Merbein) ...	6.92	4.7.10
Beeac to Cressy	11.36	1.12.10
Beech Forest to Crowe's	14.24	20.6.11

New Lines Under Construction, or Authorized.

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

Line.	Mileage.
White Cliffs to Yelta	9.75
Ouyen to Kow Plains and Murrayville	68.75
Cressy to Newtown	24.75
Gheringhap to Maroona	100.75
Eltham to Hurst's Bridge	6.75
	<u>210.75</u>

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

Line.	Mileage.
Noradjuba to Toolondo	11.25
Bairnsdale to Orbost	60.00
Jeparit to Lorquon	14.50
	<u>85.75</u>

Mileage of Railways and Tracks Open for Traffic.

	Year 1909-10.	Year 1910-11.
	Miles.	Miles.
Route Mileage at 30th June	3490.84	3523.36
" average during year	3441.39	3504.66
Main Tracks, at 30th June	3817.62	3863.66
" average during year... ..	3768.17	3839.28
Sidings, at 30th June	611.24	628.33
St. Kilda and Brighton Electric Street Railway—		
Main track at 30th June	5.13	5.13
Sidings at 30th June ... ..	.83	.83

Rates and Fares.

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

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

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

Duplication of the Caulfield and Camberwell Lines.

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

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

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

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

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

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

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

Establishment of Repair Shops at Country Centres.

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

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

Gravitation Goods Yard near North Melbourne.

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

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

Duplication of the Flinders-street Viaduct.

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

Supply of Steel Rails.

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

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

Ambulance Organization, &c.

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

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

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

The total equipment at the present time consists of :—

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

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

Dining Car Service.

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

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

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

Laundry.

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

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

Way and Works Branch.

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

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

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

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

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

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

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

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

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

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

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

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

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

New station buildings were erected at:—

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

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

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

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

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

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

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

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

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

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

Rolling-stock Branch.

The whole of the rolling-stock in use, and the machinery and tools, were maintained in good working order and repair, and a certificate to that effect from the Chief Mechanical Engineer will be found in Appendix No. 2.

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

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

Inventories of the rolling-stock in existence at 30th June, 1911, based on numbers and capacity respectively, will be found in Appendices Nos. 8 and 9.

In addition to the removal from the Register of the Rolling-stock which was put out of existence during the year (Appendix No. 8), 43 locomotives and 100 trucks remaining in the service at 30th June, 1911, were written down from their full tractive power and tonnage capacity to the tractive power and tonnage capacity respectively represented by their value as scrap materials.

The sum of £100,000 was paid into the Rolling-stock Replacement Fund and debited to the Working Expenses during the year, and the amount at the credit of that Fund at 30th June, 1911, was £132,968.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The average tractive power of the locomotives and the average carrying capacity of the trucks in existence at the 30th June, 1911, were 16,997 lbs. and 11·2 tons as compared with 13,155 lbs. and 9·5 tons respectively at 30th June, 1903. The average internal floor area of carriage and of van and sundry stock was increased during the same period from 272 and 184 square feet to 315 and 240 square feet respectively.

Stores Branch.

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

Wages and Conditions of Employment of Staff.

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

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

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

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

SALARIED STAFF.

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

DAILY-PAID STAFF.

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

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

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

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

State Coal Mines.

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

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

Changes in the Personnel of the Commissioners.

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

Acknowledgment of Services of Staff.

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

Appendices.

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

We have the honour to be, Sir,

Your obedient Servants,

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

A P P E N D I C E S.

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3	23	Certificate of the Chief Engineer of Way and Works
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17	41	Statement showing Cost, Length, Highest Point, Steepest Gradient, and Average Cost per Mile of each Line ; also the Cost of Rolling-Stock, Workshops, General Offices, &c.
18	44	Statement showing Date of Opening, Length, and Authority for Construction of each Line.
19	47	Statement of Number of Officers and Employés entitled to Pension or Compensation.
20	48	Return of Persons Killed or Injured.
21	49	Detailed Statement of Working Expenses for Years 1909-10 and 1910-11.
22	52	Detailed Statement of Results of Working of the St. Kilda and Brighton Electric Street Railway for Years 1909-10 and 1910-11.
23	53	Mileage of Railways and Tracks.
24	54	Return of Traffic at each Station.
25	78	Memorandum in regard to the Report of the Parliamentary Standing Committee on Railways upon the proposition to duplicate the Caulfield and Camberwell lines.
26	82	Extract from General Statement in regard to the proposition to duplicate the Caulfield and Camberwell lines.
		Statistical Diagrams.
		Map of the Victorian Railways.
		„ Melbourne Suburban Lines.
		„ showing through Railway connexions.

APPENDIX No. 1.

HEADS OF BRANCHES.

Acting Secretary	...	...	...	...	MR. E. B. JONES.
Chief Mechanical Engineer	...	...	...	...	" T. H. WOODROFFE.
Chief Engineer of Way and Works	...	...	...	...	" J. H. FRASER.
General Superintendent of Transportation	...	...	...	...	" C. MACAW.
Chief Accountant	...	...	...	...	" J. W. HACKER.
Deputy General Passenger and Freight Agent	...	...	...	...	" W. E. KEAST.
Telegraph Superintendent	...	...	...	...	" W. A. HOLMES.
Chief Storekeeper	...	...	...	...	" G. H. SUTTON.
Auditor of Receipts	...	...	...	...	" W. G. RITCHIE.

APPENDIX No. 2.

CERTIFICATE RESPECTING ROLLING-STOCK, MACHINERY, AND TOOLS.

I hereby certify that the whole of the rolling-stock in use on the Victorian Railways, and also the machinery and tools of the Rolling-Stock Branch, were, during the year 1910-11, maintained in good working order and repair.

T. H. WOODROFFE,

Chief Mechanical Engineer.

APPENDIX No. 3.

CERTIFICATE RESPECTING WAY AND WORKS.

I hereby certify that the whole of the permanent way, stations, buildings, piers, wharves, and other works on the Victorian Railways were, during the year 1910-11, maintained in good working condition and repair.

J. H. FRASER,

Chief Engineer of Way and Works.

APPENDIX No. 4.

CERTIFICATE RESPECTING STORES.

I hereby certify that the Stock of Stores has been carefully and systematically inspected during the year, and that its value at 30th June, 1911, was £622,363 9s. 6d.

GEO. H. SUTTON,

Chief Storekeeper.

Dr.

GENERAL BALANCE-SHEET AT

	No.		£ s. d.		£ s. d.		£ s. d.	
	Appendix.	Page.						
To Funds provided for the Construction, Equipment, Stores, &c., of the Railways—								
INTEREST BEARING.								
„ Proceeds of Current State Loans	7	29	...		41,107,751	11	4	
NON-INTEREST BEARING.								
„ Proceeds of Sale of State Lands	...	...	2,825,740	6	1			
„ Consolidated Revenue provided for Redemption of State Loans ... ..	...	...	344,200	0	0			
„ Surplus Revenue ... ..	...	...	250,696	2	4			
„ Accrued Interest on Loan Moneys expended on certain lines during their construction and debited to the capital cost of such lines ... ..	...	...	21,619	0	0			
„ Consolidated Revenue provided under Appropriations and Votes ... ..	...	...	436,993	10	9			
					3,879,248	19	2	
								44,987,000 10 6
„ Railways Interest Reserve Fund ... ..	...	...	...		...			23,495 13 4
„ Railways Additions and Improvement Fund ... ..	...	...	...		...			23,495 13 4
„ Advances from Public Account (to be recouped)	11	34	...		...			48,518 11 5
„ Replacement of Rolling-Stock Account ... ..	...	...	...		...			132,967 11 4
„ Railway Accident and Fire Insurance Account ... ..	...	...	...		...			6,141 5 11
„ Sundry Creditors ... ..	...	...	...		...			244,931 3 11
„ Suspense Account—Amount to be subsequently repaid to Consolidated Revenue ... ..	...	...	...		...			1,101 15 5
„ Interest Charges and Expenses for the Year	7	29	...		1,516,764	6	11	
„ Pensions and Gratuities ... ..	..	3	...		107,830	14	2	
								1,624,595 1 1
„ Surplus ... ..	...	3	...		...			282,975 1 2
Total ... ..	...	...	...		...			47,375,222 7 5

Audited and found correct,

F. H. BRUFORD,
Auditor-General.

30TH JUNE, 1911.

Cr.

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

JOHN W. HACKER,
Chief Accountant.

APPENDIX No. 6.

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

	Loan Application Aets.			Construction Branch Vote.			Total.			Total Amount.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
SURVEYS AND CONSTRUCTION OF NEW LINES.												
Tocumwal Railway Extension	710	18	3	11	0	0	721	18	3			
Alexandra Road to Alexandra	719	3	9	8	0	0	727	3	9			
Moe to Wallahalla	3,969	11	11	176	9	11	4,146	1	10			
Rupanyup to Marnoo	70	0	9	20	0	0	90	0	9			
Ultima to Chillingollah	749	11	7	50	10	0	800	1	7			
Mildura to White Cliffs (Merbein)	Cr. 12	17	8	8	0	0	Cr. 4	17	8			
Ouyen to Kow Plains	44,397	12	8	228	3	3	44,535	15	11			
Nyora to Woolamai	11,779	12	4	170	14	9	11,950	7	1			
Beech Forest to Crnwe's	15,344	3	4	353	19	5	15,698	2	9			
Beeac in Newtown	49,995	1	2	406	16	7	50,401	17	9			
Woolamai to Powlett Coalfield (including sidings and accommodation at Wonthaggi for loading and weighing coal, and marshalling and despatching trains from the State Coal Mine)	48,432	1	11	356	9	0	48,788	10	11			
Gheringhap to Maronna	57,248	14	9	195	0	6	57,443	15	3			
Bairnsdale to Orbost (clearing and preliminary expenses)	5,621	4	10	120	10	7	5,741	15	5			
Eltham to Hurst's Bridge	5,258	12	3	43	11	3	5,301	3	6			
*Noradjuha in Tocondo	80	17	9	...	...	...	80	17	9			
*Jeparit to Lorrquon	95	3	7	...	...	...	95	3	7			
*Merbein to Yelta	0	9	0	...	...	...	0	9	0			
Kaw Plains to Murrayville	1,686	16	9	15	11	0	1,702	7	9			
Surveys	5,659	18	1	...	...	...	5,659	18	1			
Totals	251,716	17	0	2,164	16	3	253,881	13	3	253,881	13	3
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES.												
Provision of new, and additions and improvements at existing stations, offices, yards, docks, pier, and works, including tracks, buildings, road approaches, trucking yards, weighbridges, safety appliances, drainage, sanitation, &c.	65,590	5	8	...	...	...	65,590	5	8			
Additions and improvements to accommodation for locomotives and cars, including shops, sheds, ash-pits, turn-tables, water supply, coaling plants, &c.	18,979	18	4	...	...	...	18,979	18	4			
Bridges, including additions and improvements and strengthening	6,616	16	7	...	...	...	6,616	16	7			
Relaying various lines with heavier rails (cost of increase in weight only)	23,461	8	5	...	...	...	23,461	8	5			
Additional sleepers and ballast for strengthening various lines	8,302	3	2	...	...	...	8,302	3	2			
Level crossings—additions and improvements, including cattle pits and stops... ..	1,316	11	8	...	...	...	1,316	11	8			
Additional cars for repair gangs and shelters for gangcars	2,330	15	5	...	...	...	2,330	15	5			
Additional and improved accommodation (dwelling) for employees	9,021	13	2	...	...	...	9,021	13	2			
Additional electric lighting, power, &c.	5,574	11	0	...	...	...	5,574	11	0			
Additional Pintsch gas plant	852	10	3	...	...	...	852	10	3			
Melbourne—Additional accommodation and facilities for, and in connexion with, goods traffic	2,430	8	6	...	...	...	2,430	8	6			
Melbourne—Towards new station and other improved accommodation at Flinders Street	20,891	11	10	...	...	...	20,891	11	10			
Melbourne (Spencer Street)—Additional accommodation at the General Offices	1,219	0	1	...	...	...	1,219	0	1			
Shepparton—New station buildings	2,254	2	4	...	...	...	2,254	2	4			
Leongatha—New station buildings... ..	2,065	12	2	...	...	...	2,065	12	2			
Armsdale—Regrading line and works in connexion therewith	1,876	5	11	...	...	...	1,876	5	11			
New Goods Train Sorting Yard—near North Melbourne—and works in connexion therewith	12,320	4	9	...	...	...	12,320	4	9			
Mordialloc to Frankston—Duplication of line	39,564	1	9	...	...	...	39,564	1	9			
Northcote to Reservoir—Duplication of line	11,954	2	4	...	...	...	11,954	2	4			
Signalling, interlocking, and other safety appliances for traffic working	7,594	15	2	...	...	...	7,594	15	2			
Newport Workshops—Towards additions and extensions to shops, sidings, and other works... ..	17,747	11	3	...	...	...	17,747	11	3			
Protection from fire of railway buildings and other property	691	3	2	...	...	...	691	3	2			
Port Melbourne—Construction of additional berth	1,544	17	6	...	...	...	1,544	17	6			
Additional Telegraph and Telephone Lines (including instruments)	3,380	3	3	...	...	...	3,380	3	3			
Upper Fern Tree Gully—Improved station, yard, and other accommodation	2,879	10	10	...	...	...	2,879	10	10			
Victoria Park—Subway and approaches to station, including additions to buildings	2,521	7	6	...	...	...	2,521	7	6			
Box Hill—New Station and other improved accommodation	4,264	15	5	...	...	...	4,264	15	5			
Ballarat—Rearrangement of yard, including tracks, signals, and interlocking	2,534	12	1	...	...	...	2,534	12	1			
Donald—Engine shed, tracks, &c.	1,035	12	3	...	...	...	1,035	12	3			
Carried forward	280,816	11	9	...	...	...	280,816	11	9			

* Preliminary Expenses.

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

	Loan Application Acts.	Construction Branch Vote.	Total.	Total Amount.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
TOTAL SURVEYS, ETC. (Brought forward) ...	251,716 17 0	2,164 16 3	253,881 13 3	253,881 13 3
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES— <i>continued.</i>	280,816 11 9	...	280,816 11 9	
Melbourne (Dudley-street)—Towards additional plat- forms and floors for car cleaning, including addi- tional tracks in connexion therewith ...	5,276 19 5	...	5,276 19 5	
Seymour—Towards extension of engine shed, &c. ...	1,501 10 1	...	1,501 10 1	
Additional Sidings and works in connexion therewith North Geelong—Purchase of land in connexion with Corio Quay scheme ...	20,098 10 6	...	20,098 10 6	
Dimboola to Jeparit—Regrading line ...	4,009 12 2	...	4,009 12 2	
Workshops Machinery—Newport Work- shops ...	752 9 6	...	752 9 6	
Newport Signal Shops ...	£13,136 0 10			
Spencer Street Way and Works Workshops ...	4,703 19 7			
Spencer Street Telegraph Works Shops ...	70 5 1			
Stationery Branch ...	153 18 6			
North Melbourne Engine Shed Steam Hammer ...	1,383 11 7			
	131 19 1			
Sundry other expenditures ...	19,579 14 8	...	19,579 14 8	
	5,138 6 7	...	5,138 6 7	
	337,173 14 8	...	337,173 14 8	
Less credits on account of sales of land, materials, &c., originally charged to Capital Account ...	...	...	Cr. 9,049 1 4	328,124 13 4
ROLLING-STOCK.				
Locomotives ...	104,677 16 4	...	104,677 16 4	
Carriage stock ...	87,364 8 10	...	87,364 8 10	
Van and sundry stock ...	5,870 4 3	...	5,870 4 3	
Truck stock ...	187,904 16 8	...	187,904 16 8	
Other equipment ...	12,013 1 4	...	12,013 1 4	
	397,826 7 5	...	397,826 7 5	397,826 7 5
Net Expenditure charged to Capital Account for the year	...	...	...	979,832 14 0

APPENDIX No. 7.

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

Act.	Rate of Interest per cent.	Principal.			Interest Charges.			Expenses in connexion with Payment of Interest.			Total Interest Charges and Expense.			Loans Redeemable.
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
47 Vict. No. 760	4	3,758,788	0	3	150,351	10	5	574	0	0	150,925	10	5	In London—1st October, 1913
48 Vict. No. 805	4	3,251,172	4	3	130,046	17	9	483	12	0	130,530	9	9	In London—1st October, 1919
49 Vict. No. 845	4	4,610,110	6	11	184,404	8	3	777	7	11	185,181	16	2	In London—1st October, 1920
56 Vict. No. 1287	4	2,107,000	0	0	84,279	10	2	279	3	9	84,558	13	11	In London—After 1st January, 1911, upon one year's notice, and upon Parliament by Act providing funds for repayment; if not sooner redeemed, on 1st January, 1926 (altered to this date by Act No. 1305)
56 Vict. No. 1296	4	464,672	1	0	18,586	17	8	...	...	...	18,586	17	8	In Melbourne—After 1st April, 1913, upon one year's notice, and upon Parliament by Act providing for repayment; if not sooner redeemed, on 1st April, 1923
53 Vict. No. 1032	3½	3,150,000	0	0	110,250	0	0	496	18	11	110,746	18	11	In London—1st October, 1923 (altered to this date by Act No. 1057)
52 Vict. No. 989	3½	4,914,615	13	0	172,011	10	11	780	13	10	172,792	4	9	In London—1st October, 1923
54 Vict. No. 1196	3½													In London—After 1st January, 1921, upon one year's notice, and upon Parliament providing for repayment; if not sooner redeemed, on 1st January, 1926
55 Vict. No. 1217	3½	1,666,666	13	4	58,333	6	8	252	8	8	58,585	15	4	In London—After 1st January, 1921, upon one year's notice, and upon Parliament providing for repayment; if not sooner redeemed, on 1st January, 1926
62 Vict. No. 1562	3	700,000	0	0	21,000	0	0	106	10	5	21,106	10	5	In London—On or after 1st January, 1929, upon notice; if not sooner redeemed, on 1st January, 1949
60 Vict. No. 1451	3½	6,638	19	9	215	15	4	...	...	...	215	15	4	Payable out of Consolidated Revenue in amounts of £25,000 each year, commencing 1st January, 1899
62 Vict. No. 1560	3	3,080,389	7	4	92,411	13	7	440	14	10	92,852	8	5	On or after 1st January, 1929, upon one year's notice; if not sooner redeemed, on 1st January, 1949
60 Vict. No. 1468	3	1,130,372	18	0	33,911	3	9	...	...	...	33,911	3	9	In Melbourne—All or any of the Stock after expiration of 20 years from 30th September, 1897, upon Parliament providing funds for the purpose, and upon 12 months' previous notice of intention to redeem such Stock having been given under the hand of the Treasurer by advertisement in the <i>Government Gazette</i> and also in two daily newspapers published in Melbourne
62 Vict. No. 1564	3	24,426	18	10	732	16	2	...	...	...	732	16	2	Payable out of Consolidated Revenue in amounts of £25,000 each year, commencing 1st July, 1900
63 Vict. No. 1623	3	257,701	0	0	7,731	0	7	...	...	...	7,731	0	7	Payable out of Consolidated Revenue in amounts of £10,000 each year, commencing 1st July, 1901. See Act 1564, Section 5
Carried forward	...	29,122,554	2	8	1,064,266	11	3	4,191	10	4	1,068,458	1	7	

APPENDIX No. 7—continued.

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

Act.	Rate of Interest per cent.	Principal.		Interest Charges.		Expenses in connexion with Payment of Interest.		Total Interest Charges and Expenses.		Loans redeemable.
		£	s. d.	£	s. d.	£	s. d.	£	s. d.	
Brought forward	...	29,122,554	2 8	1,064,266	11 3	4,191	10 4	1,068,458	1 7	
64 Vict. No. 1659	3	500,000	0 0	15,000	0 0	...	...	15,000	0 0	Payable out of Consolidated Revenue in amounts of £10,000 each year, commencing 1st July, 1901. See Act 1564, Section 5
1 Edw. VII. No. 1753	3	303,864	1 2	9,115	18 5	...	...	9,115	18 5	Payable in Melbourne at the expiration of 30 years from 1st January, 1902, but may be redeemed at any time after the expiration of 21 years from such date, upon Parliament providing funds, and upon 12 months' previous notice of intention to redeem being given.
No. 1560	3½	3,718,478	14 3	120,725	8 8	504	18 3	121,230	6 11	1st October, 1929, or at any time thereafter to 1st October, 1949
4 Edw. VII. No. 1901	3	36,890	2 3	1,106	14 0	...	...	1,106	14 0	1st January, 1934, or at any time thereafter to 1st January, 1954
Treasury Bonds Act 1982	3½	5,597,513	14 8	187,092	19 7	...	...	187,092	19 7	1st April, 1916
5 Edw. VII. No. 1990	3½	258,966	13 10	9,063	16 8	...	...	9,063	16 8	{ Bonds, 1st April, 1916 { Stock, 1st April, 1926
6 Edw. VII. No. 2026	3½	1,630,782	16 3	44,636	19 9	...	...	44,636	19 9	Payable out of Consolidated Revenue at any time after 20 years, but not later than 35 years from date of issue. { Stock, 1st October, 1917. { Debentures. At any time after 20 years from date of Debenture, upon 6 months' previous notice being given, but not later than 35 years from date of issue
5 Edw. VII. No. 2041	3½	149,314	0 8	3,338	7 10	...	...	3,338	7 10	{ Debentures. At any time after 20 years from date of Debenture, upon 6 months' previous notice being given, but not later than 35 years from date of issue
7 Edw. VII. No. 2116	3½	150,000	0 0	5,250	0 0	...	...	5,250	0 0	Debentures. At any time after 20 years from date of Debenture, upon 6 months' previous notice being given but not later than 35 years from date of issue
7 Edw. VII. No. 2167	3½	1,000,000	0 0	35,000	0 0	150	0 0	35,150	0 0	1st October, 1929, or at any time thereafter to 1st October, 1949
9 Edw. VII. No. 2161	3	79,330	11 3	1,354	7 9	...	...	1,354	7 9	At any time after the expiration of 20 years. Payable out of Consolidated Revenue from and after the 1st July, 1909, one-half per centum of amount, borrowed to be set apart annually out of Revenue to meet Stock.
9 Edw. VII. No. 2163	3½	275,000	0 0	9,589	1 0	...	...	9,589	1 0	Stock. At any time after the expiration of 20 years. Debentures. From 10 to 35 years after issue. From and after 1st July, 1909, one-half per centum of amount borrowed to be set apart annually out of Revenue to meet Stock.
1 Geo. V. No. 2286	3½	901,490	14 4	314	17 5	...	...	314	17 5	Date not yet fixed.
1 Geo. V. No. 2308	4	97,336	12 4	767	13 6	...	...	767	13 6	All or any of the Stock which has not been otherwise redeemed may be redeemed at any time after the 31st day of May, 1931, upon Parliament providing funds for the purpose, and upon 12 months' previous notice being given.
Carried forward	...	43,821,522	3 8	1,506,622	15 10	4,846	8 7	1,511,469	4 5	

APPENDIX No. 7—continued.

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

Act.	Rate of Interest per cent.	Principal.		Interest Charges.		Expenses in connexion with Payment of Interest.		Total Interest Charges and Expenses.		—
		£	s. d.	£	s. d.	£	s. d.	£	s. d.	
Brought forward ...		43,821,522	3 8	1,506,622	15 10	4,846	8 7	1,511,469	4 5	
Advances pending issue of securities	3½	749,999	19 9	17,420	17 9	...		17,420	17 9	
42 Vic., No 617 Melbourne and Hobsons' Bay Railway Debentures		1,000	0 0							
Deduct amount redeemed, Act No. 1287		44,572,522	3 5	1,524,043	13 7	4,846	8 7	1,528,890	2 2	
		2,107,000	0 0							
Less Interest for the year on Railway Surplus for years 1909 and 1910, and on Railways Interest, Reserve, and Additions and Improvements Funds		42,465,522	3 5	1,524,043	13 7	4,846	8 7	1,528,890	2 2	
		...		12,125	15 3	...		12,125	15 3	
Total amount of current loans allocated to the Railways at 30th June, 1911		42,465,522	3 5	1,511,917	18 4	4,846	8 7	1,516,764	6 11	
Less Discount and Expenses on the Sale of Debentures— £1,811,699 6s. 7d. Deduct Not Premiums on Debentures— £453,928 14s. 6d.		1,357,770	12 1							
Total Net Proceeds of Current Loans allocated to the Railways at 30th June, 1911		41,107,751	11 4							

Note.—The total interest, exclusive of expenses incurred in connexion with the payment of interest, viz., £1,524,044, is equivalent to 3.59 per cent. on the total amount of current loans allocated to the Railways at 30th June, 1911.

Note.—The total interest, exclusive of expenses incurred in connexion with the payment of interest, viz., £1,524,044, is equivalent to 3.71 per cent. on the total net proceeds of loans allocated to the Railways at 30th June, 1911.

APPENDIX No. 8—continued.
TRUCK STOCK.

Class Letter ...	BROAD-GAUGE.															NARROW-GAUGE.										PRIVATE STOCK.								
	Goods Covered, 4 wheels.	Goods Open, 4 wheels.	Goods No sides, 4 wheels.	Shops, 4 wheels.	Cattle, 4 wheels.	Ballast, 4 wheels.	Ballast Hopper.	Hopper Coal, 4 wheels.	Breakdown.	Powder, 4 wheels.	No sides.	Roller and Timber.	Combination Trucks for Locomotives and Sleepers, and Bulwark Hoppers.	Goods open movable stock.	Goods Open.	Breakdown.	Refrigerator.			Alcort.		Water Tank.		Weighbridge Trestling.	Live Stock.		Goods covered.	Goods open.	Refrigerator.	Mast.				
	H	I	K	L	M	N	NN	O	Late Oo	P	Q	QB	QN	QR	R	Late S	T	TH	TF	U	G	4 wheels.	6 wheels.								4 wheels.	6 wheels.	4 wheels.	6 wheels.
In existence, as per Register of Rolling-stock, at 30th June, 1911 ...	100	8,687	189	675	502	227	46	148	6	24	17	1	50	201	11	1	191	51	16	31	560	30	17	91	2	2	4	7	1	172	1	8	12,069	4

NOTE.—All trucks are Bogie Stock unless otherwise specified.
The following stock is in existence in addition to the above:—One Steam Shovel and two combined Passenger and Goods Trolleys for Welshpool line.

T. H. WOODROFFE,
Chief Mechanical Engineer.

APPENDIX No. 9.

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

	Built or purchased and charged to Capital from the inception of the Railway up to 30th June, 1911.	In existence at 30th June, 1911 (a).	Deficiency.	Surplus.	Cost of making good Deficiency.	Value of Surplus.
Locomotives (tractive power) ...	9,226,342 lbs.	8,355,044 lbs. (b)	871,298 lbs.	...	£ 152,478	£ ...
Carriage Stock (floor area) ...	388,884 sq. ft.	370,765 sq. ft. (c)	12,119 sq. ft.	...	44,234	...
Van Stock (floor area) ...	97,129 sq. ft.	97,515 sq. ft. (d)	...	386 sq. ft.	...	965
Sundry Stock (floor area) ...	20,751 sq. ft.	21,355 sq. ft. (e)	...	604 sq. ft.	...	1,208
Truck Stock (carrying capacity) ...	127,063 tons	132,698 tons (f)	...	5,635 tons	...	61,985
					196,712	64,158

Excess of cost of making good Deficiency over Value of Surplus £132,554
Amount at Credit of Rolling-Stock Replacement Fund at 30th June, 1911, available for replacement of Rolling-Stock 132,968

- (a) Equivalent floor area is included in these figures to represent the expenditure charged to Rolling-Stock Replacement Fund on Rolling-Stock under construction, but not completed at 30th June, 1911.
 (b) 83 locomotives have been written down to the tractive power represented by their value as scrap materials.
 (c) 187 vehicles have been written down to internal floor area represented by their value as scrap materials, and 288 vehicles have been written down to half area. Only 60 per cent. of internal floor area of 18 cars and 50 per cent. of 2 sleeping cars included on account of these vehicles being owned jointly with the South Australian Railways.
 (d) 3 vehicles have been written down to internal floor area represented by their value as scrap materials, and van compartments of 70 combined cars and vans have been written down to one-half internal floor area. Only 60 per cent. of internal floor area of 4 luggage vans and 3 mail vans included on account of being owned jointly with the South Australian Railways.
 (e) 104 vehicles have been written down to internal floor area represented by their value as scrap materials.
 (f) 178 "L," 227 "N," 89 "K," 1 "S," 27 "H," 16 "TH," and 17 "Q" trucks have been written down to tonnage represented by their value as scrap materials.

T. H. WOODROFFE,
Chief Mechanical Engineer.

APPENDIX No. 10.

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT 7 EDWARD VII. No. 2119—AT 30TH JUNE, 1911.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1910	79,231 14 11	By Expenditure for the year ending 30th June, 1911 (Section No. 6)— Clause—	
„ Payment to Fund during the year ending 30th June, 1911 (ten shillings for every one hundred pounds sterling of the revenue of the Victorian Railways in accordance with Clause 2, Section 5, of Act No. 2119) included in the Working Expenses of the Year	24,545 6 1	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employes of the Commissioners	10,526 9 9
„ Special Payment to Fund included in the Working Expenses of the Year	66,904 13 11	(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employes of the Commissioners	109,628 5 9
		(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation shall be paid to persons referred to in Clause (b)	18,959 1 7
		(d) Amount paid as compensation to employes of the Commissioners for injuries sustained on duty or in the event of death to persons dependent upon such employes	7,020 18 9
		(e) Amount expended in consequence of any loss or damage by fire to buildings, plant, stores, or properties of the Commissioners	889 6 11
		(f) Amount paid as compensation for loss or damage to goods, parcels, &c.	6,864 5 11
		(g) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon employes burning off within railway boundaries, &c.	10,652 0 4
		„ Balance at 30th June, 1911	6,141 5 11
	170,681 14 11		170,681 14 11

APPENDIX No. 11.

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

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

APPENDIX No. 12.

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

APPENDIX No. 13.

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

	Year ending 30th June, 1910.		Year ending 30th June, 1911.	
	Number of Journeys.	Revenue.	Number of Journeys.	Revenue.
		£		£
Country Passengers 1st Class	972,433	309,939	1,093,590	343,010
Do. do. 2nd do.	4,400,719	671,094	4,807,291	756,385
Do. Season Tickets 1st do.	837,060	89,940	935,346	97,729
Do. do. 2nd do.	425,448	18,566	482,922	19,973
Do. Weekly Workmen's ... 2nd do.	6,540	64	...	...
Totals for COUNTRY PASSENGERS ...	6,642,200	1,089,603	7,319,149	1,217,097
Metropolitan—Suburban Passengers				
within 20 miles of Melbourne ... 1st Class	18,730,935	278,375	20,658,064	307,549
Do. do. do. 2nd do.	22,719,457	229,702	24,860,359	251,176
Do. Season Tickets 1st do.	19,722,619	153,278	21,671,191	162,041
Do. Building Tickets (Free) 1st do.	626,944	...	739,228	...
Do. Season Tickets 2nd do.	11,182,756	61,708	11,870,649	56,661
Do. Building Tickets (Free) 2nd do.	204,422	...	279,340	...
Do. Weekly Workmen's ... 2nd do.	4,503,396	32,865	5,323,404	39,699
Totals for METROPOLITAN—SUBURBAN PASSENGERS	77,690,529	755,928	85,402,235	817,126
Race and Special Picnic } Passengers, 1st Class	452,975	15,518	545,036	16,883
Traffic, within 20 } do. 2nd do.	494,531	11,732	529,386	12,610
miles of Melbourne }				
Totals for RACE AND SPECIAL PICNIC TRAFFIC	947,506	27,250	1,074,422	29,493
Total	85,280,235	1,872,781	93,795,806	2,063,716
ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY	1,361,925	11,853	1,410,907	12,782
Grand Totals	86,642,160	1,884,614	95,206,713	2,076,498

APPENDIX No. 14.

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

Kind of Goods.	Year ending 30th June, 1911.	
	Tons carried.	Revenue, £
3rd Class	18,890	42,799
2nd Class	50,752	100,939
1st Class	93,131	132,095
"C" Class	82,885	97,796
"B" Class	155,701	133,629
"A" Class	131,491	93,479
Miscellaneous Class	188,212	44,189
Fish	2,995	4,891
Fruit and Vegetables	47,098	32,392
Butter	38,995	38,395
Other Dairy Produce	35,084	31,258
Wine	6,369	5,140
Wool	80,824	119,149
Flour, Bran, Sharps, and Pollard	196,025	72,905
Wheat	815,892	376,243
All other Agricultural Produce	285,861	102,156
Hay, Straw, and Chaff	219,431	50,789
Fertilizers	129,289	38,934
Minerals (including Coal, Coke, Ores, &c.)	305,915	73,031
Firewood	543,834	131,332
Timber	282,503	95,865
Stone, Gravel, and Sand	408,380	44,561
All other Goods	467,347	277,469
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, and Weighing ... ..	...	28,257
Total Tonnage of Goods carried and Total Revenue derived therefrom	4,586,904	2,168,293
Live Stock	380,723	289,384
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom	4,967,627	2,457,677

Numbers of Live Stock—

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

APPENDIX No. 15.

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

Year.	Mileage of Railways Open for Traffic at end of Year.	Average Mileage of Railways Open for Traffic during the Year.	COST OF CONSTRUCTION.		ROLLING-STOCK.				Total Train Miles Run.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock conveyed.	GROSS REVENUE.				
			Capital Cost, including Rolling-stock.	Average Cost per Mile open.	Locomotives.	Passenger Cars.	Trucks.	Vans, &c.				From Passenger, &c., Traffic.	From Goods and Live Stock Traffic.	Total.	Per Average Mile open.	Per Train Mile run.
			£	£	Number.	Number.	Number.	Number.				£	£	£	£	s. d.
1896-7	3,129	3,126	38,329,402	12,317	517	1,068	8,578	475	9,228,687	42,263,638	2,383,445	1,328,687	1,287,248	2,615,935*	837	5/8-03
1897-8	3,113	3,123	38,602,304	12,404	517	1,061	8,677	494	9,239,657	43,090,749	2,408,665	1,325,062	1,283,834	2,608,896*	835	5/7-77
1898-9	3,143	3,122	39,056,431	12,430	519	1,094	9,026	499	9,714,298	45,805,043	2,779,748	1,372,000	1,501,729	2,873,729*	920	5/11-00
1899-00	3,218	3,186	39,658,819	12,327	523	1,133	9,117	501	10,107,549	49,332,899	2,998,303	1,469,910	1,555,252	3,025,162*	950	5/11-83
1900-01	3,237	3,228	40,145,404	12,402	533	1,157	9,283	528	11,066,016	54,704,062	3,381,860	1,625,903	1,711,894	3,337,797*	1,034	6-039
1901-02	3,302	3,265	40,613,784	12,298	542	1,189	9,560	541	11,284,944	57,465,077	3,433,627	1,648,381	1,719,462	3,367,843*	1,031	5/11-62
1902-03	3,383	3,335	40,974,493	12,110	553	1,189	9,724	533	10,286,272	54,798,073	3,093,997	1,592,088	1,454,770	3,046,858*	913	5/11-09
1903-04	3,381	3,371	41,216,703	12,191	550	1,200	10,025	440	9,172,644	54,282,003	3,439,203	1,645,163	1,792,078	3,438,141	1,020	7/5-96
1904-05	3,394	3,384	41,279,045	12,162	520	1,214	10,366	443	9,023,365	59,702,050	3,628,237	1,663,473	1,918,793	3,582,266	1,059	7/11-28
1905-06	3,394	3,394	41,398,037	12,194	511	1,228	10,490	461	9,392,069	65,088,394	3,676,017	1,786,182	2,001,437	3,787,619	1,116	8-079
1906-07	3,396	3,395	41,533,136	12,230	497	1,233	10,625	494	10,035,914	70,170,089	3,965,792	1,931,126	2,081,515	4,012,641	1,182	7/11-96
1907-08	3,396	3,396	41,928,567	12,346	488	1,246	10,764	518	10,383,408	74,907,415	3,754,861	2,004,927	1,868,441	3,873,368	1,141	7/5-53
1908-09	3,410	3,397	42,486,323	12,459	503	1,272	11,009	522	11,290,578	81,020,620	4,166,786	2,110,947	2,067,177	4,178,124	1,230	7/4-81
1909-10	3,491	3,441	43,142,329	12,358	523	1,308	11,515	511	11,705,612	85,280,235	4,468,440	2,221,482	2,222,381	4,443,863	1,291	7-7-11
1910-11	3,523	3,505	44,121,767	12,524	547	1,345	12,069	554	12,972,723	93,795,806	4,967,627	2,438,532	2,457,678	4,896,210	1,397	7/6-58

* The estimated value of services performed for the State for which no payment was received, in each of the years 1896-7 to 1899-1900, viz., £20,000; in 1900-1901, £31,000; in 1901-1902, £34,000; in 1902-1903, £61,160; is not included in the Gross Revenue.

Exclusive of St. Kilda and Brighton Electric Street Railway.

APPENDIX No. 15—continued.

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

Year	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES (INCLUDING COMPENSATION TO YEAR 1907-8 INCLUSIVE).						EXPENDITURE: WAY AND WORKS BRANCH.						EXPENDITURE: ROLLING-STOCK BRANCH.						RAILWAY ACCIDENT AND FIRE INSURANCE FUND.		
	AMOUNT.		Per Cent. of Gross Revenue.	Maintenance and Renewals.	Per Average Mile open.	Per Train Mile run.	WORKING.			REPAIRS AND RENEWALS.			GENERAL EXPENSES.			Amount.	Per Train Mile Run.	Per Cent. of Gross Revenue.			
	£	s. d.					Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Repairs and Renewals.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.						
1896-7 ...	501,719	1 1'05	19'18	381,293	122	0/9'92	14'57	359,763	0 9'35	13'75	193,731	0 5'04	7'41	67,221	0/1'24	1'83					
1897-8 ...	534,850	1 1'89	20'50	408,837	131	0/10'62	15'67	366,303	0 5'52	14 04	204,802	0 5'32	7 85	51,280	0/1'33	1'97					
1898-9 ...	550,365	1 1'60	19'16	479,292	154	0/11'84	16'68	398,807	0/9 85	13'87	228,615	0 5'65	7'96	51,862	0/1'28	1'80					
1899-00 ...	571,270	1 1'57	18'89	496,939	156	0 11'80	16'45	432,850	0 10'28	14'31	241,129	0 5 73	7'97	57,693	0/1'35	1'89					
1900-01 ...	616,945	1/1'38	18'48	506,988	157	0 11'00	15'19	320,527	0 11'29	12'60	262,818	0 5'70	7'87	56,018	0 1'21	1'68					
1901-02 ...	671,588	1/2'28	19'94	490,438	150	0/10'43	14'56	576,921	1/0'27	17'13	268,543	0 5'71	7'98	† 43,385	0 0'93	1'29					
1902-03 ...	592,897	1/1'83	19'46	437,840	131	0/10'21	14'37	521,090	1 0'36	17'10	241,625	0 5'65	7 93	† 42,498	0 0'99	1'40					
1903-04 ...	556,015	1 3'33	17'04	448,959	133	0 11'75	15'06	455,543	0/11'92	13'25	265,987	0 6'91	7'68	† 47,807	0/1'25	1'39					
1904-05 ...	562,370	1/2'96	15'70	502,022	148	1/1'35	14'01	488,240	1/0'99	13'63	274,931	0/7'31	7'67	† 43,575	0/1'16	1'22					
1905-06 ...	588,123	1/3'03	15'53	572,297	169	1 2'62	15'11	481,483	1 0'30	12'71	306,842	0 7 84	8'10	† 50,278	0 1'29	1'33					
1906-07 ...	593,248	1 2'19	14'78	589,452	174	1 2'10	14'69	521,083	1/0'46	12'99	323,858	0/7 74	8'07	† 49,032	0/1'17	1'22					
1907-08 ...	612,719	1/2'16	15'82	648,589	191	1/2'99	16'75	573,990	1 1'27	14'82	382,477	0/8'84	9'88	† 52,455	0 1'22	1'35	15,667	0/0'36	0'40		
1908-09 ...	641,431	1/1'64	15'35	625,602	181	1/1'30	14'97	620,669	1/1'19	14'86	372,766	0/7 92	8'92	† 58,108	0/1'24	1'39	* 90,863	0/1'93	2'18		
1909-10 ...	684,594	1/2'03	15'40	643,912	187	1/1'20	14'49	696,477	1/2'28	15'67	† 529,725	0/10'86	11'92	† 59,818	0/1'23	1'35	* 97,219	0/1'99	2 19		
1910-11 ...	766,784	1/2'19	15'66	803,658	229	1/2'87	16'41	756,802	1/2'00	15'46	† 507,056	0/9'58	10'55	† 65,987	0/1'22	1'35	* 91,586	0 1'69	1'87		

Exclusive of St. Kilda and Brighton Electric Street Railway.

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

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

+ Stores Branch Expenses have been apportioned to the other Branches as follows:—Year 1901-2, £12,214 18s. 6d.; 1902-3, £11,958 19s. 4d.; 1903-4, £12,318 18s. 1d.; 1904-5, £11,501 18s. 5d.; 1905-6, £13,242 8s. 8d.; 1906-7, £13,862 2s.; 1907-8, £14,747 0s. 3d.; 1908-9, £16,058 2s. 2d.; 1909-10, £17,078 17s. 3d.; 1910-11, £19,591 8s. 9d.

APPENDIX No. 15—continued.

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

Year.	TOTAL WORKING EXPENSES.				NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.					SPECIAL EXPENDITURES AND CHARGES PAID OUT OF THE YEAR'S RAILWAY REVENUE.	Balance of Net Revenue after Payment of Working Expenses and Special Expenditures and Charges.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.	NET INTEREST CHARGES AND EXPENSES.	AMOUNTS PAID FOR PENSIONS AND GRATUITIES TO OFFICERS AND EMPLOYEES OF THE COMMISSIONERS. [ACTS Nos. 2198 AND 2207.]	DEFICIT, SURPLUS.		AMOUNT PAID FOR PENSIONS AND GRATUITIES NOT INCLUDED IN FOREGOING.
	Amount.	Per Average Mile open.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile open.	Per Train Mile run.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.							£	£	
	£	£	s. d.	£	£	s. d.	£	£	£	£	£	£	£	£	£	£	£	£
1896-7	1,484,407	475	3 2'60	56'74	1,131,528	362	2 5'43	2'95	3'08	...	1,131,528	2'95	3'08	1,447,452	...	315,924	...	85,958
1897-8	1,366,073	501	3 4'68	60'03	1,042,823	334	2 3'09	2'70	2'84	...	1,042,823	2'70	2'84	1,437,269	...	394,446	...	85,720
1898-9	1,708,641	547	3 6'22	59'47	1,164,788	373	2 4'78	2'98	3'13	7,500	1,157,288	2'96	3'11	1,472,090	...	314,802	...	81,284
1899-00	1,799,801	565	3 6'73	59'49	1,225,361	385	2 5'10	3'09	3'25	7,500	1,217,861	3'07	3'23	1,430,448	...	212,587	...	95,239
1900-01	1,963,296	608	3 6'58	58'82	1,374,501	426	2 5'81	3'42	3'62	21,500	1,353,001	3'37	3'56	1,464,809	...	111,808	...	90,443
1901-02	2,050,875	628	3 7'62	60'90	1,316,968	403	2 4'00	3'24	3'43	21,500	1,295,468	3'19	3'37	1,492,695	...	197,227	...	93,744
1902-03	1,835,950	550	3 6'84	60'26	1,210,908	363	2 4'25	2'96	3'11	102,630	1,108,278	2'70	2'84	1,473,532	...	365,254	...	93,507
1903-04	1,802,311	535	3 11'16	52'42	1,635,830	485	3 6'80	3'97	4'15	119,556	1,516,274	3'68	3'84	1,515,755	...	...	519	100,536
1904-05	1,871,138	553	4 1'77	52'23	1,711,128	506	3 9'51	4'15	4'34	248,485	1,462,643	3'54	3'71	1,461,994	...	...	649	102,656
1905-06	1,999,023	589	4 3'08	52'78	1,788,596	527	3 9'71	4'32	4'51	117,542	1,671,054	4'03†	4'22†	1,472,397†	...	198,965†	...	99,637
1906-07	2,076,673	612	4 1'66	51'75	1,935,968	570	3 10'30	4'66	4'88	165,749	1,762,417†	4'24†	4'44†	1,483,284†	...	279,133†	...	110,881
1907-08	2,285,897	673	4 1'84	59'02	1,587,471	468	3 0'69	3'79	3'98	47,058	1,536,488†	3'66†	3'85†	1,483,807†	...	52,681†	...	103,064
1908-09	2,409,439	709	4 3'22	57'67	1,768,685	521	3 1'59	4'16	4'35	...	1,770,551†	4'16†	4'35†	1,450,093†	105,415*	235,043†	...	...
1909-10	2,711,545	788	4 7'59	61'02	1,732,318	503	2 11'52	4'02	4'19	...	1,734,343†	4'02†	4'20†	1,472,916†	106,330*	155,097†	...	...
1910-11	2,991,673	854	4 7'35	61'10	1,904,537	543	2 11'23	4'32	4'48	...	1,907,570†	4'32†	4'49†	1,516,764†	107,831*	282,975†	...	...

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

† Inclusive of St. Kilda and Brighton Electric Street Railway.—7th May till 30th June, 1906, Net Revenue, £408. Year 1906-7, Net Loss, £7,802, inclusive of £9,941 on account of Damage by Fire. Year 1907-8, Net Loss, £3,925, inclusive of £3,311 on account of Damage by Fire. Year 1908-9, Net Revenue, £1,866. Year 1909-10, Net Revenue, £2,025. Year 1910-11, Net Revenue, £3,033.

APPENDIX No. 16.

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

Year ending 30th June.	New Lines and Surveys.	Additions and Improvements on Existing Lines.	Rolling-Stock.	Total.
	£	£	£	£
1892	308,127	192,397	243,159	743,683
1893	146,478	143,355	87,230	377,063
1894	210,202	44,365	31,624	286,191
1895	104,877	38,153	30,613	173,643
1896	25,892	153,219	6,834	185,945
1897	24,186	127,214	69,851	221,251
1898	12,551	177,512	82,839	272,902
1899	112,436	206,318	135,393	454,147*
1900	190,626	290,656	121,086	602,368*
1901	203,077	167,914	115,594	486,585*
1902	171,123	154,315	142,942	468,380*
1903	208,200	85,952	66,557	360,709*
1904	33,273	72,458	136,479	242,210
1905	44,301†	39,750	Cr. 21,710	62,341†
1906	31,657†	81,837	34,110†	147,604†
1907	34,450†	112,979	12,199†	159,428†
1908	38,125	187,722†	174,168†	400,015†
1909	129,976	269,752†	158,558†	558,286†
1910	197,928	250,511†	208,126†	656,565†
1911	253,882	328,125†	397,826†	979,833†
Total ...	2,481,167†	3,124,504†	2,233,478†	7,839,149†

* Includes expenditure out of Funds temporarily Advanced by the Treasury repaid out of Revenue.
† Includes St. Kilda and Brighton Electric Street Railway.

APPENDIX No. 17.

STATEMENT SHOWING THE TOTAL COST (EXCLUSIVE OF ROLLING-STOCK), LENGTH, HIGHEST POINT, STEEPEST GRADIENT, AND AVERAGE COST PER MILE OF EACH LINE; ALSO THE COST OF ROLLING-STOCK, WORKSHOPS, GENERAL OFFICES, ETC., AT 30TH JUNE, 1911.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient	Cost, exclusive of Rolling-stock.		Average per Mile.
	Double and over.	Single.	Total.	Highest.	Lowest.		Total.	£ s. d.	
	Miles.	Miles.	Miles.	Feet.	Feet.	Feet.	£ s. d.	£	
Melbourne to Bendigo (exclusive of works, Melbourne to Essendon Junction) ...	100.89	...	100.89	1,902	18	1 in 50	4,856,612	19 0	48,137
Bendigo to Fehuca (including at Fehuca portion of cost of Bridge over River Murray and cost of wharf) ...	2.06	53.97	55.13	758	314	1 " 52	701,909	14 2	12,530
* Bendigo Cattle-yards Branch ...	...	0.89	0.89	733	707	1 " 61			
Lancefield Junction to Lancefield ...	...	14.50	14.50	1,675	1,072	1 " 40	65,489	8 4	4,517
† Lancefield to Kilmore ...	...	18.10	18.10	1,734	1,160	1 " 40	117,021	13 2	6,465
Kilmore Junction to Bendigo (Cattle Siding) ...	...	67.82	67.82	1,450	526	1 " 50	393,915	14 8	5,808
Carlsruhe to Daylesford ...	0.38	22.17	22.55	2,469	1,791	1 " 50	176,918	8 5	7,846
Daylesford Junction to North Creswick ...	...	23.11	23.11	2,292	1,429	1 " 40	181,604	12 7	7,858
Kyneton (Redesdale Junction) to Redesdale ...	...	16.25	16.25	1,636	973	1 " 50	89,871	5 2	5,531
Castlemaine to Dunolly ...	0.38	46.46	46.84	948	579	1 " 40	405,529	4 5	8,658
Dunolly to St. Arnaud (including cost of Carapooce Ballast Pits Tramway) ...	0.28	32.73	33.01	943	611	1 " 50	175,223	4 1	5,248
St. Arnaud to Donald ...	...	23.86	23.86	868	374	1 " 50	105,680	9 7	4,429
Donald to Birchip ...	...	32.30	32.30	394	330	1 " 100	80,126	5 7	2,481
Birchip to Crononby (Woomelang) ...	...	26.45	26.45	351	260	1 " 75	41,428	15 9	1,566
Woomelang to Mildura ...	...	110.15	110.15	334	128	1 " 75	255,342	16 6	2,318
Mildura to White Cliffs ...	...	6.92	6.92	186	126	1 " 75	16,828	13 11	2,432
White Cliffs to Yelta ...	...	...	...	...	...	...	0	9 0	In progress
Dunolly to Inglewood ...	...	24.24	24.24	794	457	1 in 50	95,851	0 9	3,954
Ouyen to Kow Plains ...	...	...	...	...	...	...	88,563	11 0	In progress
Kow Plains to Murrayville ...	...	...	...	...	...	...	1,702	7 8	In progress
Castlemaine (Maldon Junction) to Maldon ...	...	10.24	10.24	1,177	890	1 in 40	62,016	12 9	6,056
Maldon (Lanecoore Junction) to Shelbourne ...	...	9.89	9.89	1,126	649	1 " 50	68,429	10 0	6,919
Maryborough to Ballarat ...	0.26	41.47	41.73	1,525	732	1 " 40	290,843	11 2	6,970
Waubra Junction to Ballarat Race-course ...	...	2.10	2.10	1,508	1,466	1 " 50	7,426	0 4	3,536
Pisgah Junction to Waubra ...	...	13.74	13.74	1,533	1,341	1 " 60	72,324	15 4	5,264
Maryborough to Avoca ...	...	14.93	14.93	885	721	1 " 40	64,007	6 6	4,287
Avoca to Ararat ...	...	39.04	39.04	1,215	763	1 " 50	174,074	6 10	4,459
Bendigo to Inglewood ...	0.80	28.15	28.93	779	443	1 " 70	189,676	5 5	6,556
Inglewood to Charlton ...	...	42.82	42.82	639	422	1 " 50	189,341	14 9	4,422
Charlton to Wycheproof ...	...	16.48	16.48	524	356	1 " 50	88,470	12 4	5,368
Wycheproof to Sea Lake ...	...	47.89	47.89	357	172	1 " 94	74,016	10 1	1,546
Wedderburn Junction to Wedderburn ...	...	4.86	4.86	660	554	1 " 50	18,617	14 2	3,831
Korong Vale to Boort ...	...	17.86	17.86	459	296	1 " 50	75,993	4 8	4,255
Boort to Quambatook ...	...	21.96	21.96	419	287	1 " 75	45,481	18 7	2,071
Quambatook to Ultima ...	...	30.31	30.31	371	256	1 " 100	48,687	0 9	1,606
Ultima to Chillingollah ...	...	20.14	20.14	263	164	1 " 60	29,292	8 10	1,454
Eaglehawk to Kerang ...	...	72.99	72.99	742	255	1 " 70	303,425	18 4	4,157
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ...	...	35.16	35.16	286	225	1 " 100	162,254	2 6	4,615
Footscray to Williamstown (including cost of piers at Williamstown) ...	5.50	0.37	5.87	66	8	1 " 100	529,914	19 11	90,275
* Newport to Braybrook Junction ...	...	4.29	4.29	110	48	1 " 92	27,080	2 2	6,312
Newport to Geelong (including cost of Geelong Pier) ...	2.90	35.61	38.51	113	11	1 " 81	1,216,136	5 2	31,024
* Williamstown Race-course Branch ...	...	0.69	0.69	21	10	1 " 95			
Geelong to Colac ...	1.15	49.11	50.24	469	10	1 " 50	375,993	8 1	7,203
† Geelong Race-course Branch ...	...	1.96	1.96	43	10	1 " 50			
‡ Colac to Camperdown ...	...	28.11	28.11	569	405	1 " 50	148,433	7 5	5,280
Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ...	0.90	41.81	42.71	550	13	1 " 50	370,864	2 11	8,683
Warrnambool to Koroit ...	...	9.36	9.36	245	19	1 " 50	87,219	7 5	9,318
Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) ...	...	11.34	11.34	208	11	1 " 60	99,905	19 2	8,810
Geelong (Queenscliff Junction) to Queenscliff ...	...	20.72	20.72	264	10	1 " 50	114,034	0 5	5,504
* Mount Moriac to Wensleydale ...	...	10.92	10.92	752	361	1 " 50	39,284	18 5	3,598
Birregurra to Forcst ...	...	19.85	19.85	579	363	1 " 40	147,281	11 2	7,420
Irrewarra to Beacac ...	...	8.70	8.70	432	390	1 " 66	47,225	8 1	5,428
Beacac to Newtown (Cressy) ...	...	11.36	11.36	443	388	1 " 50	80,198	1 11	In progress
‡ Colac to Beech Forest ...	...	29.66	29.66	1,748	225	1 " 30	72,257	10 8	2,436
† Beech Forest to Crowes ...	...	14.24	14.24	1,826	1,356	1 " 30	33,871	14 7	2,378
Camperdown (Curdie's River Junction) to Timboon ...	...	22.32	22.32	673	52	1 " 40	113,124	2 6	5,068
Terang to Mortlake ...	...	12.16	12.16	447	414	1 " 60	56,723	17 11	4,665
North Geelong to Ballarat ...	4.145	11.76	53.21	1,725	47	1 " 52	1,913,223	2 11	35,956
* North Geelong Loop Line ...	...	0.22	0.22	53	46	1 " 57	...	...	...
Ballarat to Ararat ...	4.33	52.84	57.17	1,517	960	1 " 50	435,938	16 6	7,625
Ararat to Stawell ...	...	18.85	18.85	1,086	761	1 " 100	184,366	15 8	9,781
Stawell to Horsham ...	1.18	52.26	53.44	761	423	1 " 100	357,416	2 5	5,159
* Stawell to Grampians ...	...	15.84	15.84	815	621	1 " 30			
Horsham to Dimboola ...	0.36	21.10	21.46	477	361	1 " 50	113,880	14 8	5,397
Dimboola to Serviceton (including cost of 1.16 miles constructed beyond Serviceton; also portion of cost of the Warrnook Ballast Pits Tramway) ...	1.35	61.87	63.22	631	315	1 " 50	416,158	2 5	6,583
Braybrook Junction to Parwan ...	...	21.65	21.65	466	119	1 " 50	268,651	11 2	12,409
Parwan to Gordon ...	...	27.46	27.46	1,877	341	1 " 48	353,983	19 0	12,801
Gordon to Warrenheip ...	0.09	12.78	12.87	1,940	1,797	1 " 50	129,197	15 7	10,039
Bungaree Junction to Race-course Reserve ...	...	1.53	1.53	1,884	1,848	1 " 50	3,330	15 11	2,177
Gheringhap to Maroona ...	...	...	...	...	...	...	57,658	17 6	In progress
Carried forward ...	164.24	1619.77	1784.01	...	...	...	17,605,355	18 9	...

* Trains run only as required for traffic. † See lines closed for traffic. ‡ Dismantled 26th May, 1909. ¶ 2ft. 6in. gauge.

APPENDIX No. 17—continued.

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

Lines	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.			
	Double and over	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile.		
	Miles.	Miles.	Miles.	Feet.	Feet.		£	s. d.		
Brought forward	164'24	1619'77	1784'01	...	...	...	17,605,355	18 9	...
* Lal Lal Race-course Branch	...	2'00	2'00	1,539	1,532	1 in 112	11,421	6 1	5,711	
Ballararat East to Buninyong...	...	6'84	6'84	1,626	1,436	1 in 40	66,146	17 0	9,671	
* Ballarat Cattle-yards Branch	...	2'92	2'92	1,523	1,446	1 in 60	12,911	6 10	4,422	
Ballararat (Linton Junction) to Seardsdale	...	13'12	13'12	1,516	1,157	1 in 50	59,970	16 4	4,571	
Seardsdale to Linton	...	7'97	7'97	1,189	1,022	1 in 40	77,536	19 1	9,729	
* Burrumbeet Race-course Junction to Burrumbeet Race-course	...	1'14	1'14	1,297	1,256	1 in 50	3,610	13 4	3,167	
Ararat to Hamilton (including cost of Ripan Ballast Crushing Plant)	...	66'06	66'06	1,028	572	1 in 50	340,241	4 8	5,151	
Hamilton to Portland (including cost of sidings to piers at Portland)	...	53'82	53'82	606	11	1 in 40	295,127	19 3	5,484	
† Dunkeld to Koroi	...	48'99	48'99	814	207	1 in 60	169,414	6 11	3,458	
Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant)	...	18'10	18'10	727	590	1 in 60	80,019	1 9	4,421	
Hamilton (Coleraine Junction) to Coleraine	...	23'01	23'01	668	301	1 in 40	110,827	3 10	4,816	
Branchholme to Casterton	...	32'09	32'09	572	149	1 in 40	178,572	19 10	5,565	
Lubeck to Rupanyup (including portion of cost of the Warranook Ballast Pits Tramway)	...	9'77	9'77	487	455	1 in 147	44,985	13 7	4,604	
Rupanyup to Marnoo	...	15'38	15'38	494	450	1 in 100	27,570	17 6	1,793	
Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway)	...	31'20	31'20	464	360	1 in 66	151,468	4 10	4,855	
Warracknabeal to Beulah	...	21'92	21'92	359	288	1 in 80	55,481	14 1	2,531	
Beulah to Hopetoun	...	16'01	16'01	290	253	1 in 100	34,668	11 6	2,165	
Horsham to Noradjuha	...	19'95	19'95	488	395	1 in 50	80,065	19 1	4,013	
Noradjuha to Toolondo	80	17 9	In progress	
Natimuk (East Natimuk) to Garoke	...	28'32	28'32	624	394	1 in 50	67,481	1 6	2,383	
Dindooala to Jeparit	...	21'59	21'59	387	268	1 in 75	41,226	10 6	2,002	
Jeparit to Albarutya (Rainbow)	...	18'47	18'47	388	263	1 in 75	32,699	11 4	1,770	
Jeparit to Lonquon	95	3 7	In progress	
Essendon Junction to Essendon	...	3'50	3'50	148	14	1 in 67	195,680	3 11	39,136	
Flemington Race-course Branch	...	1'50	1'50	70	42	1 in 96	...	...	...
Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway)	...	61'12	120'87	181'99	1,147	1 in 50	2,286,023	9 7	12,561	
Wodonga to River Murray (including portion of cost of Bridge over River Murray)	...	1'94	...	1'94	538	312	1 in 75	50,527	14 2	26,045
North Melbourne to Coburg	...	5'07	...	5'07	202	13	1 in 50	212,560	1 0	41,925
† Coburg to Somerton	...	7'16	7'16	530	202	1 in 50	72,121	17 2	10,073	
Royal Park (Junction) to Clifton Hill	...	2'28	0'11	2'39	116	103	1 in 50	156,245	12 5	65,375
Fitzroy Branch	...	0'07	0'88	0'95	119	85	1 in 79	76,927	17 5	80,977
Fitzroy (Whittlesea Junction) to Whittlesea	...	4'67	17'32	22'06	639	119	1 in 50	278,536	8 0	12,626
Norhtcote Loop Line	...	0'13	...	0'13	128	119	1 in 70	8,650	19 4	66,546
Tallaroak to Yea	...	23'69	23'69	698	488	1 in 40	153,421	19 3	6,476	
Yea to Mansfield and Alexandra-road	...	55'82	55'82	1,304	557	1 in 40	317,689	0 2	6,050	
Alexandra-road to Alexandra	...	4'32	4'32	922	716	1 in 30	26,069	11 11	6,035	
Mangalore to Shepparton	...	0'29	44'96	45'25	499	372	1 in 100	278,554	6 10	6,156
Shepparton to Numurkah	...	2'16	18'60	20'76	376	348	1 in 206	84,598	3 0	4,075
Numurkah to Cobram	...	0'20	21'45	21'65	376	355	1 in 165	84,191	15 8	3,880
Murchison East to Rushworth	...	12'87	12'87	476	391	1 in 80	69,758	7 10	5,420	
Toolamba to Tatura	...	6'83	6'83	385	371	1 in 108	28,612	5 11	4,189	
Tatura to Echuca	...	34'07	34'07	177	320	1 in 122	155,528	2 8	4,565	
Shepparton to Dookie	...	14'84	14'84	500	372	1 in 100	54,188	9 2	3,652	
Dookie to Katamatite	...	17'02	17'02	490	383	1 in 69	39,061	3 11	2,295	
Numurkah to Nathalia	...	13'79	13'79	356	335	1 in 330	51,942	19 7	3,767	
Nathalia to Picola	...	6'75	6'75	335	325	1 in 264	13,751	11 2	2,037	
Strathmerton towards Tocumwal	...	8'20	8'20	390	358	1 in 330	16,800	15 3	2,049	
Strathmerton to Tocumwal Extension	...	2'07	2'07	372	365	1 in 92	14,048	13 5	6,787	
Benalla to St. James	...	20'33	20'33	581	450	1 in 75	78,671	11 4	3,870	
St. James to Yarrawonga	...	19'86	19'86	514	414	1 in 50	97,204	8 0	4,894	
‡ Wangaratta to Whitfield	...	30'49	30'49	811	481	1 in 80	39,260	0 7	1,288	
Wangaratta (Beechworth Junction) to Beechworth	...	22'26	22'26	1,831	502	1 in 30	164,665	7 2	7,397	
Beechworth to Yackandandah	...	12'84	12'84	1,912	981	1 in 30	96,786	2 0	7,538	
Everton to Myrtleford	...	16'56	16'56	989	581	1 in 40	77,191	0 5	4,661	
Myrtleford to Bright	...	18'54	18'54	1,004	688	1 in 50	111,945	7 2	6,038	
Springhurst to Wahgunyah	...	13'95	13'95	623	454	1 in 50	74,804	4 10	5,362	
Wodonga to Fallangatta	...	25'71	25'71	726	530	1 in 40	188,146	6 4	7,318	
Spencer Street to Flinders Street	...	0'76	0'76	33	17	1 in 40	141,884	0 4	186,690	
Hobson's Bay Lines (Flinders Street to Port Melbourne, St. Kilda, Brighton, Hawthorn, and including works, Prince's Bridge to Chapel Street, and pier at Port Melbourne)	...	16'33	...	16'33	53	9	1 in 66	2,524,616	7 9	154,400
Prince's Bridge to Collingwood	...	2'22	...	2'22	85	23	1 in 62	198,280	14 8	89,316
Collingwood to Heidelberg	...	0'92	4'57	5'49	196	68	1 in 50	206,021	2 11	37,527
Heidelberg to Eltham	8'35	8'35	303	110	1 in 50	57,663	10 11	6,906
Eltham to Hurst's Bridge	5,338	16 10	In progress	
Brighton Beach to Sandringham	...	2'20	...	2'20	58	20	1 in 97	78,863	8 4	35,847
South Yarra to Oakleigh	...	7'05	...	7'05	184	22	1 in 50	327,808	5 8	46,498
Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branch to the Great Morwell Coy's mine)	...	11'76	106'46	118'22	513	8	1 in 50	1,120,079	9 4	9,475
Sale to Stratford (Junction)	8'97	8'97	64	33	1 in 66	42,739	17 9	4,765
Carried forward	288'41	2819'02	3107'43	...	...	...	29,926,442	15 0	...

* Trains run only as required for traffic. † See then closed for traffic. ‡ Including portion dismantled. § s. d. pence

APPENDIX No. 17—continued.

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

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.			
	Double and over.	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile.		
	Miles.	Miles.	Miles.	Feet.	Feet.		£	s.	d.	
Brought forward	288'41	2819'02	3107'43	...	...	...	29,926,442	13	0	...
† Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines)	0'20	10'10	10'30	249	72	1 in 50	267,454	12	5	28,879
‡ Caulfield to Frankston	19'65	0'23	19'88	166	10	1 " 50	249,019	0	3	12,526
Frankston to Stony Point (including cost of sidings to pier at Stony Point)	...	18'85	18'85	327	10	1 " 50	106,755	5	11	5,663
Mornington Junction to Mornington	...	7'67	7'67	194	60	1 " 50	63,594	14	9	8,291
Frankston Cemetery Line	...	...	...	...	...	...	330	10	11	...
Spring Vale Cemetery Line	...	1'60	1'60	231	145	1 in 50	9,230	16	8	5,769
Dandenong (Great Southern Junction) to Port Albert	0'17	117'11	117'28	746	10	1 " 40	983,593	12	4	8,390
Nyora to Woolamai	...	16'79	16'79	410	58	1 " 50	55,954	13	10	3,333
Woolamai to Powlett Coal Field	...	13'75	13'75	233	14	1 " 60	80,502	5	1	5,855
Korumburra to Coal Creek	...	0'89	0'89	735	630	1 " 30	5,761	7	11	6,473
Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line)	...	2'25	2'25	765	573	1 " 30	11,539	15	7	5,129
Korumburra (Jumbunna Junction) to Jumbunna	...	3'74	3'74	796	619	1 " 30	20,382	18	11	3,450
Jumbunna to Outtrim	...	2'40	2'40	649	539	1 " 40	28,288	13	5	11,787
¶ Welshpool to Welshpool Jetty	...	3'21	3'21	57	6	1 " 100	2,943	0	10	911
Warragul to Neerim South	...	13'49	13'49	681	349	1 " 40	124,255	12	9	9,211
Moe (Junction) to Thorpdale	...	10'67	10'67	798	219	1 " 40	116,204	19	6	10,891
Moe to Walhalla	...	26'06	26'06	1,323	174	1 " 30	102,765	7	7	3,543
Morwell to North Mirboo	...	20'16	20'16	784	184	1 " 40	152,734	2	0	7,576
Traralgon to Heyfield	...	22'06	22'06	262	93	1 " 50	122,029	10	10	5,532
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0'52	49'30	49'82	296	9	1 " 50	278,570	10	10	5,592
Bairnsdale to Orbost	...	...	...	...	...	...	5,750	19	10	In progress
Maffra to Briarolong	...	11'79	11'79	238	109	1 " 50	60,579	4	0	5,138
Burnley to Waverley Road	...	5'23	5'23	111	31	1 " 60	171,853	8	10	32,859
Hawthorn to Lilydale	11'82	8'20	20'02	484	41	1 " 40	392,691	5	5	19,615
Lilydale to Healesville	0'26	15'11	15'37	351	250	1 " 40	219,242	18	10	14,264
Hawthorn (Kew Junction) to Kew	...	0'96	0'96	119	41	1 " 40	73,665	1	1	79,131
Ringwood to Upper Ferntree Gully	...	7'44	7'44	436	374	1 " 40	67,404	7	6	9,760
¶ Ferntree Gully to Gembrook	...	18'22	18'22	1,057	412	1 " 30	58,012	11	11	3,233
Lilydale to Warburton	...	23'97	23'97	738	289	1 " 37½	109,313	19	6	4,560
St. Kilda and Brighton Electric Street Railway, St. Kilda Station to Brighton Beach	...	5'13	5'13	59	7	1 " 21½	43,325	0	10	8,445
Total mileage of lines constructed §	321'03	3255'42	3576'45	...	...	...	33,947,826	8	1	...
Less mileage closed for traffic at 30th June, 1911.										
	Double.	Single.	Total.							
Dunkeld to Penshurst (dismantled 19th February, 1898)	...	15'87	15'87							
Lancefield to Kilmore	...	18'10	18'10							
Fawkner Cemetery to Somerton	...	5'28	5'28							
Oakleigh to Fairfield Park—Fairfield Park to Deepdene	...	3'34	3'34							
Ashburton to Oakleigh	0'20	2'17	2'37							
Canterbury Loop Line (dismantled)	...	0'20	0'20							
Burnley to Waverley Road—Darling to Waverley Road	...	0'84	0'84							
Geelong Race-course Line (dismantled 28th May, 1909)	...	1'96	1'96							
Total mileage open for traffic at 30th June, 1911	320'83	3207'66	3528'49							
Works, Melbourne to Essendon Junction	...	...	...				1,675,849	16	2	
Railway Offices, Spencer Street	...	...	...				163,690	16	2	
Sheds and Workshops, Williamstown	...	...	...				154,054	10	9	
Sheds and Workshops, Newport (including cost of Machinery and Equipment)	...	...	...				469,018	4	3	
General Construction Account (Capital Expenditure common to all lines)	...	...	...				394,502	4	10	
Rolling-stock, Broad-gauge	...	...	...				6,953,104	12	0	
Rolling-stock, Narrow-gauge	...	...	...				62,487	13	6	
Rolling-stock, Electric Street Railway	...	...	...				15,681	14	3	
Grand Total	320'83	3207'66	3528'49				43,832,216	0	0	

† Trains run only as required for traffic. ‡ See lines closed for traffic. § Including portion dismantled. ¶ Gauge of lines constructed 345455 miles 5ft. 3in.; 22190 miles 2ft. 6in. ¶ 2ft. 6in. gauge.

Note.—All tracks to piers, wharfs, and ballast pits, and to the Great Morwell Coal Mine, are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 21.

APPENDIX No. 18.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.	
				Number.	
1854—Sept. 13	Flinders Street	Port Melbourne	16 33	Hobson's Bay Lines	20,153
1857—May 13	Flinders Street	St. Kilda			19,356
1859—Feb. 8	Prince's Bridge	Richmond			43
" Dec. 12	Richmond	Cremorne			43
" " 19	Windsor	North Brighton			42
1860—Sept. 24	Richmond	Pic-nic Station			43
" Dec. 22	Cremorne	Windsor ...			43
1861—April 13	Pic-nic Station	Hawthorn...			43
" Dec. 21	North Brighton	Brighton Beach			127
1857—June 17	Williamstown Junction	Geelong			38 51		36
1859—Jan. 17	Footscray	Williamstown Pier	5 87		150
" Feb. 10	Melbourne	Saulbury ...	23 95		36
1860—Oct. 21	Essendon Junction	Essendon ...	3 50		331
1861—July 8	Sunbury	Woodend ...	24 70		36
1862—April 11	North Geelong Junction	Ballarat ...	53 21		36
" " 25	Woodend	Kyneton ...	8 32		36
" Oct. 21	Kyneton	Bendigo ...	43 90		36
1864—Sept. 19	Bendigo	Echuca ...	55 13		36
1867—Nov. 30	Newmarket Junction	* Race-course	1 50		331
1872—April 18	Essendon	Schoolhouse-lane	54 00		331
" Aug. 26	Schoolhouse-lane	Seymour ...	2 29		331
" Nov. 20	Seymour	Longwood ...	23 39		331
1873—March 20	Longwood	Violet Town ...	20 54		331
" Aug. 18	Violet Town	Benalla ...	16 14		331
" Oct. 28	Benalla	Wangaratta ...	24 04		331
" Nov. 21	Wangaratta	Wodonga ...	41 60		331
1874—July 7	Castlemaine	Maryborough ...	33 02		415
" " 7	Ballarat	Creswick ...	11 05		415
" Aug. 11	Ballarat	Beaufort ...	28 74		415
" Oct. 6	Maryborough	Dunolly ...	13 81		415
" Nov. 16	Creswick	Clunes ...	11 19		415
1875—Feb. 2	Clunes	Maryborough ...	19 49		415
" April 7	Beaufort	Ararat ...	28 64		415
" July 7	Beechworth Junction	Everton ...	12 05		475
1876—Feb. 15	Ararat	Scullan's Hill ...	17 85		475
" April 14	Scullan's Hill	Stawell ...	1 00		475
" Sept. 19	Bendigo	Bridgewater ...	24 49		475
" " 30	Everton	Beechworth ...	10 21		475
" Oct. 21	Maryborough	Avoca ...	14 92		475
" Nov. 18	Bridgewater	Inglewood ...	4 44		475
" " 25	Geelong	Winchelsea ...	25 64		475
1877—March 13	Winchelsea	Birregurra ...	12 79		475
" April 24	Ararat	Dunkeld ...	47 02		475
" June 1	Sale	Morwell ...	19 10		475
" July 27	Birregurra	Colac ...	11 81		475
" Oct. 8	Oakleigh	Bunyip ...	38 77		475
" " 29	Dunkeld	Hamilton ...	19 03		475
" Dec. 1	Moe	Morwell ...	8 76		475
" " 19	Hamilton	Portland North ...	52 81		475
" " 19	Portland North	Portland Pier ...	1 00		475
1878—Feb. 1	Race-course Junction	† Geelong Race-course	1 96		580
" March 1	Moe	Bunyip ...	11 59		475
" Sept. 3	Dunolly	Bealiba ...	12 16		580
" Dec. 17	Stawell	Murtoa ...	35 49		580
" " 23	Bealiba	St. Arnaud ...	20 85		580
1879—Jan. 29	Springhurst	Wahgunyah ...	13 95		580
" Feb. 5	Murtoa	Horsham ...	18 00		580
" April 2	South Yarra	Oakleigh ...	7 05		604
" May 7	Warrenheip	Gordons ...	12 86		580
" " 21	Geelong	Queenscliff ...	20 71		580
1880—Jan. 13	Mangalore	Shepparton ...	45 24		603
" " 13	Teolamba	Tatura ...	6 83		636
" Feb. 16	Carlsruhe	Trentham ...	10 82		606
" March 17	Trentham	{ Daylesford (includ- } { ing extension) }	11 73		606 671
Carried forward			1193 81		

* Trains run only as required for traffic.

† Dismantled 28th May, 1909.

APPENDIX No. 18—continued.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.	
				Number.	
		Brought forward ...	1193.81		
1881—June 7	Lancefield Junction ...	Lancefield ...	14.50	660	
" Aug. 11	Waubra Junction ...	Ballarat Race-course ...	2.10	682	
" Sept. 1	Shepparton ...	Numurkah ...	20.74	682	
" Dec. 19	Caulfield ...	Mordialloc ...	9.85	682	
1882—Jan. 26	St. Arnaud ...	Cape Cope ...	16.33	682	
" April 3	Hawthorn ...	Camberwell ...	2.09	682	
" " 15	Inglewood ...	Korong Vale ...	20.20	682	
" " 22	Cope Cope ...	Donald ...	7.52	682	
" July 1	Horsham ...	Dimboola ...	21.45	682	
" Aug. 1	Mordialloc ...	Frankston ...	10.02	682	
" Dec. 1	Camberwell ...	Lilydale ...	17.94	682	
" " 15	Eaglehawk ...	Raywood ...	13.42	682	
1883—April 20	Korong Vale ...	Charlton ...	22.62	682	
" June 14	Wodonga ...	River Murray ...	1.94	682	
" " 21	Raywood ...	Mitiamo ...	22.44	682	
" July 2	Korong Vale ...	Boort ...	17.86	682	
" " 2	Colac ...	Camperdown ...	28.10	682	
" Aug. 1	Ballarat ...	Searsdale ...	13.11	682	
" Sept. 3	Benalla ...	St. James ...	20.33	682	
" Oct. 1	Charlton ...	Wycheproof ...	16.47	682	
" Nov. 13	Traralgon ...	Heyfield ...	22.06	682	
" " 16	Tallarook ...	Yea ...	23.69	682	
" Dec. 17	Everton ...	Myrtleford ...	16.56	682	
1884—Feb. 12	Mitiamo ...	Pyramid Hill ...	12.59	682	
" " 15	Braxholme ...	Henty ...	23.19	682	
" April 2	Braybrook Junction ...	Melton ...	15.64	682	
" June 16	Castlemaine ...	Malden ...	10.24	682	
" Sept. 1	Henty ...	Casterton ...	8.90	682	
" " 9	North Melbourne ...	Coburg ...	5.07	682	
" Oct. 25	Pyramid Hill ...	Kerang ...	24.54	682	
1885—April 6	Race-course Junction ...	*Williamstown Race-course	0.69	860, 889, 962 & 1381	
" " 10	Morwell ...	Boolarra ...	12.11	682	
" Sept. 8	Boolarra ...	Darlimurla ...	4.44	682	
1886—Jan. 1	Lal Lal Station ...	*Lal Lal Race-course	2.00	821 and 1381	
" " 7	Darlimurla ...	North Mirboo ...	3.61	682	
" April 1	Melton ...	Parwan ...	6.00	682	
" May 6	St. James ...	Yarrowonga ...	19.86	821 and 1381	
" " 12	Murtoa ...	Warracknabeal ...	31.20	821 " 1381	
" Nov. 15	Ballarat Cattle-yards Junction ...	*Ballarat Cattle-yards	2.92	821 " 1381	
" Dec. 22	Gordons ...	Ballan ...	7.37	821 " 1381	
1887—Jan. 19	Dimboola ...	Serviceeton ...	63.19	821 " 1381	
" " 19	North Creswick ...	Rocky Lead ...	12.65	821 " 1381	
" Feb. 16	Parwan ...	Bacchus Marsh ...	2.54	821 " 1381	
" March 18	Heyfield ...	Maffra ...	10.02	821 " 1381	
" April 21	Wedderburn Junction ...	Wedderburn ...	4.86	821 " 1381	
" " 23	Camperdown ...	Terang ...	13.87	821 " 1381	
" June 1	Rocky Lead ...	Daylesford Junction ...	10.46	821 " 1381	
" " 1	Lubeck ...	Kupanyup ...	9.77	821 " 1381	
" Aug. 19	Tatura ...	Echuca ...	34.07	821 " 1381	
" " 25	Horsham ...	Noradjuha ...	19.95	821 " 1381	
" Sept. 2	Brighton Beach ...	Sandringham ...	2.20	821 " 1381	
" " 24	Braybrook Junction ...	*Newport ...	4.29	821 " 1381	
" Nov. 8	Maffra ...	Stratford ...	6.11	821 " 1381	
" Dec. 19	Hawthorn ...	Kew ...	0.96	821 " 1381	
1888—May 8	Royal Park Junction ...	Clifton Hill ...	2.39	821 " 1381	
" " 8	Nicholson-street ...	Fitzroy ...	0.95	821 " 1381	
" " 8	Clifton Hill ...	Collingwood ...	0.90	821 " 1381	
" " 8	Clifton Hill ...	Alphington ...	2.35	682	
" " 8	Alphington ...	Heidelberg ...	2.24	821 and 1381	
" " 8	Moe Junction ...	Thorpdale ...	10.67	821 " 1381	
" " 8	Sale Junction ...	Stratford Junction ...	8.97	821 " 1381	
" " 8	Stratford ...	Bairnsdale ...	32.79	821 " 1381	
" " 15	Lilydale ...	Yarra Flats ...	7.35	821 " 1381	
" Oct. 1	Numurkah ...	Nathalia ...	13.79	821 " 1381	
" " 1	Numurkah ...	Cobram ...	21.65	821 " 1381	
" " 1	Shepparton ...	Dookie ...	14.84	821 " 1381	
" " 1	Kilmore Junction ...	Kilmore ...	9.51	821 " 1381	
" " 1	Bendigo ...	Heathcote ...	27.64	821 " 1381	
" " 1	Pisgah Junction ...	Waubra ...	13.74	821 " 1381	
" " 1	Frankston ...	Mornington Junction ...	5.02	821 " 1381	
" " 1	Dandenong (Groat Southern Junction)	Tooradin ...	15.91	821 " 1381	
" Nov. 20	Inglewood ...	Duonolly ...	24.24	821 " 1381	
" " 20	Hamilton (Coleraine Junction) ...	Coleraine ...	23.01	821 " 1381	
		Carried forward ...	2179.32		

* Trains run only as required for traffic.

APPENDIX No. 18—continued.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.	
				Number.	
		Brought forward ..	2179'32		
1889—March	1	Yarra Flats	Healesville ...	8'02	821 and 1381
" Aug.	7	Maffra	Briagolong ...	11'79	821 " 1381
" Sept.	10	Irrewarra	Beeac	8'70	821 " 1381
" "	10	Mornington Junction	Mornington ...	7'67	821 " 1381
" "	10	Mornington Junction	Hastings	8'09	821 " 1381
" "	10	Wodonga	Huon-lane ...	14'07	821 " 1381
" "	12	Baharat East	Bunyong	6'84	821 " 1381
" Oct.	8	Whittlesea Junction	Preston Reservoir ...	4'78	821 " 1381
" "	8	Coburg	†Somerton	7'16	821 " 1381
" Nov.	12	Yea	Molesworth ...	10'68	821 " 1381
" Dec.	3	Heathcote	Tooborac	10'56	821 " 1381
" "	4	Bacchus Marsh	Ballan	17'54	821 " 1381
" "	4	Ringwood	Upper Fern Tree Gully	7'44	821 " 1381
" "	17	Hastings	Stony Point ...	5'74	821 " 1381
" "	23	Preston Reservoir	Whittlesea	17'29	821 " 1381
1890—Feb.	4	Terang	Mortlake	12'16	821 " 1381
" "	4	Terang	Warrnambool ...	28'82	821 " 1381
" "	4	Koroit	Warrnambool ...	9'36	821 " 1381
" "	4	Koroit	Port Fairy ...	11'34	821 " 1381
" March	17	Mount Moriac	*Wensleydale ...	10'92	821 " 1381
" "	24	Bunley	†Oakleigh	6'29	821 " 1381
" May	12	Warragul	Rokeby	8'12	821 " 1381
" "	30	Kerang	Swan Hill	35'16	821 " 1381
" "	30	Camberwell	†Waverley Road ...	4'25	821 " 1381
" June	17	Molesworth	Cathkin	2'74	821 " 1381
" July	18	Huon-lane	Bolga	6'61	821 " 1381
" Aug.	22	Kilmore	Tooborac	20'10	821 " 1381
" "	22	Dunkeld	†Koroit	48'99	821 " 1381
" "	22	Hamilton	Penshurst	18'11	821 " 1381
" Sept.	1	Murchison East	Rushworth	12'87	821 " 1381
" "	16	Cathkin	Alexandra Road ...	4'41	821 " 1381
" Oct.	10	Searsdale	Linton	7'97	821 " 1381
" "	17	Myrtleford	Bright	18'54	821 " 1381
" Nov.	10	Cathkin	Merton	15'47	821 " 1381
" "	11	Tooradin	Loch	23'53	821 " 1381
" "	18	Amarat	Avoca	39'04	821 " 1381
1891—Jan.	15	Kyneton (Redesdale Junction) ...	Redesdale	16'25	821 " 1381
" March	24	Fairfield Park	†Riversdale (including	4'99	821 " 1381
" "	24	Mablon (Laanecoorie Junction)	†Canterbury loop line)		
" May	7	Merton	Shelbourne	9'84	821 " 1381
" June	2	Loch	Maindample	13'86	821 " 1381
" "	5	Birregarra	Korumburra	9'89	821 " 1381
" July	23	Uccleshworth	Forrest	19'85	821 " 1381
" "	24	Bolga	Yackandandah ...	12'84	821 " 1381
" Oct.	6	Maindample	Tallangatta	5'02	821 " 1381
" Nov.	23	Spencer Street	Mansfield	8'64	821 " 1381
" Dec.	17	Korumburra	§Flinders St. (Viaduct)	0'76	821 " 1187
1892—Jan.	13	Leongatha	Leongatha	9'19	821 " 1381
" March	18	Rokeby	Port Albert	58'75	821 " 1381
" April	5	Curdie's River Junction	Neerim South ...	5'36	1030 " 1300
" "	6	Lancefield	Timboon	22'32	821 " 1381
" Oct.	28	Korumburra	†Kilmore	18'10	821 " 1381
" Nov.	22	Dookie	Coal Creek	0'89	1240 " 1255
1893—Jan.	5	Warracknabeal	Katamatite	17'02	1529
" March	28	Donald	Beulah	21'92	1273
1894—March	6	Beulah	Birdup	32'30	1273
" May	7	Korumburra (Jumbunna Junction)	Hopetoun	16'01	1316
" "	14	Bendigo Cattle-yards Junction ...	Jumbunna	3'74	1240 and 1294
" June	1	Korumburra (Strezlecki Junction)	*Bendigo Cattle-yards	0'89	1030 " 1381
" "	19	Dimboola	Strezlecki	1'25	1240 " 1294
" July	31	Natimuk (East Natimuk)	Jeparit	21'59	1312
" Aug.	7	Boort	Goroke	28'32	1292
1895—March	8	Wycheproof	Quambatook	21'96	1312
1896—Feb.	5	Jumbunna	Sea Lake	47'89	1383
" Dec.	15	Nathalia	Outtrim	2'40	1371 and 1420
1899—March	14	Wangaratta	Picola	6'74	1293
" Sept.	18	Birdup	¶Whitfield	30'49	1492
" Nov.	2	Jeparit	Woomelang	26'45	1550
1900—March	1	Quambatook	Rainbow	18'47	1558
" Dec.	18	Upper Fern Tree Gully	Ultima	30'30	1555
" "	26	Bungarce	¶Gembrook	18'22	1549
1901—Oct.	21	Melbourne	*Race-course	1'53	1682
" Nov.	13	Lilydale	Coilingwood	2'22	1590
1902—March	1	Colac	Warburton	23'97	1584
" June	5	Heidelberg	¶Beech Forest ...	29'66	1594 and 1760
			Eltham	8'35	1299
		Carried forward ...		3299'78	

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Including portion since dismantled.

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

¶ 2ft. 6in. gauge.

APPENDIX No. 18—continued.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.
				Number.
		Brought forward ...	3299.78	
1903—Jun. 15	Woomelang ...	Hattah ...	68.79	1679
" May 25	Hattah ...	Nowingi ...	11.94	1679
" Sept. 30	Nowingi ...	Yatpool ...	16.19	1679
" Oct. 27	Yatpool ...	Mildura ...	13.23	1679
" Dec. 21	North Geelong Loop Line	...	0.22	1884
1904—Jan. 1	Burrumbeet Race-course Junction	Burrumbeet Race-course	1.14	1879
" Feb. 7	Springvale Cemetery Line	...	1.06	1763
" Dec. 5	Northcote Loop Line	...	0.13	1904
1905—Feb. 28	Strathmerton ...	Towards Tocumwal ...	8.20	1958
" June 26	Welshpool ...	Welshpool Jetty ...	3.23	1911
	Stawell ...	Grampians ...	15.84	
1906—May 7	St. Kilda ...	Park Street, Middle Brighton	4.07	1956 and 1973
" Dec. 22	Park Street, Middle Brighton	Brighton Beach ...	1.06	2035
1908—July 9	Strathmerton ...	Tocumwal Extension	2.07	2078
1909—June 15	Rupanyup ...	Marnoo ...	15.38	2124
" July 1	Ultima ...	Chillingollah ...	20.14	2144
" Oct. 28	Alexandra Road ...	Alexandra ...	4.32	2164
1910—May 3	Moe ...	Walhalla ...	26.06	1691 and 2180
" " 9	Nyora ...	Woolanai ...	16.79	2125
" " 9	Woolanai ...	Powlett Coal Field ...	13.75	2221
" July 4	Mihlura ...	White Cliffs ...	6.92	1679
" Dec. 1	Beeac ...	Cressy ...	11.36	2178
1911—June 20	Beech Forest ...	Crowes ...	14.24	2149
		Total mileage ...	3576.45	
		Less mileage closed for Traffic at 30th June, 1911—	Miles.	
		Dunkeld to Peshurst (Dismantled), 19th February, 1898 ...	15.87	
		Lancefield to Kiltore ...	18.10	
		Pawker Cemetery to Somerton ...	5.28	
		Oakleigh to Fairfield Park—		
		Fairfield Park to Deepdene ...	3.34	
		Ashburton to Oakleigh ...	2.37	
		Canterbury Loop Line (Dismantled) ...	0.20	
		Burley to Waverley Road—	5.91	
		Darling to Waverley Road ...	0.84	
		Geelong Race-course Line (Dismantled 25th May, 1909) ...	1.96	
			47.96	
		Total mileage open for Traffic at 30th June, 1911 ...	3528.49	

* Trains run only as required for traffic.

† 3ft. 6in. gauge.

‡ 2ft. 6in. gauge.

NOTE.—All tracks to piers, wharfs, and ballast pits, and to the Great Morwell Coal Mine are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 23.

APPENDIX No. 19.

RETURN SHOWING THE NUMBER OF OFFICERS AND EMPLOYÉES IN THE SERVICE OF THE COMMISSIONERS AT 30th JUNE, 1910, COMPARED WITH THE NUMBER AT 30th JUNE, 1911, ENTITLED TO COMPENSATION OR PENSION ON RETIREMENT.

Branch.	At 30th June, 1910.	At 30th June, 1911.	Decrease.
Secretary's ...	10	10	...
Rolling Stock ...	600	581	19
Way and Works ...	438	406	32
Transportation and Traffic ...	605	577	28
Accountancy and Audit of Receipts ...	31	31	...
Telegraph and Stationery ...	23	22	1
Stores ...	16	15	...
St. Kilda and Brighton Electric Street Railway ...	1	1	...
Total ...	1,724	1,644	80

APPENDIX No. 20.

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

Year.	Passengers.						Number of Passengers Killed and Injured per Million carried due to causes beyond their own Control.	Employés while in the Execution of their Duty.						Employés proceeding to or from Duty within the Railway Boundary.	Persons Killed or Injured at Crossings.	Trespassers.		Miscellaneous.		Total.					
	Through causes beyond their own Control.		Through Contributory Negligence.		Solely through their own Action or Negligence.			Through causes beyond their own Control.		Through Contributory Negligence.		Solely through their own Action or Negligence.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
1901-2 ^a	..	194	..	9	2	154	·000	3·375	..	19	1	90	5	140	1	5	4	6	17	6	4	11	34	634	
1902-3	..	11	..	16	1	117	·000	·200	..	21	6	102	3	159	1	3	4	10	20	5	2	10	37	454	
1903-4	..	34	1	17	1	173	·000	·626	..	43	3	105	2	140	1	..	6	4	10	7	3	18	27	541	
1904-5	..	8	..	9	4	156	·000	·134	..	35	3	96	2	118	..	2	5	7	9	9	2	6	25	446	
1905-6 ^b	..	162	..	17	5	122	·000	2·498	..	43	4	101	4	161	..	2	10	8	24	6	1	8	48	630	
1906-7	..	14	1	17	5	148	·000	·199	..	32	1	112	7	140	1	2	8	16	12	3	11	14	46	498	
1907-8 ^c	..	45	434	..	33	2	170	·000	5·793	..	29	4	112	2	151	6	11	17	7	3	23	79	970
1908-9	..	9	..	19	5	136	·000	·111	..	12	2	101	8	131	1	..	5	9	22	19	2	15	45	451	
1909-10	..	11	..	5	2	96	·000	·129	..	7	..	38	6	167	..	4	4	3	8	7	1	15	21	353	
1910-11 ^d	..	10	526	..	8	99	·106	5·608	..	31	..	20	5	128	..	1	7	12	19	7	..	5	49	829	
Totals	..	55	1,403	2	142	35	1,371	·006	1·768	..	272	24	877	44	1,435	5	19	59	86	158	76	29	125	411	5,806

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

^a Including Jolimont accident.

^b Including Beigrave accident.

^c Including Sunshine accident.

^d Including Richmond accident.

APPENDIX No. 21.

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

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

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

	1900-10.	1910-11.
WAY AND WORKS BRANCH—<i>continued.</i>		
MAINTENANCE OF WORKS—		
Superintendence and Staff	£ 9,742	£ 10,686
Bridges, Culverts, and Drains	50,359	56,054
Piers and Wharfs	3,127	4,883
Weighbridges, Scales, Lifting Cranes, Turntables, Traversers, Grain Conveyors, &c.	12,880	8,609
Buildings, Platforms, and Fixtures	82,194	103,479
Stock Yards	4,722	6,627
Water Supply	10,128	13,286
Signals and Interlocking	22,687	35,367
Telegraph Lines	12,303	17,558
Machinery, Tools, and Supplies	1,921	9,431
Other Expenses	131	215
Gardens, Plantations, &c.	2,469	2,613
TOTAL COST OF MAINTENANCE OF WORKS	£215,663	£268,808
TOTAL EXPENSES OF WAY AND WORKS BRANCH	£643,912	£803,658
Percentage of Gross Revenue	14.49	16.41
Per Mile of Railway worked	£187	£229
Per Traffic Train Mile	13.20 <i>l.</i>	14.87 <i>d.</i>
ROLLING STOCK BRANCH.		
	£	£
General Superintendence and Staff	13,757	15,390
Stationery, Printing, and Advertising	2,751	3,426
Stores Expenses	5,429	9,597
LOCOMOTIVE WORKING—		
Superintendence and Staff	14,280	15,412
Running Sheds (Staff	39,520	43,389
Supplies	3,462	3,513
Drivers and Firemen	235,665	286,587
Coal, Wood, and Kindlers for Locomotives	286,481	267,514
Handling and Inspection of Coal, Wood, and Kindlers for Locomotives	19,792	25,066
Water for Locomotives and Running Sheds	16,302	17,540
Oil, Tallow, Waste, and other Running Supplies for Locomotives	11,415	13,502
Other Expenses	148	74
TOTAL COST OF LOCOMOTIVE WORKING	£627,065	£672,597
Locomotive Miles Run	13,928,626	15,507,373
Per Locomotive Mile	10.80 <i>d.</i>	10.41 <i>d.</i>
Per Traffic Train Mile	12.86 <i>d.</i>	12.44 <i>d.</i>
INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS—		
Labour	£ 30,948	£ 36,804
Supplies	1,761	1,714
Lubricants	1,241	1,537
Light	12,482	14,824
Ice	1,063	913
Other Expenses .. .. .	..	..
TOTAL COST OF INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS	£47,495	£55,792
Per 1,000 Car Miles	75.47 <i>d.</i>	81.33 <i>d.</i>
TOTAL COST OF WORKING ROLLING STOCK BRANCH	£696,477	£756,802

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

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

† Includes Special Payment—Year 1909-10, £75,000, and year 1910-11, £66,904 18s. 11d.

APPENDIX No. 22.

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

	1909-10.	1910-11.
Average Mileage of Railway Worked	5·13	5·13
Car Mileage	340,254	346,849
Number of Passengers carried	1,361,925	1,410,907
Average Fare paid per Passenger	2·08d.	2·17d.
GROSS REVENUE—	£	£
Passengers	11,833	12,782
Parcels	2	1
Rentals	1	1
Miscellaneous	49	68
TOTAL GROSS REVENUE	£11,885	£12,852
Per Passenger Car Mile	8·38d.	8·89d.
Per Mile of Single Track	£2,317	£2,505
ORDINARY WORKING EXPENSES—	£	£
Transportation Account	3,558	3,879
Way and Works Account	1,367	1,152
Rolling Stock Account	2,236	2,189
Power Account	2,346	2,217
General Expenditure	293	318
Payment into Railway Accident and Fire Insurance Fund	60	64
TOTAL WORKING EXPENSES	£9,860	£9,819
Per cent. of Gross Revenue	82·96	76·40
Per Passenger Car Mile	6·95d.	6·79d.
Per Mile of Single Track	£1,922	£1,914
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£2,025	£3,033
INTEREST ON THE TOTAL CAPITAL COST	£2,092	£2,107
NET PROFIT OR LOSS, INCLUSIVE OF INTEREST	Loss, £67	Profit, £926

APPENDIX No. 23.

MILEAGE OF RAILWAYS AND TRACKS.

		Mileage open for Traffic at 30th June.								
		Railways.					Tracks.			
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Main Tracks.	Sidings.	Total.
Year 1910	5' 3" gauge ...	3'15	2'22	2'43	299'51	3075'87	3383'18	3709'96	605'36	4315'32
	2' 6" gauge ...	...	...	...	...	107'66	107'66	107'66	5'88	113'54
	Total ...	3'15	2'22	2'43	299'51	3183'53	3490'84	3817'62	611'24	4428'86
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	5'13	5'13	5'13	'83	5'96
	Grand Total ...	3'15	2'22	2'43	299'51	3188'66	3495'97	3822'75	612'07	4434'82
Year 1911	5' 3" gauge ...	3'15	2'22	2'43	313'03	3080'63	3401'46	3741'76	621'58	4363'34
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	6'75	128'65
	Total ...	3'15	2'22	2'43	313'03	3202'53	3523'36	3863'66	628'33	4491'99
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	5'13	5'13	5'13	'83	5'96
	Grand Total ...	3'15	2'22	2'43	313'03	3207'66	3528'49	3868'79	629'16	4497'95
		Average Mileage open for Traffic during the Year.								
		Railways.					Tracks.			
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Main Tracks.	Sidings.	Total.
Year 1909-10.	5' 3" gauge ...	3'15	2'22	2'43	299'51	3048'34	3355'65	3682'43	596'33	4278'76
	2' 6" gauge ...	...	...	...	...	85'74	85'74	85'74	5'18	90'92
	Total ...	3'15	2'22	2'43	299'51	3134'08	3441'39	3768'17	601'51	4369'68
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	5'13	5'13	5'13	'83	5'96
	Grand Total ...	3'15	2'22	2'43	299'51	3139'21	3446'52	3773'30	602'34	4375'64
Year 1910-11.	5' 3" gauge ...	3'15	2'22	2'43	307'35	3081'46	3306'61	3731'23	615'56	4346'79
	2' 6" gauge ...	...	...	...	...	108'05	108'05	108'05	5'99	114'04
	Total ...	3'15	2'22	2'43	307'35	3189'51	3504'66	3839'28	621'55	4460'83
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	5'13	5'13	5'13	'83	5'96
	Grand Total ...	3'15	2'22	2'43	307'35	3194'64	3509'79	3844'41	622'38	4466'79

The mileage of Sidings as shown does not include 552 miles of Sidings which are not owned by the Department. The cost of maintenance of about 6 miles of these Sidings is defrayed by the Department, whilst the cost of maintenance of a further 546 miles is repaid to the Department.

APPENDIX No. 24.

RETURN OF TRAFFIC AT EACH STATION.

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTALS.		MISCELLANEOUS.		GOODS.		LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.		Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.		Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	
Melbourne—Spencer-street, Country ..	2,030,333	£ 356,100 13 6	£ 76,713 16 8	£ 41,946 8 6	£ 3,027 1 10½	£ 2,274 19 4½	£ ..	£ 16,440 13 0	£ 7,404 5 4½	581,868	£ 584,037 5 0	716,045	£ 317,290 0 4	£ 2,945 7 3	£ 8,555 17 8	£ 1,417,402 11 4½
Melbourne—Spencer-street, Suburban ..	968,158	12,470 10 4	..	..	..	..	..	..	..	..	..	..	..	..	..	12,470 10 4
MELBOURNE-BENDIGO LINK.																
North Melbourne ..	1,122,846	10,005 9 9	766 7 0	487 15 5	39 15 1	9 7 3	..	49 3 7	0 5 0	..	..	..	16 7 4	..	..	11,975 10 5
Arden-street ..	..	..	..	..	..	..	..	683 1 0	..	13,275	2,241 1 8	76,387	26,684 3 7	..	..	29,668 5 3
Middle Footscray ..	271,577	1,826 11 2	38 12 3	15 3 5	3 10 9	0 14 3	..	6 3 6	0 1 3	..	..	..	..	..	..	1,890 10 7
Footscray West ..	219,389	1,535 11 10	397 0 1	98 12 5	7 16 0	0 15 9	..	36 18 8	0 0 6	60,739	8,068 18 2	6,442	2,097 0 2	..	..	12,752 13 7
Tottenham ..	13,274	109 4 5	..	..	..	..	..	..	..	..	..	..	..	..	..	109 4 5
Sunshine ..	176,799	3,124 2 11	551 4 2	159 4 11	6 16 0	1 11 6	..	43 10 3	..	9,484	13,047 15 0	35,765	7,555 17 1	2 2 3	12 10 8	24,485 4 6
Sunshine — Building Trucks (Free) ..	40,780	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Albion ..	47	0 18 9	0 15 3	..	..	..	..	..	..	18,499	4,895 8 3	..	4 0 10	..	..	4,901 9 1
St. Albans ..	32,372	529 7 10	22 4 3	36 5 2	9 12 0	0 10 3	..	5 10 2	..	1,977	167 5 5	485	100 2 5	3 11 6	2 16 0	928 5 9
Sydenham ..	6,996	239 14 4	24 15 0	34 16 6	1 13 9	1 15 2	..	24 10 10	..	3,573	546 11 6	1,047	188 5 8	6 0 3	128 8 3	1,196 19 9
Digger's Rest ..	3,786	269 11 11	72 10 9	69 15 5	6 15 3	24 13 5	..	19 7 6	..	3,020	534 8 8	833	222 16 7	2 0 6	139 11 10	1,313 11 7
Sunbury ..	33,791	1,897 19 8	258 7 9	360 14 6	62 12 2	106 6 9	..	45 0 2	0 1 3	2,192	625 0 8	6,137	1,548 16 4	45 12 6	536 15 1	5,706 15 10
Lancefield Junction ..	6,929	410 7 11	24 17 2	41 6 8	6 15 4	6 14 2	..	21 14 8	..	842	142 2 5	222	66 4 1	..	..	1,087 11 3
Ballan ..	6,464	563 13 0	58 0 5	109 7 5	12 15 0	13 3 3	..	7 15 4	..	2,363	790 15 1	748	294 0 1	286 11 3	48 17 9	1,087 11 3
Giborne ..	10,522	983 13 0	414 0 9	296 18 0	6 6 6	58 9 0	..	14 17 7	..	2,260	682 12 3	1,501	710 19 11	50 14 0	42 17 11	1,848 8 0
Macedon ..	18,239	1,299 15 7	298 9 3	339 10 3	7 14 5	13 7 3	..	11 14 3	0 2 6	2,779	530 15 6	2,106	851 4 5	367 17 11	282 1 2	3,727 16 7
Woodend ..	23,849	2,171 12 8	170 14 5	303 1 11	43 0 8	96 3 6	..	147 16 3	0 4 0	7,892	2,272 0 4	2,316	1,320 17 11	13 7 1	25 5 0	3,591 14 6
Carlisle ..	1,758	195 17 7	6 5 0	10 12 7	0 2 6	0 10 6	..	13 8 5	..	278	92 5 0	33	21 2 3	285 10 8	326 18 8	7,038 1 0
Kyneton ..	36,694	4,743 12 1	659 7 11	775 10 19	79 0 6	162 12 8	..	1,049 12 2	0 6 6	9,824	3,925 5 9	8,408	4,152 17 8	12 8 9	6 3 7	2,075 15 2
Red-sands Junction ..	1,862	165 2 0	9 6 7	9 1 1	0 11 9	0 6 6	..	26 11 10	..	243	99 12 11	69	43 19 1	2 13 9	1,005 2 0	17,450 16 8
Mabourne ..	12,231	819 18 0	70 1 1	181 13 16	13 18 9	18 18 6	..	23 16 6	..	4,018	1,028 11 5	855	510 15 6	..	..	297 6 3
Parade ..	8,846	392 1 0	38 13 1	64 1 1	0 16 6	2 18 9	..	12 3 7	..	2,927	382 16 1	289	189 4 9	113 16 3	105 4 3	2,845 15 0
High-tonic ..	3,406	320 12 10	42 1 6	42 12 2	0 10 6	1 19 0	..	2 17 5	..	2,721	664 11 10	213	128 15 5	..	..	1,963 2 4
Chewton ..	8,110	601 18 5	48 10 0	62 7 3	1 3 9	4 8 8	..	6 1 8	0 0 0	3,362	104 4 7	1,645	464 14 5	108 3 9	158 0 7	1,465 5 0
Castlemaine ..	95,410	8,188 2 10	709 10 2	977 9 11	34 4 3	31 17 5	..	205 7 5	0 7 3	7,264	6,139 6 2	17,595	10,580 1 4	87 4 10	214 1 5	27,177 2 0
Burke's Creek ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Harcourt ..	11,115	555 12 10	94 17 0	60 19 4	0 13 0	3 13 6	..	10 0 9	..	7,371	3,662 13 11	1,961	968 5 6	..	..	86 8 5
Ravenwood ..	2,638	173 0 5	20 18 10	31 12 10	0 12 3	0 19 6	..	93 8 0	..	1,230	316 2 3	180	66 6 9	..	..	4,776 7 11
Kangaroo ..	7,034	566 7 2	50 0 4	72 19 5	3 11 0	2 9 9	..	9 7 11	..	67	73 10 11	15,101	460 15 5	1 18 9	2 12 3	1,374 10 11
Golden Square ..	11,342	1,659 7 5	109 17 6	151 11 9	3 0 9	3 18 9	..	7 0 0	..	2,481	679 3 0	15,101	3,928 19 2	3 12 0	721 0 2	7,279 18 9
Bendigo ..	196,761	36,437 4 9	3,364 8 11	4,162 3 3	314 17 8	547 6 9	..	799 7 3	215 6 10	30,327	23,990 1 7	123,745	57,292 6 6	3,861 6 6	6,296 5 9	156,319 19 9
Bendigo Electric Supply Co. Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
LANCEFIELD LINE.																
Bolinda ..	770	72 5 2	3 6 5	12 5 6	0 3 6	0 12 0	..	..	..	547	139 17 7	116	58 3 3	31 14 1	2 9 0	320 16 1
Monegatta ..	1,124	119 8 5	6 9 11	17 9 4	0 4 0	1 6 0	..	5 18 8	..	1,009	239 7 5	179	88 10 0	1 0 0	9 19 5	480 11 9
North Monegatta ..	429	29 8 4	3 19 0	5 16 7	0 3 9	0 5 6	..	..	..	..	..	..	..	..	..	55 18 8
Romsey ..	7,682	799 6 0	71 18 11	173 8 3	15 0 4	23 2 6	..	20 8 10	0 1 9	5,110	1,492 5 7	1,435	700 17 10	267 15 3	146 13 2	3,749 7 1
Lucfield ..	7,767	993 4 6	56 14 7	190 15 1	13 6 0	27 1 6	..	86 8 10	0 2 6	6,766	2,045 11 3	1,428	861 6 5	384 11 5	95 2 4	4,604 1 10

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DAYLESFORD LINE.

Tyden ..	1,423
Fern Hill ..	2,482
Troutham ..	9,045
Lyonville ..	3,865
Bullarto ..	5,266
Musk ..	2,912
Daylesford ..	27,155
Woodburn ..	432
Sailor's Falls ..	1,128
Leonard ..	2,641
Wombat ..	1,143
Rocklyn ..	2,566
Newlyn ..	5,251
Kingston ..	4,760
Allendale ..	17,914
Broomfield ..	3,361

148 4 7	9 11 4	22 1 4	0 1 0	2 3 0
241 15 1	28 10 2	70 16 0	0 11 9	1 7 0
304 4 9	85 4 5	184 0 3	5 4 9	0 10 0
169 1 3	7 0 10	22 12 4	0 6 0	0 2 0
251 15 1	16 9 5	40 17 5	0 6 6	0 4 6
82 15 4	7 17 1	15 5 4	0 9 0	4 11 0
3,817 4 11	337 12 1	586 7 9	13 2 3	12 8 3
8 16 10	6 0 9	0 4 8	..	..
49 13 4	4 13 9	5 4 9	..	..
158 1 10	20 7 3	24 2 9	0 6 0	0 9 6
56 9 0	2 12 11	5 18 5	0 2 3	0 1 6
125 13 2	7 0 3	18 16 0	0 5 6	0 4 6
334 11 2	16 3 3	61 10 8	88 5 5	8 16 8
309 9 2	19 0 1	58 9 7	0 14 0	0 19 0
873 10 1	53 11 4	135 15 3	10 19 9	2 11 3
150 17 8	..	9 8 0	0 11 6	0 16 0

10 14 3	871	262 5 10	80	44 13 4	22 9 0	8 15 10	541 5 9
22 12 2	5,240	1,745 12 5	858	275 5 6	2 12 6	4 17 0	2,404 12 4
22 14 2	5,925	2,055 12 3	2,356	1,548 10 7	25 16 3	20 2 4	4,850 1 9
3 9 11	2,744	750 0 3	173	120 7 0	1 4 3	..	904 3 8
1 14 2	5,981	1,087 5 1	357	151 12 0	6 18 10	3 9 4	1,570 16 11
2 13 1	1,041	393 5 4	158	66 18 4	..	3 10 8	578 11 2
32 15 2	4,749	2,029 9 0	7,615	1,700 0 8	73 5 11	136 2 5	11,878 13 3
2 11 0	473	77 12 11	10	4 0 10	..	..	9 2 1
..	6,299	991 15 8	229	94 18 1	3 0 0	..	1,263 1 1
..	3,060	410 1 8	30	18 18 9	..	..	494 4 6
0 4 9	1,547	223 17 0	179	71 13 3	..	..	451 14 4
53 18 10	11,850	5,273 19 11	911	519 9 4	2 16 3	84 5 1	6,587 10 7
21 15 10	4,584	2,192 9 9	1,694	495 9 0	2 17 10	6 7 6	3,099 11 9
6 18 5	2,513	1,801 6 1	8,618	2,587 0 2	267 4 2	18 2 9	5,248 19 3
0 8 4	..	0 0 9	..	2 15 4	..	..	165 6 7

REDESDALE LINE.

Edgewood ..	49
Green Hill ..	78
East Moecalle ..	466
Emmeron ..	66
Baird ..	375
Redesdale ..	1,184

2 8 4	0 7 5	0 5 2	..	..
2 9 5	1 8 9	3 13 9	..	..
13 5 1	5 16 1	10 15 4	1 5 0	..
3 11 7	0 4 1	1 5 0	..	..
28 0 0	9 6 5	24 3 7	2 7 0	0 17 3
167 19 0	27 15 3	83 11 11	0 18 6	1 10 9

2 9 0	2,041	318 12 4	1	0 13 11	..	..	524 16 2
1 10 0	133	44 1 9	39	14 12 11	..	..	67 18 7
1 4 0	994	264 10 6	38	23 9 10	..	..	230 5 10
..	777	135 4 2	14	5 1 4	..	..	145 6 2
15 2 1	908	435 7 7	205	79 19 8	122 15 3	11 12 6	724 17 4
49 9 8	2,945	1,175 9 7	396	228 2 2	..	1 8 8	1,732 4 11

SHIPLEY LINE.

Muckleford ..	626
Maloen ..	15,782
Bradford ..	5
Shelbourne ..	343

21 1 6	4 17 0	9 7 6	0 2 0	..
1,882 15 7	166 7 1	395 10 7	13 10 9	20 11 9
0 3 4	0 6 0	0 0 9	..	..
83 7 0	15 2 1	42 18 2	0 6 0	0 4 0

10 9 3	196	103 3 3	95	43 11 2	..	..	6 0 5
27 16 2	1,814	969 11 9	3,994	2,622 18 8	138 16 5	42 14 11	6,283 18 5
10 4 0	..	0 8 0	..	0 8 0	..	..	71 2 1
23 9 4	7,184	2,836 10 6	1,729	1,232 11 8	13 13 0	1 15 6	4,249 16 0

CASLEMAINE-MARYBOROUGH LINE.

Campbell ..	5,607
Gillford ..	5,289
Stragway ..	2,456
Newstead ..	6,901
Joyce's Creek ..	1,170
Molert ..	1,401
Charisbrook ..	4,643
Maryborough ..	55,102

116 18 6	13 6 8	23 13 10	0 3 0	0 1 0
309 9 11	19 9 9	44 12 2	..	0 9 6
98 6 11	5 14 2	7 6 0	0 6 6	0 8 0
678 8 3	119 14 11	130 5 0	39 2 8	27 13 8
86 6 4	1 16 3	14 15 1	0 12 3	9 12 3
180 15 11	29 18 0	24 14 4	1 0 9	0 7 0
549 5 1	42 19 5	59 12 6	2 17 0	16 8 3
9,390 6 5	792 9 4	1,084 4 5	20 7 0	49 18 1

3 11 1	942	607 13 8	321	200 10 0	..	0 16 6	966 14 3
10 4 6	495	303 11 6	790	567 3 0	9 3 9	34 14 6	1,320 3 1
0 7 4	18	20 9 3	5	4 9 0	..	..	137 10 2
5 13 0	1,533	1,674 8 2	2,023	1,353 14 7	178 13 1	220 19 0	3,849 9 11
9 17 1	611	284 7 5	114	64 15 7	2 5 0	10 14 6	576 1 9
11 10 4	3,258	1,294 14 3	402	186 10 5	2 14 6	9 5 0	1,698 10 6
2 1 6	2,045	1,120 12 11	816	487 15 1	192 19 8	208 10 0	2,878 1 5
325 1 4	17,573	5,084 9 1	18,378	10,922 12 7	176 0 7	114 2 2	28,500 16 1

MARYBOROUGH-MILDCRA LINE.

Shroon ..	1,382
Havelock ..	2,492
Bet Bet ..	3,796
Dareilly ..	12,383
Goldborough ..	2,117
Bealiba ..	5,732
Maffescion's Siding ..	..
Enn ..	2,248
Carapooee ..	530
St. Armand ..	20,988
Sutherland ..	422
Sunwater ..	313
Cape Cape ..	2,455
Donald ..	11,199
Lake Buloka ..	19
Litchfield ..	1,773
Massey ..	1,019
Watchem ..	4,839
Morton Plains ..	34
Bivich ..	11,176
Karri ..	34
Kinnabulla ..	292
Carvo ..	730
Watchuppa ..	900
Woomslang ..	7,776

39 0 5	0 0 6	0 0 6	..	0 2 0
63 17 5	9 8 5	13 7 6	..	0 5 0
133 14 0	22 18 2	47 0 9	0 12 6	0 8 6
1,491 12 1	112 19 0	254 16 6	4 11 0	2 1 3
72 5 2	12 12 2	17 3 1	..	0 0 9
716 4 8	102 15 10	158 18 0	0 7 6	1 6 0
..	..	0 0 0	..	..
261 6 6	17 19 8	43 11 10	1 14 0	0 17 9
116 6 0	32 0 3	13 7 6	0 7 6	0 6 0
5,684 15 1	382 2 9	894 16 0	76 13 9	75 0 6
19 15 9	0 9 8	10 8 1	..	0 3 0
26 5 7	0 8 6	16 16 5	0 1 6	0 8 6
451 5 1	20 0 1	76 17 4	0 5 2	1 11 0
3,102 16 3	255 9 9	535 13 2	78 16 0	94 4 2
..	..	0 17 0	..	0 0 6
99 19 11	5 4 4	40 7 11	0 7 0	5 4 0
73 13 1	1 11 6	14 7 5	0 0 9	0 4 3
358 7 2	54 16 3	192 15 8	25 8 0	14 9 9
..	2 9 9	19 6 0	..	0 4 0
3,111 10 4	187 12 1	452 3 3	43 15 9	28 14 3
..	0 5 8	3 18 1	..	0 0 0
..	5 4 4	18 17 9	0 4 0	0 3 0
..	1 11 6	14 7 5	0 0 9	0 4 3
..	54 16 3	192 15 8	25 8 0	14 9 9
..	2 9 9	19 6 0	..	0 4 0
..	187 12 1	452 3 3	43 15 9	28 14 3
..	0 5 8	3 18 1	..	0 0 0
..	5 4 4	18 17 9	0 4 0	0 3 0
..	1 11 6	14 7 5	0 0 9	0 4 3
..	54 16 3	192 15 8	25 8 0	14 9 9
..	2 9 9	19 6 0	..	0 4 0
..	187 12 1	452 3 3	43 15 9	28 14 3
..	0 5 8	3 18 1	..	0 0 0
..	5 4 4	18 17 9	0 4 0	0 3 0
..	1 11 6	14 7 5	0 0 9	0 4 3
..	54 16 3	192 15 8	25 8 0	14 9 9
..	2 9 9	19 6 0	..	0 4 0
..	187 12 1	452 3 3	43 15 9	28 14 3
..	0 5 8	3 18 1	..	0 0 0
..	5 4 4	18 17 9	0 4 0	0 3 0
..	1 11 6	14 7 5	0 0 9	0 4 3
..	54 16 3	192 15 8	25 8 0	14 9 9
..	2 9 9	19 6 0	..	0 4 0
..	187 12 1	452 3 3	43 15 9	28 14 3
..	0 5 8	3 18 1	..	0 0 0
..	5 4 4	18 17 9	0 4 0	0 3 0
..	1 11 6	14 7 5	0 0 9	0 4 3
..	54 16 3	192 15 8	25 8 0	14 9 9
..	2 9 9	19 6 0	..	0 4 0
..	187 12 1	452 3 3	43 15 9	28 14 3
..	0 5 8	3 18 1	..	0 0 0
..	5 4 4	18 17 9	0 4 0	0 3 0
..	1 11 6	14 7 5	0 0 9	0 4 3
..	54 16 3	192 15 8	25 8 0	14 9 9
..	2 9 9	19 6 0	..	0 4 0
..	187 12 1	452 3 3	43 15 9	28 14 3
..	0 5 8	3 18 1	..	0 0 0
..	5 4 4	18 17 9	0 4 0	0 3 0
..	1 11 6	14 7 5	0 0 9	0 4 3
..	54 16 3	192 15 8	25 8 0	14 9 9
..	2 9 9	19 6 0	..	0 4 0
..	187 12 1	452 3 3	43 15 9	28 14 3
..	0 5 8	3 18 1	..	0 0 0
..	5 4 4	18 17 9	0 4 0	0 3 0
..	1 11 6	14 7 5	0 0 9	0 4 3
..	54 16 3	192 15 8	25 8 0	14 9 9
..	2 9 9	19 6 0	..	0 4 0
..	187 12 1	452 3 3	43 15 9	28 14 3
..	0 5 8	3 18 1	..	0 0 0
..	5 4 4	18 17 9	0 4 0	0 3 0
..	1 11 6	14 7 5	0 0 9	0 4 3
..	54 16 3	192 15 8	25 8 0	14 9 9
..	2 9 9	19 6 0	..	0 4 0
..	187 12 1	452 3 3	43 15 9	28 14 3
..	0 5 8	3 18 1	..	0 0 0
..	5 4 4	18 17 9	0 4 0	0 3 0
..	1 11 6	14 7 5	0 0 9	0 4 3
..	54 16 3	192 15 8	25 8 0	14 9 9
..	2 9 9	19 6 0	..	0 4 0
..	187 12 1	452 3 3	43 15 9	28 14 3
..	0 5 8	3 18 1	..	0 0 0
..	5 4 4	18 17 9	0 4 0	0 3 0
..	1 11 6	14 7 5	0 0 9	0 4 3
..	54 16 3	192 15 8	25 8 0	14 9 9
..	2 9 9	19 6 0	..	0 4 0
..	187 12 1	452 3 3	43 15 9	28 14 3
..	0 5 8	3 18 1	..	0 0 0
..	5 4 4	18 17 9	0 4 0	0 3 0
..	1 11 6	14 7 5	0 0 9	0 4 3
..	54 16 3	192 15 8	25 8 0	14 9 9
..	2 9 9	19 6 0	..	0 4 0
..	187 12 1	452 3 3	43 15 9	28 14 3
..	0 5 8	3 18 1	..	0 0 0
..	5 4 4	18 17 9	0 4 0	0 3 0
..	1 11 6	14 7 5	0 0 9	0 4 3
..	54 16 3	192 15 8	25 8 0	14 9 9
..	2 9 9	19 6 0	..	0 4 0
..	187 12 1	452 3 3	43 15 9	28 14 3
..	0 5 8	3 18 1	..	0 0 0
..	5 4 4	18 17 9	0 4 0	0 3 0
..	1 11 6	14 7 5	0 0 9	0 4 3
..	54 16 3	192 15 8	25 8 0	14 9 9
..	2 9 9	19 6 0	..	0 4 0
..	187 12 1	452 3 3	43 15 9	

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

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MALLS, TELEGRAPH, AND DINING CARS.	RENTALS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.		Revenue.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
MARYBOROUGH—MILDURA LINE—continued.																
Lesathas ..	2,273	457 12 5	33 3 7	90 10 11	15 15 0	8 7 8	..	41 10 0	..	4,982	3,109 14 5	1,993	2,325 16 9	20 16 6	19 12 8	6,125 9 3
Gant ..	121	15 9 1	1 2 3	18 12 0	0 4 0	0 12 0	..	14 4 0	..	3,154	1,992 11 4	539	435 0 1	..	1 15 0	2,529 10 8
Turriff ..	730	89 12 7	7 0 2	31 5 6	0 5 0	0 18 6	..	3 6 8	..	1,834	1,241 13 10	848	703 12 7	33 19 6	59 4 0	2,181 18 4
Speed ..	792	89 0 1	0 13 11	40 18 10	0 1 0	0 7 9	..	..	..	2,229	1,332 16 9	633	596 5 4	..	11 0 0	2,181 9 8
Teupy ..	479	69 6 4	2 10 10	49 17 10	0 8 0	0 3 0	..	46 18 6	..	1,472	952 14 5	642	643 12 3	0 10 0	12 5 1	1,778 0 3
Austral Gypsum Sid- ing ..	..	..	..	..	..	..	..	..	..	63	47 4 10	..	..	..	..	47 4 10
Ouyen ..	3,457	1,778 4 0	44 19 10	225 15 9	3 19 6	19 2 6	..	59 0 4	0 4 10	3,508	2,092 18 8	9,088	8,309 4 10	59 9 0	388 18 10	12,981 18 1
Hattah ..	64	11 8 9	16 2 8	4 2 8	..	..	..	13 0 0	..	46	8 11 1	7	11 10 10	823 13 4	75 2 8	993 12 0
Nowingi ..	42	5 18 3	22 16 9	0 16 11	0 5 0	..	..	11 14 10	..	205	63 4 11	22	3 7 2	..	..	78 3 10
Yatpool ..	43	4 11 0	0 4 0	4 0 5	0 4 0	0 0 6	..	28 15 3	..	897	104 1 4	..	50 8 3	..	..	192 4 9
Irymple ..	790	759 3 3	19 11 7	93 17 0	8 8 0	9 1 6	..	115 4 3	0 0 0	5,299	6,776 8 10	3,232	3,938 6 3	..	1 10 0	13,421 11 5
Mildura ..	9,027	6,406 17 9	474 16 4	991 18 4	51 5 6	86 13 3	..	27 0 4	0 7 3	5,284	7,700 2 3	10,348	15,549 3 5	1,994 8 10	996 13 7	34,369 4 10
MILDURA AND WHITE CLIFFS LINE.																
Merbein ..	1,939	57 11 10	3 11 11	29 12 2	..	0 11 0	..	4 10 0	..	810	221 13 11	834	882 0 8	..	46 1 2	1,936 14 8
KOW PLAINS LINE.																
*Toga ..	..	..	..	..	..	..	..	..	..	290	213 7 7	83	7 9 8	..	..	220 17 3
*Galah ..	..	..	..	..	..	..	..	..	..	348	251 8 5	364	192 19 3	..	..	444 7 8
*Walcup ..	..	..	..	0 2 9	..	..	..	..	..	24	17 7 8	353	210 4 9	..	8 4 10	236 1 0
*Nyung ..	..	..	..	..	..	..	..	..	..	..	..	36	38 0 11	..	..	38 0 11
*Underwood ..	..	..	..	..	..	..	..	..	..	..	..	151	110 19 0	..	13 19 5	124 18 5
*36 Mile Post ..	..	..	..	..	..	..	..	..	..	..	..	3	2 5 9	..	..	2 5 9
MARYBOROUGH—ARARAT LINE.																
Adelaide Lead ..	790	22 2 7	0 6 4	2 13 8	..	..	..	0 2 6	..	..	0 6 4	..	..	..	..	25 11 5
Bung Bong ..	598	24 14 0	13 13 4	9 6 3	0 1 0	0 7 6	..	0 2 6	..	541	228 9 11	35	23 10 10	3 16 6	2 8 0	306 11 10
Honlebusch ..	2,118	98 11 5	9 14 4	22 12 1	..	0 4 0	..	..	..	658	181 14 7	195	89 17 3	..	..	402 18 5
Avoca ..	7,156	1,111 18 5	155 9 5	399 2 10	11 7 0	9 19 3	..	18 12 7	0 2 6	6,916	5,213 8 0	3,073	2,602 4 8	193 3 9	107 19 5	7,814 2 4
Amphitheatre ..	1,542	125 18 1	22 6 10	53 19 9	0 9 6	0 12 0	..	19 2 6	..	4,438	1,362 19 1	524	406 18 9	0 18 1	2 10 0	1,995 14 10
Elmhurst ..	2,337	319 5 1	42 5 7	98 11 0	9 14 3	3 19 0	..	23 16 2	..	2,322	1,321 1 8	770	732 10 5	134 9 2	21 0 6	2,597 4 1
Everley ..	109	9 3 10	..	9 11 0	0 1 6	0 3 9	..	1 11 7	..	1,224	506 19 1	121	68 9 11	10 1 4	2 8 0	608 9 3
Crowland ..	285	24 13 3	1 3 0	31 1 0	0 4 9	0 18 9	..	16 6 0	..	2,605	996 15 4	296	254 8 6	3 19 6	57 4 6	1,386 13 19
Dunneworthy ..	80	6 8 6	0 2 9	5 2 0	..	0 0 9	..	..	..	1,881	240 13 11	57	45 13 2	..	12 19 2	311 0 3
Warra Yadin ..	30	2 15 0	..	1 3 10	..	..	..	1 8 0	..	892	109 9 10	49	23 4 3	..	2 4 9	140 5 8
BALLARAT—MARYBOROUGH LINE.																
Wandra Junction ..	2,171	63 2 3	3 6 10	3 18 3	0 0 9	0 5 0	..	15 8 9	..	..	7 14 3	..	2 1 2	..	..	90 3 0
Sully ..	5,206	95 15 9	0 18 0	7 3 10	13 19 6	0 4 6	..	..	..	15	6 1 9	434	98 5 2	..	..	218 12 0
Bold Hills ..	3,710	78 7 10	0 14 6	5 16 8	0 8 6	0 2 3	..	..	..	8	1 1 5	1	1 1 5	..	..	92 12 11
Creswick ..	42,383	1,948 18 8	93 5 9	179 2 7	4 2 0	9 3 6	..	10 17 6	0 3 6	750	543 11 11	2,689	1,243 11 11	22 18 3	25 18 8	4,981 14 3
North Creswick ..	15,605	825 0 5	41 7 5	51 15 3	1 9 0	1 3 0	..	11 5 7	0 8 6	32	49 6 0	1,844	405 14 10	..	..	1,887 3 0
Tonrallo ..	1,353	118 2 11	18 0 4	18 6 1	0 15 3	0 6 0	..	8 19 8	..	549	251 1 1	311	96 16 8	360 0 1	42 5 4	914 13 5
Clunes ..	19,993	1,525 6 11	156 0 6	252 14 5	8 12 9	22 10 0	..	26 1 8	0 3 9	2,501	1,492 11 8	3,823	1,493 0 6	432 13 11	133 7 2	5,544 8 3
Talbot ..	13,267	938 11 11	232 9 7	229 6 1	4 3 6	10 11 6	..	31 10 2	..	3,163	1,295 6 1	2,065	1,187 9 0	68 12 10	16 2 3	3,915 2 11
Daisy ..	65	1 7 4	0 1 0	1 1 5	..	..	..	..	..	..	..	..	..	..	..	2 9 9

WAUWATAMUN LAKE		DUNSMuir-JACKIE- WOOD LAKE		BEXMOR-KOHTA LAKE		BENDIGO-SASA LAKE LAKE		WEDDERBURN LAKE		
369	12 10 2	3 2 6	2 3 0	11 5 0	4 6 1	4 0 0	4 0 0	1 1 2 6	0 15 9	188 1 0
2732	78 4 1	8 5 10	31 1 0	6 3 0	3 1 0 8	19 12 6	19 12 6	1 12 6	9 6 10	221 17 13
6,094	278 14 0	24 15 7	31 1 0	2 17 1	27 11 5	2,186 5 1	2,186 5 1	16 17 7	10 17 3	2,837 5 6
6,828	408 17 4	24 15 7	31 1 0	2 17 1	27 11 5	2,186 5 1	2,186 5 1	10 17 7	10 17 3	2,837 5 6
1,194	63 11 3	8 5 10	31 1 0	2 17 1	27 11 5	2,186 5 1	2,186 5 1	10 17 7	10 17 3	2,837 5 6
2,741	170 10 7	8 5 10	31 1 0	2 17 1	27 11 5	2,186 5 1	2,186 5 1	10 17 7	10 17 3	2,837 5 6
6,891	380 1 7	18 6 7	39 18 1	2 15 9	80 16 7	3,203 8 8	3,203 8 8	292 14 2	22 4 2	5,185 14 2
36	2 0 5 6	0 0 3	0 1 7	..	..	3,041 11 11	3,041 11 11	..	..	1,037 4 7
91	2 0 5 6	0 0 3	0 1 7	..	..	3,041 11 11	3,041 11 11	..	..	1,037 4 7
3,980	254 11 7	38 11 1	139 0 2	1 1 0 4	4 9 9	3,938 15 9	3,938 15 9	1 1 8 5	21 5 2	4,623 5 6
1,140	63 11 3	8 5 10	31 1 0	2 17 1	27 11 5	2,186 5 1	2,186 5 1	..	..	1,943 13 7
6,032	380 10 8	8 0 3	25 1 10	0 1 9	0 10 9	860 2 8	860 2 8	..	..	1,487 6 11
221	8 0 8	1 2 5	4 11 5	..	..	197 14 4	197 14 4	..	..	277 12 5
2,183	63 15 11	1 19 8	12 12 8	0 4 11	3 16 8	1,707	1,707	..	..	628 15 10
1,814	28 12 7	2 3 5	17 3 5	0 2 5 0	2 5 0	736 1 6	736 1 6	..	..	1,940 1 10
1,240	83 10 3	3 19 3	37 3 2	0 12 0	2 5 0	116 5 9	116 5 9	..	..	307 3 5
0,222	28 12 7	0 4 3	1 14 5	0 0 3 0	3 1 9	168 6 11	168 6 11	..	..	632 6 4
0,787	0 11 2 3	4 1 7	97 9 8	8 18 11	23 1 9	2,376 4 0	2,376 4 0	..	..	217 14 2
15,594	112 0 10	154 10 9	11 18 2	0 8 0 0	5 9 8	8,204	8,204	400 16 5	00 18 1	43,2 6 3
15,333	2,005 9 7	154 10 9	11 18 2	0 8 0 0	5 9 8	8,204	8,204	0 14 0	1 19 6	1,496 9 11
19,908	2,880 9 9	240 1 4	542 16 3	37 14 3	43 1 2	10,000	10,000	3,145 9 0	3,8 12 7	16,490 10 11
2,678	1,661 10 11	114 17 5	955 19 1	107 3 7	320 16 6	31,038 11 6	31,038 11 6	9,277 2 2	3,178 5 11	23,242 5 9
14,610	1,240 18 7	185 35 5	346 6 1	11 10 6	20 14 0	381 10 9	381 10 9	5 14 9	6 18 2	8,651 11 11
4,324	249 15 0	28 14 10	66 9 5	1 10 6	28 13 0	1,379 12 2	1,379 12 2	10 16 2	20 11 2	14,120 3 0
1,024	85 15 2	3 19 9	17 13 7	0 1 6	28 13 0	466 14 5	466 14 5	0 18 2	0 18 2	11,831 11 10
1,470	109 18 2	5 8 1	23 17 1	1 14 3	0 1 5	222 18 6	222 18 6	0 16 6	0 16 6	780 19 7
7,368	840 18 7	42 4 3	119 1 5	19 19 6	15 15 1	6,881 11 1	6,881 11 1	53 12 0	53 12 0	7,721 7 7
16,180	2,179 8 11	149 15 2	345 13 5	19 19 6	31 15 1	1,265 3 1	1,265 3 1	27 4 5	27 4 5	13,665 15 11
1,017	65 18 10	5 12 6	12 15 9	0 7 0 0	11 5 0	1,265 3 1	1,265 3 1	224 15 4	40 18 6	17,390 5 17
1,028	52 12 7	11 18 8	10 12 11	0 7 0 0	11 5 0	1,265 3 1	1,265 3 1	224 15 4	40 18 6	17,390 5 17
3,412	525 9 9	20 1 1	17 11 8	0 11 0	28 17 0	1,919 12 10	1,919 12 10	45 19 10	3 0 4	17,322 9 9
7,634	1,271 5 6	96 3 5	15 16 8	9 12 9	223 18 6	1,919 12 10	1,919 12 10	45 19 10	3 0 4	17,322 9 9
1,535	172 14 7	13 12 7	55 9 11	5 12 11	17 5 0	1,940 12 1	1,940 12 1	351 4 1	104 16 8	1,619 13 2
1,498	218 4 7	19 12 4	61 8 10	1 5 3 6	13 15 5	1,417 10 10	1,417 10 10	270 15 8	25 1 10	5,210 15 5
783	106 5 11	9 12 0	24 6 8	0 4 0 0	2 3 4 4	3,311 4 4	3,311 4 4	416 3 2	19 15 3	2,576 14 7
7,394	1,595 6 10	154 16 4	415 19 9	21 18 10	44 4 4	1,578 19 9	1,578 19 9	445	420 19 2	3,217 7 10
372	23 11 2	2 8 3	14 3 6	0 2 0 0	16 9 8	6,044	6,044	1,098 11 3	200 19 5	11,541 1 5
1,742	244 8 7	14 5 19	69 5 7	0 11 6	16 9 8	2,440	2,440	5,561 11 8	500 19 5	15,962 11 1
99	1 7 8 5	148 3 7	301 6 10	0 4 0 0	20 14 0	1,388 1 2	1,388 1 2	810 11 1	38 7 6	15,933 0 2
6,818	2,289 12 10	48 5 17	301 6 10	0 4 0 0	20 14 0	1,388 1 2	1,388 1 2	810 11 1	38 7 6	6,900 18 7
517	59 15 8	2 8 10	20 11 7	0 12 0 0	42 17 4	3,578	3,578	1,746 19 3	183 11 8	11,854 10 5
1,011	159 16 19	10 11 7	61 2 19	0 13 0 0	17 4 0	1,913	1,913	518 4 6	38 10 5	2,585 1 4
2,041	39 4 2	0 7 11	2 18 10	0 6 6 0	24 12 4	3,489 6 1	3,489 6 1	3,267 6 8	3,267 6 8	2,682 2 8
1,891	415 12 5	30 4 11	107 3 13	14 16 6	19 16 9	1,592	1,592	3,267 6 8	3,267 6 8	1,904 16 10
1,458	366 12 11	26 8 6	115 19 5	2 4 0 0	26 8 6	1,785	1,785	2,255 7 1	2,255 7 1	7,287 11 10
2,49	82 4 4	2 2 8	17 39 5	0 14 0 0	3 17 10	2,482	2,482	2,255 7 1	2,255 7 1	1,538 3 5
3,081	1,049 1 8	104 6 0	343 18 2	7 10 6	30 18 6	11,832	11,832	682 13 11	174 12 10	21,022 6 10
3,174	644 11 7	83 2 10	250 5 4	4 17 0	35 11 8	12,61	12,61	4,564 17 4	129 2 1	5,534 5 8

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

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CABS.	RENTALS.	MISCELLANEOUS.	GOODS.		LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).				
	Outwards.		Outwards.		Inwards.					Outwards.		Inwards.			Outwards.		Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Revenue.	Revenue.	Tons.	Revenue.		Tons.	Revenue.	Revenue.	Revenue.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.				
KORONG YALE—CHILLINGOLLAH LINE.																		
Borong ..	1,436	155 15 3	22 12 11	54 15 2	1 9 0	3 18 0	..	5 4 0	..	2,692	1,527 9 11	545	475 0 7	549 6 2	213 12 4	3,008 18 4		
Mesia ..	1,325	235 0 3	21 0 4	58 4 8	3 5 9	1 19 6	..	39 2 4	..	2,408	1,540 17 2	601	484 19 1	274 19 6	16 13 0	2,876 7 7		
Bort ..	5,723	1,412 15 3	144 2 7	273 11 11	13 19 6	24 9 0	..	79 11 11	0 1 0	6,974	3,814 10 7	3,360	3,222 15 0	1,577 1 3	244 0 9	10,607 0 0		
Barraport ..	460	70 14 10	5 0 10	49 5 11	0 7 6	0 19 9	..	4,477	..	690	2,295 17 10	690	565 1 6	..	16 15 2	3,024 5 4		
Grudwin ..	444	56 9 0	2 8 3	22 12 6	0 5 6	..	..	1,382	..	10 4 0	793 4 2	210	165 7 1	260 2 0	12 4 5	1,322 16 11
Onkvale ..	364	58 16 2	3 11 2	24 18 0	0 4 0	0 4 0	..	2,405	..	11 9 6	1,379 7 10	261	215 2 0	..	..	1,693 12 8
Quambatook ..	3,038	920 18 0	88 13 3	197 12 3	15 9 6	9 12 6	..	8,476	..	37 16 8	5,222 5 0	3,392	3,813 19 0	882 4 0	124 14 10	11,318 5 0		
Cannie ..	617	117 13 6	4 7 2	41 6 7	0 15 6	0 2 6	..	3,682	..	3 12 0	2,104 1 9	295	244 17 1	217 8 3	14 5 9	2,748 10 1		
Lubert ..	1,134	370 13 2	47 7 11	83 4 5	1 12 9	3 8 9	..	5,133	..	14 9 8	3,153 8 6	1,351	1,731 7 9	648 8 7	62 10 4	6,116 11 10		
Manisa ..	513	190 19 6	8 13 9	45 15 7	0 0 6	0 14 6	..	5,671	..	8 16 2	3,380 10 8	683	676 16 10	0 11 0	17 3 11	4,336 2 5		
Chona ..	3,931	1,389 19 4	71 3 8	188 15 1	2 1 0	4 18 0	..	4,185	..	41 18 6	4,790 13 7	4,241	5,014 4 6	475 1 4	376 19 2	12,355 12 2		
Gowan ..	97	3 1 8	0 8 4	3 4 11	..	0 1 6	..	1,145	..	..	747 11 5	153	113 2 10	..	..	867 10 8
Walthe ..	111	33 6 8	6 10 11	58 0 2	0 0 6	0 10 3	..	4,193	..	11 3 0	2,859 9 1	1,037	1,001 12 2	..	3 9 6	3,967 17 10		
Chillingollah ..	557	67 0 1	11 13 8	82 7 3	0 2 0	0 18 6	..	28 8 8	..	4,964	3,774 18 5	1,639	2,506 17 4	..	43 16 1	6,516 2 0		
SWAN HILL LINE.																		
Wier ..	1,700	23 7 10	18 18 4	9 12 3	0 2 0	..	..	8 8 0	..	1	1 6 1	..	0 1 0	..	..	41 15 6
Woodvale ..	750	22 19 8	2 9 9	3 10 4	0 1 6	0 5 6	..	0 10 0	..	..	3 1 7	..	14	10 18 8	..	43 17 0
Sebastlan ..	3,227	187 19 4	10 1 4	35 12 0	1 18 6	0 13 6	..	11 8 2	..	1,184	428 2 7	648	315 9 7	1 11 0	7 0 5	695 2 3		
Raywood ..	6,555	606 19 4	72 5 8	192 2 10	8 12 3	10 4 1	..	13 11 6	0 2 3	5,014	2,365 18 2	1,686	979 9 0	262 5 11	52 1 0	4,475 12 0		
Tandarra ..	3,852	429 13 10	23 4 10	89 3 8	0 16 0	1 6 3	..	12 0 4	..	6,299	2,779 9 1	2,328	857 6 3	67 10 10	20 12 7	4,237 8 8		
Dunge ..	3,723	485 9 3	39 2 9	97 14 0	2 15 3	3 6 6	..	38 15 4	..	4,964	2,429 11 4	3,037	1,372 0 1	824 12 10	113 3 0	5,397 10 4		
Prarie ..	2,592	385 1 0	23 7 3	81 9 7	6 19 6	1 9 0	..	14 4 0	..	6,365	3,636 3 9	1,780	1,137 10 5	313 18 1	122 3 8	5,752 15 3		
Mitama ..	4,981	775 17 10	40 18 9	143 5 10	5 7 0	2 2 3	..	191 1 11	..	6,851	3,754 12 8	2,299	1,432 13 7	1,369 5 9	100 11 6	7,821 16 11		
Molaga ..	1,852	311 15 11	29 4 11	85 4 2	1 0 6	0 15 3	..	12 3 9	..	4,625	1,859 7 2	732	457 13 5	178 0 3	59 12 7	2,994 17 11		
Pyramid ..	7,352	1,464 2 3	118 7 1	364 14 5	32 4 0	19 0 9	..	58 16 4	..	5,100	3,122 8 1	3,234	3,320 3 11	1,558 1 7	274 18 10	10,278 12 3		
Minohe ..	1,242	89 2 7	27 10 8	26 14 6	0 11 0	6 4 3	..	9 0 2	..	671	626 3 9	726	278 3 2	510 17 11	45 1 0	1,610 18 0		
Mecoma ..	4,394	936 17 10	57 8 0	178 19 5	6 12 0	10 16 6	..	13 6 0	..	2,299	2,242 0 11	2,315	2,803 10 11	2,021 6 9	354 4 7	8,625 3 8		
Tragowel ..	891	78 1 1	16 6 6	43 7 2	1 6 9	0 14 6	..	19 19 0	..	201	225 19 4	507	291 10 9	601 3 6	202 14 7	1,372 2 8		
South Kerang ..	23	0 14 8	1 19 1	6 13 3	..	0 6 0	..	..	..	119	83 19 7	17	9 12 1	..	23 7 0	156 9 8
Kerang ..	19,209	6,282 2 7	387 14 11	918 2 2	64 15 3	61 5 3	..	143 0 4	1 9 6	13,545	9,876 13 6	17,180	13,559 9 8	4,464 14 7	568 10 0	36,347 17 9		
Fairley ..	790	34 18 11	4 16 10	25 17 4	..	0 7 0	..	2 18 2	..	443	294 17 2	85	68 16 1	128 15 0	..	561 6 6		
Lake Chara ..	3,748	200 13 3	16 15 5	81 19 1	8 11 0	6 8 9	..	8 2 4	..	1,208	829 12 1	431	402 7 7	508 4 10	68 3 8	2,200 18 0		
Myrtle Park ..	3,114	229 3 1	15 16 7	58 7 8	6 9 6	3 2 9	..	27 1 8	..	2,469	1,624 11 9	789	557 2 9	354 16 10	91 3 7	2,967 15 6		
Lake Boga ..	3,839	743 9 11	59 3 5	152 17 8	1 18 0	19 10 3	..	45 11 1	..	5,489	3,419 16 5	2,455	2,181 3 11	341 15 11	54 5 4	7,610 11 11		
Swan Hill ..	10,592	5,049 13 1	262 10 3	915 11 7	120 16 9	163 16 2	..	120 12 2	0 0 9	10,677	7,911 2 10	8,023	12,781 12 3	5,349 9 2	1,010 1 9	33,698 6 9		
MELBOURNE—SERVICEON LINE.																		
Federal Manure Sidings ..	5,892	140 15 0	76 0 8	25 18 1	1 1 0	1 18 5	..	16 16 9	..	5,972	1,874 5 10	8,338	771 1 5	..	..	2,645 7 3
Deer Park ..	5,178	202 14 1	42 17 4	40 19 1	4 14 0	11 18 9	..	49 8 1	..	7,110	1,270 19 8	1,656	245 0 1	..	4 18 9	559 1 7		
Rockbank ..	22,355	1,223 14 7	194 4 11	195 19 9	42 15 6	94 15 8	..	44 12 9	..	14,545	2,777 17 8	2,187	716 6 10	256 12 4	212 0 4	5,789 0 4		
Stoughton ..	1,647	117 14 8	19 18 3	24 2 10	0 14 6	3 19 9	..	12 17 1	..	1,191	219 13 11	51	12 12 2	..	..	232 6 1
Parwan ..	1,647	117 14 8	19 18 3	24 2 10	0 14 6	3 19 9	..	12 17 1	..	4,572	991 17 6	737	210 19 8	0 10 9	29 13 9	1,315 8 10		

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

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTALS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	
LINTON LINE.																
Carlisle	875	£ 18 4	8 13 5	6 6 8	0 2 0	0 1 0	..	0 5 0	..	..	0 1 11	..	0 10 1	..	..	37 18 5
Kopke	1,074	39 17 10	8 10 6	1 17 6	..	0 1 0	..	11 1 9	..	..	24	..	0 5 11	..	..	53 14 6
Haddon	2,080	91 13 4	11 3 10	11 3 1	0 2 0	0 4 6	..	0 10 0	..	119	164 2 0	260	119 8 0	..	..	338 7 6
Namingswood	1,452	56 19 18	..	0 19 2	..	..	..	0 5 11	..	..	..	..	0 15 9	..	..	49 0 8
Smythesdale	8,370	502 11 10	21 14 10	59 12 7	0 10 6	0 7 6	..	10 16 6	..	90	35 5 0	377	159 14 5	..	..	790 13 5
Searsdale	12,043	694 7 6	22 1 2	77 8 4	1 10 0	7 11 3	..	12 1 6	..	290	159 4 3	763	361 8 8	5 3 9	..	1,351 15 11
Newtown	16,847	1,038 15 0	35 12 2	81 10 8	8 2 6	15 13 0	..	13 17 3	..	2,373	1,001 12 10	6,994	2,543 17 3	2 6 0	11 3 5	4,752 10 1
Happy Valley	622	51 13 6	..	0 13 8	..	..	..	0 3 4	..	2	2 10 3	..	..	..	..	55 0 9
Linton	12,057	1,193 10 10	98 17 10	247 5 8	60 15 3	35 13 6	..	16 2 6	0 1 9	6,535	3,482 14 0	5,034	2,581 16 8	406 9 4	198 7 10	8,412 13 2
PORTLAND LINE.																
Liver Logan .. ..	..	..	..	..	..	..	..	..	..	1,085	478 5 4	7,129	1,893 12 3	..	..	2,371 17 5
Milrossa	2,726	377 8 5	39 12 1	151 14 5	3 10 0	7 14 11	..	67 5 9	..	5,901	3,261 4 1	4,384	2,208 11 2	423 1 3	169 7 11	6,702 16 2
Calvert Siding .. ..	..	..	..	..	..	..	..	1 0 0	..	84	38 8 2	879	187 14 4	..	..	227 2 6
Willaura	10,942	2,020 2 2	142 17 7	442 1 4	40 19 3	40 14 0	..	171 13 10	..	11,985	9,830 18 3	5,671	4,670 5 16	668 8 2	359 6 11	15,396 11 4
Staveley	1,337	95 16 2	5 12 2	37 4 8	..	1 5 3	..	10 16 0	..	2,733	1,444 6 9	457	237 15 6	..	..	1,853 5 10
Glen Troonapson	6,361	935 11 1	79 1 5	182 5 1	23 4 9	17 4 6	..	41 8 3	2 19 10	5,227	2,335 9 11	1,993	1,563 4 6	839 18 3	58 13 9	6,078 12 3
Dunkeld	7,762	1,103 12 7	50 19 6	120 18 0	17 18 9	17 19 9	..	49 16 11	..	1,611	1,388 9 0	1,885	874 13 10	773 19 8	1,831 9 8	6,420 2 8
Montyup	165	8 12 9	1 11 1	18 5 8	..	0 3 9	..	6 9 0	..	482	242 10 4	542	147 17 4	..	..	433 4 7
Strathkellar	202	11 3 7	1 10 9	14 19 4	..	4 17 6	..	2 10 0	..	1,398	783 0 2	322	118 14 10	..	..	898 13 2
Hamilton	42,149	10,451 12 1	879 0 1	1,423 17 1	191 7 0	217 3 3	..	482 11 3	0 11 9	8,227	5,960 13 8	13,800	10,830 7 16	2,504 12 5	946 19 6	33,919 15 11
Braugholme	8,147	974 1 6	39 6 5	132 10 1	6 2 9	2 2 9	..	62 8 10	0 1 4	730	689 5 0	763	547 7 10	844 10 9	36 17 3	3,324 8 10
Caulah	4,306	535 16 1	25 3 5	102 1 6	17 3 1	15 2 3	..	49 7 6	0 1 6	1,238	982 17 7	836	517 3 4	434 1 2	24 11 7	2,700 0 0
Myvenan	1,189	164 2 7	4 5 4	39 16 5	..	0 12 6	..	..	..	22	41 18 0	130	105 2 1	..	..	285 16 11
Miltown	1,249	117 18 7	9 19 8	32 10 9	0 2 0	0 3 0	..	0 14 11	..	2,112	461 5 2	145	77 14 9	..	..	701 4 1
Heywood	5,863	799 1 10	49 0 2	209 10 3	33 1 9	6 4 9	..	9 3 10	0 0 6	5,377	1,949 19 3	1,244	822 3 8	177 15 1	50 15 3	4,690 16 4
Gore	172	12 0 2	0 10 2	3 1 5	..	0 0 6	..	..	..	665	269 18 3	85	23 11 6	..	..	309 11 0
Portland Freezing .. ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Co's Siding .. ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Portland North	1,247	180 19 6	..	0 14 1	..	..	..	..	..	..	107 8 9	..	..	..	..	197 8 9
Portland	8,850	1,812 11 5	512 3 0	355 7 3	4 10 0	26 0 0	..	34 17 5	..	4,838	3,759 14 1	4,227	2,295 0 10	33 8 0	2,593 1 7	11,366 17 7
COLERAYNE LINE.																
Bochara	89	3 16 0	0 2 0	0 6 0	..	..	..	5 7 0	..	269	117 0 0	4	0 9 9	..	..	179 10 9
Wanoo	1,059	53 0 9	6 7 1	52 12 8	0 11 3	0 3 6	..	11 14 0	..	2,736	575 3 5	222	171 9 0	..	..	873 1 5
Gritjuck	129	11 14 5	0 11 7	0 15 4	..	..	..	1 0 0	..	4	7 13 11	..	4 17 8	..	..	26 10 11
Coleraine	7,472	1,638 13 3	102 0 0	376 18 8	26 14 0	18 5 3	..	85 1 4	0 6 0	2,804	2,843 13 11	3,690	3,486 4 7	1,482 1 8	188 13 9	10,308 14 3
CARTERTON LINE.																
Miskle	10	0 8 7	0 2 7	0 5 7	..	..	..	7 10 1	..	..	..	..	0 7 9	..	..	8 14 7
Grassdale	1,551	261 15 6	7 5 7	26 2 0	1 2 6	7 14 11	..	17 7 11	..	289	492 0 2	192	156 5 9	508 3 9	79 10 7	1,482 8 8
Martine	4,359	630 10 11	64 7 2	169 8 10	7 18 6	7 13 9	..	65 2 0	0 0 3	796	861 1 9	1,558	1,426 8 11	199 11 10	44 2 5	3,520 5 7
Heuty	939	184 14 1	9 18 11	38 0 9	26 6 0	0 17 9	..	12 16 1	..	442	394 17 9	632	504 12 8	641 18 11	253 14 6	2,079 9 11
Sandford	3,825	890 14 8	22 7 0	59 15 16	13 17 8	0 11 6	..	27 11 8	..	391	381 18 11	187	242 10 7	1,648 1 8	91 19 11	2,752 8 9
Carterton	8,890	2,631 17 6	206 11 2	495 7 6	53 1 9	69 17 11	..	136 11 2	0 4 3	5,032	5,107 14 11	4,190	4,826 3 0	57 6 4	270 0 10	13,848 15 7

GRAMPYAN LINE.																							
Fran's Creek	428	71 11 7	3	1 6 6	..	..	72 18 1	
Grampians	1,035	253 4 10	1	0 12 0	..	..	253 16 10	
MARNOO LINE.																							
Jackson	220	111 12 10	52	27 16 6	..	..	142 6 7	
Bupanyup	10,996	6,175 0 8	5,834	3,941 18 10	983 15 9	70 2 5	13,516 18 6	
Burrum	587	357 5 2	92	25 8 5	..	..	402 12 11	
Banyena	2,852	1,935 18 1	1,359	428 11 4	1 3 2	18 0 0	2,475 18 3	
Maroo	7,214	4,719 19 2	1,744	1,366 1 4	371 9 10	20 11 1	6,591 7 5	
HOPESTOWN LINE.																							
Coromby	3,845	2,085 0 1	478	160 11 3	319 18 6	0 12 0	2,652 18 9	
Minyip	9,372	5,013 0 9	6,436	3,747 6 3	993 10 10	121 14 7	15,257 18 3	
Nulloa	1,931	1,118 11 0	119	92 5 0	2 16 11	..	1,286 5 2	
Sheephills	7,832	4,910 18 5	1,524	1,475 15 0	1,172 0 10	64 11 11	8,397 8 10	
Motts	263	155 17 5	21	10 17 4	..	..	181 1 10	
Warracknabeal	19,584	12,652 8 3	18,771	15,095 16 5	2,161 2 9	385 4 8	38,582 2 1	
Lah	4,478	1,992 19 4	516	255 5 10	..	..	2,348 6 9	
Brim	5,557	2,941 11 1	1,463	1,461 13 7	1,209 14 2	28 13 0	6,170 13 9	
Galaquid	3,011	1,662 5 10	470	286 4 8	3 10 0	28 7 2	2,948 15 1	
Beulah	8,171	3,393 1 2	10,989	5,197 10 0	1,890 4 1	236 17 4	14,597 15 3	
Rosbery	4,643	2,478 10 7	1,062	1,083 7 3	425 16 1	67 15 1	4,307 7 2	
Goyara	9,630	1,877 4 10	228	195 13 3	0 11 9	4 10 4	2,162 9 8	
Hopetoun	9,882	6,468 7 5	4,423	3,461 4 5	1,121 18 11	456 5 8	18,411 0 10	
NORADJUHA LINE.																							
Bemlaw	1,677	797 18 1	139	41 18 7	..	..	762 16 11	
Vectis	3,034	1,417 15 5	468	275 16 2	3 2 10	7 0 11	1,776 1 1	
Quantong	390	332 8 7	347	329 13 4	5 10 8	2 16 3	1,917 17 2	
East Natimuk	1 7 2	17	4 5 9	..	..	54 6 6	
Noradjuha	3,153	2,462 11 10	1,905	1,462 0 9	12 7 9	18 7 3	4,374 14 11	
GOROKE LINE.																							
Natimuk	8,727	3,355 4 2	6,222	3,169 6 5	204 18 7	19 8 6	10,243 17 0	
Arapiles	373	175 6 4	87	38 1 11	1 0 0	0 14 0	259 17 7	
Mitre Lake	1,873	889 2 10	507	385 17 0	4 2 0	0 15 0	1,250 8 6	
Nureoung Siding*	276	51 15 2	51	32 17 4	..	..	80 19 1	
Gymbowen	876	387 19 5	472	433 13 9	5 12 8	5 14 0	1,098 15 4	
Goroko	1,607	1,620 17 7	1,300	1,796 5 3	126 9 5	51 17 2	4,546 4 2	
RAINBOW LINE.																							
Katyū	1,566	582 18 7	205	140 15 2	..	..	751 12 1	
Antwerp	4,199	1,738 2 5	982	681 9 0	111 18 6	0 6 9	2,790 9 6	
Tarranyurk	3,280	1,667 9 10	518	353 6 9	3 3 0	0 0 0	2,290 19 9	
Jeparit	6,945	4,064 13 8	4,469	5,847 19 8	836 10 6	225 0 2	12,824 8 10	
Ellam	1,849 3 1	463	861 0 1	0 16 0	1 14 3	2,240 19 2	
Pullat	2,917	1,721 1 11	428	283 4 4	0 16 3	0 16 3	1,975 5 4
Rainbow	13,678	9,088 1 10	8,733	12,273 16 10	772 9 2	299 1 4	25,741 13 10	
MELBOURNE-GEELONG LINE.																							
Laverton	8,939	3,516 5 8	893	197 15 8	..	..	4,650 5 9	
Werribee	30,094	6,867 3 1	10,573	2,552 8 9	834 4 2	1,551 0 8	15,562 12 8	
Bulbau	12,920	2,570 2 1	2,499	829 0 9	135 8 4	267 3 1	4,777 3 0	
Lara	24,031	5,007 15 6	3,048	1,039 4 10	82 13 10	92 11 10	7,625 15 1	
Cowie	0 2 10	..	..	92 17 10	
Corio	30 7 11	..	..	3,605 14 2	
North Geelong	10,971	4,840 11 3	17,128	4,413 7 5	1,188 2 3	9,599 15 6	20,025 4 3	
Geelong	77,525	35,058 15 10	22,079	109,230 5 2	1,034 19 5	1,248 15 2	186,010 5 7	

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

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTALS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.			TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).	
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.	Inwards.	Outwards.	Inwards.	Outwards.	Inwards.	Outwards.		Inwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
GEORGE-PORT FAIRY LINE.																		
Marshall ..	1,874	75 18 2	156 11 1	22 13 8	..	0 2 0	..	2 11 8	..	1,361	198 1 3	1,198	218 15 11	..	..	..	874 18 9
Germantown ..	1,174	54 12 4	3 0 0	5 5 11	..	0 3 0	..	1 11 6	..	..	..	..	0 0 10	..	..	..	65 2 7
Pettavel ..	755	64 5 11	4 11 9	0 18 8	0 2 6	0 3 3	..	0 1 6	..	6,124	1,485 0 3	295	102 2 9	..	..	..	1,672 19 0
Moriac ..	3,022	209 15 3	25 0 10	65 18 4	1 9 9	7 4 6	..	40 17 7	..	5,815	888 10 0	928	235 12 3	20 18 0	152 17 3	..	1,754 10 0	
Buckley ..	2,077	178 13 11	10 11 11	25 1 2	23 17 1	4 17 10	..	11 19 0	..	3,277	464 8 11	233	74 9 0	2 1 7	11 11 7	..	806 12 0	
Winchelsea ..	7,484	1,068 3 1	99 10 5	211 15 2	19 7 0	10 5 6	..	35 12 1	..	6,511	1,339 18 0	2,411	1,133 5 3	162 5 5	241 17 4	..	4,354 19 1	
Birregurra ..	11,999	1,441 2 11	133 15 7	194 10 2	61 16 10	25 6 3	..	99 2 3	0 1 6	1,651	759 17 0	2,442	905 19 1	329 16 1	79 2 6	..	4,060 10 1	
Warnacoort ..	970	127 11 9	15 19 7	29 15 2	0 6 6	0 6 9	..	14 18 11	..	715	403 13 1	291	111 17 10	1 11 6	..	..	706 3 1
Irrewarra ..	6,614	926 14 5	26 16 9	31 6 6	29 12 6	8 0 3	..	25 18 3	..	279	123 5 2	291	109 4 11	480 18 5	971 3 11	..	2,732 1 1	
Colac ..	42,503	7,991 11 6	1,592 14 5	1,228 15 7	190 4 11	219 12 11	..	428 3 11	0 6 2	12,857	6,224 10 11	16,621	8,996 7 7	2,970 6 4	1,551 6 4	..	30,788 0 7	
Larport ..	2,376	288 13 6	15 18 7	30 12 0	0 16 3	1 6 6	..	1 11 0	..	5,894	2,701 14 9	456	233 19 3	12 8 2	53 11 6	..	3,340 12 3	
Etton Yatook ..	4,825	477 4 8	31 19 6	59 5 8	2 10 6	1 11 6	..	49 18 7	..	1,246	382 6 11	478	308 14 10	..	70 1 6	..	1,623 11 8	
Stoneyford ..	2,100	166 13 8	38 17 3	37 16 2	0 4 9	2 3 6	..	16 0 8	..	450	206 7 11	307	132 3 11	..	1 10 0	..	975 3 9	
Ponborough ..	4,193	448 11 2	590 3 5	144 4 10	24 2 5	3 18 0	..	16 0 8	..	1,251	688 9 8	1,319	934 16 2	194 5 10	267 11 11	..	3,572 4 1	
Wesrite ..	1,823	324 11 0	64 2 4	45 4 2	0 5 0	1 0 0	..	11 16 0	..	244	247 1 11	374	182 1 7	613 1 1	60 18 11	..	1,550 2 0	
Campdown ..	32,691	6,694 9 0	500 16 0	991 5 5	173 12 7	228 7 6	..	157 7 11	0 9 3	7,373	5,194 13 11	13,196	8,254 19 5	2,736 8 11	1,949 15 5	..	26,872 3 10	
Booran ..	582	21 3 11	8 0 11	13 7 9	..	4 3 0	..	13 11 3	..	196	234 6 5	316	88 9 7	..	..	..	448 4 6
Terang ..	30,111	4,990 13 2	324 19 1	698 19 9	55 7 9	116 6 3	..	135 18 10	0 10 8	3,624	4,927 13 0	11,603	6,755 11 6	2,220 19 2	1,117 17 5	..	29,444 17 2	
Panvoo ..	3,995	222 19 3	18 13 4	32 13 5	0 7 0	15 16 9	..	26 2 4	..	3,251	937 14 9	631	412 12 11	144 19 7	33 14 7	..	1,865 18 11	
Pannure ..	4,574	424 9 11	22 6 0	48 13 6	5 12 9	6 6 0	..	27 13 9	..	4,694	1,268 15 0	669	352 13 11	2 6 0	5 4 3	..	2,104 1 1	
Cudgee ..	1,849	111 14 4	12 0 0	21 18 7	1 8 6	0 12 9	..	23 4 0	..	119	59 0 0	217	116 8 6	0 12 6	0 5 8	..	347 8 10	
Allanford ..	4,847	617 5 1	34 0 9	87 16 1	53 8 3	98 15 9	..	29 15 9	..	1,094	1,198 8 10	1,133	621 0 1	68 8 4	40 8 2	..	2,739 7 1	
Warnambool ..	42,209	9,366 0 9	899 11 7	1,596 4 4	317 17 8	249 0 10	..	733 1 10	7 17 9	32,927	3,856 12 4	38,534	2,978 10 7	2,546 16 1	507 17 0	..	34,960 10 9	
Dennington ..	1,616	33 14 11	4 16 3	45 6 6	0 11 6	..	..	19 1 11	..	1,253	684 9 7	4,998	1,685 19 5	..	0 17 9	..	2,474 18 5
Illova ..	3,597	329 12 6	12 11 7	31 10 6	0 6 0	0 10 0	..	74 10 4	..	4,906	3,051 2 3	460	174 16 1	46 2 6	6 2 3	..	3,727 19 0	
Koroit ..	18,543	2,344 3 6	116 11 4	298 11 9	90 17 9	37 2 1	..	163 12 0	..	6,592	4,642 11 4	3,894	1,791 11 2	938 13 11	126 7 5	..	10,350 9 9	
Grossley ..	503	19 13 5	..	2 2 8	..	0 7 6	..	30 4 5	..	1,940	1,294 17 11	86	30 11 10	..	..	..	1,288 17 9
Kidstall ..	392	9 13 2	..	2 5 8	..	0 3 6	..	26 19 8	..	13	14 2 11	15	13 7 10	..	..	..	66 12 0
Moyno ..	390	10 8 2	..	9 15 9	..	0 3 0	..	..	..	295	125 13 7	67	23 10 8	..	..	..	109 11 2
Rosebrook ..	185	8 14 8	..	2 15 2	..	0 8 3	..	5 7 6	..	3	3 1 6	..	0 16 3	..	..	..	21 3 4
Port Fairy ..	8,439	1,967 13 4	413 11 11	351 13 9	29 15 8	29 11 0	..	39 15 1	0 8 1	2,400	1,980 10 5	2,532	1,345 1 5	333 17 0	52 18	..	6,574 19 2	
GEORGE—BALLARAT LINE.																		
Moorabool ..	1,993	107 0 0	15 14 1	24 10 8	0 3 6	0 15 6	..	7 19 9	..	970	257 9 7	209	47 17 9	..	..	..	468 2 2
Gheringhap ..	4,545	84 15 2	6 17 8	13 10 3	0 16 0	0 7 6	..	32 9 8	..	1,616	297 5 3	174	83 16 7	2 18 6	5 11 4	..	530 15 1	
Bannockburn ..	10,649	960 3 8	228 4 6	182 16 9	4 13 6	5 16 4	..	5 15 6	..	9,327	1,618 17 5	2,787	713 17 0	178 4 1	249 6 11	..	4,147 15 6	
Lethbridge ..	5,754	418 10 9	28 5 2	61 9 2	2 6 6	1 16 6	..	85 3 4	..	3,880	647 12 4	577	446 19 3	3 0 6	19 3 7	..	1,375 1 1	
Quarry Siding ..	..	..	..	..	..	..	..	..	..	10,559	1,256 8 10	112	10 15 5	..	..	..	1,273 4 3
Meredith ..	11,973	1,626 10 1	75 0 10	178 4 5	2 2 0	12 18 3	..	90 18 2	0 1 3	4,427	1,045 17 10	1,579	996 9 4	61 18 8	74 11 2	..	3,299 12 0	
Elaine ..	8,436	771 0 2	52 1 4	137 2 9	4 10 9	5 16 8	..	24 6 7	..	8,942	2,228 16 9	1,343	614 10 3	93 0 1	19 0 8	..	3,892 6 0	
Lal Lal Race-course ..	..	..	..	..	..	..	..	..	..	1,441	199 9 0	..	..	..	..	..	199 9 0
Lal Lal ..	5,030	263 19 9	26 1 4	35 1 5	0 19 0	2 18 0	..	14 11 3	..	390	49 0 4	..	..	..	..	..	49 10 4
Yendon ..	5,693	276 7 5	26 7 2	37 3 3	7 6 9	1 7 11	..	36 2 9	..	2,107	585 12 5	364	119 7 8	..	0 16 0	..	1,091 2 11	
Navigator ..	3,427	93 13 6	1 12 10	3 17 3	0 0 6	0 2 9	..	3 4 0	..	651	254 8 5	292	120 5 1	10 7 6	10 2 8	..	767 19 1	
																		105 2 2

QUEENSCLOFF LINE.																
South Geelong	20,737	1,486 11 6	280 15 10	133 1 2	3 8 5	2 0 0	..	27 11 1	0 3 0	942	412 13 3	13,653	4,370 1 0	..	..	6,716 8 9
Cheetham's Salt Sidug	..	..	..	..	..	..	..	1 11 7	..	4,938	2,810 15 8	200	71 13 11	..	..	2,884 1 2
Moolap	512	19 13 9	1 11 3	0 17 8	..	..	..	2 18 0	..	..	..	22	3 1 9	..	..	28 2 5
Leopold	977	59 5 4	2 16 5	2 13 1	0 2 0	..	..	0 10 0	..	787	250 15 5	1,256	147 12 0	..	7 10 9	470 5 0
Scarborough	285	34 2 10	4 5 5	4 3 0	..	0 1 0	..	..	..	..	..	..	..	..	..	32 13 3
Drysdale	6,841	348 7 11	90 11 9	81 4 8	2 18 0	1 8 9	..	29 17 1	0 2 3	6,227	1,436 9 4	1,182	445 1 4	88 17 8	51 14 9	2,578 14 0
Mannerim	1,072	50 12 11	0 18 0	3 12 6	..	0 1 6	..	12 12 0	..	1,437	274 16 9	400	81 0 9	..	..	423 14 5
Marcus	1,410	147 9 6	56 7 9	10 16 2	86 4 6	18 2 9	..	5 0 0	..	..	4 10 0	5	7 5 9	30 8 1	15 19 3	382 3 9
Queenscliff	9,993	1,741 11 3	177 9 10	381 9 6	2 8 9	2 3 0	..	37 18 7	0 2 6	587	370 6 10	2,603	920 9 5	16 4 9	25 15 9	3,085 0 7
WENSLEYDALE LINE.																
Layard	..	..	0 0 11	0 1 2	..	..	..	..	..	250	38 14 1	52	22 9 2	..	..	61 5 4
Gherang	..	..	..	0 1 0	..	..	..	..	..	1,800	293 15 1	6	2 16 2	..	..	296 12 3
Wormbete	..	..	..	0 3 0	..	..	..	..	..	2,440	418 9 2	13	6 12 8	..	..	425 4 10
Wensleydale	..	..	0 1 0	0 11 2	..	..	..	..	..	2,075	422 7 4	59	31 8 3	..	..	454 7 9
FOREST LINE.																
Whorel	75	8 15 10	0 10 11	2 8 7	..	..	..	8 14 2	..	366	92 15 1	158	35 12 4	..	..	148 16 11
Dean Marsh	2,385	438 7 2	40 3 10	145 19 8	0 16 3	1 15 6	..	18 5 2	..	2,244	567 3 9	1,158	421 9 0	26 15 11	8 16 7	1,857 0 7
Pennyroyal	518	21 3 8	10 8 4	21 3 11	..	..	..	16 19 1	..	1,113	240 3 4	256	116 2 8	9 15 0	..	435 16 0
Murron	703	22 11 3	4 15 5	26 18 2	0 1 6	0 10 0	..	12 2 2	..	1,707	331 18 1	275	115 14 8	69 18 8	27 3 9	611 13 8
Barvon	1,558	63 6 10	12 7 0	48 7 7	0 16 0	3 6 0	..	13 9 8	..	3,891	2,636 7 10	610	341 7 5	15 8 4	4 8 6	3,137 5 2
Gerongmetu	295	8 16 5	..	13 19 2	2 10 0	0 1 0	..	7 14 2	..	1,022	359 12 10	82	53 0 8	2 17 1	2 9 6	451 0 7
Yaugher	509	10 6 7	..	3 5 1	..	..	..	10 9 6	..	367	138 13 10	30	20 2 9	..	..	182 17 5
Forrest	2,122	453 14 0	52 7 8	187 4 7	1 4 9	1 15 0	..	51 2 7	..	11,246	5,179 12 11	1,231	929 6 6	4 0 4	47 7 9	6,907 18 4
BEEAC LINE.																
Ondit	583	22 19 0	8 2 3	26 13 0	16 8 0	8 16 0	..	29 11 2	..	3,092	1,257 19 0	878	316 16 8	8 10 5	24 5 11	1,620 0 0
Kerr*	..	..	..	..	..	..	..	2 5 0	..	..	..	..	..	..	..	2 5 0
Beeac	4,959	637 4 0	81 5 1	249 15 6	7 13 9	11 4 3	..	76 15 11	..	3,050	1,263 14 0	9,638	2,858 7 10	412 14 5	79 14 4	5,678 11 1
BEEAC-NEWTOWN LINE.																
Wearing*	165	4 9 0	1 7 3	4 2 11	..	0 3 0	..	0 16 3	..	870	297 9 0	308	73 13 3	1 5 0	..	383 5 8
Cressy*	2,254	433 1 5	29 1 7	130 7 7	7 12 6	14 5 0	..	30 18 2	..	4,257	2,844 19 8	17,524	6,206 3 2	2 8 6	47 7 3	9,802 10 10
Wernetti*	..	..	..	0 1 2	..	..	..	4 13 0	..	4,598	2,333 0 8	556	327 12 10	..	..	2,715 1 8
Rokewood*	..	..	..	..	..	..	..	..	..	155	77 2 7	43	14 4 5	..	..	91 7 6
GHERINGHAP-MARGONA LINE.																
Borrybank*	..	..	..	..	..	..	..	..	..	353	187 2 7	223	60 6 2	..	..	247 8 0
BEECH FOREST LINE.																
Tulloh	13	0 15 0	..	..	0 0 9	..	..	..	..	..	..	..	..	..	..	0 15 9
Coram	1,388	38 2 0	..	0 8 3	..	0 0 9	..	..	..	..	..	..	..	..	..	39 4 10
Barongarook	1,208	34 16 0	0 3 6	7 15 9	..	0 0 6	..	10 4 0	..	1,794	154 13 9	992	760 11 9	..	..	808 5 8
Kawarren	790	38 7 9	0 12 0	12 15 7	0 0 6	0 4 9	..	0 16 8	..	2,989	275 18 6	56	25 7 7	..	0 11 10	355 15 2
Lowat	367	33 12 11	1 2 9	16 9 8	0 0 9	0 1 6	..	..	..	2,121	361 10 6	83	41 6 5	..	1 0 0	465 10 6
Oelibrand	2,383	213 15 10	12 12 7	50 1 9	0 2 3	0 13 6	..	28 19 9	..	1,144	395 9 4	340	221 16 8	15 16 7	14 14 7	960 8 10
Banoel	363	28 10 4	0 6 4	8 5 8	..	..	..	10 13 9	..	9	6 9 0	35	21 4 8	..	0 12 10	74 2 8
Wimba	462	32 16 0	7 19 7	9 3 11	..	..	..	7 16 0	..	11	4 8 9	30	13 11 5	..	4 4 0	73 19 8
MacDevitt	33	1 5 0	0 9 10	1 14 5	..	..	..	..	..	1	0 4 0	13	8 18 10	..	1 3 8	13 6 9
Waeaprouah	583	47 0 9	0 1 3	6 11 5	0 3 0	0 1 6	..	2 12 6	..	1,925	508 1 2	54	23 14 0	..	..	658 6 4
Ditchley	1	0 1 6	..	..	..	..	..	..	..	..	..	..	..	..	..	43 10 4
Beech Forest	4,979	1,056 4 9	45 14 1	196 4 1	0 17 0	0 14 0	..	37 14 8	28 11 0	12,959	8,501 13 3	2,859	1,879 6 8	162 15 8	116 2 11	12,016 18 7
Ferguson*	14	0 13 10	0 4 2	..	..	..	..	0 3 4	..	162	118 2 10	10	7 2 1	..	..	126 6 4
McInnes*	45	1 13 1	..	0 2 0	..	..	..	..	..	90	38 15 8	..	0 10 7	..	..	42 1 4
Kincaid*	..	..	..	..	..	..	..	..	..	70	35 5 10	..	..	..	..	35 5 10
Stalker*	19	1 4 6	..	..	..	..	..	..	..	..	..	..	..	..	..	1 15 6
Wrelangta*	105	3 1 0	..	0 2 6	..	..	..	..	..	784	431 11 2	20	27 18 1	..	..	462 12 9
Laver's Hill*	85	12 4 9	0 4 0	1 7 2	..	..	..	..	..	8	6 3 2	..	41 2 8	1 12 0	1 12 0	64 5 0
Crowes*	14	0 10 1	..	0 1 0	..	..	..	..	..	..	..	..	..	..	..	6 16 4

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

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTALS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
TIMBOON LINE.																
Naroghid	3	0 3 11	0 10 2	4 10 2	..	..	..	15 12 2	..	17	18 16 5	18	7 3 11	..	..	46 16 9
Cobden	1,553	133 10 0	71 17 8	155 4 0	1 4 6	7 15 3	..	15 12 11	..	3,733	1,760 8 11	2,233	1,954 10 10	31 1 7	42 6 4	4,164 13 0
Mingamite Siding ..	..	..	..	..	..	0 9 0	..	..	..	1,280	186 6 8	..	1 16 9	..	..	188 12 3
Glenlyne	325	27 9 8	12 0 10	18 10 9	..	0 6 6	..	8 1 2	..	1,327	249 16 11	89	37 18 6	..	..	374 4 4
Montgomery & Bradshaw's Siding ..	..	..	0 1 0	14 0 6	..	..	..	0 1 0	..	1,400	208 15 8	68	37 0 3	..	..	259 17 11
Curdie* .. .. .	..	..	0 3 11	1 7 2	..	..	..	..	..	1,328	624 11 4	226	119 17 0	..	..	745 19 5
Timboon	1,448	253 2 3	37 18 6	149 11 8	..	1 18 6	..	16 9 3	..	2,831	675 14 6	656	514 18 0	21 7 2	54 17 8	1,723 17 6
MORTLAKE LINE.																
Mortlake	6,251	1,483 10 3	123 0 2	321 13 1	89 1 4	34 9 3	..	56 5 9	0 5 0	3,779	2,829 11 1	3,726	3,912 14 0	579 6 4	190 6 8	9,620 2 11
KOROT—HAMILTON LINE.																
Warrong	55	6 8 0	0 1 10	2 3 10	..	..	..	0 5 0	..	29	41 11 4	16	7 13 8	0 17 6	2 14 0	61 15 8
Woodthorpe	189	21 8 2	0 10 6	19 10 5	0 3 0	1 6 0	..	8 11 9	..	649	130 1 9	102	38 3 0	0 17 6	2 14 0	219 14 7
Hawkesdale	1,733	237 11 0	21 4 7	83 0 5	2 2 9	5 18 6	..	10 19 0	..	1,432	424 2 0	973	850 10 3	302 4 5	284 9 6	1,602 2 7
Mihhamite	348	52 18 10	5 5 7	28 18 8	0 2 6	0 12 9	..	8 2 10	..	892	348 11 1	97	71 9 10	0 10 0	1 18 6	518 10 7
Purdect	443	53 8 6	7 15 9	15 0 0	0 3 0	11 12 3	..	11 0 7	..	152	126 2 4	34	31 9 11	..	..	257 1 4
Penshurst	6,020	949 13 0	73 8 0	253 11 4	44 12 9	00 5 6	..	91 3 11	..	1,513	1,387 7 7	2,042	1,380 6 2	1,122 15 8	157 9 8	5,537 13 7
Tabor	419	20 2 5	1 0 0	6 14 6	..	0 3 0	..	10 0 8	..	292	83 2 11	534	137 2 2	..	..	248 5 8
Yatchaw	422	16 13 9	2 18 2	5 14 6	..	0 1 6	..	13 8 4	..	375	242 10 7	146	34 3 1	120 18 9	11 11 7	448 0 3
MELBOURNE—WODONGA LINE.																
Kensington	1,236,334	8,910 14 1	114 15 6	245 17 4	5 1 10	176 19 0	..	2 10 0	0 5 0	28,166	3,827 2 3	67,647	42,060 11 0	161 10 2	104 10 11	54,679 16 7
Newmarket	1,578,593	11,501 12 3	172 9 10	393 18 5	2,144 7 10	1,295 18 6	..	80 13 5	0 5 0	13,802	2,393 6 7	42,488	29,961 10 5	14,308 14 6	156,127 0 11	218,289 17 8
Newmarket Show Grounds .. .. .	..	..	0 12 7	14 12 8	66 15 9	179 0 10	..	0 6 8	..	108	272 6 0	317	236 1 3	200 5 7	542 2 6	1,602 3 10
Ascot Vale	2,276,533	18,062 11 4	192 2 8	375 0 1	18 4 10	4 4 9	..	10 14 8	0 18 9	..	..	..	..	..	..	18,663 17 1
Moonee Ponds	1,631,661	14,887 13 3	316 10 1	546 8 0	26 6 4	56 17 9	..	12 11 1	0 5 0	..	..	..	..	..	..	15,846 11 6
Essendon	1,232,628	13,872 8 2	281 5 7	285 6 4	33 13 3	122 10 6	..	155 7 3	0 17 9	1,054	510 11 3	17,134	4,437 14 11	..	1 15 1	19,501 19 1
Essendon—Building Tickets (Free) ..	28,320	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Essendon ..	14,914	143 12 8	0 2 2	0 8 7	..	0 2 0	..	12 11 3	..	..	..	..	..	..	..	156 16 8
North Essendon—Building Tickets (Free) ..	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Paascoe Vale	59,423	709 7 5	0 3 5	22 16 5	0 9 6	0 0 6	..	10 13 7	..	..	..	..	..	..	..	734 10 4
Paascoe Vale—Building Tickets (Free) ..	1,140	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Glanroy	43,208	667 2 6	10 11 5	43 8 7	1 1 6	0 1 0	..	0 11 0	..	344	72 6 2	638	111 17 1	..	..	906 19 3
Glanroy—Building Tickets (Free) ..	1,260	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Broadmeadows	19,994	397 17 6	255 2 2	133 9 9	1 1 6	1 8 0	..	19 13 1	..	941	239 7 3	1,408	224 2 11	33 8 8	114 17 1	1,529 7 11
Somerton	4,004	108 0 2	10 18 8	25 8 4	..	0 4 0	..	44 17 6	..	..	..	..	..	..	..	189 19 5
Craigieburn	6,400	277 10 5	88 13 3	48 13 0	5 10 3	5 13 0	..	0 7 1	..	3,498	597 2 9	720	173 4 11	84 6 10	414 17 11	1,696 3 11

MELBOURNE—
WODONGA LINE—
continued.

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Donnybrook	6,162	300 8 1	263 1 8	91 15 10	11 7 1	14 6 1	22 5 0	1,613	354 5 0	998	233 11 6	207 3 4	251 5 0	1758 9 4
Beveridge	2,510	153 6 8	43 3 4	35 14 11	1 3 0	4 3 6	8 0 7	410	132 10 6	212	71 3 6	1 5 11	49 8 5	500 6 4
Wallan	9,637	817 6 10	92 10 3	92 16 3	5 3 0	14 4 3	60 12 7	1,932	511 9 5	641	283 17 1	542 5 7	787 16 0	3,208 1 3
Lightwood							0 8 0	881	132 1 8	3	1 8 1			133 17 0
Kilmore Junction	1,140	77 7 2	3 2 6	7 2 3	0 4 6	0 4 9	0 5 0							88 6 2
Wandong	3,531	270 19 4	36 7 1	56 2 0	1 1 0	1 4 3	1 7 4	0 0 3	4,648	1,403 16 9	882	285 18 3	2 13 3	2,065 4 0
Mathieson's Siding									250	21 17 6				21 17 6
Kilmore East	10,711	1,348 18 2	128 11 2	80 13 10	38 15 9	29 12 11	40 1 6	0 2 10	1,107	267 11 11	197	87 16 5	463 17 11	431 9 2
Broadford	11,406	1,330 14 11	116 18 5	249 17 6	5 7 9	4 13 0	51 5 4	0 1 6	3,601	1,219 1 0	4,447	1,933 7 5	269 19 10	232 8 6
McDougal									2,718	1,149 18 3	4,248	1,374 0 8		5,413 15 2
Tallarook	10,626	1,180 8 9	41 14 9	97 9 9	9 0 6	7 10 6	108 11 1	1 1 6	1,587	513 17 9	1,035	427 10 3	206 5 1	2,523 18 11
Dysart									295	88 16 8	81	22 0 11		2,658 9 9
Seymour	36,426	6,018 3 8	307 2 3	518 18 8	50 2 10	50 10 3	1,484 8 3	6 2 5	9,804	3,739 13 9	5,270	2,709 12 2	880 4 2	110 17 7
Mangalore	5,573	1,025 18 3	19 9 4	35 13 7	8 6 9	1 4 0	45 13 6		4,803	1,224 10 8	888	224 1 11	24 14 4	10 13 9
Avenel	10,009	872 13 3	56 3 6	132 9 8	82 7 3	81 8 11	9 2 4		6,111	2,220 16 11	1,002	676 17 7	248 12 8	4,320 2 1
Monea		49 13 0	3 5 11	8 0 9	0 1 9		1 18 0		382	152 2 2	30	20 3 4		235 4 1
Locksley	1,280	109 9 1	9 4 7	24 0 6	0 3 6	0 2 9	3 0 0		2,527	914 8 4	231	129 14 6	137 10 9	1,324 2 11
Longwood	6,486	770 15 10	53 12 8	119 3 3	31 6 0	19 17 9	33 17 10	1 8 6	10,521	3,992 12 1	1,147	737 17 0	534 7 10	6,366 0 1
Creighton	530	19 1 10	3 1 1	6 19 10	0 0 6	0 0 9	9 0 0		6,033	2,138 14 1	70	33 3 8		2,210 1 9
Euroa	18,055	3,136 18 0	352 18 0	517 16 6	39 17 0	45 10 3	46 17 3	0 2 6	17,175	7,622 13 9	5,144	4,281 4 0	1,314 16 10	17,899 0 2
Balmatun	430	18 15 3	4 3 2	9 9 0	0 0 6		3 5 0		1,691	695 5 3	50	25 16 2		756 14 4
Violet Town	7,156	1,209 11 5	121 0 10	217 15 5	60 8 10	30 17 6	59 0 1	0 1 3	15,592	6,681 10 3	1,896	1,535 5 9	729 2 1	255 9 1
Baddaginnie	3,245	862 17 0	20 18 11	76 7 9	2 13 6	0 10 0	33 6 0		15,289	6,457 14 3	1,132	569 7 11	442 3 0	10,900 3 6
Hanson's Siding									1,243	517 11 2				7,987 19 10
Benalla	41,647	7,499 7 8	594 9 2	798 13 9	102 9 0	165 14 0	565 2 11	0 16 6	12,363	6,515 11 1	8,819	7,224 14 8	2,616 3 8	622 18 9
Winton	2,491	175 13 6	8 0 2	27 16 3	2 1 3	6 0 6	30 2 2		2,697	1,246 0 10	93	69 7 4	2 5 0	26,706 1 2
Head's Siding									4,815	2,143 10 11	6	1 18 6		1,567 7 0
Glenrowan	7,565	701 13 7	52 2 4	106 4 0	6 9 0	18 10 6	21 13 10	0 1 6	4,804	1,858 2 3	856	848 4 1	202 7 4	3,976 8 5
Wangaratta	47,192	8,654 10 2	637 1 5	1,069 16 5	159 15 8	151 7 5	441 18 11	2 6 8	15,221	8,070 16 3	16,988	12,308 6 5	2,050 19 10	653 17 7
Beechworth Junction	913	100 10 4	7 7 1	11 12 1	0 6 6	0 6 0	23 0 0		4,453	1,534 19 7	380	194 18 9		34,200 16 9
Springhurst	8,124	919 12 2	32 11 3	82 16 0	5 11 8	8 9 0	20 3 4	0 1 6	5,079	1,976 5 8	1,292	789 7 6	366 0 0	4,373 10 4
Chiltern	9,207	1,691 3 9	123 13 2	301 14 6	21 5 5	42 3 2	24 8 11	0 2 6	2,257	997 2 10	5,289	3,192 15 3	146 4 6	2,210 1 9
Barnawartha	3,718	560 5 5	26 15 4	98 18 11	4 12 0	8 13 3	9 14 2		3,265	1,486 2 9	1,101	1,215 0 7	1,100 11 1	6,895 2 2
Wodonga	23,631	3,457 17 3	197 0 5	305 10 7	132 0 6	77 19 9	659 14 1	0 12 6	2,512	2,480 6 4	4,647	7,635 1 0	17,408 3 11	4,537 12 3

WALLAN-BENDIGO
LINE.

Leslie	19	2 5 9	0 14 6	2 9 6			10 14 3		614	105 7 1	7	4 13 11		1 18 0
Bylands	503	18 0 1	2 17 9	8 13 1		0 4 3	2 14 7		912	384 15 5	44	21 0 2		238 11 4
Kilmore	4,854	453 6 1	101 4 4	230 12 2	66 14 6	82 3 3	55 0 11	0 3 0	2,937	855 4 3	4,110	1,481 5 8	496 14 8	650 12 2
Willowmavin	325	5 2 11	2 14 10	7 4 1	0 2 0	0 3 6	3 2 6		627	175 6 1	79	29 2 0		4,473 7 0
Noraading	761	15 18 3	5 15 10	17 19 7	0 3 0	0 4 6	1 14 8		185	68 4 1	42	22 9 10	3 18 0	223 13 5
High Camp	1,220	128 4 6	30 12 2	36 12 1	0 3 6	0 13 0	16 11 6		1,294	449 15 3	181	101 6 11	141 16 6	135 11 3
Pyalong	1,461	132 10 5	12 12 7	47 18 2	1 6 9	12 4 3	16 13 5		5,224	1,178 18 0	207	145 3 11	174 19 9	915 18 2
Tooborac	2,088	368 16 9	17 15 9	73 16 4	3 18 3	2 19 0	66 19 10		10,817	2,707 19 9	1,277	752 8 10	224 3 2	1,735 4 11
McIvor Siding									46,457	11,705 12 10	61	243 7 5		4,246 17 8
Argyle	1,850	222 16 5	12 16 0	37 17 4	0 3 0	2 8 0	11 13 11		18,103	3,689 17 2	313	189 16 9		11,949 0 3
Heathcote	7,674	1,064 7 10	94 13 6	246 6 4	6 1 9	17 16 9	36 18 6	0 1 9	16,840	3,483 6 1	3,038	1,932 7 1	404 16 3	4,167 16 7
Derrinal	1,055	95 16 9	7 6 2	13 9 4	0 2 0	0 13 6	5 17 11		3,668	797 15 9	245	100 16 8	96 17 9	7,589 1 2
Knowsley	3,108	242 16 0	17 4 9	29 11 5	2 15 0	7 9 6	14 6 9		10,245	1,869 8 7	484	174 14 7	129 19 5	1,132 8 3
Ingham							11 0 4		2,067	468 18 0	48	11 2 6		2,500 9 4
Axedale	4,397	261 6 6	15 17 2	44 15 4	2 15 6	2 19 8	17 7 5		18,108	3,084 11 11	527	240 8 9	4 12 0	491 0 10
Longlea	637	26 12 0	3 1 11	6 4 2			1 5 0		810	122 11 10	102	46 0 9		3,675 8 7

MANSFIELD LINE.

Trawool	969	105 5 9	5 13 6	33 15 10	0 9 6	2 1 9	20 15 8		140	112 3 3	172	113 17 5	2 1 0	2 13 6
Granite							0 12 6							398 17 1
Kerrisdale	1,194	112 1 0	1 0 4	40 0 1	0 4 0	2 11 9	0 4 9		373	181 15 3	459	313 14 8	34 16 2	1 4 10
Homewood	730	85 6 4	0 10 8	24 8 3	1 8 3	1 8 0	18 1 1		649	294 3 6	282	164 10 5	211 2 2	778 18 9
Yea	9,690	1,716 5 2	185 15 8	297 12 3	25 15 6	21 19 0	64 13 9	0 1 6	2,065	1,350 9 9	2,883	2,204 2 6	727 2 1	855 0 11
Cheviot	248	7 10 2	5 4 1	30 13 1	0 8 9	1 0 3	6 15 0		11,128	4,818 19 7	453	214 3 7		6,804 14 2
Molesworth	915	140 16 8	11 6 2	53 10 9	5 16 6	3 16 0	6 17 8		1,015	562 3 4	252	228 10 6	286 9 2	5,084 14 6
Cathkin	1,945	296 18 9	10 12 10	23 7 5	6 9 3	3 15 6	23 0 9	0 1 0	298	215 0 0	58	54 6 6	2 15 9	1,376 0 8
Yarek	1,541	279 15 5	22 6 8	87 13 8	0 13 0	4 8 0	15 19 7		836	586 6 8	545	554 9 9	223 3 6	640 7 9
Kanumbra	276	15 19 1	9 12 6	26 12 4	0 4 9	0 7 0	9 17		306	215 3 6	74	74 2 5	4 12 2	1,793 17 8

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

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELE-GRAPH, AND DINING CARS.	RENTALS.	MISCEL-LANEOUS.	GOODS.		LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).		
	Number of Passenger Journeys	Outwards.	Outwards.	Inwards.	Outwards.	Inwards.				Outwards.	Inwards.	Tons.	Revenue.		Tons.	Revenue.	Outwards.	Inwards.
		Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.		Revenue.	Revenue.
MANSFIELD LINE—continued.																
Merton ..	1,116	177 17 1	16 0 4	47 10 5	4 7 3	1 18 6	..	10 9 4	..	888	610 1 2	279	227 4 11	112 12 1	25 1 1	1,242 2 2
Woodfield ..	1,010	148 2 9	10 3 8	35 11 10	1 12 0	1 17 0	..	5 7 7	..	347	253 15 3	91	74 0 10	72 3 8	3 17 6	806 11 8
Bonnie Doon ..	2,953	390 4 3	29 2 1	95 19 5	7 8 3	17 8 9	..	28 8 7	..	515	551 5 9	725	826 10 7	253 19 6	20 0 6	2,220 7 8
Maindample ..	1,451	180 8 8	10 18 5	40 19 4	0 11 0	0 5 9	..	25 3 0	..	4,318	2,412 4 6	203	179 1 8	64 15 3	13 17 0	2,928 5 4
Mansfield ..	4,557	1,779 14 0	173 3 9	401 14 11	13 13 6	20 13 6	..	15 11 2	0 8 3	3,047	2,591 14 1	2,840	4,100 7 11	1,915 17 9	384 6 2	11,397 5 0
ALEXANDRA LINE.																
Rhodes ..	442	55 0 10	6 3 0	17 13 0	..	..	..	0 12 0	..	289	170 16 6	154	164 3 7	..	4 11 0	418 19 11
Alexandra ..	2,838	1,033 11 2	89 3 9	251 13 3	6 1 0	13 3 0	..	3 13 6	0 1 9	2,130	1,713 8 0	2,651	2,794 18 2	604 3 0	139 15 4	6,679 12 5
SEYMOUR—COBRAM LINE.																
Tabilk ..	1,530	248 11 5	27 18 3	48 10 8	17 14 3	8 12 9	..	11 15 6	..	3,705	1,376 2 6	378	230 6 1	89 11 8	21 12 8	2,080 15 9
Nagamble ..	10,220	1,562 13 7	153 0 7	316 6 1	22 5 0	24 9 1	..	55 13 5	0 1 6	16,080	5,949 13 11	2,324	1,805 1 4	438 5 0	78 3 5	10,405 12 11
Wahring ..	2,508	340 2 1	45 17 0	82 9 4	5 10 3	0 9 9	..	44 2 3	..	11,935	4,227 2 2	539	290 11 10	236 16 3	12 2 1	5,265 3 0
Murchison East ..	8,735	1,346 14 1	94 17 11	118 8 11	59 12 3	37 5 6	..	79 0 3	0 2 0	6,453	2,793 11 6	449	350 8 1	1,028 11 1	225 0 0	6,133 11 7
Areadia ..	4,372	438 14 7	47 14 8	79 4 4	7 9 6	10 9 4	..	52 5 4	0 1 0	15,298	6,077 13 0	1,305	579 1 7	451 15 8	31 16 10	7,326 5 10
Toolamba ..	9,028	1,025 7 3	33 15 8	66 14 5	17 16 9	28 17 9	..	89 5 0	..	6,149	2,736 18 6	1,003	432 11 10	422 0 11	102 2 7	4,955 10 8
Mooroopna ..	5,521	1,124 1 3	125 11 9	173 16 2	18 1 0	35 12 0	..	34 6 3	0 2 6	6,992	4,335 8 2	3,177	2,241 13 4	647 15 5	171 12 4	8,908 0 2
Shepparton ..	29,758	5,632 8 9	581 4 1	879 1 9	68 4 6	82 10 10	..	392 9 11	1 2 6	10,815	6,124 4 10	13,242	10,406 32 0	1,670 16 4	799 15 1	26,638 10 7
Congupna ..	796	29 7 11	4 9 10	12 10 11	..	0 8 0	..	3 0 2	..	1,961	911 3 1	128	51 16 9	230 19 0	7 18 1	1,251 14 6
Tallygaroopna ..	3,398	419 1 6	34 11 1	94 8 11	5 5 6	0 18 0	..	42 8 11	..	8,026	4,043 6 2	1,412	992 14 1	462 8 10	19 15 5	0,114 16 5
Wunghnu ..	3,817	454 12 8	24 0 8	74 16 8	0 7 0	4 0 0	..	24 5 5	..	7,921	3,979 8 3	780	614 19 9	564 9 5	5 12 11	5,742 12 7
Numurkah ..	15,949	3,045 2 1	255 19 0	473 12 6	31 12 0	38 1 3	..	63 13 8	0 3 0	5,709	3,223 2 1	4,857	4,596 13 2	1,246 0 0	189 6 5	13,103 5 2
Katunga ..	1,156	181 12 8	15 3 5	46 7 6	0 9 9	0 13 0	..	27 8 2	..	5,290	2,780 19 0	557	527 9 8	457 9 9	8 7 0	4,054 19 11
Strathmerton ..	3,134	462 16 5	38 16 1	141 14 10	1 3 0	0 11 9	..	22 0 6	0 0 3	3,600	2,073 19 8	870	934 0 2	837 16 7	57 11 8	4,570 16 11
Yarroweyah ..	1,465	301 12 6	11 17 10	38 10 5	0 15 0	4 4 9	..	16 11 1	0 0 2	2,206	1,248 16 3	218	221 4 0	225 12 11	7 6 3	2,078 11 2
Cobram ..	4,521	1,850 12 4	120 15 8	406 16 10	10 18 3	38 9 1	..	110 10 10	..	7,001	4,814 7 8	3,730	4,370 16 3	2,113 12 9	300 11 11	14,137 11 7
RUSHWORTH LINE.																
Murchison ..	2,828	181 4 3	19 7 11	113 0 1	0 7 3	0 14 6	..	16 14 9	..	3,464	1,517 17 3	1,441	1,172 11 0	1 6 0	0 9 0	3,023 12 0
Hammond ..	..	..	..	2 10 8	..	..	..	3 4 10	..	3,619	1,357 15 0	..	1 4 7	..	..	1,364 15 1
Waranga ..	610	44 15 1	9 10 7	14 11 0	0 2 9	..	..	4 5 0	..	3,366	1,593 8 6	20	25 12 1	5 19 0	4 12 9	1,702 16 9
Rushworth ..	6,086	1,138 1 0	127 3 19	325 18 5	5 17 9	6 1 6	..	36 12 4	0 2 0	20,354	9,089 6 10	3,622	3,115 0 2	1,009 12 3	56 16 3	14,910 12 4
TOOLAMBA—ECHUCA LINE.																
Tatura ..	8,123	1,459 8 6	148 12 5	317 18 2	16 19 11	27 19 0	..	87 5 1	0 1 6	5,919	3,050 8 6	5,776	3,341 8 2	859 9 6	89 10 11	9,399 1 8
Byrneside ..	1,084	166 17 10	9 11 3	23 7 11	7 15 3	0 10 9	..	11 17 6	..	1,227	674 5 6	419	181 17 3	224 12 4	22 13 0	1,323 8 7
Merrigum ..	3,587	466 16 3	42 14 6	78 2 10	4 0 4	1 16 0	..	58 4 10	0 2 0	6,020	3,467 11 0	2,387	1,195 12 6	446 1 11	30 6 9	5,791 9 5
Kyabram ..	12,143	2,231 0 0	167 6 5	433 6 9	15 8 3	30 10 9	..	54 10 4	0 1 6	10,212	6,138 11 8	6,604	5,191 7 4	1,134 19 4	143 6 10	15,540 18 2
Tongala ..	3,351	458 9 8	34 14 7	92 2 3	18 15 0	0 16 6	..	52 19 5	..	5,520	2,813 17 6	2,423	1,482 17 0	392 16 8	26 17 0	5,375 5 7
Koyuga ..	913	82 16 0	3 3 0	16 15 4	1 9 9	0 14 9	..	0 13 9	..	1,254	656 4 3	670	338 3 11	689 9 6	117 15 9	1,907 8 6

KAMAMATITE LINE.																
Pine Lodge	445	19 5 10	4 9 9	17 8 4	..	..	..	6 16 0	..	3,325	1,934 2 3	406	143 13 3	18 6 6	8 18 6	2,148 1 5
Lamrock	..	..	..	..	..	..	..	..	..	7,630	806 4 2	7	18 18 11	..	..	823 1 1
Cogrove	1,890	209 16 7	19 9 11	87 6 6	0 2 0	10 14 6	..	18 6 11	..	6,404	3,873 0 5	635	408 0 0	435 3 8	18 11 7	4,561 11 11
Dookie	4,323	956 11 10	92 4 5	243 15 5	21 2 7	8 8 9	..	84 4 6	2 18 6	3,983	2,387 10 6	1,912	1,875 16 1	543 13 7	72 10 10	6,298 15 0
Yabba South	122	4 12 2	0 2 0	2 8 11	..	0 1 0	..	3 11 0	..	1,424	682 7 8	12	4 3 8	0 14 0	..	700 5 9
Yabba North	816	28 5 1	5 3 10	31 3 7	0 4 0	0 10 9	..	5 5 0	..	5,207	2,514 17 11	854	230 6 11	131 7 10	54 1 4	3,051 11 3
Younanite	337	28 19 6	7 10 0	38 12 6	0 1 6	5 11 6	..	4 10 0	..	3,195	1,716 12 2	457	321 15 10	..	9 10 3	2,126 3 3
Kamamatite	1,344	329 7 0	34 5 8	116 8 7	3 11 3	18 11 9	..	33 6 2	..	7,562	4,074 5 2	1,530	1,236 1 2	452 14 6	21 10 10	6,341 2 1
TOOUMWAL LINE.																
Mywee	19	0 13 11	0 0 6	0 5 5	..	..	..	2 14 9	..	412	212 10 0	2	5 5 10	..	..	221 10 5
Boyle's Siding	..	..	..	..	..	..	..	..	..	637	119 6 1	..	..	..	..	119 6 1
Tooomwal	3,183	1,473 6 4	69 3 11	291 0 2	43 9 0	65 1 3	..	38 5 9	0 5 0	4,073	5,785 10 5	5,078	6,170 11 7	8,292 7 11	598 5 10	22,827 7 2
PICOLA LINE.																
Waaka	1,379	68 8 10	14 4 8	50 10 6	5 2 3	6 11 0	..	10 14 2	..	6,427	3,330 7 2	427	368 15 7	554 0 3	18 2 4	4,495 16 9
Nathalia	6,109	1,419 16 8	130 3 6	315 15 2	13 18 9	10 11 9	..	50 3 2	0 2 0	9,292	5,564 0 1	2,518	3,367 18 4	1,251 4 1	77 3 4	12,401 3 10
Barwo	76	1 9 2	0 0 2	..	..	..	..	0 12 0	..	..	..	..	..	..	..	2 1 4
Picola	1,787	416 6 3	128 16 11	112 11 8	1 1 6	8 13 0	..	43 9 8	..	7,930	4,625 13 0	841	912 4 0	800 0 11	11 2 1	7,058 1 0
YARRAWONGA LINE.																
Goorambat	3,643	377 3 8	28 1 6	126 4 7	0 16 0	1 4 9	..	22 16 6	..	7,561	3,655 5 9	871	795 14 2	429 6 6	8 17 0	5,439 10 6
Nooramanga	1,244	32 13 8	3 7 7	10 18 6	0 0 9	0 0 6	..	4 8 4	..	1,073	519 10 11	48	29 7 8	24 9 6	..	674 17 4
Devenish	4,704	525 9 12	62 2 7	96 15 3	5 10 6	6 1 9	..	24 7 6	..	4,167	2,242 3 0	1,419	1,071 10 11	343 16 0	30 9 10	4,408 6 6
St. James	4,750	716 11 4	31 5 8	149 11 11	4 13 0	9 0 6	..	58 6 1	..	6,589	3,426 16 2	1,040	1,387 0 9	764 1 3	215 8 7	6,834 4 3
Tungamah	4,173	850 14 2	61 0 3	172 17 7	53 9 9	38 14 0	..	28 12 4	..	8,050	4,316 11 4	1,759	1,721 4 7	780 19 8	123 10 3	8,160 14 9
Telford	1,330	112 13 5	11 10 6	28 6 8	4 18 9	11 17 9	..	17 7 0	..	3,979	2,093 18 11	249	163 18 10	249 16 3	22 2 0	2,713 8 7
Yarrawonga	11,011	2,898 1 1	162 11 1	607 12 4	89 8 9	55 7 3	..	98 2 11	0 4 3	22,115	13,476 9 2	5,872	7,016 13 0	3,544 1 3	316 13 3	28,246 4 4
WHITEFIELD LINE.																
Targoora	81	1 3 9	..	1 16 4	..	..	..	..	..	..	..	..	..	..	..	3 0 1
Lacey	42	1 5 2	..	0 0 11	..	..	..	..	..	..	..	..	..	..	..	1 6 1
Oxley	1,001	37 12 4	1 7 7	8 15 7	0 0 6	0 1 0	..	11 0 0	..	112	27 15 0	104	58 17 2	0 19 0	..	146 0 2
Skehan	93	3 18 3	0 3 6	..	..	..	..	..	..	..	..	..	..	..	..	3 16 9
Docker	2,327	68 13 10	3 10 6	11 5 10	..	0 0 9	..	..	..	543	143 17 5	104	53 19 11	..	0 10 0	281 18 8
Byrne	567	31 6 8	..	..	..	..	..	..	..	..	..	..	..	..	..	31 6 8
Moyba	5,314	372 4 7	18 4 10	68 8 10	0 6 0	2 6 6	..	2 4 0	..	1,728	618 12 11	771	731 17 9	45 16 9	22 2 0	1,882 4 2
Angleisle	393	23 12 1	..	..	..	..	..	..	..	..	..	..	..	..	..	23 12 1
Claremont	207	13 10 1	..	..	..	..	..	..	..	..	..	..	..	..	..	13 10 1
Dwyer	607	36 14 6	..	..	..	..	..	..	..	..	..	..	..	..	..	36 14 6
Edi	2,820	188 6 7	9 1 6	26 10 2	0 3 6	0 1 6	..	8 10 2	..	599	206 2 3	165	123 18 10	14 14 4	7 9 2	578 18 0
Hyem	269	20 3 2	..	..	..	..	..	..	..	..	..	..	..	..	..	20 3 2
King Valley	1,276	86 8 6	..	2 18 1	..	..	..	..	..	141	51 12 9	6	10 6 10	..	2 14 3	154 0 5
Jarrott	376	33 7 3	..	..	..	..	..	..	..	..	..	..	..	..	..	33 7 3
Pispor	443	41 14 1	..	..	..	..	..	..	..	..	..	..	..	..	..	41 14 1
Whitefield	3,463	462 17 0	21 7 5	98 12 1	0 13 0	1 7 9	..	12 5 7	..	1,566	757 1 3	579	518 6 8	68 1 2	44 4 10	1,984 17 8
WANGARATTA—YACKANDANDAH LINE.																
Londrigan	1,013	39 2 11	6 13 8	13 11 5	0 5 6	0 8 0	..	2 8 10	..	1,016	373 17 8	234	118 2 10	5 9 3	12 8 5	572 8 1
Tarravingee	2,343	123 6 8	8 17 7	37 3 8	0 13 6	4 12 9	..	11 18 6	..	1,889	696 1 9	411	270 8 0	..	..	1,162 1 8
Everton	4,567	470 14 1	27 13 6	45 4 7	3 14 9	0 1 6	..	31 0 3	..	1,902	323 15 11	177	133 19 11	100 1 0	5 18 3	1,157 3 9
Baarntha	505	14 6 6	0 6 8	0 18 9	..	..	..	2 10 6	..	..	..	..	..	..	..	17 16 0
Beechworth	13,241	2,867 14 3	238 11 3	568 19 3	24 15 6	59 14 11	..	67 1 6	0 15 3	3,362	2,142 10 4	6,594	6,595 18 0	34 19 6	60 4 5	12,591 4 2
Woorago	114	8 16 9	..	6 16 3	..	..	..	27 11 8	..	618	183 8 9	89	60 19 4	..	..	287 12 9
Yackandandah	3,287	647 5 9	38 1 6	179 7 6	12 19 2	0 18 8	..	15 17 5	0 1 0	1,616	790 19 4	1,661	2,550 11 7	2 19 1	7 0 6	4,115 1 7

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

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CABS.	RENTALS.	MISCELLANEOUS.	GOODS.]				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	
BRIGHT LINE.																
Brockfield ..	209	£ 11 10 1	£ 1 5 5	£ 1 1 8	£ 0 0 8	£ 0 0 8	0 13 0	0 13 0	0 0 0	0 1 0	7	6 6 3	212 8 3	15 14 7	20 17 6	1,214 2 11
Bowman ..	1,187	99 5 7	0 18 5	40 5 3	0 0 6	1 10 0	8 18 11	8 18 11	0 0 0	1,090	466 18 2	362	368 8 3	2 6 10	328 5 6	328 5 6
Palmerston ..	704	29 0 5	4 7 8	18 5 3	0 6 9	..	13 18 6	13 18 6	0 0 0	889	193 0 5	54	61 12 2	5 7 8	60 2 9	5,971 6 19
Myrtleford ..	4,754	972 16 5	85 1 2	228 14 3	26 14 3	7 3 0	52 2 9	52 2 9	0 1 0	3,470	1,428 6 0	1,250	1,949 17 10	1,160 6 8	0 18 6	420 7 5
Onega ..	493	27 8 6	4 2 3	18 4 1	..	0 10 3	4 1 3	4 1 3	..	596	294 10 7	56	70 12 0	..	0 16 6	404 1 6
Farobin ..	520	49 7 4	5 17 8	20 17 4	..	0 2 0	8 4 11	8 4 11	..	522	260 10 11	167	118 4 9	..	40 17 8	2,360 18 11
Poropunkah ..	2,288	499 10 2	31 15 0	132 14 0	0 19 8	0 17 3	4 16 11	4 16 11	..	617	338 6 11	853	1,326 16 6	4 5 0	138 14 3	8,258 19 3
Bright ..	5,712	1,778 14 4	157 11 11	450 5 10	3 1 6	3 10 6	36 12 2	36 12 2	0 6 0	490	648 3 9	3,467	4,986 8 11	60 10 1	188 14 3	..
WAIKUNYAH LINE.																
Lilloot ..	1,719	£ 84 13 8	£ 0 3 8	£ 3 1 9	..	..	£ 1 12 5	£ 1 12 5	..	652	135 8 9	65	51 1 11	12 19 6	0 10 0	239 11 8
Crossok Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	309 19 11
Rutherford ..	14,705	3,198 12 5	237 11 8	603 8 1	25 19 3	57 17 4	54 2 7	54 2 7	0 4 3	7,930	5,766 0 6	8,432	7,781 16 9	211 10 8	50 18 10	17,968 1 7
Waikunyah ..	14,692	3,828 19 10	174 3 10	390 18 10	158 12 9	139 15 0	122 0 7	122 0 7	..	7,136	7,797 2 2	12,164	15,608 15 8	3,660 10 2	177 11 11	32,258 10 9
TALLANGATTA LINE.																
Randiana ..	61	£ 1 10 2	..	..	£ 5 12 0	..	£ 1 0 0	£ 1 0 0	..	..	..	..	..	..	..	8 2 2
Bonegilla ..	104	3 5 8	..	0 8 11	..	..	1 19 4	1 19 4	..	..	..	..	1 12 10	..	..	7 0 4
Obden ..	3,557	365 16 7	29 6 2	108 6 1	3 6 0	9 4 6	39 5 10	39 5 10	..	1,087	980 19 4	1,432	2,070 7 0	2,436 0 9	89 10 0	6,082 2 3
Alton ..	3,273	352 8 5	28 11 2	109 12 9	1 4 3	1 12 2	14 2 11	14 2 11	..	809	757 19 3	849	1,900 0 2	1,763 15 9	7 19 2	4,332 6 1
Polga ..	364	47 17 11	2 3 1	12 19 2	0 5 0	0 2 6	3 8 5	3 8 5	..	464	87 14 5	38	42 7 1	1 2 0	2 14 0	200 13 7
Tatonga ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	686 15 0
Tallangatta ..	8,994	2,230 6 7	129 8 0	482 18 3	118 1 9	50 10 0	72 19 2	72 19 2	..	1,956	2,773 1 0	3,771	6,492 10 6	6,347 13 11	291 0 2	18,968 10 1
WILLIAMSTOWN LINE.																
South Kensington ..	248,886	1,619 17 8	5 17 10	18 5 6	5 5 2	0 4 6	4 7 1	4 7 1	0 1 3	38,179	5,587 4 7	85,958	68,826 12 9	..	1 13 6	76,069 9 10
Anders' Siding ..	..	..	..	..	..	..	..	..	..	10,989	1,450 8 3	853	143 18 3	..	..	1,594 6 0
Forbesry ..	2,460,954	22,909 0 5	1,041 2 10	592 19 8	30 5 11	12 3 6	113 10 5	113 10 5	0 10 4	6,998	4,601 5 9	30,619	8,546 3 3	..	..	37,847 11 1
Seelton ..	777,888	6,149 10 2	50 18 9	50 13 5	1 18 3	0 8 0	0 11 0	0 11 0	..	..	..	..	..	..	..	6,253 19 7
Yarraville ..	920,348	7,817 17 8	71 10 4	139 8 3	7 4 6	2 6 3	16 1 2	16 1 2	0 3 9	105,251	48,399 13 3	14,134	3,516 4 11	..	..	59,970 10 1
Spotswood ..	217,516	1,919 18 5	243 3 9	64 8 10	1 0 0	..	0 5 0	0 5 0	..	2,184	3,334 16 11	28,149	4,468 2 5	..	..	10,081 14 7
Newport ..	847,599	8,079 4 11	121 18 0	140 17 11	17 13 5	3 19 0	666 11 5	666 11 5	48 6 2	6,954	1,624 5 7	31,874	10,712 18 5	41 14 0	4,082 14 8	25,559 18 6
Altona Bay Siding ..	..	..	..	..	..	..	..	..	..	2,561	254 5 11	3	6 2 5	..	..	260 8 4
Austral Meat Siding ..	..	..	..	..	..	..	..	..	..	6,568	733 14 0	..	..	..	..	733 14 0
North Williamstown ..	715,883	8,877 9 8	133 19 9	185 10 10	3 17 9	0 2 6	73 12 4	73 12 4	0 5 2	548	65 18 8	6,948	1,803 7 2	..	..	11,144 1 11
Beach ..	473,824	6,032 6 11	88 5 11	117 19 11	5 2 1	1 0 6	15 19 0	15 19 0	0 8 9	..	..	..	..	..	..	6,241 3 1
Williamstown ..	408,802	5,406 11 0	89 6 5	168 6 9	1 13 2	2 14 0	262 15 0	262 15 0	0 5 0	..	..	..	..	..	..	6,041 2 5
Williamstown Pier ..	38,766	589 17 11	31 6 0	27 6 0	0 3 0	0 5 6	2,347 12 0	2,347 12 0	326 12 6	48,429	13,256 1 7	460,728	215,962 16 4	5 7 8	159 1 7	232,076 8 8
NEWPORT—SUNSHINE LINE.																
Hewell's Siding ..	..	..	..	..	..	..	..	..	..	19,988	2,527 1 5	..	..	..	..	2,527 1 5
McKenzie and Holland's Siding ..	..	..	..	..	..	..	..	..	..	71	27 11 6	..	..	..	..	27 11 6
Russell's Siding ..	..	..	..	..	..	..	..	..	..	22,597	2,184 12 0	..	..	..	..	2,184 12 0
Borthwick's Siding ..	..	..	..	..	..	..	..	..	..	2,836	356 0 6	..	1 3 8	..	..	357 4 2
Little Brooklyn Siding ..	..	..	..	..	..	..	..	..	..	3,601	370 15 1	..	..	..	..	370 15 1
Brooklyn Siding ..	..	..	..	..	..	..	..	..	..	30,810	3,068 11 10	..	0 13 1	..	..	3,069 4 11
Hay's Siding ..	..	..	..	..	..	..	..	..	..	14,284	1,354 16 6	..	5 14 11	..	..	1,360 11 5

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

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTALS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
MELBOURNE—BAIRNSDALE LINE—continued.																
Clayton — Building	1,440															
Spring Vale	55,890	1,084 3 4	129 4 9	76 8 0	6 11 9	50 13 9		18 0 10	0 2 6	658	153 14 5	4,714	618 16 4	9 10 3	32 10 4	2,177 16 3
Sandown Park Race-course	307	10 3 3	0 2 0			313 8 9		1 17 6					5			328 11 10
Spring Vale Cemetery			0 13 7	75 19 10				2 0 0					3			82 8 10
Dandenong	175,490	6,277 18 3	1,252 1 10	652 15 2	92 17 4	72 13 0		292 6 11	0 14 4	4,345	1,151 0 3	11,909	2,772 1 0	2,036 7 8	1,870 0 10	16,471 2 7
Hallam	2,885	150 6 0	306 11 1	82 17 5	0 16 10	2 2 0		14 5 7		198	39 15 4	207	45 1 4		1 16 6	599 7 3
Narre Warren	6,363	355 18 6	362 0 11	185 11 5	3 18 6	7 15 9		8 13 0		1,697	555 16 9	1,110	338 13 3	82 8 11	51 14 9	1,883 4 4
Berwick	16,777	1,044 2 10	308 7 7	242 2 3	20 12 6	25 2 3		4 5 9		15,940	2,287 17 1	2,049	738 4 7	150 9 0	107 17 2	4,913 9 0
Beaconsfield	7,942	491 16 0	90 8 11	140 12 5	2 1 6	4 13 6		0 12 11		3,162	470 9 6	834	359 2 4	4 13 9	7 17 0	1,575 19 8
Oliver	3,355	247 2 1	237 7 5	65 1 6	4 7 3	2 12 3		24 1 2	0 2 9	697	204 6 2	997	227 14 10	50 15 11	89 3 4	1,112 3 8
Pakenham	12,291	1,070 11 8	341 14 7	236 8 10	0 11 8	13 10 11		19 12 5		3,849	1,186 19 1	2,775	1,086 5 0	526 19 9	544 1 4	5,040 6 9
Nar-nar-woon	6,319	587 12 11	123 2 3	114 13 3	4 6 0	27 18 9		7 15 0		3,727	993 9 9	1,126	508 4 1	177 6 3	93 13 6	2,649 13 7
Tynong	3,431	275 12 11	42 7 5	67 3 10	1 2 9	1 18 9		19 2 0		2,728	631 18 11	681	313 9 8	1 11 0	32 13 8	1,425 13 9
Garfield	6,582	635 2 10	84 2 5	138 15 5	5 16 0	37 3 0				3,396	1,042 16 7	1,161	558 17 11	128 8 6	67 10 11	2,717 16 7
Jefferson's Siding										680	109 7 9					100 7 9
Bunyip	10,871	894 11 0	141 4 8	228 15 10	3 1 7	5 1 4		43 13 9		5,895	1,774 1 6	1,652	937 10 7	37 18 4	104 18 0	4,170 17 1
Longwarry	7,771	559 0 4	53 3 0	112 8 6	1 6 0	2 19 0		58 18 2		7,336	1,737 17 10	736	443 11 0	149 0 1	52 2 6	3,170 12 5
Drouin	17,427	1,899 8 4	357 14 1	320 19 0	33 9 10	22 0 9		112 18 5		3,329	1,315 0 6	5,218	2,336 14 6	202 2 2	169 2 9	6,775 10 4
Warragul	40,781	4,364 4 8	807 17 7	501 19 1	48 8 9	54 9 0		737 8 5	0 7 6	3,047	1,577 3 11	7,853	3,967 18 5	1,362 15 11	761 10 7	13,283 13 10
Nilma	4,743	211 7 8	30 10 4	47 14 8	0 7 3	0 11 9		13 10 6		2,513	899 13 4	1,196	378 11 8	22 19 6	8 2 3	1,619 19 11
Darwin	4,227	342 18 1	534 9 8	124 4 1	4 16 6	2 14 9		27 8 11		842	340 8 11	1,198	348 0 6	272 11 6	162 15 4	2,060 8 3
Yarragon	8,776	901 6 9	127 16 11	170 0 4	8 9 0	13 0 6		69 4 2		1,088	626 11 8	2,758	1,177 16 3	351 1 1	128 9 0	3,573 15 8
Trafalgar	14,273	1,696 15 10	254 18 7	293 10 1	21 13 9	27 12 9		136 8 6	0 1 3	6,288	2,553 12 3	5,162	2,461 7 1	414 4 4	400 2 5	8,510 6 10
Noc	18,376	1,995 14 3	172 3 1	229 4 11	25 17 2	47 4 2		32 17 7	0 2 6	1,241	716 13 3	2,115	1,346 15 0	154 16 11	83 0 10	4,804 9 8
Morwell	16,199	2,226 19 0	175 5 6	328 13 7	35 2 6	27 14 3		81 3 6	0 5 3	2,160	1,043 3 2	2,145	1,703 4 10	936 15 11	850 14 0	6,993 13 3
Traralgon	24,783	3,926 11 8	347 15 0	496 8 11	80 5 9	84 19 5		305 2 2		2,865	2,023 14 0	3,934	3,542 12 8	1,486 5 4	722 9 10	13,016 10 9
Loy Yang	795	18 10 0	1 14 9	9 13 10	0 6 6	0 6 6		1 16 0		142	80 10 6	28	39 15 8			152 7 8
Flynn	1,512	134 16 9	10 17 4	27 4 1	4 7 0	2 10 6		12 14 0		1,206	491 12 9	128	54 11 10	197 14 0	23 11 3	965 0 3
Rosedale	7,265	979 17 0	69 10 6	291 10 1	13 13 6	46 2 9		47 10 3		1,495	975 8 5	1,613	929 18 4	980 6 11	365 12 8	4,609 19 5
Nambrok	580	44 6 2	3 16 1	10 11 1		4 11 3		0 3 9		2,834	1,378 13 10	253	105 5 0	1 9 4	8 18 0	1,657 15 0
Woundsellah											54 16 8					24 16 8
Fulham	493	80 16 2	5 3 9	10 1 3	0 10 0	0 4 0		5 1 1		37	86 13 3	54	31 17 10			220 12 4
Sale	25,664	5,184 7 0	404 4 10	813 10 3	74 1 0	117 12 3		182 6 8	0 6 6	9,546	5,790 1 6	5,838	3,757 17 5	1,780 10 10	358 11 3	18,463 9 6
Montgomery											417 11 2					8 1 3
Stratford	11,388	1,439 15 8	87 6 6	216 10 10	21 0 9	9 1 6		68 8 3	4 3 6	2,266	1,180 4 11	1,169	816 0 4	384 18 1	113 10 7	4,541 0 11
Manro	2,172	154 1 5	7 15 7	15 10 10	0 18 8	0 10 9		0 7 9		572	313 17 9	88	37 3 4		1 4 0	431 9 11
Ferobank	4,647	423 7 1	12 18 6	95 9 3	0 11 3	1 15 9		5 13 4		1,079	522 10 4	235	385 4 9	60 9 6	7 10 4	1,253 12 1
Lindensow	10,417	1,012 17 6	39 1 3	137 6 6	45 6 6	9 1 6		14 2 8		4,838	2,572 16 4	1,388	635 1 9	333 8 2	43 14 8	4,962 16 10
Hillside	2,269	239 7 8	7 14 10	37 13 11	0 8 9	0 9 0		9 4 0		2,725	1,202 17 11	245	155 1 1	394 1 10	50 7 6	1,897 6 6
Bairnsdale	17,940	6,951 14 3	411 13 2	983 16 5	116 5 10	85 11 3		47 17 2	0 9 0	7,956	7,327 8 5	7,349	4,826 9 0	2,488 4 11	614 14 0	23,854 3 5
NEERIM SOUTH LINE.																
Lilloo	858	13 7 8	0 2 6	1 13 11		0 0 6		4 15 0		181	61 17 2	289	46 13 2		0 7 6	128 17 5
Bula Bula	2,512	66 17 4	2 19 1	51 17 1	0 2 0	1 3 3		1 4 7		1,136	481 19 4	1,123	365 2 8	46 19 9	2 8 0	1,020 13 1
Bravington	535	13 19 1	0 1 0	2 4 7				10 13 6		31	22 7 6	35	15 16 2			65 1 10
Rokeby	1,994	59 8 11	1 4 0	22 6 11		0 5 0		0 14 4		651	285 10 7	382	184 2 1	55 11 9	5 17 4	615 0 11
Crossover	2,323	59 4 1	0 10 0	27 2 3		0 0 6				2,827	968 9 6	245	101 19 10		1 26 4	1,159 2 6
Neerim South	5,848	698 5 3	83 17 2	184 4 7	3 18 9	10 11 9		61 7 11		4,778	1,978 4 0	1,470	1,154 13 1	419 3 2	121 10 8	4,615 17 2

THORPDALE LINE.

David*	1,861	48 15 10	10 3 0	68 15 8	0 18 8	0 1 9	..	30 0 8	..	1,094	0 9 1	150	141 9 0	28 0 10	4 0 0	649 6 4
Coalville	1,936	76 0 2	14 3 3	67 18 4	10 19 9	0 2 3	..	16 17 1	..	799	281 3 8	398	284 18 3	86 8 4	17 18 6	855 19 7
Thorpdale	1,723	398 3 10	34 12 8	147 9 3	5 10 9	3 6 0	..	62 17 2	..	799	458 9 11	795	690 11 4	255 0 11	81 15 7	2,085 17 5

WALTHAM LINE.

Gooding	63	3 17 5	..	..	..	..	..	..	..	..	..	..	..	..	..	3 17 5
Tyer's River	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Gould	264	16 3 9	0 5 2	2 2 2	..	0 2 6	..	..	..	5	4 9 0	1	4 2 9	..	..	27 5 4
Moondarra	445	40 4 10	10 10 6	23 11 0	0 8 9	..	..	1 10 0	..	110	45 6 8	84	55 1 4	1 13 0	..	178 12 1
Watson	135	18 10 9	12 9 3	3 10 4	..	..	..	..	..	3	1 1 6	2	1 17 8	..	..	38 4 6
Harris	932	83 8 11	10 1 3	37 19 11	0 19 0	0 4 3	..	0 9 2	..	6,564	717 6 2	392	201 10 8	..	1 13 0	1,053 2 6
Murie	611	21 2 0	..	1 18 10	..	..	..	..	..	571	117 3 4	6	0 17 0	..	..	141 1 2
Platina*	19	0 9 3	..	2 1 17	..	..	..	..	..	45	31 15 4	965	440 11 5	..	..	474 17 11
Thomson	660	77 12 2	..	0 2 0	..	..	..	..	..	..	..	..	..	..	..	77 14 2
Waltham	7,347	1,032 16 11	57 6 1	328 8 5	1 19 9	0 12 9	..	4 1 0	0 0 3	653	431 15 1	8,344	2,706 10 11	2 17 2	1 17 0	4,468 4 4

NORTH MURBOO LINE.

Hazelwood	139	4 19 5	0 18 9	1 4 4	..	..	..	0 19 2	..	110	44 2 4	57	15 16 0	4 7 3	1 15 3	74 2 6
Yinnar	2,684	260 14 8	26 1 6	102 9 2	4 6 9	20 12 0	..	16 4 8	..	681	490 6 3	778	616 3 2	183 6 3	26 4 7	1,746 3 0
Boolarra	3,590	629 4 9	35 7 3	136 9 10	14 14 0	5 17 6	..	49 16 0	..	1,506	825 6 2	1,010	978 16 2	286 3 7	41 10 11	3,003 14 5
Darlmurch	2,387	75 13 7	7 5 11	24 2 8	2 2 6	0 16 0	..	1 12 2	..	113	69 14 6	78	81 6 10	..	7 0 6	269 14 2
North Murboo	4,108	794 8 4	78 12 3	189 13 2	30 17 6	14 9 9	..	120 19 5	..	818	842 19 8	1,975	1,750 15 5	940 3 9	155 16 0	4,888 15 9

TRARALGON-STRATHFORD LINE.

Glenarry	2,288	239 0 1	25 17 9	61 4 3	0 19 6	1 3 6	..	9 2 3	0 0 3	781	508 19 2	407	348 15 7	258 1 11	85 4 1	1,588 17 4
Thornabbie	3,889	333 19 2	25 10 1	94 0 8	51 8 0	19 10 9	..	26 12 7	..	3,521	1,178 18 0	363	416 7 4	5 11 0	18 13 8	2,138 12 5
Downs	3,644	478 8 2	36 3 4	84 5 11	16 3 0	4 18 9	..	6 9 0	0 0 3	1,104	728 8 7	548	497 10 13	381 11 4	49 5 1	2,286 4 4
Dawson	400	44 4 7	1 17 0	10 8 7	1 1 8	0 5 6	..	2 2 10	..	518	162 3 2	86	14 9 3	..	1 7 10	239 0 2
Hayfield	5,413	896 11 3	105 6 9	186 16 8	21 11 6	13 11 6	..	52 8 4	..	2,342	1,545 7 7	1,698	1,382 3 11	672 7 3	38 12 5	4,864 17 2
Tinamba	2,794	578 11 2	40 13 5	107 17 0	5 6 3	11 6 0	..	39 10 1	..	2,047	1,129 7 6	605	485 15 6	1,196 8 0	78 1 9	3,673 17 2
Maffra	8,416	1,614 1 3	184 16 10	388 9 16	64 19 9	91 6 8	..	69 2 7	0 1 0	2,068	1,844 14 3	5,800	3,327 6 5	939 11 9	729 0 8	8,753 11 0

BELAGALONG LINE.

Boisdale	273	50 4 10	10 8 1	31 6 10	..	..	..	21 14 4	..	983	926 6 8	298	250 0 10	144 1 11	..	1,433 17 6
Bushy Park	12	1 8 4	0 0 8	6 15 5	..	3 11 0	..	14 6 0	..	725	337 12 5	82	42 6 1	5 16 8	24 1 2	435 14 9
Belagalong	792	142 18 0	17 10 16	76 1 1	..	0 7 6	..	1 10 9	..	1,537	649 17 5	458	367 14 8	155 8 3	11 4 9	1,462 13 3

PORT ALBERT LINE.

Lynnhurst	1,938	95 4 3	678 15 3	108 4 6	1 11 6	29 9 0	..	3 14 2	..	1,298	186 18 1	887	153 5 5	16 12 3	18 17 5	1,202 11 10
Canbourn	7,870	548 9 0	166 3 0	133 14 7	7 4 0	27 19 6	..	14 6 7	..	5,222	945 12 0	1,712	466 1 2	200 0 9	319 3 6	2,818 16 7
Glyde	6,341	403 6 8	480 5 8	115 18 0	5 1 8	3 3 1	..	11 16 11	..	865	269 0 11	1,296	463 1 0	5 2 0	118 17 7	1,815 13 6
Thoradra	3,311	271 13 19	68 13 5	68 9 2	1 18 3	4 1 0	..	26 11 2	..	1,122	374 8 9	917	282 4 0	217 5 7	106 4 8	1,419 9 3
Dulmore	351	31 5 2	6 6 11	4 6 3	..	2 7 0	..	..	..	579	146 3 6	187	65 4 0	29 13 9	25 6 0	311 19 8
Koo-wee-rup	5,931	634 0 0	164 11 9	153 15 2	5 12 0	3 3 0	..	29 17 8	..	5,314	1,500 6 2	1,858	717 4 9	35 16 8	63 10 3	3,259 17 5
Monomah	2,679	233 1 1	7 7 8	22 8 4	3 12 9	3 4 2	..	14 16 0	..	323	148 8 11	312	125 11 0	658 11 6	292 2 3	1,494 3 8
Caldermeade	5,125	393 9 1	142 8 7	49 13 7	5 2 6	4 13 2	..	11 0 0	..	354	134 19 11	461	231 15 3	234 7 10	90 7 1	1,266 17 0
Lang Lang	11,269	201 12 0	159 18 5	158 14 8	7 6 1	31 6 9	..	41 0 2	..	1,252	559 16 1	1,370	921 1 11	637 13 1	580 8 2	3,998 17 7
Nyora	13,344	2,094 11 7	82 7 8	187 19 8	6 3 9	3 13 6	..	25 12 0	0 5 0	4,660	861 10 1	33,635	2,882 10 6	320 5 5	91 7 3	3,963 15 5
Loch	13,100	1,022 0 11	190 9 4	231 5 3	31 8 0	18 14 6	..	70 17 9	0 1 0	2,480	743 15 7	2,173	958 14 5	1,032 12 2	371 11 11	4,848 16 1
Jeebio	4,181	352 17 5	130 0 9	47 0 4	0 18 9	3 2 0	..	19 6 4	..	190	114 14 10	343	176 17 1	357 1 1	72 6 5	1,260 5 0
Bena	3,434	357 4 9	20 7 1	59 15 1	6 2 3	1 0 6	..	69 8 0	..	385	286 15 0	1,418	669 3 2	896 17 2	465 7 3	2,777 0 3
Whitehaw	27	4 4 9	..	2 13 6	..	0 1 0	..	20 17 4	..	11	7 3 3	71	31 18 0	12 1 11	..	74 19 9
Korumburra	37,055	4,378 8 2	410 17 9	464 5 9	58 17 7	23 14 2	..	852 1 2	..	20,498	5,087 1 10	9,266	4,354 4 4	906 8 11	760 15 1	17,274 14 9
Kardilla	3,524	190 5 10	13 8 0	31 19 9	0 12 6	3 5 6	..	23 12 3	..	147	107 19 0	231	143 3 10	..	10 7 8	524 14 4
Ruby	3,087	173 9 2	24 4 7	82 7 8	1 2 0	0 1 6	..	16 0 4	..	1,116	405 16 6	472	301 0 3	390 18 1	107 9 11	1,462 10 9
Leongatha	18,307	2,941 1 10	229 17 11	417 17 1	..	22 17 0	..	89 19 8	0 1 8	34,818	4,673 13 11	5,323	3,422 16 11	2,348 13 8	712 13 2	14,786 12 11

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

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTALS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
FORT ALBERT LINE—continued.																
Koonwarra ..	1,653	105 8 0	13 10 6	59 16 5	3 10 6	9 5 2	..	3 10 10	..	850	344 9 7	319	194 4 11	190 6 2	114 15 8	1,033 6 9
Tarwin ..	2,354	255 15 6	21 0 8	88 16 9	9 11 0	4 3 0	..	11 3 3	..	961	299 10 8	265	183 6 6	346 0 2	78 9 8	1,291 19 2
Meehan ..	4,515	593 6 5	53 13 11	168 11 10	16 15 0	6 2 3	..	13 12 8	..	937	592 17 1	929	896 5 8	597 8 11	124 16 2	2,603 9 11
Stony Creek ..	2,816	855 18 7	32 2 7	91 3 6	22 8 3	37 5 9	..	1 11 8	..	707	387 8 2	1,060	743 1 8	402 1 0	111 11 10	2,184 13 0
Buffalo ..	2,228	245 15 2	16 12 5	58 2 11	1 3 3	0 11 0	..	5 6 6	..	731	298 5 5	237	246 19 2	251 13 5	50 0 4	1,174 15 7
Boys ..	144	2 6 3	0 8 6	7 8 7	..	0 0 6	..	..	..	1,478	416 10 10	47	31 2 11	..	..	457 17 7
Fish Creek ..	4,714	621 3 6	45 18 7	148 11 7	7 9 3	8 4 9	..	12 4 3	..	3,481	1,261 11 0	1,036	846 18 6	407 13 10	111 9 7	3,470 15 10
Hoddle Range ..	1,270	73 2 8	7 18 0	31 17 6	..	0 3 9	..	10 2 3	..	664	356 17 5	147	83 8 8	..	1 5 10	564 11 1
Foster ..	7,365	1,107 13 4	84 11 10	214 17 3	17 19 9	24 9 0	..	49 12 1	0 0 3	2,951	1,230 13 1	2,415	1,733 2 4	336 0 1	114 13 5	4,938 14 5
Bennison ..	3,169	95 12 10	32 2 7	43 8 0	0 0 6	0 0 6	..	1 0 0	..	502	337 6 11	204	166 4 9	2 13 0	..	678 9 1
Toora ..	5,252	852 14 11	55 9 3	198 10 5	1 7 9	1 0 6	..	36 12 10	..	732	607 4 9	2,052	1,432 7 3	550 7 7	162 9 7	3,898 4 10
Agnes ..	368	38 7 9	3 4 9	10 11 8	0 4 0	0 4 0	..	1 4 0	..	49	42 8 3	36	37 0 2	..	1 0 0	134 4 7
Welshpool ..	5,792	634 17 0	49 16 11	121 19 10	6 2 0	5 5 6	..	32 9 0	..	403	354 19 4	1,057	778 2 11	368 19 7	102 18 8	2,455 19 9
Welshpool Jetty ..	2,812	54 17 0	63 9 4	29 4 6	..	0 1 0	..	8 8 4	..	223	509 2 0	218	97 16 10	..	..	783 9 0
Healey ..	952	74 3 2	6 19 0	33 18 6	0 2 0	3 6 0	..	0 12 0	..	179	99 5 6	173	121 19 0	0 13 3	75 19 5	416 17 0
Gellondale ..	1,569	421 11 3	9 0 6	54 3 9	6 1 0	1 4 0	..	8 1 4	..	1,117	634 18 11	413	396 12 0	204 15 8	46 1 11	1,782 10 8
Alberton ..	5,793	1,842 6 11	110 9 3	341 0 1	18 15 0	18 5 6	..	22 10 9	..	2,817	2,313 15 9	2,415	2,265 1 8	2,396 1 9	433 1 4	9,673 8 2
Fort Albert ..	1,568	331 1 0	37 12 10	36 15 6	0 16 6	8 18	..	24 12 0	..	1,904	1,096 1 2	456	316 3 10	1 2 6	5 12 0	1,878 16 1
WONTHAGGI LINE.																
Woodleigh ..	1,286	126 19 7	33 2 7	23 15 1	0 14 0	0 4 3	..	0 5 0	..	1,531	192 11 11	149	73 5 4	..	4 15 6	455 13 3
Kernot ..	1,936	240 5 8	24 15 8	46 4 7	0 3 9	0 0 9	..	..	0 1 3	904	209 5 11	189	152 11 11	62 15 9	6 19 7	733 13 19
Almurta ..	640	63 12 3	0 5 3	13 18 3	..	0 4 6	..	..	..	1,555	213 4 3	218	130 10 3	17 12 0	11 2 6	452 9 3
Glen Forbes ..	2,258	282 13 9	21 10 8	49 0 11	0 5 9	0 15 6	..	0 3 4	..	1,292	556 12 2	238	228 19 2	36 18 8	13 11 1	890 10 10
Woolamai ..	2,161	279 12 9	17 14 4	66 1 6	0 5 9	0 11 3	..	0 3 4	..	422	184 16 5	414	264 5 7	63 17 11	30 12 4	814 1 2
Anderson ..	2,828	323 18 11	13 18 11	27 4 2	0 13 6	0 13 0	..	..	..	128	94 18 4	9,329	1,933 11 6	1 9 0	10 0 2	1,806 7 6
Kilminda ..	3,816	351 3 2	28 14 10	42 6 8	0 13 6	0 15 6	..	..	..	..	0 1 0	28	13 11 7	..	..	435 6 3
Dalyston ..	4,782	645 6 1	33 19 2	130 9 0	1 0 9	16 15 0	..	0 6 0	..	784	500 8 8	3,670	2,140 8 9	81 7 10	71 0 2	3,627 1 5
Powlett North Woolamai Collieries Co.'s Siding ..	..	..	..	..	..	..	..	..	..	3,206	684 0 4	..	..	..	..	534 0 4
State Coal Mine ..	94	17 5 6	..	..	..	..	..	..	..	120,373	33,720 19 8	15,981	5,813 3 4	..	..	36,545 8 0
Wonthaggi ..	17,843	4,122 9 7	190 10 4	1,227 3 3	12 14 6	27 0 0	..	7 15 0	0 9 3	535	1,246 16 4	33,287	19,129 6	11 16 4	84 11 2	26,069 6 6
OUTTRIM LINE.																
Jambunna ..	9,073	493 0 0	44 7 6	141 13 0	3 0 0	0 16 9	..	19 18 2	..	48,266	10,362 5 11	1,642	1,133 4 9	274 3 5	58 0 1	12,533 5 1
North Outtrim ..	4,086	195 3 7	0 2 6	0 15 11	3 19 0	0 4 0	..	10 14 11	..	..	..	..	..	..	..	120 18 11
Outtrim ..	3,249	326 6 3	41 14 7	123 6 1	5 17 6	6 11 9	..	4 15 2	..	29,570	2,894 10 3	1,620	868 6 11	13 10 0	9 7 9	3,299 6 5

FRANKFON-STONY
POINT LINE.

Glen Huntly	262,370	3,118 13 11	54 12 5	85 9 4	1 16 9	0 3 0	..	14 6 5	..	137	25 5 1	0,619	915 11 3	..	..	4,215 3 2
Glen Huntly — Building Tickets (Free)	83,580	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,323 12 5
Ormond	112,091	1,425 4 1	110 19 0	50 4 2	0 14 10	0 12 6	..	1 0 5	0 2 6	94	70 13 9	991	164 0 5	..	..	..
Ormond — Building Tickets (Free)	12,720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	697 7 2
McKinnon	50,451	659 5 3	18 4 8	17 13 2	0 3 9	0 3 0	..	1 17 4	..	..	..	..	..	..	..	..
McKinnon — Building Tickets (Free)	660	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bentleigh	78,908	1,152 16 4	45 13 0	37 15 11	1 15 0	0 5 0	..	0 18 3	0 3 9	353	98 18 5	3,779	644 18 8	1 10 9	3 3 0	2,008 0 1
Bentleigh — Building Tickets (Free)	2,100	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Moorabbin	67,889	1,020 12 4	64 16 6	53 12 4	1 2 3	0 3 3	..	6 8 9	..	304	78 18 10	3,060	645 13 8	2 2 3	2 17 6	1,876 7 6
Moorabbin — Building Tickets (Free)	54,933	762 16 2	21 17 7	23 17 0	2 6 6	5 0 6	..	7 15 0	0 2 6	342	52 11 10	1,519	182 11 1	..	0 9 9	1,050 7 11
Highbett	1,140	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Highbett — Building Tickets (Free)	182,494	3,103 2 0	124 10 8	213 16 10	1 11 6	0 18 0	..	18 7 6	0 9 0	1,404	488 3 4	3,230	1,296 0 7	10 0 3	4 10 0	5,261 9 2
Cheltenham	9,780	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cheltenham — Building Tickets (Free)	185,083	3,778 3 9	122 4 10	266 1 8	144 15 0	241 10 11	..	17 19 0	0 3 9	688	130 7 6	7,231	1,173 16 5	51 2 2	49 10 7	5,976 4 7
Mentone	20,380	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mentone — Building Tickets (Free)	211,723	4,785 8 4	248 16 1	333 8 0	533 10 8	258 6 0	..	82 10 5	0 12 6	1,477	269 14 11	10,112	1,903 1 8	26 1 6	11 9 2	8,511 9 0
Mordiallo	28,560	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mordiallo — Building Tickets (Free)	51,422	1,213 5 11	34 15 8	162 1 7	3 13 3	188 19 3	..	0 12 6	0 2 3	338	53 19 10	1,818	298 2 11	..	1 8 0	1,897 6 2
Aspendale	35,460	832 4 10	59 13 0	93 5 11	2 5 0	0 14 0	..	0 2 6	..	..	..	150	23 16 0	..	..	1,053 5 7
Chelsea	25,213	830 17 3	589 0 6	320 0 5	4 1 9	0 5 5	..	0 15 0	..	21,458	2,149 12 6	1,446	6 1 9	..	..	2,149 13 6
Perseus's Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Osram	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Frankston Sand Sid- ing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Frankston	45,423	2,123 16 2	320 19 9	479 2 6	19 13 3	21 13 9	..	23 2 2	0 2 6	64,734	6,118 3 7	4,816	1,292 13 9	15 8 9	56 11 11	6,118 3 7
Langwarrin	1,701	67 14 3	20 1 2	23 7 2	0 8 8	0 3 6	..	0 19 0	..	2,759	393 6 3	4,816	76 10 0	..	11 4 8	4,746 4 3
Mornington Junction	4,208	228 18 1	37 18 3	23 12 1	0 13 0	0 0 3	..	10 11 4	..	97	26 15 3	179	84 8 5	1 10 3	51 8 0	227 3 5
Somerville	7,658	516 4 8	108 9 0	127 12 9	1 19 6	0 17 3	..	24 5 10	..	2,220	435 19 0	245	986 16 6	0 18 6	10 8 4	370 13 19
Tyabb	2,500	199 1 3	56 18 10	41 12 5	0 3 0	0 4 0	..	15 8 5	..	2,460	992 10 4	3,142	201 15 5	1 0 0	2 19 4	2,770 4 2
Hastings	5,056	404 6 2	63 6 10	120 7 4	0 8 0	0 18 0	..	19 11 6	..	1,701	487 5 8	563	464 9 9	14 9 0	41 2 3	1,006 3 4
Bittern	3,104	443 15 1	161 13 4	179 15 8	13 9 6	10 13 11	..	16 10 10	..	2,099	695 10 1	1,099	416 2 8	296 18 11	232 0 6	1,829 8 11
Crib Point	412	50 9 4	1 15 8	10 8 0	..	..	..	..	..	2,365	741 11 9	809	16 19 5	..	0 5 0	2,513 1 2
Stony Point	2,480	320 2 11	184 4 8	154 9 6	1 15 6	3 19 3	..	13 18 0	..	9	2 5 7	35	237 13 3	3 15 0	10 13 4	81 14 9
..	..	..	..	..	..	..	..	..	..	403	209 9 4	751	..	..	..	1,158 5 11

MORNINGTON LINE.

Moorooduc	616	64 13 0	10 5 7	13 2 0	0 3 9	0 12 0	..	15 0 0	..	552	187 11 2	297	84 12 1	106 19 6	151 2 11	634 7 6
Mornington	10,654	1,191 16 0	273 5 16	424 15 3	7 14 10	27 10 6	..	37 2 2	0 2 6	290	180 18 3	2,300	777 17 7	65 3 0	169 7 8	3,155 12 7

HEADSTVILLE LINE.

East Richmond	1,116,141	7,333 19 5	189 3 1	135 0 5	2 5 8	0 3 3	..	5 18 8	0 5 0	..	23 1 0	..	23 1 0	..	..	7,836 10 6
Burnley	1,971,951	7,518 16 11	173 6 8	386 2 8	4 8 9	0 0 2	..	81 3 1	0 0 6	10,180	4,550 13 9	80,521	24,453 19 10	..	..	37,179 1 5
Hawthorn	1,410,326	12,545 19 11	197 8 11	253 9 3	6 13 0	1 9 3	..	105 5 10	0 17 6	700	597 16 3	19,532	3,991 9 9	1 3 0	..	17,706 12 8
Glenerra	1,852,686	18,430 7 10	364 1 7	991 11 4	8 11 1	1 11 6	..	80 10 8	3 19 6	..	..	..	..	..	..	20,200 13 5
Auburn	1,737,997	17,948 10 8	232 12 8	333 0 6	7 10 8	1 13 3	..	9 19 5	0 5 0	..	..	..	..	..	..	18,603 12 2
Auburn — Building Tickets (Free)	12,840	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Camberwell	1,535,519	18,926 17 6	385 18 10	344 8 0	29 1 1	3 3 9	..	150 12 4	0 4 0	1,055	585 15 1	33,706	5,544 10 6	6 19 9	3 17 9	26,021 19 7
Camberwell — Building Tickets (Free)	5,160	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
East Camberwell	614,958	6,926 13 4	58 2 9	80 13 2	2 4 3	0 3 3	..	37 9 6	..	..	..	..	..	..	..	7,175 13 5
East Camberwell — Building Tickets (Free)	1,200	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Canterbury	849,771	10,236 13 7	206 17 9	235 0 0	7 17 0	1 6 9	..	144 16 4	0 3 3	28	21 8 8	6,325	1,392 4 8	..	..	12,149 7 6

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

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTALS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
HEALES HILL LINE—																
<i>contoput.</i>																
Canterbury — Building Tickets (Free) ..	24,120															
Surrey Hills ..	497,261	6,466 0 0	82 0 6	137 17 0	5 0 1	1 1 0	..	24 19 2	0 5 0	99	45 0 4	9,573	1,463 8 8	..	2 6 0	8,235 0 3
Surrey Hills — Building Tickets (Free) ..	14,220															
Mont Albert ..	206,509	2,931 0 7	26 13 11	43 19 0	1 18 0	0 1 3	..	30 11 1	..	..	..	..	..	..	..	2,707 8 10
Mont Albert — Building Tickets (Free) ..	12,180															
Box Hill ..	502,383	7,665 16 10	280 7 2	232 0 0	12 8 1	2 2 9	..	12 12 4	1 0 0	1,010	369 11 0	16,195	2,527 3 0	154 5 10	116 0 0	11,293 7 0
Box Hill — Building Tickets (Free) ..	59,760															
Blackburn ..	122,069	1,707 19 7	65 8 11	113 13 6	2 1 3	0 12 3	..	12 15 0	0 2 6	207	89 17 0	4,373	505 9 7	1 12 6	1 0 0	2,590 12 1
Blackburn — Building Tickets (Free) ..	9,960															
Tunstall ..	74,981	1,016 16 7	84 18 3	49 9 3	0 14 6	0 9 0	..	0 2 1	..	2	4 14 4	16	10 11 9	..	..	1,158 15 9
Tunstall — Building Tickets (Free) ..	720															
Mitcham ..	99,694	1,625 4 5	93 8 8	145 16 3	0 19 0	0 7 9	..	0 6 5	..	2,634	595 15 3	7,408	1,290 17 7	..	4 5 0	3,757 0 4
Kingwood ..	118,333	2,306 8 3	213 10 0	210 16 0	16 9 3	3 11 0	..	17 1 0	0 2 6	587	299 14 9	4,798	1,048 19 11	3 3 9	17 1 9	4,346 18 2
Croydon ..	55,220	1,569 10 5	340 3 6	298 7 9	4 4 0	9 9 3	..	63 4 11	..	1,754	337 0 10	2,722	695 5 3	2 2 6	12 11 3	3,233 6 1
Mooroobark ..	9,062	257 10 1	180 9 2	42 2 3	0 10 3	2 6 9	..	0 4 0	..	1,387	205 2 9	209	59 3 3	0 7 6	21 17 1	760 13 1
Cave Hill Station ..										15,752	2,930 5 9	996	291 13 9	..	..	3,241 19 6
Lilydale ..	49,186	2,450 3 9	355 16 7	297 1 1	29 1 3	15 19 2	..	204 0 4	0 2 6	1,388	506 18 6	4,991	1,458 13 2	230 3 4	394 8 9	3,852 8 5
Goldstream ..	3,837	191 0 1	238 19 5	53 5 1	2 12 0	2 2 9	..	8 9 3	..	1,552	253 12 2	983	344 18 6	5 10 11	19 3 19	1,123 5 6
Yerinz ..	5,733	317 11 10	938 3 10	465 7 1	3 1 9	7 4 0	..	10 5 0	..	371	131 7 0	562	137 19 3	7 4 9	86 11 2	1,804 16 4
Yarra Glen ..	13,014	318 17 0	230 17 11	241 1 2	5 7 9	58 6 6	..	30 4 8	..	7,145	1,627 3 11	2,049	676 8 0	398 13 0	195 5 10	4,232 6 3
Tarrawarra ..	1,853	111 11 10	18 16 0	21 10 5	45 19 0	21 5 3	..	1 9 11	..	251	52 2 1	365	106 11 6	1 8 9	6 16 3	381 10 2
Healesville ..	14,255	1,643 10 2	377 12 4	574 0 6	10 12 9	29 17 9	..	46 10 1	0 1 6	5,263	1,527 7 6	4,955	1,783 3 2	30 16 9	150 9 2	6,168 1 8
GLENN IRIS LINE.																
Heyington ..	15,132	151 13 4	1 7 4	2 7 3	..	..	..	53 10 4	..	..	..	..	..	..	..	209 3 3
Heyington — Building Tickets (Free) ..	180															
Kooyong ..	31,949	968 14 5	6 17 4	9 8 1	..	..	..	12 13 0	..	..	..	..	..	..	..	395 12 10
Kooyong — Building Tickets (Free) ..	18,990															
Tooronga ..	26,308	309 3 6	1 10 0	4 4 1	..	..	..	18 17 10	..	6	1 7 4	4,614	586 13 8	..	..	922 2 5
Tooronga — Building Tickets (Free) ..	10,330															
Gardiner ..	32,024	423 18 11	34 12 0	13 17 1	..	..	..	..	..	..	..	..	..	..	..	472 3 0
Gardiner — Building Tickets (Free) ..	19,680															
Glen Iris ..	13,289	206 9 0	3 4 0	10 13 9	0 11 0	..	..	6 0 0	..	..	5 15 0	..	5 15 0	..	..	238 8 3
Glen Iris — Building Tickets (Free) ..	4,320															
Darling ..	9,102	139 14 10	2 9 7	5 9 11	..	..	..	12 8 11	..	..	..	..	..	..	..	159 3 3
Darling — Building Tickets (Free) ..	5,460															

KEW LINE.																
Barker	282,019	2,882 5 10	33 17 2	40 13 4	0 12 0	0 1 6	..	17 11 8	0 5 0	..	..	..	..	..	2,755 6 6	
Kew	1,018,558	10,961 15 8	211 3 11	272 1 3	6 6 3	1 11 6	..	189 17 4	0 18 9	292	217 3	16,447	2,120 2 3	8 8 0	4 6	14,388 12 0
Kew—Building Tickets (Free)	10,440	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
OUTER CIRCLE LINE.																
Riversdale	23,953	228 8 4	..	0 8 2	..	..	..	1 1 3	..	..	..	..	..	..	..	229 17 9
Riversdale — Building Tickets (Free)	2,160	..	..	..	..	..	..	..	..	..	..	..	..	..	..	73 1 11
Golf Links	6,404	73 1 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Golf Links—Building Tickets (Free)	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	100 11 4
Hartwell	6,254	96 15 0	..	3 15 10	..	..	..	..	..	..	..	..	..	..	..	824 5 11
Burwood	59,727	747 0 9	62 3 10	12 13 5	..	..	..	2 2 11	..	..	..	..	..	..	..	..
Burwood — Building Tickets (Free)	960	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ashburton	32,926	430 2 6	1 3 9	12 4 11	..	..	..	5 10 5	..	..	..	53	5 17 7	..	..	454 19 2
Shenley	23,173	279 19 7	..	0 9 5	..	..	..	10 18 8	..	..	..	..	..	..	..	290 18 8
Balwyn	46,700	484 3 7	..	4 9 2	..	..	..	2 16 0	..	..	..	..	..	..	..	491 8 9
Balwyn — Building Tickets (Free)	8,700	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Deepdene	58,247	648 10 9	48 5 10	12 16 0	..	0 0 6	..	23 1 6	..	..	..	..	..	..	..	732 14 7
Deepdene — Building Tickets (Free)	8,220	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
FERNTREE GULLY LINE.																
Baywater	22,987	723 6 8	243 13 7	178 4 0	1 0 9	1 6 10	..	2 2 8	..	1,345	216 18 11	1,732	387 5 2	3 8 4	11 17 4	1,707 9 3
Lower Ferntree Gully	11,041	433 8 5	221 6 7	112 4 9	0 15 0	1 5 1	..	2 6 0	..	983	154 6 11	981	277 2 9	..	10 16 3	1,213 11 9
Upper Ferntree Gully	23,808	1,903 6 10	134 6 9	172 16 7	9 8 3	8 12 5	..	59 11 2	8 15 6	1,164	191 1 2	2,201	576 12 1	77 5 9	105 3 11	2,341 0 5
GLENBROOK LINE.																
Upwey	1,408	31 13 2	12 12 7	9 10 3	0 3 0	0 1 0	..	0 10 0	..	..	..	21	14 12 2	..	..	69 8 2
Belgrave	4,387	194 3 6	40 1 6	112 8 10	0 9 9	2 17 5	..	17 4 11	..	1,894	353 19 1	668	352 5 8	..	..	1,103 10 8
Selby	203	11 12 2	1 16 0	6 12 3	0 1 3	0 3 0	..	..	..	..	0 4 3	17	14 0 10	..	..	34 16 6
Aura	1,523	90 4 2	30 18 10	31 13 4	0 2 0	0 5 3	..	8 10 11	..	1,094	230 9 9	287	83 6 9	..	0 9 1	476 0 1
Paradise	922	64 17 0	16 3 11	35 8 0	0 4 0	0 11 3	..	..	..	35	12 12 8	209	109 16 9	1 5 5	2 9 6	243 2 6
Emerald	4,179	315 16 11	127 9 9	119 3 3	6 2 9	1 5 0	..	16 17 11	..	1,490	536 1 3	1,022	485 13 2	..	..	1,593 15 5
Wright	516	12 11 3	..	0 15 3	6 2 0	0 1 6	..	0 2 6	..	..	..	..	..	..	..	43 12 6
Cockatoo	2,129	178 0 8	67 13 1	63 15 4	0 12 4	0 15 0	..	10 8 4	..	1,063	422 19 8	484	213 3 11	3 10 1	3 17 3	964 15 1
Glenbrook	2,706	295 10 11	76 15 11	154 15 8	1 9 5	3 5 0	..	38 9 10	27 10 0	6,050	1,620 6 3	1,040	409 13 4	5 10 1	1 15 10	2,635 8 3
WARBURTON LINE.																
Evelyn	6,375	318 17 7	63 13 0	80 8 2	0 16 0	4 3 1	..	3 4 2	..	5,524	878 18 10	628	222 3 1	0 7 6	1 13 6	1,374 9 11
Wandin	5,865	329 5 11	122 14 2	79 14 5	0 7 0	1 1 9	..	27 1 0	..	4,519	1,015 15 8	1,307	444 15 6	2 1 3	0 11 6	2,083 8 2
Seville	3,353	234 17 0	59 3 0	45 14 2	0 4 0	0 7 0	..	0 18 8	..	2,154	413 19 11	621	226 9 1	..	3 16 0	991 9 4
Kilara	518	48 0 6	6 10 5	6 19 0	0 5 8	0 6 6	..	..	..	400	103 3 5	187	70 4 2	4 2 3	14 0 4	254 1 2
Woori Yallock	3,132	243 12 6	36 2 7	40 15 6	0 9 0	2 2 3	..	6 17 2	..	2,912	594 12 1	566	241 19 10	17 19 0	84 4 1	1,284 14 0
Launching Place	3,081	391 9 0	26 16 9	50 19 7	1 11 9	2 16 0	..	..	..	1,904	275 12 0	320	176 1 7	98 15 0	43 6 7	979 16 11
Yarra Junction	7,831	793 14 6	54 12 3	163 12 11	1 14 9	2 1 0	..	53 7 8	..	19,354	5,332 18 5	1,977	880 12 3	3 7 3	57 12 10	7,313 13 10
Britannia	..	..	..	..	..	..	..	2 0 0	..	13,198	3,559 14 3	485	175 3 9	..	..	3,736 18 0
West Warburton	4,267	350 6 7	23 5 0	100 12 4	0 4 6	0 7 6	..	13 13 8	..	1,854	790 15 8	582	269 18 0	1 15 0	108 19 2	1,660 0 5
Milgrove	3,151	263 9 7	17 9 3	48 15 11	0 3 0	0 15 6	..	3 19 4	..	6,224	2,833 3 1	410	208 10 8	3 18 3	10 6 0	3,388 8 7
Warburton	11,000	1,438 13 7	96 19 9	313 6 7	1 13 6	4 18 3	..	105 4 3	0 19 4	44,679	14,926 4 0	3,714	1,738 6 0	55 12 10	105 5 0	18,787 1 7

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

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTALS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
HEIDELBERG—ELTHAM LINE.																
Jollant ..	176,835	1,330 8 4	62 3 1	45 0 0	0 13 0	..	..	1 0 0	0 3 9	..	..	..	..	..	..	1,439 8 2
West Richmond ..	653,916	4,861 5 1	159 5 9	105 18 2	2 5 3	0 6 0	..	250 2 0	0 2 6	..	..	..	..	..	..	5,199 4 9
North Richmond ..	646,363	5,016 5 4	214 4 10	100 2 2	4 16 10	0 2 9	..	6 11 8	0 8 9	..	..	..	..	..	..	5,342 12 4
Collingwood ..	553,151	4,376 1 6	125 18 11	127 19 2	1 14 3	0 7 6	..	3 18 0	0 5 0	..	..	..	..	..	..	4,636 4 4
Victoria Park ..	720,494	5,815 17 11	401 7 1	115 17 3	2 18 9	0 4 6	..	224 13 9	0 6 3	3,905	1,774 18 5	44,172	15,963 17 4	..	..	24,090 19 3
Giffon Hill ..	1,221,641	9,395 19 10	246 7 4	180 3 10	6 5 7	0 17 9	..	27 13 5	0 12 4	..	..	..	..	..	..	9,857 17 2
Westgarth ..	603,137	4,167 1 9	120 15 2	179 12 11	1 19 11	0 1 6	..	50 18 6	0 2 3	..	..	..	..	..	..	4,526 12 0
Westgarth—Building Tickets (Free) ..	11,820	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Fairfield Park ..	716,237	5,659 10 2	45 8 11	68 19 10	2 4 5	0 7 6	..	50 15 5	..	53	35 7 0	6,799	1,394 8 10	..	32 9 0	6,694 11 1
Alphington ..	185,094	1,722 9 4	16 10 8	27 0 6	1 1 0	..	..	..	..	15,860	1,459 14 9	610	147 0 9	..	8 16 0	3,382 13 0
Alphington—Building Tickets (Free) ..	14,530	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ivanhoe ..	335,928	3,875 8 0	87 19 10	104 2 3	1 15 3	0 6 6	..	7 14 5	..	59	10 2 4	2,859	483 6 10	0 14 9	0 11 6	4,572 1 8
Ivanhoe—Building Tickets (Free) ..	96,448	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Heidelberg ..	278,277	3,939 13 7	148 13 10	179 17 4	15 18 3	3 11 3	..	34 17 4	0 2 0	372	325 1 6	3,244	694 0 11	17 3 6	25 3 4	5,334 2 10
Heidelberg—Building Tickets (Free) ..	27,180	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Rosanna ..	6,261	63 3 6	..	..	..	..	..	..	..	..	..	..	..	..	..	63 3 6
Rosanna—Building Tickets (Free) ..	4,020	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Macedon ..	52	0 11 10	..	..	..	..	..	..	..	..	..	165	23 16 5	..	..	24 8 3
Greensborough ..	30,744	908 0 6	25 15 8	85 7 10	0 4 0	0 3 6	..	4 5 8	..	943	297 18 4	1,011	315 4 2	..	..	1,639 15 8
Eltham ..	26,372	904 15 1	20 1 8	94 1 3	..	0 10 0	..	..	..	260	72 17 11	760	239 0 7	..	2 17 0	1,394 3 6
Eltham—Building Tickets (Free) ..	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Melbourne—Flinders-street (Country) ..	1,019,353	83,815 8 2	18,078 8 0	9,904 16 7	180 19 6	443 3 11	..	9,190 9 1	323 0 4	..	..	335	330 5 0	..	..	122,267 13 4
Melbourne—Flinders-street (Suburban) ..	7,730,206	103,080 10 8	..	..	..	..	..	..	..	..	..	..	..	..	..	103,080 10 8
PORT MELBOURNE LINE.																
Montague ..	295,095	2,054 7 7	25 1 0	35 8 1	1 6 4	0 0 6	..	..	..	..	..	..	..	..	..	2,116 4 6
North Port ..	694,869	4,220 17 1	54 7 5	53 2 10	7 6 0	0 9 0	..	..	..	..	..	..	..	..	..	5,036 2 4
Graham ..	744,900	4,906 14 4	66 11 4	89 12 9	2 4 0	0 6 6	..	7 2 11	..	..	..	16 16 11	..	..	..	5,089 8 9
Port Melbourne ..	314,984	3,037 8 9	197 7 9	228 7 9	3 2 1	2 18 3	..	608 8 10	109 14 11	158,948	32,560 9 11	211,271	58,609 5 5	5 18 4	435 4 7	95,809 6 1
ST. KILDA LINE.																
South Melbourne ..	1,049,616	7,141 8 1	302 1 7	300 5 2	2 11 6	0 12 6	..	133 0 4	0 2 6	..	..	..	..	..	..	7,840 1 8
Albert Park ..	2,234,869	15,370 10 8	363 18 1	1,273 14 7	4 2 0	0 4 6	..	44 4 5	0 5 0	..	..	..	..	..	..	17,056 19 3
Middle Park ..	1,570,107	11,172 15 8	288 15 6	247 1 3	3 13 0	0 7 0	..	13 6 1	0 5 0	..	..	..	..	..	..	11,706 3 6
St. Kilda ..	2,083,160	17,898 13 5	279 9 6	419 12 10	7 19 0	2 5 6	..	178 18 4	0 15 0	160	75 3 3	17,055	2,738 0 9	..	..	21,592 17 7

BRIGHTON AND SANDRINGHAM LINE.

Richmond ..	2,585,184	23,584 4 5	1,131 0 9	689 11 6	21 6 7	5 1 11	..	4 5 2	0 10 0	..	..	..	..	..	..	..	..	..	..	25,486 0 4
South Yarra ..	1,961,506	18,440 3 5	645 15 3	769 5 7	21 8 3	9 6 6	..	183 15 3	0 5 3	..	..	..	..	..	..	..	..	..	..	20,070 9 1
Prabran ..	1,523,261	13,490 16 9	1,654 19 4	723 13 4	6 17 4	0 18 0	..	14 15 0	..	..	..	..	..	..	..	..	..	..	..	15,891 19 9
Windsor ..	1,285,007	11,882 16 4	656 10 9	351 4 9	5 12 3	1 5 0	..	179 16 7	2 1 3	1,497	951 19 7	60,696	14,022 9 6	..	..	..	..	..	..	27,533 16 0
Balaclava ..	1,386,980	12,183 15 4	258 15 8	367 18 9	5 11 6	0 19 3	..	32 1 8	0 7 6	..	..	..	..	..	..	..	..	..	..	12,849 9 8
Elsternwick ..	1,890,925	19,910 17 6	308 5 10	542 11 8	8 17 0	1 12 11	..	81 17 3	0 8 2	187	182 15 6	16,319	2,833 3 11	1 19 9	5 1 4	..	..	..	..	23,827 10 10
Elsternwick—Building Tickets (Free)	13,920	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Garden Vale ..	256,735	2,859 19 3	31 10 7	54 13 11	1 4 9	0 9 0	..	0 6 8	0 2 6	..	..	..	..	..	..	..	..	..	..	2,948 6 8
Garden Vale—Building Tickets (Free)	6,660	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Brighton ..	883,216	10,854 7 9	204 7 1	277 17 3	4 4 0	1 13 6	..	15 16 4	0 13 9	494	116 4 8	16,271	2,079 6 3	..	..	..	..	..	..	13,534 10 7
Brighton—Building Tickets (Free)	7,740	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Middle Brighton ..	826,421	10,430 19 8	150 8 11	264 4 1	4 0 0	1 8 6	..	5 11 4	0 5 0	101	36 8 2	7,382	1,498 6 0	..	..	..	..	..	..	12,411 10 5
Middle Brighton—Building Tickets (Free)	2,160	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Brighton Beach ..	849,227	4,937 6 3	65 15 2	127 13 1	2 18 5	0 18 9	..	119 5 5	0 5 0	..	..	..	..	..	..	..	..	..	..	5,258 17 1
Brighton Beach—Building Tickets (Free)	1,080	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hampton ..	311,479	4,651 1 9	58 18 10	126 19 2	2 12 9	0 11 0	..	39 19 3	0 5 0	..	..	..	..	..	..	..	..	..	..	4,880 7 9
Hampton—Building Tickets (Free)	93,900	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Sandringham ..	580,292	10,121 8 8	183 16 9	370 4 10	12 13 5	5 4 0	..	86 5 1	0 2 6	795	165 0 11	15,777	2,768 8 1	5 19 6	2 9 0	..	..	..	..	13,727 12 0
Sandringham—Building Tickets (Free)	103,380	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Traffic derived from Benalla and Moama Stations ..	3,113	1,994 3 1	134 16 9	465 2 3	114 6 3	91 5 3	..	..	442 4 3	12,114	12,822 14 7	4,624	7,058 12 0	13,090 4 10	663 15 2	..	..	..	..	37,417 4 7
Traffic derived from South Australian Stations ..	37,915	42,058 10 1	3,411 6 2	6,555 9 11	27 17 6	358 0 8	..	..	1,733 12 3	4,804	5,595 19 5	13,174	11,152 7 3	4,410 17 0	1,498 6 0	..	..	..	..	76,802 6 9
Traffic derived from New South Wales Stations ..	65,271	54,004 6 1	3,472 15 9	5,116 18 3	992 12 4	801 13 8	..	..	..	9,564	17,103 11 1	34,872	42,213 8 6	178 7 3	574 10 3	..	..	..	..	124,458 3 2
Traffic derived from Queensland Stations ..	2,258	1,870 18 8	28 8 7	143 2 11	..	0 8 6	..	..	..	..	..	..	..	..	..	..	..	..	..	2,042 18 8
Government Tourist Bureau ..	105,441	49,371 8 9	..	..	..	..	..	..	32 5 0	..	..	..	..	..	..	..	..	..	..	49,403 13 9
Steamer ..	27,464	619 10 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	619 10 7
Thos. Cook and Sons, to New South Wales, South Australia, &c. ..	7,328	2,742 3 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,742 3 4
Telegraph ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4,248 17 0
Maps ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	68,515 16 1
Dining Cars ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12,624 5 11
St. Kilda and Brighton Electric Street Railway ..	1,410,907	12,781 15 11	1 8 1	1 8 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12,853 15 4
Total ..	95,266,713	2,076,497 11 5	191,115 11 9	191,115 11 9	18,985 9 34	18,885 9 34	85,388 19 0	68,417 5 5	11,079 19 84	4,586,904	2,168,293 15 11	14,586,904	2,168,293 15 11	289,384 3 3	289,384 3 3	7,576,741 15 114	..	..	..	..

Less Parcels, Horses, Carriages, and Dogs, Goods, and Live Stock Traffic Revenue shown as <i>Outwards and repeated as Inwards</i> ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,667,679 0 24	
Gross Revenue, Victorian Railways ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	24,896,216 5 6
Gross Revenue, St. Kilda and Brighton Electric Street Railway ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12,853 10 3
Total Gross Revenue ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	24,909,062 15 9

*Stations open for only portion of the year.

APPENDIX 25.

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

MEMORANDUM.

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

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

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

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

The Committee also expressed the opinion—

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

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

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

A. The Commissioners' proposal—

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

B. Mr. Wilson's proposal—

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

* * * * *

(Signed) W. FITZPATRICK,
Chairman.

The Honorable the Minister.

APPENDIX 26.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Summarized, the recommendations of the Commissioners are:—

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

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

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

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

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

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

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

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

DIAGRAM N° 1

AVERAGE MILEAGE WORKED

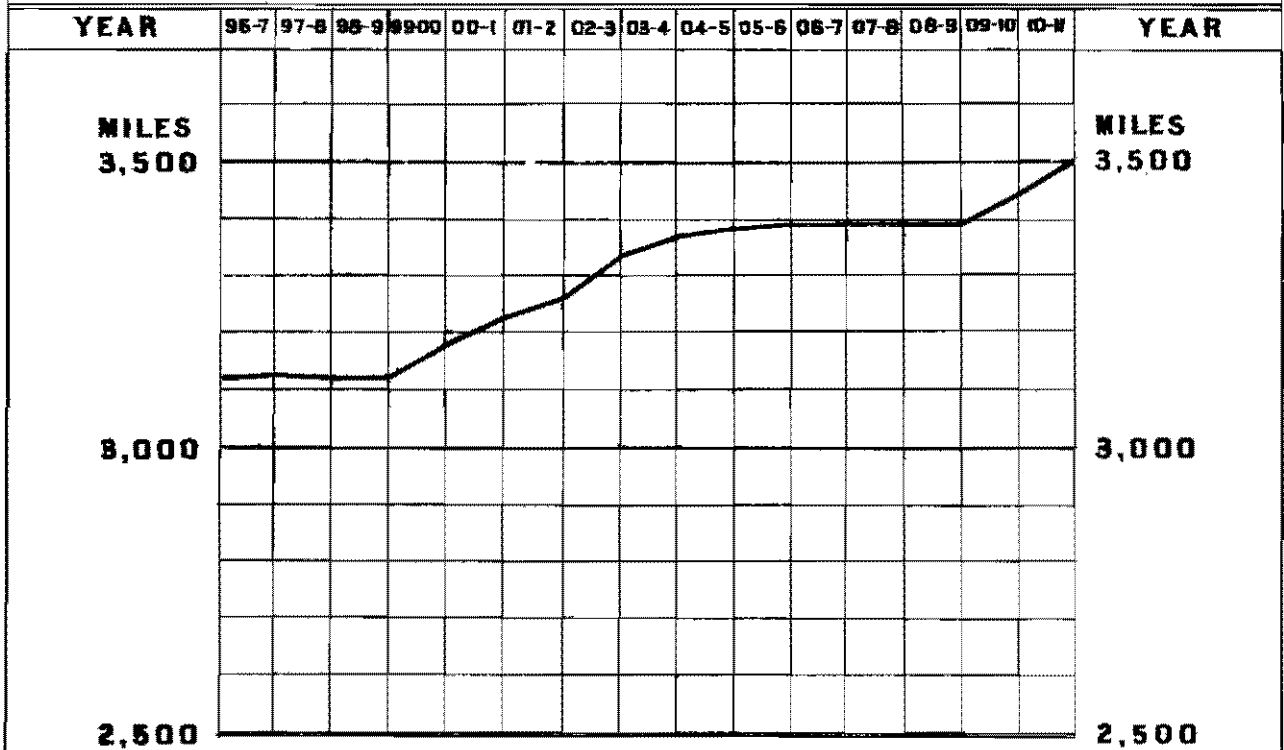


DIAGRAM N° 2

AVERAGE COST OF CONSTRUCTION PER MILE

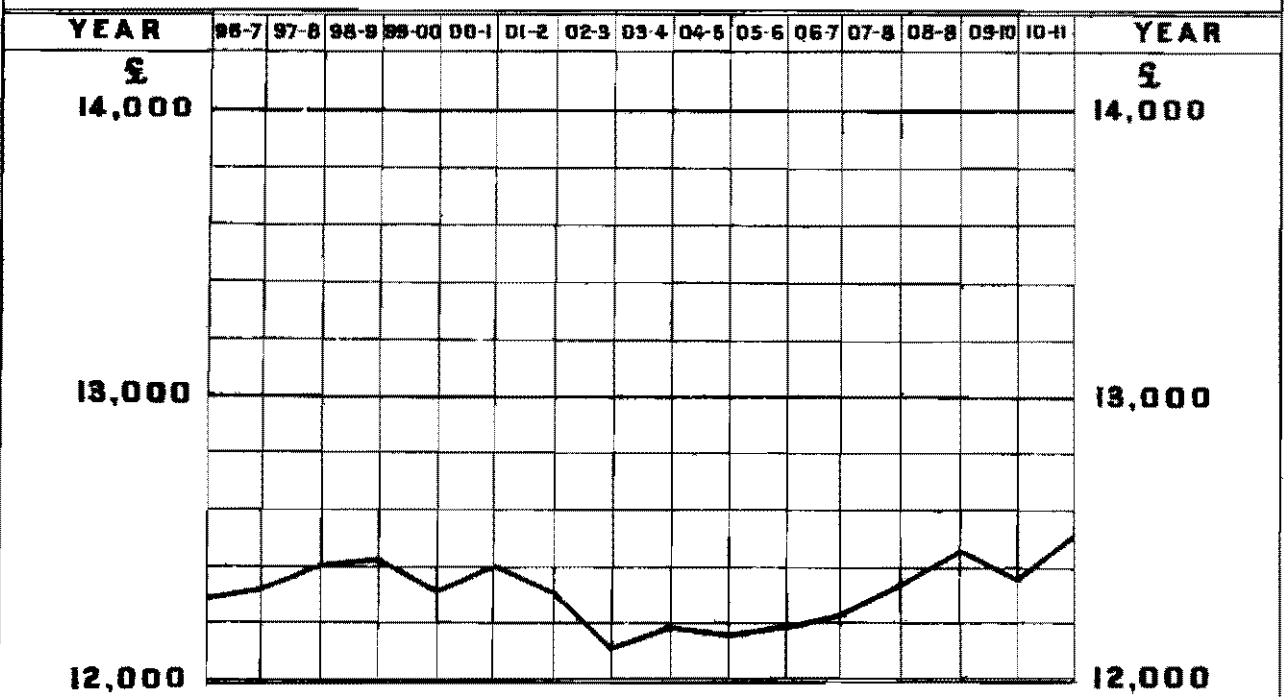


DIAGRAM N° 3

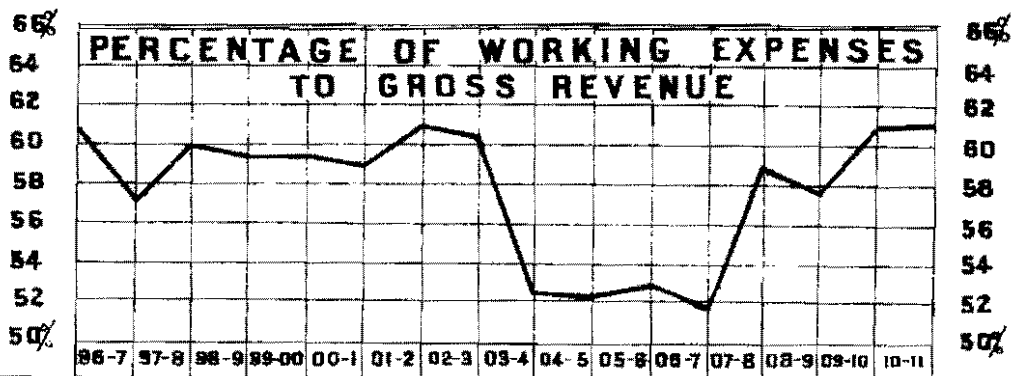
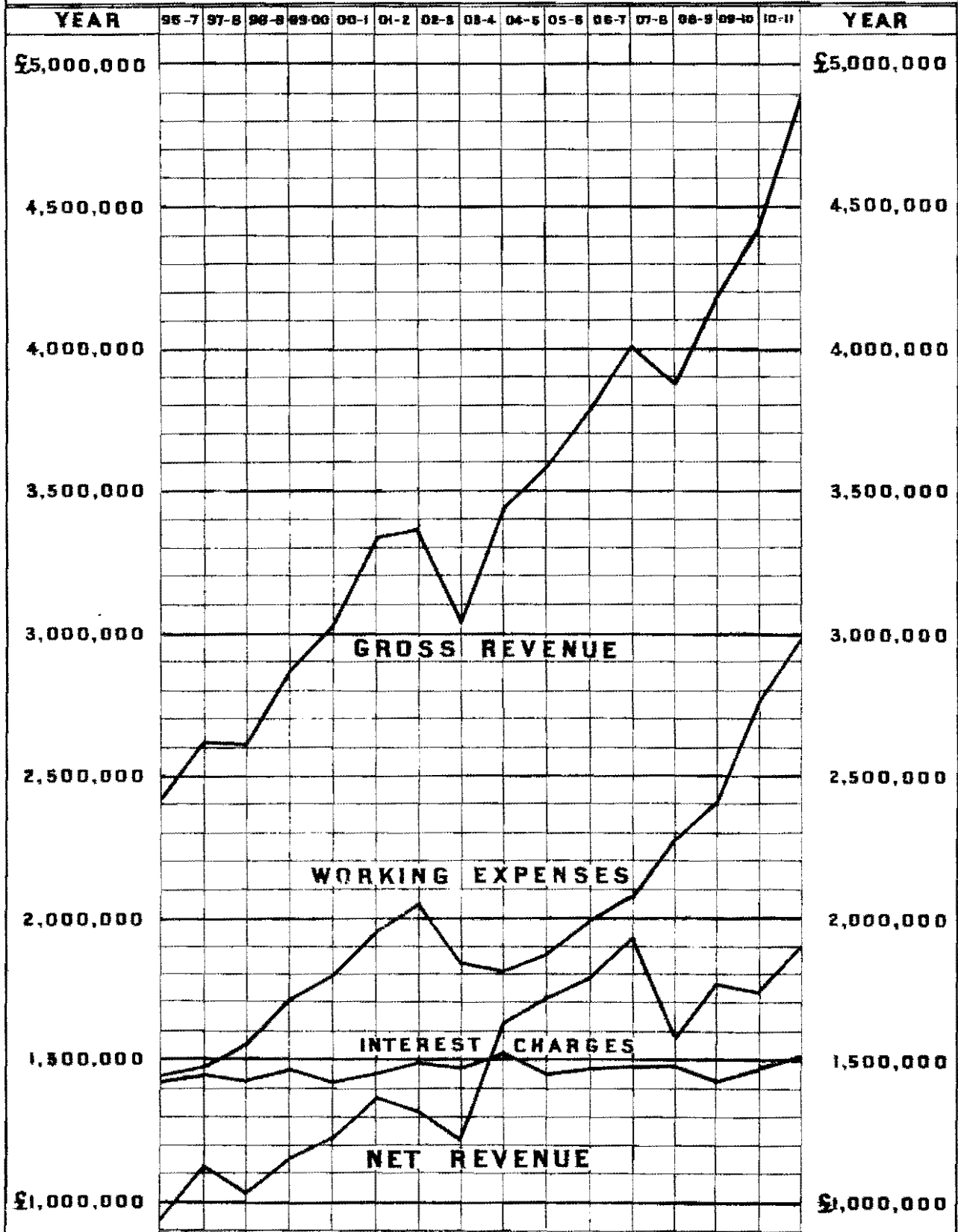


DIAGRAM N^o 4

PER AVERAGE MILE OF RAILWAY OPEN

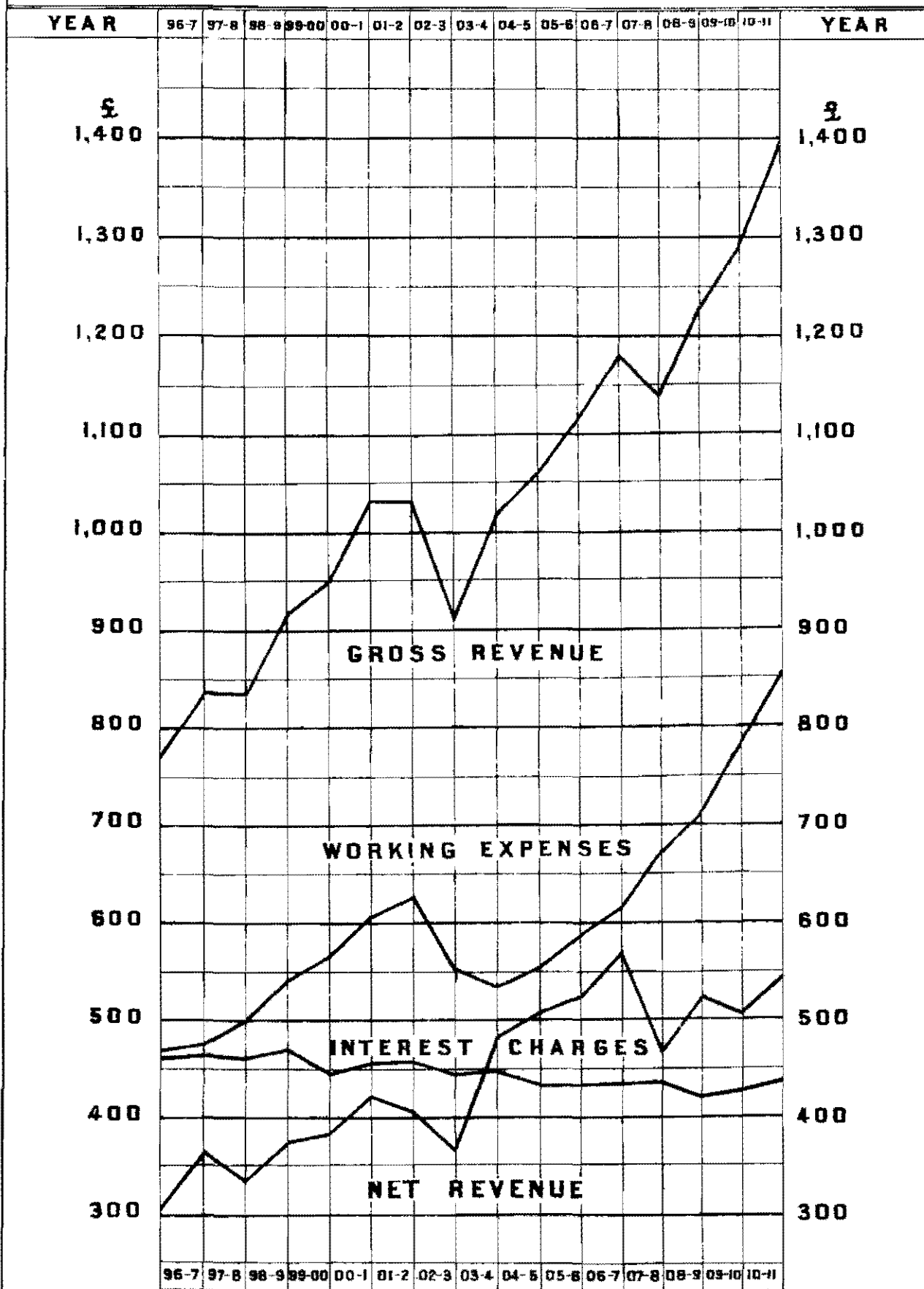
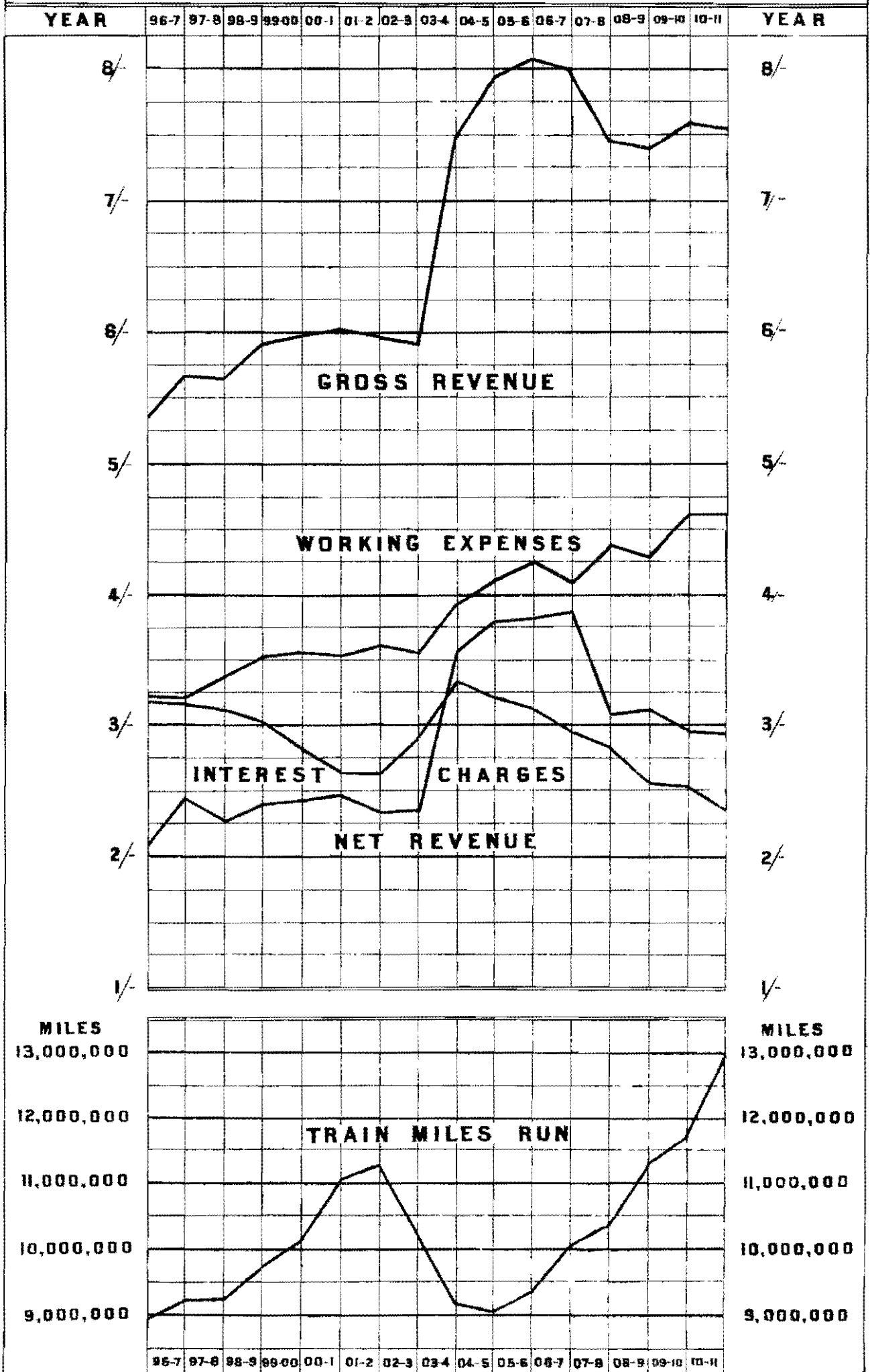
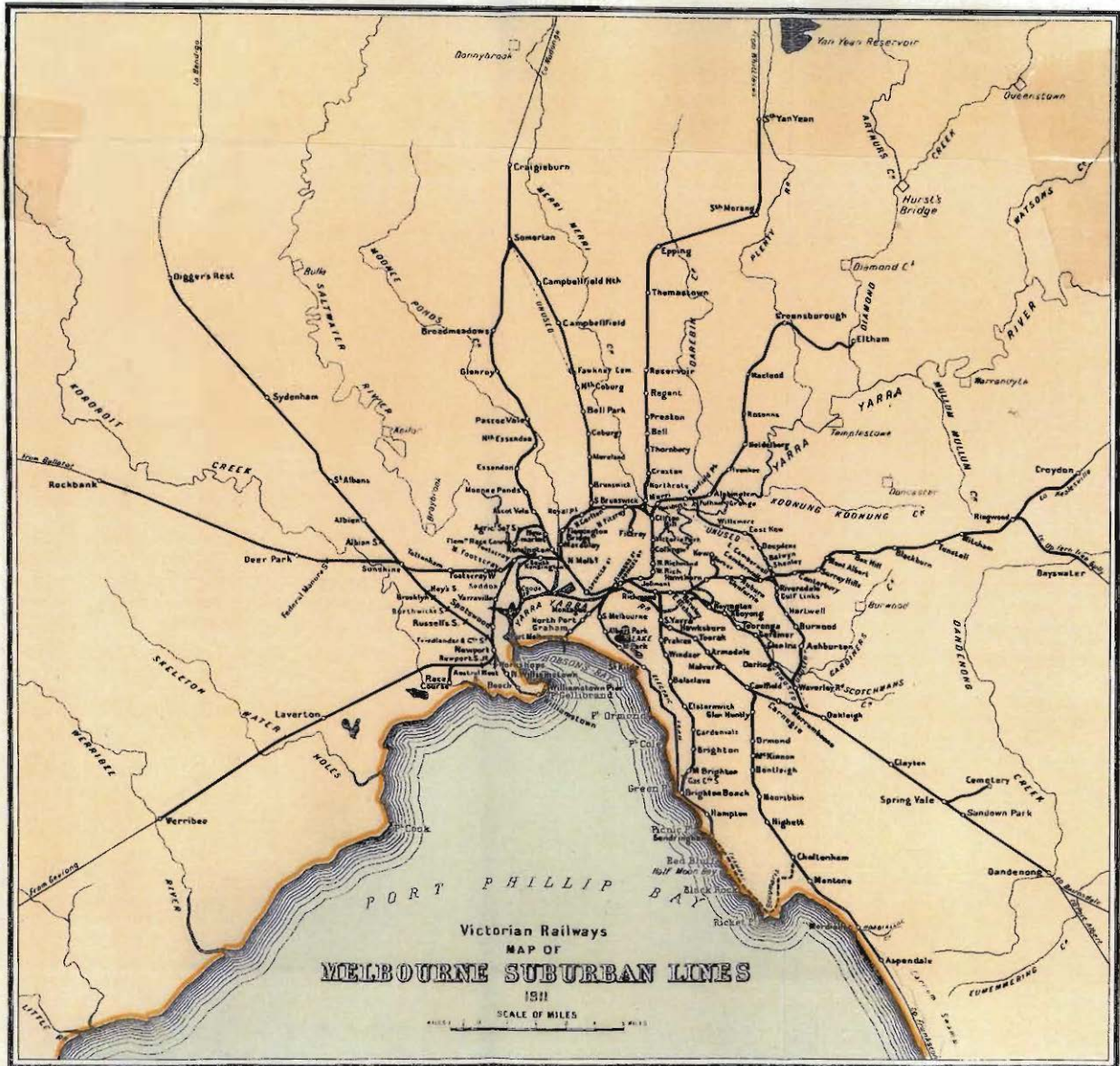


DIAGRAM N° 5

PER TRAIN MILE RUN







N. TERRITORY

SOUTH AUSTRALIA

QUEENSLAND

NEW SOUTH WALES

AUSTRALIA

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

1911

SCALE OF MILES

0 25 50 75 100 MILES

