

1909.  
—  
VICTORIA.

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VICTORIAN RAILWAYS.

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R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

FINANCIAL YEAR ENDING 30TH JUNE, 1909.

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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, 1909.

VICTORIAN RAILWAYS,  
Commissioners' Office, Spencer-street,  
Melbourne, 27th September, 1909.

*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 for the financial year ending 30th June, 1909.

### Financial Results.

<b>GROSS REVENUE</b> ... ..	<b>£4,178,124 7 0</b>
<b>WORKING EXPENSES</b> (including Special Payment into Railway Accident and Fire Insurance Fund of £69,972 5s. 0d.)	<b>£2,409,438 17 5</b>
<b>NET REVENUE</b> ... ..	<b>£1,768,685 9 7</b>
Add <b>NET REVENUE</b> of ST. KILDA and BRIGHTON ELECTRIC STREET RAILWAY ... ..	<b>£1,866 0 6</b>
<b>TOTAL NET REVENUE</b> ... ..	<b>£1,770,551 10 1</b>
<b>INTEREST CHARGES</b> and <b>EXPENSES</b> ... ..	<b>£1,430,093 0 0</b>
<b>PENSIONS</b> and <b>GRATUITIES</b> ... ..	<b>£105,414 17 4</b>
	<b>£1,535,507 17 4</b>
<b>SURPLUS CREDITED</b> to <b>CONSOLIDATED REVENUE</b> ...	<b>£235,043 12 9</b>

## Financial Comparison with Previous Year.

	Year 1907-8.			Year 1908-9.			Increase or Decrease.			
	£	s.	d.	£	s.	d.	+	-		
<b>Gross Revenue</b> ... ..	3,873,368	6	5	4,178,124	7	0	+	304,756	0	7
<b>Working Expenses</b> ... ..	2,285,896	18	7	2,409,438	17	5*	+	123,541	18	10
<b>Net Revenue</b> ... ..	1,587,471	7	10	1,768,685	9	7	+	181,214	1	9
<b>Net Revenue of St. Kilda and Brighton Electric Street Railway</b> ... ..	Deficit 3,924	14	5†	1,866	0	6	+	5,790	14	11
<b>Total Net Revenue</b> ... ..	1,583,546	13	5	1,770,551	10	1	+	187,004	16	8
<b>Special Expenditures and Charges in Liquidation of Extraordinary Liabilities taken over by the Commissioners at 1st July, 1903</b>	47,058	2	2	...			-	47,058	2	2
<b>Balance of Total Net Revenue</b> ...	1,536,488	11	3	1,770,551	10	1	+	234,062	18	10
<b>Interest Charges and Expenses</b> ...	1,483,807	0	0	1,430,093	0	0	-	53,714	0	0
<b>Pensions and Gratuities</b> ... ..	...			105,414	17	4‡	+	105,414	17	4
<b>Total Interest Charges and Pensions and Gratuities</b> ... ..	1,483,807	0	0	1,535,507	17	4	+	51,700	17	4
<b>Surplus Credited to Consolidated Revenue</b> ... ..	52,681	11	3	235,043	12	9	+	182,362	1	6

\* Including Special Payment into Railway Accident and Fire Insurance Fund of £69,972 5s.

† After including Expenditure towards making good Damage by Fire amounting to £3,310 11s. 8d.

‡ In conformity with the provisions of Act No. 2133, Pensions and Gratuities, as from 1st July, 1908, are 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.

**Results of Working for the Year 1908-9 compared  
with those of the Preceding Three Years.**

	Year 1905-1906.	Year 1906-1907.	Year 1907-1908.	Year 1908-1909.
* Average mileage of Railways worked ...	3,394	3,395	3,396	<b>3,397</b>
* TRAFFIC TRAIN MILEAGE.				
Passenger—Country ...	1,758,823	1,926,570	2,152,890	<b>2,351,597</b>
" Suburban ...	2,772,669	2,992,283	3,153,831	<b>3,259,024</b>
Mixed ...	2,321,312	2,352,484	2,494,834	<b>2,522,366</b>
Goods (including Live Stock) ...	2,539,265	2,764,577	2,581,853	<b>3,157,691</b>
Total Traffic Train Mileage ...	9,392,069	10,035,914	10,383,408	<b>11,290,578</b>
Number of Passenger Journeys ...	65,088,394	70,170,089	74,907,425	<b>81,020,620</b>
Tons of Goods carried ...	3,376,987	3,650,538	3,349,760	<b>3,783,699</b>
Tons of Live Stock carried ...	299,030	315,254	405,101	<b>383,087</b>
* GROSS REVENUE.				
	£	£	£	£
Passenger—Country ...	903,118	989,285	1,016,008	<b>1,039,243</b>
" Suburban ...	598,479	645,448	686,062	<b>746,844</b>
Parcels, &c. ...	142,844	151,465	154,291	<b>166,689</b>
Horses, Carriages, and Dogs ...	13,684	14,652	15,248	<b>16,201</b>
Mails ...	61,588	61,810	63,652	<b>66,330</b>
Goods ...	1,792,575	1,861,220	1,598,588	<b>1,814,821</b>
Live Stock ...	208,862	220,295	269,853	<b>252,356</b>
Rentals ...	55,711	56,161	57,063	<b>57,365</b>
Dining Car Service ...	...	...	...	<b>5,852</b>
Miscellaneous ...	10,758	12,305	12,603	<b>12,423</b>
Total Gross Revenue ...	3,787,619	4,012,641	3,873,368	<b>4,178,124</b>
Per mile of Railways worked ...	1,116	1,182	1,141	<b>1,230</b>
Per traffic train-mile run ...	8s. 0'79d.	7s. 11'96d.	7s. 5'53d.	<b>7s. 4'81d.</b>
* WORKING EXPENSES.				
	£	£	£	£
Transportation Branch ...	488,123	593,248	612,719	<b>641,431</b>
Way and Works Branch ...	572,297	589,452	648,589	<b>625,602</b>
Rolling-Stock Branch—Working ...	481,483	521,083	573,990	<b>620,669</b>
" Repairs and Renewals ...	306,842	323,858	382,477	<b>372,766</b>
General Expenses ...	50,278	49,032	52,455	<b>58,108</b>
Payment into Railway Accident and Fire Insurance Fund ...	...	...	15,667	<b>90,863(a)</b>
Total Working Expenses ...	1,999,023	2,076,673	2,285,897(b)	<b>2,409,439(b)</b>
Per mile of Railways worked ...	589	612	673	<b>709</b>
Per traffic train-mile run ...	4s. 3'08d.	4s. 1'66d.	4s. 4'84d.	<b>4s. 3'22d.</b>
Percentage of Gross Revenue ...	52'78	51'75	59'02	<b>57'67</b>
* NET REVENUE AFTER PAYMENT OF WORKING EXPENSES ...				
	£	£	£	£
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES ...	1,788,596	1,935,968	1,587,471	<b>1,768,685</b>
Per mile of Railways worked ...	527	570	468	<b>521</b>
Per traffic train-mile run ...	3s. 9'71d.	3s. 10'30d.	3s. 0'69d.	<b>3s. 1'59d.</b>
NET REVENUE OF ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY ...				
	£	£	£	£
NET REVENUE OF ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY ...	308(c)	Deficit 7,802(d)	Deficit 3,925(d)	<b>1,866</b>
Total Net Revenue ...	1,788,904	1,928,166	1,583,546	<b>1,770,551</b>
SPECIAL EXPENDITURES AND CHARGES ...				
	£	£	£	£
SPECIAL EXPENDITURES AND CHARGES ...	117,542	165,749	47,058	...
BALANCE OF NET REVENUE ...	1,671,362	1,762,417	1,536,488	<b>1,770,551</b>
INTEREST, CHARGES, AND EXPENSES PENSIONS AND GRATUITIES ...				
	£	£	£	£
INTEREST, CHARGES, AND EXPENSES PENSIONS AND GRATUITIES ...	1,472,397	1,483,284	1,483,807	<b>1,430,093</b>
PENSIONS AND GRATUITIES ...	...	...	...	<b>105,415</b>
Total Interest Charges and Pensions and Gratuities ...	1,472,397	1,483,284	1,483,807	<b>1,535,508</b>
SURPLUS credited to Consolidated Revenue ...	198,965	279,133	52,681	<b>235,043</b>

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

(a) Includes Special Payment of £60,972 5s. (b) For details see Appendix No. 20. (c) From 7th May to 30th June, 1906. (d) After including Expenditure towards making good Damage by Fire, in year 1906-7, £9,941 2s. 2d.; and in year 1907-8, £3,310 11s. 8d.

**Comparison of Results for the Six Years ended 30th June, 1903,  
and 30th June, 1909.**

	Preceding Six Years.	Last Six Years.	Increase.	Decrease.
	£	£	£	£
Gross Revenue ... ..	18,260,285	22,872,159	4,611,874	...
Working Expenses ... ..	10,924,936	12,444,481	1,519,545	...
Net Revenue ... ..	7,335,349	10,427,678	3,092,329	...
Special Expenditures and Charges in Liquidation of Extraordinary Liabilities ...	160,630	698,390	537,760	...
Balance of Net Revenue ...	7,174,719	9,729,288	2,554,569	...
Interest Charges and Expenses and Pensions and Gratuities (in year 1908-9 only) ...	8,770,843	8,952,745	181,902	...
Surplus Credited to Consolidated Revenue ... ..	...	776,543	...	...
Deficit paid out of Consolidated Revenue ... ..	1,596,124	...	...	...
Traffic Train Mileage ... ..	61,698,736	59,297,978	...	2,400,758
Number of Passengers Carried ...	305,195,903	405,170,581	99,974,678	...
Tons of Goods ,, ...	16,672,727	20,726,544	4,053,817	...
Tons of Live Stock ,, ...	1,423,473	1,904,352	480,879	...
Per Mile Worked—	£	£	£	
Gross Revenue ... ..	948	1,125	177	...
Working Expenses ... ..	567	612	45	...
Net Revenue ... ..	381	513	132	...
Per Traffic Train Mile—				
Gross Revenue ... ..	5s. 11.03d.	7s. 8.57d.	1s. 9.54d.	...
Working Expenses ... ..	3s. 6.50d.	4s. 2.37d.	0s. 7.87d.	...
Net Revenue ... ..	2s. 4.53d.	3s. 6.20d.	1s. 1.67d.	...
Percentage of Working Expenses to Gross Revenue ... ..	59.83	54.41	...	5.42

### Mileage of Railways and Tracks.

The mileage of railways open for traffic at 30th June, 1909, was 3414.91 miles, and the average mileage of railways open for traffic during the year was 3401.95, as compared in each instance with 3401.07 miles in the previous year.

The mileage of tracks open for traffic at 30th June, 1909, was 4337.68 miles, and the average mileage of tracks open for traffic during the year was 4320.58, as compared with 4316.76 and 4316.37 miles respectively in the previous year.

The details of the mileage of railways and tracks will be found in Appendix No. 22.

### New Lines Opened for Traffic.

The Rupanyup to Marnoo line, 15.38 miles in length, was opened for traffic on 15th June, 1909.

Under an agreement with the State of New South Wales the Strathmerton to Tocumwal line was extended across the Murray River and a station established in that State. This involved a deviation of the line beyond 8.20 miles from Strathmerton and an increase of .42 miles in the total length of the line.

The State of New South Wales is to contribute one-half of the cost of the line beyond 8.20 miles from Strathmerton, a distance of 2.07 miles, and one-half of the cost of the station and other accommodation and facilities at the terminus on the north side of the Murray River.

### Line Closed for Traffic.

The Geelong Race-course line, a distance of 1.96 miles, was dismantled on 28th May, 1909.

### New Lines Under Construction, or Authorized, at 30th June, 1909.

The following new lines, aggregating 145.62 miles, were in course of construction :—

5-FT. 3-IN. GAUGE.			2-FT. 6-IN. GAUGE.		
Line.		Mileage.	Line.		Mileage.
Mildura to White Cliffs	...	6.92	Moe to Walhalla	...	26.20
Ultima to Clillingollah	...	20.14	Beech Forest to Crowe's	...	14.28
Alexandra Road to Alexandra	...	4.33			
Ouyen to Kow Plains	...	57.00			
Nyora to Woolamai	...	16.75			
		<u>105.14</u>			<u>40.48</u>

The following new lines, aggregating 55.75 miles in length were authorized, but the construction of them had not been commenced :—

5-FT. 3-IN. GAUGE.			2-FT. 6-IN. GAUGE.		
Line		Mileage.	Line.		Mileage.
Beeac to Newtown	...	35.75	Whitfield to Tolmie District	...	20.00
		<u>35.75</u>			<u>20.00</u>

### Capital Expenditure.

The total expenditure charged to Capital Account at 30th June, 1909, was £42,544,376 14s. 2d., an increase for the year of £558,285 19s. 1d., made up as follows:—

#### EXPENDITURE ON CAPITAL ACCOUNT FOR THE YEAR.

For Details see Appendix No. 6.

Surveys and Construction of New Lines—						
Mildura—White Cliffs	...	...	...	£7,261	8	3
Ouyen—Kow Plains	...	...	...	16,951	5	11
Ultima—Chillingollah	...	...	...	25,290	3	2
Beech Forest—Crowe's	...	...	...	242	19	6
Rupanyup—Marnoo	...	...	...	24,311	4	4
Alexandra Road—Alexandra	...	...	...	20,548	17	9
Nyora—Woolamai	...	...	...	127	6	3
Moe—Walhalla	...	...	...	33,616	7	2
				£128,349	12	4
Less net credit Strathmerton—Tocumwal Extension	...	...	...	7,470	17	6
				£120,878	14	10
Surveys	...	...	...	9,097	0	8
Net Increase in Capital Expenditure on Surveys and Construction of New Lines				...	...	£129,975 15 6
Additions and Improvements on Existing Lines, and to Rolling-Stock—						
Way and Works (net)	...	...	...	£269,752	2	1
Rolling-Stock	...	...	...	158,558	1	6
Net Increase in Capital Expenditure for Additions and Improvements on Existing Lines and to Rolling-Stock				...	...	428,310 3 7
<b>Net Increase in Expenditure on Capital Account</b>				...	...	<b>£558,285 19 1</b>

### Loan Funds.

The total amount of Current Loans allocated to the Railways, at 30th June, 1909, was £40,693,942 os. od. (see Appendix No. 7), an increase for the year of £791,037 4s. od., made up as follows:—

		£	s.	d.
Additional Loans raised or transferred to the debit of the Railways by the Treasury	{	Act 1623 (3 per cent.)	28,354	4 9
		Act 1753 (3 per cent.)	11,200	0 0
		Act 2041 (3½ per cent.)	37,529	4 10
		Act 2167 (3½ per cent.)	713,953	14 5

Increase for the year in the amount of Current Loans allocated to the Railways ... .. £791,037 4 0

The proceeds of Loans allocated to the Railways, after deducting Discounts and Expenses, less Net Premiums received, were £39,387,789 16s. 4d., as at 30th June, 1909, an increase for the year of £757,098 15s. 3d.

The difference between the increase in the proceeds of the Loans allocated to the Railways and the increase in the total amount of Current Loans so allocated, viz., £33,938 8s. 9d., represents the Net Discount and Expenses for the year, of which £33,766 16s. 1d. was incurred in connection with the Loan placed on the London Market in May last under the Authority of Act 2167. (See Appendix No. 7).

### Interest Account.

The Interest during the year on Current Loans allocated to the Railways amounted to ... .. £1,424,516 0 0

And in addition the Railways were debited with—

Expenses incurred by the Treasury in connection with Payment of Interest amounting to ... .. 5,577 0 0

Total amount for Interest and Expenses for the year 1908-9 ... .. £1,430,093 0 0

(See Appendix No. 7.)



This amount (£1,430,093) is less by £53,714 than the net Interest and Expenses charged to the Railways for the year 1907-8, and is equivalent to 3·51 per cent. on the total amount of Current Loans allocated to the Railways.

### 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, 1909, £3,875,132 7s. 4d. (see Appendix No. 5), an increase of £65,417 1s. 9d., made up as follows:—

	£	s.	d.
Amount transferred from Interest Bearing to Non-Interest Bearing Funds, in conformity with the Provisions of Act 2133 ... ..	63,540	15	7
Amount expended under Surplus Revenue Act 1904 chargeable to Consolidated Funds and debited to Construction Works ... ..	645	18	10
Amount expended under Vote 171 chargeable to Consolidated Funds and debited to Construction Works ...	1,230	7	4
<b>Total increase in the amount of Non-Interest Bearing Funds for the year ... ..</b>	<b>£65,417</b>	<b>1</b>	<b>9</b>

### Gross Revenue.

The Gross Revenue was more than that for the year 1907-8 by £304,756, equivalent to 7·86 per cent.

The increases and decreases from the different sources of revenue were as follow:—

INCREASES.			
		Per cent.	Per cent.
Passengers—Country ... ..	£23,235	2·28	...
„ Suburban ... ..	60,782	8·85	£84,017
Parcels ... ..	...	...	12,398
Horses, Carriages, and Dogs ... ..	...	...	953
Mails ... ..	...	...	2,678
Goods ... ..	...	...	216,233
Rentals ... ..	...	...	302
Miscellaneous ... ..	...	...	67
Dining Car Service ... ..	...	...	5,852
DECREASES.			
			Per cent.
Live Stock ... ..	...	...	£17,497
Telegraph ... ..	...	...	247

The improvement in the revenue from both Country and Suburban Passenger traffic, notwithstanding the reductions in fares which became operative on 1st March, 1908, and in the Parcels revenue, was no doubt attributable mainly to the general prosperity and the consequent greater spending power of the community. A portion of the increase in the revenue from passengers was derived from extra traffic occasioned by the visit of the United States Fleet to Melbourne in September, 1908.

The marked improvement in the revenue from Goods Traffic was practically all attributable to the favorable grain harvest as compared with that of the previous year. There were also noticeable increases in the revenue from fertilizers, timber, and machinery and castings, but owing to the unfavorable weather conditions there was a falling off in the revenue from wool and from butter and other dairy produce.

The advance in the revenue from Mails was due to the increased remuneration received for the carriage of mails, &c., under the agreement entered into with the Postmaster-General, referred to in our last Annual Report, and which became operative from 1st January, 1908.

The Dining Car Service which was inaugurated during the year on the Sydney and Adelaide express trains and on the Mildura line was a new source of revenue.

The decrease in the revenue from Live Stock traffic was due to the unusual movement of stock which took place in the previous year in consequence of the dry weather which prevailed at the time.

The Gross Revenue per train mile was 7s. 4·81d., being 72d. less than that of 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. 20.

The percentage of Working Expenses to Gross Revenue was 57·67, as compared with 59·02 in the previous year.

The increase in the Working Expenses, viz., £123,542, or 5·40 per cent. was mainly due to additional train mileage run for the accommodation of passengers, to additional train mileage and staff required to deal with the much larger goods traffic, to advances in salaries and wages under Regulation No. 51, and to the payment of £90,863 into the Railway Accident and Fire Insurance Fund, as compared with only £15,667 in the previous year.

### Net Revenue.

The Net Revenue after the payment of Working Expenses, including a special contribution of £69,972 to the Railway Accident and Fire Insurance Fund, and £105,415 on account of Pensions and Gratuities to retired officers and employés, was equivalent to 4·09 per cent. on the railway debt of the State, and was £235,043 in excess of the Interest Charges payable by us.

### Surplus Revenue.

It has been arranged to suspend the operation of Act No. 2133 in respect of the financial year 1908-9, and to credit the Consolidated Revenue with the amount of the Surplus Revenue (that is, the Net Revenue in excess of the amount of the Interest Charges and Pensions and Gratuities, for the year), amounting to £235,043, instead of paying it into the Railway Additions and Improvements Fund and the Railway Interest Reserve Fund as provided by that Act; the State Treasury to allow the Commissioners interest at the rate of 3½ per cent. per annum on the amount so credited until it is made good to the two Funds mentioned.

### Transportation Branch.

The increase in the expenses of the Transportation Branch, viz., £28,712, or 4·69 per cent., was due mainly to the additional train mileage run for the accommodation of passengers, the additional train mileage and staff required to deal with the much larger goods traffic, to advances in salaries and wages under Regulation No. 51, and to the establishment of dining car services on the Sydney and Adelaide express trains, and on the Mildura line.

There was an increase of 198,707 train miles (9 per cent.) in country passenger service, 105,193 train miles (3 per cent.) in suburban passenger service, 27,532 train miles (1 per cent.) in mixed train service, and 575,738 train miles (22 per cent.) in goods and live stock service. The total increase in the traffic train mileage as compared with the previous year was 907,170 miles, equivalent to 9 per cent.

### 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 Acting Chief Engineer will be found in Appendix No. 3.

The following is a comparison of the expenditure on the Maintenance and Renewal of Way and Works for the year with that of each of the four preceding years :—

	Year 1904-5.	Year 1905-6.	Year 1906-7.	Year 1907-8.	Year 1908-9.
Expenditure ...	£502,022	£572,297	£589,452	£648,589	£625,602
Per mile of railway track					
Average mileage	148	169	174	191	184
open for traffic	135	154	158	174	168

149·11 miles of track were relaid with steel rails as follows :—4·14 miles with new 100-lb. rails, 74·07 miles with new 80-lb. rails, and 1·43 miles with new 86-lb. and 78-lb. rails ; 2·38 miles with serviceable 80-lb. rails, and 67·09 miles with serviceable 75-lb., 66-lb., and 60-lb. rails, which had been replaced by heavier rails on other lines.

305,052 sleepers were renewed, and 29,641 additional sleepers were put into the track, and 199½ miles of fencing were renewed.

One hundred and forty-seven interlocking levers were installed at eleven places. The total number of interlocking levers in use at 30th June, 1909, was 7,256 at 545 places, and the proportion of interlocked places 63·18 per cent. Fifty-five sets of staff or Annett's lock gear were provided at thirty intermediate non-staff stations, and fifteen sets of plunger locking gear at nine staff stations.

Work in connection with the regrading of the tracks and lowering of the station at Armadale to provide for a bridge over the railway at High-street, for the accommodation of an electric street tramway about to be constructed by the Municipalities of Prahran and Malvern, was commenced in January, and considerable progress has been made.

Good progress was made in the re-arrangement of the station and yard at Essendon, and the reconstruction and extension of the station yard at Geelong.

Further progress was made with the important work of lengthening and raising passenger platforms, but much remains to be done in this direction.

A number of the employes' residences, belonging to the Department, were improved by the addition of another room, and of fencing, &c. This work is being continued.

To enable repairing gangs to travel more quickly and with less exertion over the lines thirty additional light trollies, thirty additional tricycles, and fourteen additional motor cars were put into service.

The work of strengthening bridges on important lines, to admit of the use of more powerful locomotives, was completed on the line from Footscray to Bendigo, and has been continued on the North-Eastern and North-Western lines, and on the lines from Ballarat *via* Maryborough to Castlemaine, and Newport to Geelong.

In order to facilitate the turning of long engines, two new 70-ft. turntables were erected at North Melbourne, and one at Woodend, and five similar turntables are being erected, one each at North Melbourne, Ballarat East, Bendigo, Benalla, and Seymour ; 50-ft. turntables at Tooborac, Korumburra, Newport, Tocumwal, and Bealiba were strengthened and lengthened to 53 feet.

The new stone-crushing plant at the Ripon quarry, near Ararat, has been working satisfactorily the greater part of the year, supplying bluestone metal for re-ballasting the line between Ballarat and Serviceton, about one-fourth of which was completed during the year.

The appearance of a number of the suburban station grounds and railway lands adjoining the suburban lines was improved by tree-planting and the formation of gardens and lawns, and work of a similar character was carried out at a number of country stations. About 30,000 ornamental and shade trees were planted on railway land alongside the lines.

The system of awarding competitive prizes to employes for the best kept Departmental residences and for tree-planting and gardening at stations was continued with satisfactory results.

### 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.

The following is a comparison of the expenditure of the Rolling-Stock Branch for Working and for Repairs and Renewals for the year as contrasted with that of each of the four preceding years :—

	Year 1904-5.	Year 1905-6.	Year 1906-7.	Year 1907-8.	Year 1908-9.
For Working ...	£488,240	£481,483	£521,083	£573,990	£620,669
Per Traffic Train Mile ...	12·99d.	12·30d.	12·46d.	13·27d.	13·19d.
For Repairs and Renewals	£274,931	£306,842	£323,858	£382,477	£372,766

The increase in the cost of Working, viz., £46,679, or 8·13 per cent. was mainly due to additional train mileage run and advances in salaries and wages under Regulation No. 51.

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

In addition to the Rolling-Stock which was put out of existence during the year being removed from the Register (Appendix No. 8), the Rolling-Stock remaining in service at 30th June, 1909, was further written down as follows :—11 locomotives and 264 trucks from their full tractive power and tonnage, and 221 carriages, 91 workmen's sleeping cars, and 253 trucks from one-half floor area and tonnage to the tractive power, floor area, and tonnage respectively represented by their value as scrap materials.

The amount at the credit of the Rolling-Stock Replacement Fund at 30th June, 1909, available for the replacement of Rolling-Stock, was £13,467.

The following new Rolling-Stock, built at the Newport Workshops, was put into service during the year :—

Locomotives.	Carriages.	Dining Cars.	Van and Sundry.	Sheep Trucks (additional and replacement).	Other Trucks (additional and replacement).
19	24	3	12	66	262

Twenty-three 71-ft. cars for use on the principal country trains, and of a similar type to the new express cars, were put into running, and 48 of such cars are now under construction at Newport, a number of which will shortly be completed. Ten 60-ft. luggage vans, to run in conjunction with the above cars, were also put into running, and nine more are in hand.

Three 71-ft. dining cars were completed during the year, and are now in service on the Melbourne-Albury and Melbourne-Adelaide express trains ; and one of the sleeping cars released from the South Australian joint service was converted into a combined sleeping and dining car, and is now in use on the Mildura line.

Ten combined mail sorting vans and second class cars 71 feet long, specially designed to meet the requirements of the Postal Department, are being provided for the principal country services, and will be put into running shortly.

Five cars and vans and 89 trucks of various classes for narrow-gauge lines, 100 cattle trucks, 54 sheep trucks, and 200 goods trucks of 15 tons capacity, were also under construction at 30th June, 1909. One hundred and fifty-two 15-ton trucks and 50 bogie ballast trucks are also being constructed to replace the present small flat and ballast trucks.

In order to obviate the necessity of running four-wheeled vehicles on important main line passenger trains it has been arranged to convert 47 horse-boxes and 10 hearse and carriage trucks into six-wheeled stock, and to construct 14 new six-wheeled horse-boxes and 30 six-wheeled refrigerator trucks, and this work is in hand.

The construction of locomotives at the Newport Workshops was continued, and 1 locomotive for passenger and goods service ("DD" class), 9 heavy suburban locomotives ("DDE" class), and 9 heavy express passenger locomotives ("A2" class), were completed and put into use, making a total of 75 locomotives constructed at Newport since 1903.

As stated in our Annual Reports for 1906-7 and 1907-8 it has been found necessary to construct passenger locomotives with considerably increased power to provide for the continued expansion of the express and other passenger traffic, so as to obviate the necessity of using two locomotives to draw the heavier trains. Ten of the "A2" class, designed for this traffic, are now in running, and have proved satisfactory, and a second series of 10 of this class is in hand.

As mentioned in our last Annual Report, additional and more powerful locomotives for the heavy metropolitan suburban traffic must be provided, and therefore, in addition to ten locomotives of the "DDE" class (the type of which has been adapted from the "DD" class) now available for this service, of which nine were constructed during the year, ten more are now being built.

It has also been decided to replace the "E" and "M" class suburban locomotives by more powerful locomotives of the "DDE" class, as they require re-boiling, and a further number of the latter class will shortly be put in hand for this purpose.

Two narrow-gauge locomotives are also under construction.

Thirty-one new boilers of increased capacity were constructed and fitted to locomotives, and 19 were made for new locomotives.

The usual heavy repairs and examination of locomotive and stationary boilers were also carried out.

Seventeen obsolete locomotives were broken up or sold during the year making a total of 138 broken up, sold, &c., since 1st April, 1904.

380 trucks were equipped with the Westinghouse Brake during the year, and the total number so fitted at 30th June, 1909, was 9,625 or 87·4 per cent., and the number fitted with brake-pipes was 1,380.

Nineteen carriages were equipped for Pintsch Gas lighting, and the total number so equipped at 30th June, 1909, was 949, or 74·6 per cent.

The use of incandescent mantles on Pintsch Gas lamps in carriages has been continued with satisfactory results, and 4,048 lamps have now been fitted with these mantles. It is anticipated that a further 1,650 lamps will be provided with incandescent mantles during the year 1909-10.

In order to cope with the large quantity of new carriage stock proposed to be constructed, and that to be lengthened (as referred to on pages 15 and 16), it has been found necessary to further extend the Carriage Shop and to provide additional machines in the Wood-Working Machine Shop at Newport. Additional accommodation and machinery are also being provided in the other shops at Newport in order to cope with the increased amount of work required to be done there.

### **General Expenses.**

The increase in the General Expenses, viz., £5,653, or 10·78 per cent., was mainly due to advances in salaries and wages under Regulation No. 51, and to the payments made to Mr. Charles H. Merz for his report upon the application of electric traction to the Melbourne suburban railway system, and for expenses in connection therewith.

### **Stores Branch.**

The value of the Stock of Stores at 30th June, 1909, as per certificate of the Chief Storekeeper (see Appendix No. 4), was £423,468, being a reduction of £223,535 as compared with the value of the Stock of Stores at 1st July, 1903, and an increase of £43,485 as compared with the value as at 1st July, 1908.

### **St. Kilda and Brighton Electric Street Railway.**

A detailed statement of the results of the working of this line in contrast with those of the previous year will be found in Appendix No. 21.

The Capital Expenditure at 30th June, 1909, on account of the construction of this line was £42,586, and for Rolling-Stock £15,468, a total of £58,054.

The revenue for the year was £10,941, an increase of £567 as compared with the previous year.

The Working Expenses amounted to £9,075, a decrease of £1,913 as compared with the previous year, in which extraordinary repairs were made to the line, rolling-stock, equipment, and plant.

The Net Revenue for the year was £1,866, or within £172 of the interest on the Capital invested, as compared with a deficit in the previous year, inclusive of interest on the Capital invested, of £6,065. The improvement, therefore, in the net result of the working of this line as compared with the previous year was £5,893, but the working expenses of that year included £3,311 expended for the completion of the Rolling-Stock, Car Shed, Equipment, &c., destroyed by the fire which took place in March, 1907.

The car mileage run during the year was 338,214 miles, an increase of 3,207 miles, and the number of passengers carried was 1,265,492, an increase of 119,008 as compared with the previous year.

### Supply of Steel Rails and Fishplates.

Principally with a view to providing 60-lb. second-hand rails for new light lines, a contract for 12,257 tons of 80-lb. and 1,571 tons of 100-lb. steel rails, equal to about 108 miles of track, was entered into in February, 1909, with Messrs. R. W. Cameron and Co., at £5 7s. 9d. per ton, exclusive of duty, delivered into trucks at Williamstown pier. These rails are being rolled at the mills of the Lorain Steel Company, U.S.A., and the price for the same is 15s. 9d. per ton lower than that paid for the 80-lb. rails manufactured at the same mills and supplied to us by the same firm under a contract entered into in April, 1908. It is proposed to use these rails chiefly for relaying on existing lines, and to thus release 60-lb. rails for new light lines.

It may be added that a contract for 1,089 tons of the steel fishplates required for the above-mentioned rails was, after negotiations, let to Messrs. G. and C. Hoskins Limited, of Lithgow, New South Wales, at the rate of £9 7s. per ton. These fishplates could have been obtained from Messrs. R. W. Cameron and Company at a price (including duty at the rate of 15 per cent. *ad valorem*) of £8 10s. per ton. With a view to encouraging Australian manufacturers it was, however, decided to place the order at Lithgow, thus giving a preference in price in favor of the local manufacturer equal to 10 per cent.

### New Flinders Street Station Works.

Owing to unsatisfactory progress made by the contractor, we took over the erection of the main station buildings on 15th August, 1908, since when better progress has been made, and this work, as well as the platforms, platform roofs, subways, ramps, inter-locking and signalling, is nearing completion. Considerable work yet remains to be done in connection with the lines of way, the concourse along Swanston Street, the widening of that street, &c.

The cost of completing all the works provided for in the general plans approved in August, 1904, which, in addition to the station buildings proper and the platforms, platform roofs, subways, ramps, &c., includes regrading and altering and adding to the lines of way between the Flinders Street Viaduct and Jolimont Junction, inter-locking and signalling in connection with the 31 miles of track within that area, widening and lengthening of the bridge on Swanston Street, drainage, water supply, and many other works will, as has already been reported, considerably exceed the estimate then made, viz., £440,000.

The excess expenditure is principally due to the delay in carrying out the works owing to difficulty in securing suitable stone, to the strike of bricklayers in 1906, and unsatisfactory progress made by the contractor for the main station building, to the difficulties encountered in carrying on many of the works without interrupting the traffic, to the use of Australian instead of imported materials, to minor additions and alterations which could not have been reasonably foreseen, to advances in wages and in the prices of materials which have taken place since the estimate of August, 1904 was made, and to under-valuations or omissions in the estimate.

The increase in the Melbourne suburban traffic during the last few years has been abnormally large and much greater than was anticipated by even the most sanguine, the number of suburban passenger journeys during the year ended 30th June, 1909, being 74,541,251, as compared with 49,495,738 during the year ended 30th June, 1904, an increase of over 50 per cent., and it may reasonably be assumed that the number of passengers travelling to and from the Flinders Street-Prince's Bridge Stations has increased in about the same ratio. A tally taken in February last of the number of passengers using this terminal shows that about 150,000 passengers arrive and leave it every week-day, or about fifty million passengers per annum, which is probably as large a traffic as is dealt with at any railway passenger terminal in the world.

In consequence of this increase in traffic, which still continues, it will be necessary to retain the use of a portion of the present Prince's Bridge Station for the traffic passing over the Collingwood line instead of utilizing that station exclusively for race and excursion and other special traffic as was originally proposed. This renders it necessary to provide accommodation for this special traffic elsewhere, and it is proposed to do this by an extension of the St. Kilda-Port Melbourne two-faced

platform to the east of Swanston Street, which will involve the provision of special lines of way for this traffic as far out as Jolimont Junction and the extension of the overhead concourse along Swanston Street practically to the River Yarra. This will admit of the special traffic being dealt with at the station without interfering with the ordinary traffic, and will also enable entrances and exits to be provided at the south end of the concourse for the accommodation of those residing or working on the south side of the Yarra. It will also be necessary in order to efficiently deal with the Eastern System and other Country traffic to extend the north platform (No. 1) to the east of Swanston Street, and to provide special lines of way for this traffic as far out as Jolimont Junction. The Prince's Bridge Station will be connected with the Flinders Street Station by a ramp under Swanston Street to admit of passengers arriving at one Station transferring easily and expeditiously to trains departing from the other station. It is also proposed to provide additional booking offices and a number of entrances and exits in the Swanston Street frontage, and to make a number of minor additions and improvements.

The cost of these additional works, and of completing the works provided for in the August, 1904, plan in excess of the estimate then made will be in the neighbourhood of £115,000.

The additional accommodation which it is proposed to provide will admit of the safe and expeditious conduct of a traffic considerably in excess of the traffic of the year ending 30th June last.

Further additional accommodation can when required be made available by the extension to the east of Swanston Street of platforms Nos. 4-5, 6-7, and 8-9.

Nearly all of the available offices and several of the shops have already been leased on satisfactory terms, and it is anticipated that the rentals which will be received from offices, shops, refreshment rooms, bookstalls, &c., will more than pay the interest charges on the whole cost of the main building.

### **Prince's Bridge Station.**

The existing station buildings at Prince's Bridge have lived their life, and are unsuitable and generally discreditable, and it is proposed to deal with them somewhat in the same way as in the case of the Spencer Street Station, spending as little money as possible to make them more sightly and suitable. This will be a replacement work, and most of the expenditure involved will, therefore, be properly chargeable to the Working Expenses.

Should the Melbourne suburban lines be electrified, it would be practicable and probably advisable to lower the tracks at the Prince's Bridge Station to the same level as the Flinders Street Station tracks, and construct a permanent building over them conforming in general design to the new Flinders Street Station building, so much of such building as is not required for railway purposes to be rented as stores, shops, offices, &c. This cannot, of course, be done while the use of coal-burning locomotives is continued; but the project should be borne in mind, as the frontage is a valuable one, and will become more so, and accommodation in such a building will in time command high rentals.

### **Additional and Improved Carriage Stock.**

Owing to the large and steady increase in the passenger traffic during the last few years the provision of additional carriage stock has become an exceedingly urgent matter.

The whole question of the provision of suitable equipment of carriages for both the country and suburban traffic has been carefully investigated, and it is estimated that to bring this equipment up to a proper standard both as regards the number and the character of the carriages required will involve the provision of 119 corridor lavatory cars, each about 58 feet long, for service on country trains, and of 121 cars of about the same length for suburban service at a cost of approximately £400,000, in addition to the carriage stock now under construction, for which funds have been made available, and also the lengthening for suburban service of such of the bogie non-corridor carriages (as have not as yet been so lengthened) by the addition of two compartments, making all these carriages the same length as the proposed new standard carriages, viz., about 58 feet, and at the same time strengthening their frames and bogies and improving the latter to secure smoother running-- at a cost of approximately £180,000, making the total expenditure required about £580,000.

The provision of these additional carriages and the lengthening of the bogie non-corridor carriages will admit of—

- (a) All country trains being equipped with bogie carriages, which, with the exception of those on a few short and unimportant branch lines, will be of the corridor lavatory type.
- (b) All suburban trains being fully equipped with both first and second class standard bogie cars of approximately the same length, viz., about 58 feet, and
- (c) A number of carriages being released from regular service and made available for holiday excursion and other special traffic, thus largely reducing the number of trucks (about 450) which it is now necessary to equip with seats and canopies for the more important public holidays, and obviating not only the expense of fitting up and dismantling these trucks at such times, but also the necessity of taking them out of goods traffic for which they are on some of these occasions urgently required.

All of the four-wheeled carriages yet remaining in running have been in use for a great many years, and are antiquated and unsuitable for ordinary service. They have now been written down to their scrap value, and will all be taken out of regular service as soon as they can be replaced. The six-wheeled carriages have also been in use for many years, and should be written down at least one-half in value, and most of them set aside for certain classes of excursion traffic.

The writing down of these six-wheeled carriages, and the strengthening of the frames and the improvement of the bogies of the non-corridor carriages which are to be lengthened, will involve about one-third of the total expenditure before mentioned, viz., £580,000, being charged to the Working Expenses.

Having regard to the capacity of the Newport Workshops, including the extensions of the car shops and the provision of the additional machinery which have been authorized, it will require about four years to construct the 240 new carriages, and complete the lengthening, &c., of the bogie non-corridor carriages in addition to the carriage work now in hand.

A train for suburban service consisting of six carriages with sliding doors and a central passage way is now being built for trial purposes, and if found suitable will form the pattern for the new suburban carriages. This type of carriage will enable passengers to distribute themselves throughout the car, thus preventing overcrowding in one compartment when there are vacant seats in other compartments. By the use of sliding instead of swinging doors such carriages can be made sufficiently wide to admit of the provision of a central passage way without reducing the seating capacity, and the noise and danger and some of the expense now attendant on the opening and closing of the swinging doors will be obviated. A further point in favour of this type of carriage is that in the event of the electrification of the Melbourne suburban lines, one of the principal advantages of electric traction, viz., the possible quick acceleration from stations, will not be lost owing to trains having to be started slowly to permit of the swinging doors being closed and fastened.

#### **Electrification of Melbourne Suburban Lines.**

After very careful investigation and consideration of a Report made by Mr. Charles H. Merz, M.I.C.E., upon the application of Electric Traction to the Melbourne Suburban Railway System, we submitted, on 16th November last, our Review in detail thereof and our comments in connection therewith, and gave you our conclusions and recommendations on the general question. These conclusions and recommendations will be found in Appendix No. 24.

#### **Payments Received in Accordance with the Provisions of Section 14, Act No. 1439.**

In accordance with the provisions of Section 14 of Act No. 1439, the sum of £5,965 18s. 11d. has been received from the State Treasury for decrease in the Revenue due to the carriage of Victorian coal at reduced rates, and is included in the Gross Revenue for the year, and under the provisions of the same section, the Treasury reimbursed us the sum of £1,453 3s. 9d., representing the enhanced cost of Victorian coal purchased during the year, owing to a direction of the Governor in Council fixing prices to be paid for such coal, higher than we could see our way to pay.



### Railway Accident and Fire Insurance Fund.

In addition to the usual statutory contribution at the rate of 10s. for every £100 of Gross Revenue, the Working Expenses for the Year were debited, and the Railway Accident and Fire Insurance Fund credited with the sum of £69,972 5s. to make good a deficit in that Fund due to the settlement of claims arising out of the accident at Sunshine Junction in April, 1908 (see Appendix No. 10).

### Commissioners' Inter-State Conference.

The Annual Conference of the Commissioners of the State Railways of Australia met in Melbourne in May last.

As this meeting commenced the second decade of these Conferences, the Chairman of the Conference (Mr. Tait) took advantage of the occasion to draw attention to the expansion which had taken place in the Railways of the Commonwealth during the previous decade, as exemplified by the following figures :—

Commonwealth Railways.	At 30th June, 1898.	At 30th June, 1908.	Increase.
Amount expended in construction and equipment ... ..	£116,929,500	£140,000,000	£23,070,500
Mileage open ... ..	11,740 miles	14,658 miles	2,918 miles
Revenue ... ..	£9,047,700	£14,303,700	£5,256,000

and to the valuable work which had been accomplished as a result of these Conferences during that period, and which included the settlement of Competitive rates questions, the adoption of Uniform By-Laws, Regulations for the Guidance of Employés, and Rules and Conditions for the Carriage of Goods, and the negotiation and completion of an Uniform Agreement with the Postmaster-General of the Commonwealth for the Carriage of Mails, and many other matters of general application to the Australian State Railways.

A number of important matters were dealt with at the Conference, including the adoption of Uniform Conditions for the Conveyance, &c., of Passengers and Parcels, and the publication of Uniform Statistical Information in the Annual Reports of the various State Railways.

### Visit of the United States Fleet.

The visit which a United States Fleet of 16 battleships paid to Melbourne, extending from 29th August till 4th September last, occasioned an extraordinarily heavy passenger traffic on the Railways, and more especially on the Melbourne suburban lines.

The number of passengers arriving at and departing from the Flinders Street-Prince's Bridge Terminal and the Spencer Street Station during the seven days was as follows :—

29th August	...	...	361,145
30th "	...	...	183,958
31st "	...	...	507,870
1st September	...	...	229,164
2nd "	...	...	320,902
3rd "	...	...	526,283
4th "	...	...	427,812

Total ... 2,557,134 for the 7 days.

This traffic is exclusive of a large inter-suburban traffic—that is, between stations other than to or from the two central stations named, and of a very heavy traffic to and from the stations throughout the State outside the suburban area. Probably 100,000 people came to Melbourne from outside the suburban area during the visit of the Fleet.

### Dining Car Service.

A Dining Car service was established during the year on the Sydney and Adelaide express trains, and a combined Dining Car and Sleeping Car service on the Mildura line trains. These dining cars have been well patronised, and have proved a great convenience to the public.

### Closer Settlement and Cultivation of Lands along Existing Railway Lines.

The beneficial effect on the traffic, and (notwithstanding the reductions made during the last five years in fares and rates) on the revenue of the railways, by the closer settlement and cultivation of previously undeveloped lands along existing railway lines, is exemplified by the following returns at Willaura station for the last five years in contrast with those for the preceeding five years :—

Traffic.	Average for five years ended 30th June, 1924.	Average for five years ended 30th June, 1929.	Increase.	Percentage of Increase.
Passengers, outwards ... .. No.	2,562	5,839	3,277	127.9
Wool, outwards ... .. tons	392	399	7	1.7
Live Stock, outwards and inwards ... .. "	175	519	344	196.5
Goods (excluding wool), outwards ... .. "	3,363	15,251	11,888	353.4
„ inwards... .. "	1,992	4,646	2,654	138.2
<i>Revenue.</i>	£	£	£	
Passengers, outwards ... ..	691	1,330	639	92.4
Wool, outwards ... ..	529	566	37	6.9
Live Stock, outwards and inwards ... ..	104	337	233	224.0
Goods (excluding wool), outwards ... ..	2,035	8,713	6,678	328.1
„ inwards ... ..	1,453	3,381	1,928	132.6
Total Revenue (not including largely increased inwards passenger traffic) ... ..	4,812	14,327	9,515	197.7

It is noticeable that the growing of wheat and other crops in the vicinity of Willaura has not resulted in any diminution in the quantity of wool forwarded by rail from that station, and that the live-stock traffic has considerably increased.

As additional revenue resulting from the closer settlement and cultivation of lands along the existing railway lines does not, as in the case of additional revenue from new lines, involve any considerable increase in the capital expenditure, and consequently in the annual interest charges, or in the working expenses which are not affected by the volume of traffic carried, a large proportion of the additional revenue so derived is clear profit.

It will therefore be apparent that the closer settlement of the considerable areas of land served by the existing railway lines, which, although suitable for the purpose, yet remain uncultivated, would, in addition to the important direct and indirect advantages which would accrue to the community generally, largely increase the *net* earning power of the railways and thus admit of further reductions in the railway charges.

### 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 Peshurst (dismantled) ... ..	15.87	£50,000
Canterbury Loop Line (dismantled) ... ..	0.20	
Ashburton to Oakleigh ... ..	2.37	160,000
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	5,430
Totals ... ..	47.96 miles	£392,854
Surveys of lines not constructed ... ..	...	£335,821
Total Capital Expenditure incurred for Lines now closed for traffic and for Surveys of Lines not constructed on which interest is charged against the Railways ... ..		£728,675

### **Pensions and Gratuities.**

The number of officers and employés in the Service at 30th June, 1909, entitled to pension or compensation on retirement was 1,806, a reduction of 77 as compared with the preceding year (see Appendix No. 18).

The amounts paid during the year in Pensions and Gratuities to retired officers and employés were £95,193 and £10,222 respectively, a total of £105,415, as compared with £93,119 and £6,257 respectively, a total of £99,376 in the previous year.

In conformity with the provisions of Act No. 2133, which became effective as from 1st July, 1908, the Net Revenue of each year in excess of the amount required to meet the interest charges on the Railway Debt of the State is to be utilised to the extent to which it is available and required for the payment of pensions and gratuities to retired officers and employés, and accordingly the Net Revenue of the year has been debited with £105,415, being the total amount disbursed during the year on that account.

### **The Late Mr. Commissioner Hudson.**

By the death of Mr. Charles Hudson on 25th March last the State lost a very loyal and capable officer, and the other Commissioners a much valued colleague.

Before his appointment as a Commissioner of the Victorian Railways Mr. Hudson filled the office of General Manager of the Tasmanian Railways for two years, and previously had been for many years connected with the New Zealand Railways, rising in that service to the position of Assistant General Manager, which office he occupied for seven years. He therefore had a wide and long experience in connection with the working and administration of State Railways, which was of great advantage to the Victorian Railways.

Mr. Hudson's kindly disposition and thoughtfulness for others, unflinching courtesy and justice, not only won the respect and esteem, but the affection of all with whom he came in contact.

### **Acknowledgment of Services of Staff.**

It is with great pleasure that we again place on record our appreciation of the good service rendered during the year by the officers and employés generally.

### **Appendices.**

In the Appendices, a list of which is given on page 20, will be found the Balance-Sheet for the year, and Capital, Revenue, and Expenditure Accounts and Statements, also statistical and other information, maps, photographs, and statistical diagrams.

We have the honour to be, Sir,

Your obedient servants,

THOS. TAIT, Chairman,

W. FITZPATRICK,

C. E. NORMAN,

} Victorian Railways  
Commissioners.

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## APPENDIX No. 1.

## HEADS OF BRANCHES.

Secretary .. ... ..	MR. L. McCLELLAND
Chief Mechanical Engineer ... ..	„ T. H. WOODROFFE
Acting Chief Engineer of Way and Works ... ..	„ J. H. FRASER.
General Superintendent of Transportation ... ..	„ S. JONES.
Chief Accountant ... ..	„ J. W. HACKER.
General Passenger and Freight Agent ... ..	„ E. B. JONES.
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 1908-9, 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 1908-9, maintained in good working condition and repair.

J. H. FRASER,  
Acting 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, 1909, was £423,467 18s. 1d.

GEO. H. SUTTON,  
Chief Storekeeper.

## APPENDIX

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	27	...		39,387,789	16	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 ... ..	...	...	250,628	9	2			
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 ... ..	...	...	432,944	12	1			
					3,875,132	7	4	
„ Replacement of Rolling-Stock Account ... ..	...	...	...		...			43,262,922 3 8
„ Sundry Creditors ... ..	...	...	...		...			13,466 19 7
„ Suspense Account—Amount to be subsequently repaid to Consolidated Revenue ... ..	...	...	...		...			134,382 5 10
„ Interest Charges and Expenses for the Year ... ..	7	27	...		1,430,093	0	0	1,092 19 1
„ Pensions and Gratunities ... ..	...	3	...		105,414	17	4	
„ Surplus credited to Consolidated Revenue ... ..	...	3	...		...			1,535,507 17 4
								235,043 12 9
Total ... ..	...	...	...		...			45,182,415 18 3

Audited and found correct,

F. H. BRUFORD,  
Auditor-General.

No. 5.

30TH JUNE, 1909.

Cr.

	No. of		£ s. d.		£ s. d.		£ s. d.	
	Appendix.	Page.	£	s. d.	£	s. d.	£	s. d.
By Railways, Rolling-Stock, and Equipment ... ..	16	41	...		42,208,555	16 2		
„ Surveys for proposed Railways ... ..	...	...	...		335,820	18 0	42,544,376	14 2
„ Stores and Materials on hand	11	32	...		423,467	18 1		
Less amount at credit of Stores Depreciation Account ... ..	11	32	...		10,303	2 2	413,164	15 11
„ Balance at credit of Railway Stores Suspense Account ...	11	32	...		111,858	6 6		
„ Balance in hands of Agent-General, London... ..	11	32	...		50,164	10 8	162,022	17 2
„ Balance at credit of Rolling-Stock Replacement Fund ...	9	30	...		...		13,466	19 7
„ Balance at credit of Railway Loans Repayment Fund ...	...	...	...		1,143	0 11		
„ Balance at credit of Trust Fund—Surplus Railway Land	...	...	...		847	19 7	1,991	0 6
„ Balance at credit of the following Accounts:—								
Sundry Repayments to Treasury ... ..	...	...	...		8,483	11 1		
Preliminary Deposits ... ..	...	...	...		1,503	15 9		
Bills Receivable ... ..	...	...	...		4,156	4 4		
Trust Funds—Cash and Securities ... ..	...	...	...		35,848	8 11	49,992	0 1
„ Balance at credit of Railway Capital Funds ... ..	...	...	...		...		221,664	18 7
Sundry Debtors ... ..	...	...	...		...		5,185	2 2
„ Net Revenue for the Year after payment of Working Expenses and Special Payment into Railway Accident and Fire Insurance Fund of £69,972 5s. ...	...	3	...		...		1,770,551	10 1
Total ... ..	...	...	...		...		45,182,415	18 3

JOHN W. HACKER, Chief Accountant.

## APPENDIX No. 6.

## EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING 30TH JUNE, 1909.

	Loan Application Acts, &c.			Surplus Revenue Acts.			Railway Construction Vote.			Total.			Total Amount.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
<b>SURVEYS AND CONSTRUCTION OF NEW LINES.</b>															
Woomelang to Mildura and Yelta—Mildura to White Cliffs section ... ..	7,191	14	3	...	...	...	69	14	0	7,261	8	3	...	...	...
Ouyen to Kow Plains ... ..	16,848	5	11	...	...	...	103	0	0	16,951	5	11	...	...	...
Ultima to Chillingollah ... ..	25,135	3	2	...	...	...	155	0	0	25,290	3	2	...	...	...
Beech Forest to Crowe's ... ..	222	19	6	...	...	...	20	0	0	242	19	6	...	...	...
Rupanyup to Marnoo ... ..	24,167	4	4	...	...	...	144	0	0	24,311	4	4	...	...	...
Alexandra Road to Alexandra ... ..	20,402	17	9	...	...	...	146	0	0	20,548	17	9	...	...	...
Nyora to Woolamsi ... ..	116	6	3	...	...	...	11	0	0	127	6	3	...	...	...
Moe to Walhalla... ..	33,107	13	10	...	...	...	508	13	4	33,616	7	2	...	...	...
Tocumwal Railway Extension ... ..	Cr. 7,543	17	6	...	...	...	73	0	0	Cr. 7,470	17	6	...	...	...
Surveys ... ..	9,097	0	8	...	...	...	...	...	...	9,097	0	8	...	...	...
Totals ... ..	128,745	8	2	...	...	...	1,230	7	4	129,975	15	6	129,975	15	6
<b>ADDITIONS AND IMPROVEMENTS ON EXISTING LINES.</b>															
Provision of new and additions and improvements at existing stations, offices, yards, docks, piers, and works, including tracks, buildings, road approaches, trucking yards, weighbridges, safety appliances, drainage, sanitation, &c. ... ..	39,380	9	10	...	...	...	...	...	...	39,380	9	10	...	...	...
Additions and improvements to accommodation for locomotives and cars, including shops, sheds, ash-pits, turn-tables, water supply, coaling plants, &c. ... ..	16,996	19	2	...	...	...	...	...	...	16,996	19	2	...	...	...
Bridges, including additions and improvements and strengthening ... ..	8,712	5	7	...	...	...	...	...	...	8,712	5	7	...	...	...
Relaying various lines with heavier rails (cost of increase in weight only) ... ..	14,889	9	7	...	...	...	...	...	...	14,889	9	7	...	...	...
Additional sleepers and ballast for strengthening various lines ... ..	16,489	7	10	...	...	...	...	...	...	16,489	7	10	...	...	...
Level crossings—additions and improvements, including cattle pits and stops... ..	485	12	5	...	...	...	...	...	...	485	12	5	...	...	...
Additional cars for repair gangs and shelters for gang cars	1,337	2	6	...	...	...	...	...	...	1,337	2	6	...	...	...
Additional and improved dwelling accommodation for employes ... ..	3,934	9	9	...	...	...	...	...	...	3,934	9	9	...	...	...
Melbourne—Additional electric lighting and power ... ..	632	3	2	...	...	...	...	...	...	632	3	2	...	...	...
Additional Pintsch gas plant ... ..	746	18	4	...	...	...	...	...	...	746	18	4	...	...	...
Additional fencing ... ..	901	14	0	...	...	...	...	...	...	901	14	0	...	...	...
Melbourne—Additional accommodation and facilities for goods traffic ... ..	5,893	16	10	...	...	...	...	...	...	5,893	16	10	...	...	...
Melbourne—Towards new station and other improved accommodation at Flinders Street ... ..	91,464	6	1	...	...	...	...	...	...	91,464	6	1	...	...	...
Korumburra—New station and improved yard, &c. ... ..	1,541	16	6	...	...	...	...	...	...	1,541	16	6	...	...	...
Armadale—Regrading line, &c. ... ..	23,659	12	8	...	...	...	...	...	...	23,659	12	8	...	...	...
Warburton—Extension of line and additional accommodation for timber traffic, &c. ... ..	2,999	12	8	...	...	...	...	...	...	2,999	12	8	...	...	...
Towards additional weighbridges and sidings ... ..	197	5	6	...	...	...	...	...	...	197	5	6	...	...	...
Ballast crushing and loading plants ... ..	654	1	0	...	...	...	...	...	...	654	1	0	...	...	...
Towards equipping Melbourne Suburban Lines with track locking ... ..	1,285	16	11	...	...	...	...	...	...	1,285	16	11	...	...	...
Newport Workshops—Towards additions and extensions of shops, sidings, and other works ... ..	4,993	14	9	...	...	...	...	...	...	4,993	14	9	...	...	...
Protection from fire of railway buildings and other property ... ..	5,433	14	6	...	...	...	...	...	...	5,433	14	6	...	...	...
Williamstown Race-course—Purchase of Land ... ..	851	10	1	...	...	...	...	...	...	851	10	1	...	...	...
Additional telegraph and telephone lines ... ..	169	2	2	...	...	...	...	...	...	169	2	2	...	...	...
Essendon—Improved station, yard and other accommodation ... ..	6,472	16	2	...	...	...	...	...	...	6,472	16	2	...	...	...
Geelong—Extension of sidings, &c. ... ..	3,456	10	10	663	12	6	...	...	...	4,120	3	4	...	...	...
Melbourne—Towards enlargement and equipment of Way and Works Shops ... ..	565	7	11	...	...	...	...	...	...	565	7	11	...	...	...
Moe—Improved station, yard and other accommodation	183	9	7	...	...	...	...	...	...	183	9	7	...	...	...
Wangaratta—Improved station, yard and other accommodation ... ..	3,379	17	10	...	...	...	...	...	...	3,379	17	10	...	...	...
Towards securing facing points on single lines ... ..	748	5	1	...	...	...	...	...	...	748	5	1	...	...	...
Regrading lines Garfield and Murrumbidgee... ..	600	2	5	...	...	...	...	...	...	600	2	5	...	...	...
Workshops Machinery—Newport Workshops, £7,268 13s. 10d.; Spencer-street Telegraph Shops, £278 2s. 9d.; Newport Signal Shops, £299 9s. 10d.; North Melbourne, £93 8s. 8d.; Ballarat, £92 7s. 6d. ... ..	8,032	2	7	...	...	...	...	...	...	8,032	2	7	...	...	...
Sundry other expenditures ... ..	7,036	10	8	Cr. 17	13	8	...	...	...	7,018	17	0	...	...	...
Less credits on account of sales of land, materials, &c., originally charged to Capital Account ... ..	274,126	4	11	...	...	...	...	...	...	274,772	3	9	...	...	...
	...	...	...	...	...	...	...	...	...	Cr. 5,020	1	8	...	...	...
													269,752	2	1
<b>ROLLING-STOCK.</b>															
Locomotives ... ..	34,450	19	2	...	...	...	...	...	...	34,450	19	2	...	...	...
Carriage stock ... ..	79,920	14	4	...	...	...	...	...	...	79,920	14	4	...	...	...
Van and sundry stock ... ..	9,733	2	2	...	...	...	...	...	...	9,733	2	2	...	...	...
Truck stock ... ..	29,349	2	0	...	...	...	...	...	...	29,349	2	0	...	...	...
Other equipment ... ..	5,104	3	10	...	...	...	...	...	...	5,104	3	10	...	...	...
	158,558	1	6	...	...	...	...	...	...	158,558	1	6	158,558	1	6
Net Expenditure charged to Capital Account for the year	...	...	...	...	...	...	...	...	...	...	...	...	558,285	19	1



## APPENDIX No. 7.

## STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1909, AND OF THE INTEREST CHARGES AND EXPENSES PAID DURING THE YEAR.

Act.	Rate of Interest per cent.	Principal.			Interest Charges.			Expenses in connection with Payment of Interest.			Total Interest Charges and Expenses.			Loans redeemable.
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
47 Vict. No. 760	4	3,758,788	0	3	150,352	0	0	905	0	0	151,257	0	0	In London—1st October, 1913
48 Vict. No. 805	4	3,251,172	4	3	130,047	0	0	575	0	0	130,622	0	0	In London—1st October, 1919
49 Vict. No. 845	4	4,610,110	6	11	184,404	0	0	803	0	0	185,207	0	0	In London—1st October, 1920
56 Vict. No. 1287	4	2,107,000	0	0	84,280	0	0	405	0	0	84,685	0	0	In London—After 1st January, 1911, upon one year's notice, and upon Parliament by Act providing funds for repayment; if not sooner redeemed, on 1st January, 1926 (altered to this date by Act No. 1305)
56 Vict. No. 1296	4	464,672	1	0	18,587	0	0	...	...	...	18,587	0	0	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	542	0	0	110,792	0	0	In London—1st October, 1923 (altered to this date by Act No. 1057)
52 Vict. No. 989	3½	4,914,615	13	0	172,012	0	0	844	0	0	172,856	0	0	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	0	0	287	0	0	58,620	0	0	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	118	0	0	21,118	0	0	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	216	0	0	...	...	...	216	0	0	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	92,412	0	0	544	0	0	92,956	0	0	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	0	0	...	...	...	33,911	0	0	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	733	0	0	...	...	...	733	0	0	Payable out of Consolidated Revenue in amounts of £25,000 each year, commencing 1st July, 1900
62 Vict. No. 1623	3	257,659	16	4	8,328	0	0	...	...	...	8,328	0	0	Payable out of Consolidated Revenue in amounts of £10,000 each year, commencing 1st July, 1901. See Act 1564, Section 5
Carried forward	...	29,122,512	19	0	1,064,865	0	0	5,023	0	0	1,069,888	0	0	

APPENDIX No. 7—*continued.*STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1909, AND OF THE INTEREST CHARGES AND EXPENSES PAID DURING THE YEAR—*continued.*

Act.	Rate of Interest per cent.	Principal.		Interest Charges.		Expenses in connection with Payment of Interest.		Total Interest Charges and Expenses.		Loans redeemable.
		£	s. d.	£	s. d.	£	s. d.	£	s. d.	
Brought forward	...	29,122,512	19 0	1,064,865	0 0	5,023	0 0	1,069,888	0 0	
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	295,664	1 2	9,263	0 0	...		9,263	0 0	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	3,180,126	14 0	111,304	0 0	554	0 0	111,858	0 0	1st October, 1929, or at any time thereafter to 1st October, 1949
4 Edw. VII. No. 1901	3	36,890	2 3	1,107	0 0	...		1,107	0 0	1st January, 1934, or at any time thereafter to 1st January, 1954
Treasury Bonds Act 1982	3½	5,345,513	14 8	180,524	0 0	...		180,524	0 0	1st April, 1916
5 Edw. VII. No. 1990	3½	258,966	13 10	9,064	0 0	...		9,064	0 0	{ Bonds, 1st April, 1916 Stock, 1st April, 1926
6 Edw. VII. No. 2026	3½	1,045,000	0 0	29,575	0 0	...		29,575	0 0	Payable out of Consolidated Revenue at any time after twenty years, but not later than 35 years from date of issue
6 Edw. VII. No. 2041	3½	44,314	0 8	631	0 0	...		631	0 0	{ 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
7 Edw. VII. No. 2116	3½	150,000	0 0	3,183	0 0	...		3,183	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	713,953	14 5	...		...		...		1st October, 1929, or at any time thereafter to 1st October, 1949
Carried forward ...		40,692,942	0 0	1,424,516	0 0	5,577	0 0	1,430,093	0 0	

APPENDIX No. 7—*continued.*STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1909, AND OF THE INTEREST CHARGES AND EXPENSES PAID DURING THE YEAR—*continued.*

Act.	Principal.	Interest Charges.	Expenses in connection with Payment of Interest.	Total Interest Charges and Expenses.	—
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Brought forward ...	40,692,942 0 0	1,424,516 0 0	5,577 0 0	1,430,093 0 0	
42 Vic., 617 Melbourne and Hobson's Bay Railway Debentures	1,000 0 0				
Total amount of current loans allocated to the Railways at 30th June, 1909	40,693,942 0 0	1,424,516 0 0	5,577 0 0	1,430,093 0 0	
Less Discount and Expenses on the Sale of Debentures— £1,760,080 18 2					
Deduct Net Premiums on Debentures— £453,928 14 6					
	1,306,152 3 8				
Total Net Proceeds of Current Loans allocated to the Railways at 30th June, 1909	39,387,789 16 4				

Note.—The total interest, exclusive of expenses incurred in connection with the payment of interest, viz., £1,424,516, is equivalent to 3·50 per cent. on the total amount of current loans allocated to the Railways at 30th June, 1909.

Note.—The total interest, exclusive of expenses incurred in connection with the payment of interest, viz., £1,424,516, is equivalent to 3·62 per cent. on the total net proceeds of loans allocated to the Railways at 30th June, 1909.

APPENDIX No. 8.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1909.—NUMBERS.

LOCOMOTIVES.

Class Letter ... ..	A		AA	A <sup>2</sup>	B	C	D	DD	DDR	E	EE	F	H	J	M	O	P	R		T	V	W	X	Y	Z	Combined Shunting Engine and Steam Crane.	Unclassified.	Narrow-Gauge.	Total.
	Old.	New.																Old.	New.										
In existence, as per Register of Rolling-stock, at 30th June, 1909 ... ..	10	15	20	10	7	4	20	61	10	67	9	21	2	2	22	21	5	64	25	19	16	13	15	31	2	1	3	8	503

CARRIAGE, VAN, AND SUNDRY STOCK.

Class Letter ... ..	PASSENGER STOCK.																							NARROW-GAUGE STOCK.	Total.									
	Carriages.																Carriages and Vans combined.									Special Cars.	Parlor and Observation.	Dining.	Carriages.	Carriages and Vans Combined.				
	1st Class.						Composites.						2nd Class.				1st Class.		Composites.		2nd Class.													
	Bogie Vestib. Corridor.	Bogie Vestib. Express.	Bogie.	Bogie Sleeping Cars.	Bogie Dining & Sleeping Car.	6 wheels.	4 wheels.	Bogie Corridor.	Bogie Corridor.	Bogie Vestib. Express.	Bogie.	6 wheels.	4 wheels.	Bogie.	Bogie Vestib. Corridor.	Bogie Vestib. Express.	6 wheels.	4 wheels.	Bogie.	Bogie 6 wheels.	Bogie 1st Class, 2nd Class, and Van combd.	6 wheels.	6 wheels.								4 wheels.	Bogie.	Bogie 2nd Class, and Mail Vans.	Special Cars.
In existence as per Register of Rolling-stock at 30th June, 1909 ... ..	36	13	188	1	1	41	3	10	59	7	80	38	4	83	26	13	234	189	82	1	5	13	57	11	28	2	7	2	3	9	2	6	1,254	
Joint Stock ... ..	...	6	...	6	...	...	...	...	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18	1,272

Class Letter... ..	VAN STOCK.											SUNDRY STOCK.							Total.	ELECTRIC TRAMWAY STOCK.			Motor Busses.				
	Mail Vans.		Luggage Vans.			Mail Vans.						Horse.	Horse Boxes.	Bogie Horse Boxes.	Workmen's Sleeping Cars and Passenger Carriages replaced.	Breakdown Vans.	Demograph Van.	Travelling Booking-office.		Combination Type.	Open Trailers.	Closed Trailers.					
	6 wheels.	Bogie.	Bogie Bulk Mail Vans.	Bogie Mail Sorting Vans.	Mail Vans.	Bogie.	6 wheels.	4 wheels.	Bogie. Vstib.	Bogie Vstib. Express.	C	F.	FF.	FF.	WS	—	—	TBO									
In existence as per Register of Rolling-stock at 30th June, 1909 ... ..	5	2	1	1	7	46	238	4	7	12	6	14	14	6	117	3	1	1	515	10	7	4	6				
Joint Stock ... ..	...	...	1	2	...	...	...	(5)	...	4	...	...	...	...	...	...	...	...	7								
																			522								

APPENDIX No. 8—continued.

TRUCK STOCK.

Class Letter	BROAD-GAUGE.																	NARROW-GAUGE.				Total.	PRIVATE STOCK.					
	High-sided Covered.	Medium.	Low-sided.	Sheep.	Cattle.	Ballast.	Bogie Ballast Rail and Hopper.	Hopper Coal (Iron).	Bogie Hopper Coal.	Powder.	Bogie Low-sided.	Bogie Boiler and Timber.	Bogie Medium Movable sides.	Bogie Medium.	Bogie High-sided Covered.	Refrigerators.	Bogie Refrigerators.	Meat.	Carriage Trucks.	Water Tank Trucks.	Weightbridge Testing Trucks.		Bogie Live Stock.	Bogie Medium.	Bogie Refrigerator.	Bogie Meat.	Oil Tanks.	
In existence, as per Register of Rolling-stock, at 30th June, 1909	H	I	K	L	M	N	Nx	O	Oo	P	Q	QB	QR	R	S	T	Th	Tr	U	G	—	—	Mm	QR	Tr	Uu	11,009	4
	106	7,810	222	621	402	300	46	187	6	24	17	1	201	11	2	191	18	31	590	17	94	6	4	93	1	8		

Includes one 70-ft. Corridor Car with no vestibule—(2) Includes 132 Holiday Cars — (3) Includes 1 Holiday Car.—(4) "State Cars, Nos. 1, 2, 3," "Edinburgh," "Victoria," "York," "Inspection."— (5) Holiday Vans.

The following stock is in existence in addition to the above :— One Steam Shovel, Two Steam Cranes, and two Trolleys on Welshpool line.

T. H. WOODROFFE, Chief Mechanical Engineer.

APPENDIX No. 9.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1909.—CAPACITY, ETC.

	Built or purchased and charged to Capital from the inception of the Railways up to 30th June, 1909.	In existence at 30th June, 1909 (a).	Deficiency	Surplus.	Cost of making good Deficiency.	Value of Surplus.
Locomotives (tractive power) ... ..	8,143,111 lbs.	8,150,048 lbs. (b)	...	6,937 lbs.	£ ...	£ 1,040
Carriage Stock (floor area) ... ..	361,300 sq. ft.	345,164 sq. ft. (c)	16,136 sq. ft.	...	55,669	...
Van and Sundry Stock (floor area) ... ..	100,436 sq. ft.	89,576 sq. ft. (d)	10,860 sq. ft.	...	30,517	...
Truck Stock (carrying capacity) ... ..	109,398 tons	116,110 tons (e)	...	6,712 tons	...	73,832
					86,186	74,872

Amount at Credit of Rolling-Stock Replacement Fund at 30th June, 1909, available for replacement of Rolling-Stock ... .. £13,467

(a) Equivalent tractive power, floor area, and tonnage is included in these figures to represent the expenditure charged to Working Expenses and Rolling-Stock Replacement Fund on Rolling-Stock under construction, but not completed at 30th June, 1909.

(b) 13 old locomotives to be scrapped shortly, written down to the tractive power, represented by their value as scrap materials.

(c) 221 old vehicles written down to internal floor area represented by their value as scrap materials. Only 60 per cent. of internal floor area of 16 cars, and 50 per cent. of 2 sleeping cars included, on account of these vehicles being owned jointly with the South Australian Railways.

(d) 91 vehicles written down to internal floor area represented by their value as scrap materials. Only 62 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) 95 old "I," 300 old "N," and 122 old "K" trucks written down to tonnage represented by their value as scrap materials.

T. II. WOODROFFE, Chief Mechanical Engineer.

APPENDIX No. 10.

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT 7 EDWARD VII. No. 2119 AT 30TH JUNE, 1909.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1908 ... ..	45,085 18 0	By Expenditure for the year ending 30th June, 1909 (Section No. 6)— Clause—	
„ Payment to Fund during the year ending 30th June, 1909 (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	20,945 6 6	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employés of the Commissioners	18,257 11 5
„ Special Payment to Fund to liquidate deficiency in Fund caused by expenditure in connection with the Accident at Sunshine included in the Working Expenses of the year	69,972 5 0	(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employés of the Commissioners	95,574 15 7
		(c) Amount of medical, legal and incidental expenses, incurred in determining whether compensation shall be paid to persons referred to in Clause b	11,637 3 8
		(d) Amount paid as compensation to employés of the Commissioners for injuries sustained on duty or in the event of death to persons dependent upon such employés	2,684 17 11
		(e) Amount expended in consequence of any loss or damage by fire to buildings, plant, stores, or properties of the Commissioners	1,006 0 9
		(f) Amount paid as compensation for loss or damage to goods, parcels, &c.	6,095 5 4
		(g) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon employés burning off within railway boundaries, &c.	747 14 10
	136,003 9 6		136,003 9 6

NOTE.—£121,013 15s. 0d. of the expenditure for the year was incurred in connection with the accident at Sunshine on the 20th April, 1908.

APPENDIX No. 11.

<i>Dr.</i>	RAILWAY STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1909.						<i>Cr.</i>
	£	s.	d.		£	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
„ Sundry Outstanding Accounts at 30th June, 1909 ... ..	65,746	16	11	„ Cash in Treasury ... ..	111,858	6	6
				„ Cash with Agent-General in London ... ..	50,164	10	8
				„ Stores and Materials on hand at 30th June, 1909 ... ..	423,467	18	1
				Less Amount at Credit of Stores Depreciation Account ... ..	10,303	2	2
					413,164	15	11
	<u>£625,187</u>	<u>13</u>	<u>1</u>		<u>£625,187</u>	<u>13</u>	<u>1</u>

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## APPENDIX No. 12.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEAR  
ENDING 30TH JUNE, 1908 AND 1909.

	Year ending 30th June, 1908.		Year ending 30th June, 1909.	
	Number of Journeys.	Revenue.	Number of Journeys.	Revenue.
		£		£
Country Passengers ... .. 1st Class	895,411	292,531	950,742	295,391
do. do. ... .. 2nd do.	4,023,553	621,675	4,335,936	638,444
do. Season Tickets ... .. 1st do.	722,111	83,579	764,614	87,237
do. do. ... .. 2nd do.	319,542	16,248	374,317	17,492
do. Weekly Workmen's, ... 2nd do.	147,128	1,975	53,760	679
Totals for COUNTRY PASSENGERS ...	6,107,745	1,016,008	6,479,369	1,039,243
Metropolitan—Suburban Passengers				
within 20 miles of Melbourne ... 1st Class	16,356,756	241,632	17,864,502	264,913
do. do. do. ... .. 2nd do.	20,743,834	205,387	22,782,359	230,407
do. Season Tickets ... .. 1st do.	16,746,626	134,041	18,048,165	139,901
do. Building Tickets (Free) 1st do.	418,434	...	538,844	...
do. Season Tickets ... .. 2nd do.	9,444,025	49,257	9,672,537	50,158
do. Building Tickets (Free) 2nd do.	159,348	...	170,060	...
do. Weekly Workmen's ... 2nd do.	4,072,857	29,860	4,548,766	33,145
Totals for METROPOLITAN—SUBURBAN PASSENGERS ... ..	67,941,880	660,177	73,625,237	718,524
Race and Special Picnic Traffic, within 20 miles of Melbourne				
Passengers, 1st Class	365,154	14,164	384,030	15,510
do. 2nd do.	492,646	11,721	531,982	12,810
Totals for RACE AND SPECIAL PICNIC TRAFFIC ... ..	857,800	25,885	916,018	28,320
Total ... ..	74,907,425	1,702,070	81,020,620	1,786,087
ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY ... ..	1,146,484	10,350	1,265,492	10,913
Grand Totals ... ..	76,053,909	1,712,420	82,286,112	1,797,000

## APPENDIX No. 13.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE  
FOR YEARS ENDING JUNE, 1908 AND 1909.

Kind of Goods.	Year ending 30th June, 1908.		Year ending 30th June, 1909.	
	Tons carried.	Revenue. £	Tons carried.	Revenue. £
3rd Class ... ..	22,204	51,481	16,183	38,391
2nd Class ... ..	39,213	78,666	40,685	84,420
1st Class ... ..	59,098	73,348	59,725	81,687
"C" Class ... ..	49,018	56,784	47,664	56,305
"B" Class ... ..	67,600	54,433	71,388	55,004
"A" Class ... ..	72,010	49,898	83,768	58,757
Miscellaneous Class ... ..	151,275	26,758	138,056	24,229
Fish ... ..	3,393	5,267	3,320	5,092
Fruit and Vegetables ... ..	35,123	24,985	39,295	25,547
Butter ... ..	26,285	28,632	18,205	19,210
Other Dairy Produce ... ..	22,645	23,878	18,870	19,341
Wine ... ..	7,801	7,010	7,210	5,262
Wool ... ..	73,037	103,163	61,082	94,803
Sugar ... ..	23,621	29,623	26,520	31,808
Kerosene ... ..	11,405	10,202	11,137	10,519
Flour, Bran, Sharps, and Pollard ... ..	163,188	67,529	188,831	76,971
Wheat ... ..	272,205	115,699	628,415	33,029
All other Grain... ..	54,929	20,020	98,653	35,588
Hay, Straw, and Chaff ... ..	267,624	84,923	239,702	68,821
Potatoes ... ..	86,912	35,205	86,593	35,995
All other Agricultural Produce ... ..	85,811	32,353	66,139	24,489
Hides, Skins, and Tallow ... ..	19,762	18,776	20,831	20,143
Fertilizers ... ..	95,259	27,582	115,477	33,432
Coal ... ..	163,194	38,521	158,879	37,355
Firewood ... ..	603,842	137,539	589,455	138,448
Timber ... ..	235,058	95,125	255,970	100,581
Bark ... ..	4,056	2,614	7,583	4,731
Stone, Lime, and Bricks ... ..	281,851	44,568	308,605	46,565
Machinery and Castings ... ..	16,658	22,902	21,129	30,359
All other Goods ... ..	338,683	214,112	354,329	227,303
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Un- loading, and Weighing ... ..	...	16,992	...	20,776
Total Tonnage of Goods carried and Total Revenue derived therefrom ... ..	3,349,760	1,598,588	3,783,699	1,811,821
Live Stock ... ..	405,101	269,853	383,087	252,356
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom ... ..	3,754,861	1,868,441	4,166,786	2,067,177

APPENDIX No. 14.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1894, TO 30TH JUNE, 1909.

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.
1894-5	3,120	3,082	37,922,207	12,221	517	1,087	8,591	468	9,567,453	40,210,733	2,435,857	1,259,609	1,321,882	2,581,591	837	5/4.76
1895-6	3,122	3,121	38,108,151	12,272	517	1,075	8,546	473	8,989,391	40,993,798	2,163,722	1,264,219	1,137,173	2,401,392	769	5/4.11
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	39,056,451	12,430	519	1,094	9,026	499	9,714,298	45,805,043	2,779,748	1,372,000	1,501,729	2,873,729*	920	5/11.00
1899-00	3,218	3,186	39,658,819	12,327	523	1,133	9,117	501	10,107,549	49,332,899	2,998,303	1,469,910	1,555,252	3,025,162*	950	5/11.83
1900-01	3,237	3,228	40,145,404	12,402	533	1,157	9,283	528	11,066,016	54,704,062	3,381,860	1,625,903	1,711,894	3,337,797*	1,034	6/0.39
1901-02	3,302	3,265	40,613,784	12,298	542	1,189	9,560	541	11,284,944	57,465,077	3,433,627	1,648,381	1,719,462	3,367,843*	1,031	5/11.62
1902-03	3,383	3,335	40,974,493	12,110	553	1,189	9,724	533	10,286,272	54,798,073	3,093,997	1,592,088	1,454,770	3,046,858*	913	5/11.09
1903-04	3,381	3,371	41,216,703	12,191	550	1,200	10,025	440	9,172,644	54,282,003	3,439,203	1,645,163	1,792,978	3,438,141	1,020	7/5.96
1904-05	3,394	3,384	41,279,045	12,162	520	1,214	10,366	443	9,023,365	59,702,050	3,628,237	1,663,473	1,918,793	3,582,266	1,059	7/11.28
1905-06	3,394	3,394	41,398,037	12,194	511	1,228	10,490	461	9,392,069	65,088,394	3,676,017	1,786,182	2,001,437	3,787,619	1,116	8/0.79
1906-07	3,396	3,395	41,533,136	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	12,345	488	1,246	10,764	518	10,383,408	74,907,425	3,754,861	2,004,927	1,868,441	3,873,368	1,141	7/5.53
1908-09	3,410	3,397	42,486,323	12,459	503	1,272	11,009	522	11,290,578	81,020,620	4,166,786	2,110,947	2,067,177	4,178,124	1,230	7/4.81

\* 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. 14—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1894, TO 30TH JUNE, 1909.

Year	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES (INCLUDING COMPENSATION TO YEAR 1907-8 INCLUSIVE).			EXPENDITURE: WAY AND WORKS BRANCH.				EXPENDITURE: ROLLING-STOCK BRANCH.						GENERAL EXPENSES.			RAILWAY ACCIDENT AND FIRE INSURANCE FUND.		
	Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Maintenance and Renewals.	Per Average Mile open.	Per Train Mile run.	Per Cent. of Gross Revenue.	WORKING.			REPAIRS AND RENEWALS.			Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.	Per Train Mile Run.	Per Cent. of Gross Revenue.
								Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Repairs and Renewals.	Per Train Mile run.	Per Cent. of Gross Revenue.						
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	s. d.		£	s. d.	
1894-5 ...	520,937	1'1'07	20'18	331,198	107	0'8'31	12'83	390,536	0'9'79	15'13	177,032	0'4'44	6'86	43,486	0'1'09	1'68			
1895-6 ...	493,754	1'1'18	20'57	365,848	117	0'9'77	15'23	359,915	0'9'61	14'99	187,927	0'5'02	7'83	49,294	0'1'31	2'05			
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	47,901	0'1'24	1'83			
1897-8 ...	534,850	1'1'89	20'50	408,837	131	0'10'62	15'67	366,303	0'9'52	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 ...	571,770	1'1'57	18'89	496,959	156	0'11'80	16'43	432,850	0'10'28	14'31	241,129	0'5'73	7'97	57,093	0'1'35	1'89			
1900-01 ...	616,945	1'1'38	18'48	506,988	157	0'11'00	15'19	520,527	0'11'29	15'60	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	1'0'16	17'10	241,625	0'5'65	7'93	† 42,498	0'0'99	1'40			
1903-04 ...	586,015	1'3'33	17'04	448,959	133	0'11'75	13'06	455,543	0'11'92	13'25	263,987	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			
1006-07 ...	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	184	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

Exclusive of St. Kilda and Brighton Electric Street Railway.

\* Includes Special Payment into Fund of £69,972.

† 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 1s. 1d.; 1904-5, £11,901 1s. 5d.; 1905-6, £13,242 8s. 8d.; 1906-7, £13,862 2s.; 1907-8, £14,747 0s. 3d.; 1908-9, £16,058 2s. 2d.

APPENDIX No. 14—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1894, TO 30TH JUNE, 1909.

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. ACT No. 2133.	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.	£	£	£	£	£	£	£	£	£	£	£
1894-5 ... ..	1,463,189	475	3 0 70	56·68	1,118,402	363	2/4·06	2·95	3·04	...	1,118,402	2·95	3·04	1,418,847	...	300,445	..	84,509
1895-6 ... ..	1,456,738	467	3 2 89	60·66	944,654	303	2/1·22	2·48	2·57	...	944,654	2·48	2·57	1,438,603	...	493,949	..	94,695
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	...	83,958
1897-8 ... ..	1,566,073	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	...	83,720
1898-9 ... ..	1,708,941	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	533	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	1,671,362†	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	4/4 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	1,430,093†	105,415*	235,043†	*	...

\* In conformity with the provisions of Act No. 2133, the Pensions and Gratuities, as from 1st July, 1908, are 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, £308. Year 1906-7, Net Loss £7,802, inclusive of £9,941 on account of Damage by Fire. Year 1907-8, Net Loss £3,925, inclusive of £3,311 on account of Damage by Fire, Year 1908-9, Net Revenue £1,866.

## APPENDIX No. 15.

## STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDING 30TH JUNE, 1909.

Year ending 30th June.	New Lines and Surveys.	Additions and Improvements on Existing Lines.	Rolling-Stock.	Total.
	£	£	£	£
1890	1,776,972	762,700	640,843	3,180,515
1891	880,408	524,784	566,403	1,971,595
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	34,250†	112,979	12,199†	159,428†
1908	38,125	187,722†	174,168†	400,015†
1909	129,976	269,752†	158,558†	558,286†
<b>Total ...</b>	<b>4,686,737†</b>	<b>3,833,352†</b>	<b>2,834,772†</b>	<b>11,354,861†</b>

\* Includes expenditure out of Funds temporarily Advanced by the Treasury repaid out of Revenue.

† Includes St. Kilda and Brighton Electric Street Railway.

## APPENDIX No. 16.

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, 1909.

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.	£	
	Miles.	Miles.	Miles.	Feet.	Feet.		£	s. d.	
Melbourne to Bendigo (exclusive of works, Melbourne to Essendon Junction) ...	100·89	...	100·89	1,902	18	1 in 50	4,841,543	19 11	47,988
Bendigo to Echuca (including at Echuca portion of cost of Bridge over River Murray and cost of wharf) ...	2·06	53·07	55·13	758	314	1 " 52	700,150	10 51	12,498
* Bendigo Cattle-yards Branch ...	...	0·89	0·89	732	707	1 " 61	...	...	...
Lancefield Junction to Lancefield ...	...	14·50	14·50	1,675	1,072	1 " 40	65,389	10 7	4,510
† Lancefield to Kilmore ...	...	18·10	18·10	1,734	1,160	1 " 40	117,009	8 5	6,468
Kilmore Junction to Bendigo (Cattle Siding) ...	...	67·82	67·82	1,450	526	1 " 50	393,483	7 2	5,802
Carlsruhe to Daylesford ...	0·38	22·17	22·55	2,469	1,791	1 " 50	176,577	15 6	7,831
Daylesford Junction to North Creswick ...	...	23·11	23·11	2,292	1,429	1 " 40	181,482	6 4	7,853
Kyneton (Redesdale Junction) to Redesdale ...	...	16·25	16·25	1,636	973	1 " 50	89,858	3 0	5,530
Castlemaine to Dunolly ...	0·38	46·46	46·84	948	579	1 " 40	400,616	19 1	8,553
Dunolly to St. Arnaud (including cost of Carapooee Ballast Pits Tramway) ...	0·28	32·73	33·01	943	611	1 " 50	171,067	6 4	5,182
St. Arnaud to Donald ...	...	23·86	23·86	868	374	1 " 50	101,452	19 4	4,252
Donald to Birchip ...	...	32·30	32·30	394	330	1 " 100	76,700	8 0	2,375
Birchip to Cronomby (Woomelang) ...	...	26·45	26·45	351	260	1 " 75	38,836	7 8	1,468
Woomelang to Mildura ...	...	110·15	110·15	334	128	1 " 75	251,085	6 11	2,279
Mildura to White Cliffs ...	...	...	...	...	...	...	7,261	8 3	In progress
Dunolly to Inglewood ...	...	24·24	24·24	794	457	1 " 50	95,787	4 7	3,952
Ouyen to Kow Plains ...	...	...	...	...	...	...	16,051	5 11	In progress
Castlemaine (Maldon Junction) to Maldon ...	...	10·24	10·24	1,177	890	1 " 40	61,853	18 5	6,040
Maldon (Laanecoorie Junction) to Shelbourne ...	...	9·89	9·89	1,126	649	1 " 50	68,347	4 1	6,511
Maryborough to Ballarat ...	0·26	41·47	41·73	1,525	732	1 " 40	250,339	12 5	6,957
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	71,753	0 7	5,222
Maryborough to Avoca ...	...	14·93	14·93	885	721	1 " 40	63,815	2 11	4,274
Avoca to Ararat ...	...	39·04	39·04	1,215	763	1 " 50	173,979	18 0	4,456
Bendigo to Inglewood ...	0·80	28·13	28·93	779	443	1 " 70	189,105	1 4	6,537
Inglewood to Charlton ...	...	42·82	42·82	639	422	1 " 50	187,559	11 6	4,380
Charlton to Wycheproof ...	...	16·48	16·48	521	356	1 " 50	88,185	14 7	5,351
Wycheproof to Sea Lake ...	...	47·89	47·89	357	172	1 " 94	73,504	18 6	1,535
Wedderburn Junction to Wedderburn ...	...	4·86	4·86	660	554	1 " 50	18,504	12 1	3,826
Korong Vale to Boort ...	...	17·86	17·86	459	296	1 " 50	75,815	16 6	4,245
Boort to Quambatook ...	...	21·96	21·96	419	287	1 " 75	43,364	6 4	1,975
Quambatook to Ultima ...	...	30·31	30·31	371	256	1 " 100	47,849	0 1	1,579
Ultima to Chillingollah ...	...	...	...	...	...	...	25,290	3 2	In progress
Eaglehawk to Kerang ...	...	72·99	72·99	742	255	1 " 70	302,575	17 0	4,145
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ...	...	35·16	35·16	286	225	1 " 100	162,042	17 7	4,609
Footscray to Williamstown (including cost of piers at Williamstown) ...	5·50	0·37	5·87	66	8	1 " 100	528,358	16 0	90,010
* 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	1,598,787	18 0	30,581
* Williamstown Race-course Branch ...	...	0·69	0·69	21	10	1 " 95	...	...	...
Geelong to Colac ...	1·13	49·11	50·24	469	10	1 " 50	372,909	14 10	7,144
‡ Geelong Race-course Branch ...	...	1·96	1·96	43	10	1 " 50	...	...	...
Colac to Camperdown ...	...	28·11	28·11	569	405	1 " 50	143,849	0 7	5,117
Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ...	0·90	41·81	42·71	550	13	1 " 50	568,596	16 2	8,630
Warrnambool to Koroit ...	...	9·36	9·36	245	19	1 " 50	87,054	1 10	9,301
Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) ...	...	11·34	11·34	208	11	1 " 60	97,669	6 0	8,613
Geelong (Queenscliff Junction) to Queenscliff ...	...	20·72	20·72	264	10	1 " 50	114,009	4 9	5,505
* Mount Moriac to Wensleydale ...	...	10·92	10·92	752	361	1 " 50	39,284	18 5	3,598
Birregurra to Forrest ...	...	19·85	19·85	579	363	1 " 40	147,319	9 6	7,422
Irrewarra to Beeae ...	...	8·70	8·70	432	390	1 " 66	47,271	9 5	5,429
¶ Colac to Beech Forest ...	...	29·66	29·66	1,748	225	1 " 30	70,610	12 0	2,381
¶ Beech Forest to Crowe's ...	...	...	...	...	...	...	242	19 6	In progress
Camperdown (Cardie's River Junction) to Timboon ...	...	22·32	22·32	673	52	1 " 40	112,801	7 5	5,054
Terang to Mortlake ...	...	12·16	12·16	447	414	1 " 60	55,648	12 2	4,556
North Geelong to Ballarat ...	41·45	11·76	53·21	1,725	47	1 " 52	1,900,902	19 6	35,725
* 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	423,554	16 7	7,409
Ararat to Stawell ...	...	18·85	18·85	1,686	761	1 " 100	181,971	10 10	9,654
Stawell to Horsham ...	1·18	52·26	53·44	761	423	1 " 100	351,596	9 11	5,075
* Stawell to Grampians ...	...	15·84	15·84	815	621	1 " 30	...	...	...
Horsham to Dimboola ...	0·36	21·10	21·46	477	361	1 " 50	108,471	3 0	5,055
Dimboola to Serviceton (including cost of 1·16 miles constructed beyond Serviceton; also portion of cost of the Warranook Ballast Pits Tramway) ...	1·35	61·87	63·22	631	315	1 " 50	408,417	6 6	6,460
Braybrook Junction to Parwan ...	...	21·65	21·65	466	119	1 " 50	268,072	12 6	12,382
Parwan to Gordons ...	...	27·46	27·46	1,877	341	1 " 48	302,729	6 9	12,845
Gordons to Warrenheip ...	0·09	12·78	12·87	1,940	1,707	1 " 50	128,620	19 10	9,004
Bungaree Junction to Race-course Reserve ...	...	1·53	1·53	1,884	1,848	1 " 50	3,330	15 11	2,177
Carried forward ...	164·24	1567·11	1731·35	...	...	...	17,213,869	14 9	...

\* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Dismantled 28th May, 1909.

¶ 2ft. 6in. gauge.

## APPENDIX No. 16—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	1567'11	1731'35	...	...	...	17,215,869	14	9	...
* Lal Lal Race-course Branch ...	...	2'00	2'00	1,539	1,532	1 " 112	11,489	15	0	5,745
Ballarat East to Buninyong ...	...	6'84	6'84	1,626	1,436	1 " 40	66,141	15	5	9,670
* Ballarat Cattle-yards Branch ...	...	2'92	2'92	1,523	1,446	1 " 60	12,911	6	10	4,422
Ballarat (Linton Junction) to Scarsdale ...	...	13'12	13'12	1,516	1,157	1 " 50	59,833	2	6	4,560
Scarsdale to Linton ...	...	7'97	7'97	1,189	1,022	1 " 40	77,464	18	0	9,720
* Burruabeet Race-course Junction to Burruabeet Race-course ...	...	1'14	1'14	1,297	1,256	1 " 50	3,610	13	4	3,767
Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant) ...	...	66'06	66'06	1,028	572	1 in 50	333,317	12	1	5,046
Hamilton to Portland (including cost of sidings to piers at Portland) ...	...	53'82	53'82	606	11	1 " 40	294,779	13	9	5,477
‡ Dunkeld to Koroit ...	...	48'99	48'99	834	207	1 " 60	169,379	8	10	3,457
Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) ...	...	18'10	18'10	727	590	1 " 60	79,978	18	6	4,419
Hamilton (Coleraine Junction) to Coleraine ...	...	23'01	23'01	668	301	1 " 40	110,720	8	11	4,812
Branxholme to Casterton ...	...	32'09	32'09	572	149	1 " 40	178,488	10	10	5,562
Lubeck to Rupanyup (including portion of cost of the Warranook Ballast Pits Tramway) ...	...	9'77	9'77	487	455	1 " 147	44,763	3	7	4,582
Rupanyup to Marnoo ...	...	15'38	15'38	494	450	1 " 100	24,311	4	4	1,581
Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway) ...	...	31'20	31'20	464	360	1 " 66	150,323	5	3	4,818
Warracknabeal to Beulah ...	...	21'92	21'92	359	288	1 " 80	54,072	0	5	2,467
Beulah to Hopetoun ...	...	16'01	16'01	290	258	1 " 100	34,476	15	11	2,153
Horsham to Noradjuha ...	...	19'95	19'95	488	395	1 " 50	80,037	9	11	4,012
Natimuk (East Natimuk) to Goroke ...	...	28'32	28'32	624	394	1 " 50	64,206	17	8	2,267
Dimboola to Jeparit ...	...	21'59	21'59	387	268	1 " 75	41,146	15	1	1,906
Jeparit to Albacutya (Rainbow) ...	...	18'47	18'47	388	263	1 " 75	31,762	4	8	1,720
Essendon Junc. to Essendon ...	...	3'50	3'50	148	14	1 " 67	176,297	2	3	35,259
* Flemington Race-course Branch ...	...	1'50	1'50	70	42	1 " 96	...	...	...	...
Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway) ...	61'12	120'87	181'99	1,147	105	1 " 50	2,262,601	9	0	12,433
Wodonga to River Murray (including portion of cost of Bridge over River Murray) ...	1'94	...	1'94	538	312	1 " 75	5,0425	3	3	25,992
North Melbourne to Coburg ...	5'07	...	5'07	202	13	1 " 50	210,867	12	4	41,591
† Coburg to Somerton ...	...	7'16	7'16	530	202	1 " 50	72,033	12	10	10,061
Royal Park (Junction) to Clifton Hill ...	2'28	0'11	2'39	136	103	1 " 50	156,154	0	4	65,336
Fitzroy Branch ...	0'07	0'88	0'95	119	85	1 " 79	76,973	11	4	81,025
Fitzroy (Whittlesea Junction) to Whittlesea ...	0'94	21'12	22'06	639	119	1 " 50	252,133	1	3	11,429
Norricote Loop Line ...	0'13	...	0'13	128	119	1 " 70	8,530	13	8	65,621
Fallarook to Yea ...	...	23'69	23'69	698	488	1 " 40	152,986	17	9	6,458
Yea to Mansfield and Alexandra-road ...	...	55'82	55'82	1,304	557	1 " 40	336,408	4	9	6,027
Alexandra-road to Alexandra ...	...	...	...	...	...	...	20,548	17	9	In progress
Mangalore to Shepparton ...	0'29	44'96	45'25	499	372	1 " 100	269,331	10	4	5,952
Shepparton to Numurkah ...	2'16	18'60	20'76	376	348	1 " 206	84,063	18	8	4,049
Numurkah to Cobram ...	0'20	21'45	21'65	376	355	1 " 165	83,836	9	5	3,872
Murchison East to Rushworth ...	...	12'87	12'87	476	391	1 " 80	69,715	5	3	5,417
Toolamba to Tatura ...	...	6'83	6'83	385	371	1 " 108	28,558	18	2	4,181
Tatura to Leuca ...	...	34'07	34'07	377	320	1 " 122	155,118	12	4	4,553
Shepparton to Dookie ...	...	14'84	14'84	500	372	1 " 100	54,135	16	5	3,648
Dookie to Katamatite ...	...	17'02	17'02	490	383	1 " 69	38,978	16	11	2,290
Numurkah to Nathalia ...	...	13'79	13'79	356	335	1 " 330	52,034	6	11	3,773
Nathalia to Picola ...	...	6'75	6'75	335	325	1 " 264	13,411	9	2	1,987
Strathmerton towards Tocumwal ...	...	8'20	8'20	390	358	1 " 330	17,521	9	6	2,137
Strathmerton to Tocumwal Extension ...	...	2'07	2'07	372	365	1 " 92	10,911	10	1	5,271
Benalla to St. James ...	...	20'33	20'33	583	450	1 " 75	78,618	18	6	3,867
St. James to Yarrawonga ...	...	19'86	19'86	514	414	1 " 50	97,209	6	9	4,895
¶ Wangaratta to Whitfield ...	...	30'49	30'49	811	481	1 " 80	38,965	17	9	1,278
Wangaratta (Beechworth Junction) to Beechworth ...	...	22'26	22'26	1,831	502	1 " 30	164,348	12	6	7,383
Beechworth to Yackandandah ...	...	12'84	12'84	1,912	981	1 " 30	96,764	1	10	7,530
Everton to Myrtleford ...	...	16'56	16'56	989	581	1 " 40	77,118	2	8	4,057
Myrtleford to Bright ...	...	18'54	18'54	1,004	688	1 " 50	111,746	1	10	6,027
Springhurst to Wahgunyah ...	...	13'95	13'95	623	451	1 " 50	74,619	2	3	5,349
Wodonga to Tallangatta ...	...	25'71	25'71	726	530	1 " 40	188,070	1	11	7,315
Spencer Street to Flinders Street ...	0'76	...	0'76	33	17	1 " 40	141,375	14	1	186,021
Hobson's Bay Lines (Flinders Street to Port Melbourne, St. Kilda, Brighton, Hawthorn, and including works, Prince's Bridge to Chapel Street, and pier at Port Melbourne) ...	16'33	...	16'33	53	9	1 " 66	2,429,668	15	11	148,786
Prince's Bridge to Collingwood ...	2'22	...	2'22	85	23	1 " 62	194,661	5	4	87,685
Collingwood to Heidelberg ...	0'92	4'57	5'49	196	68	1 " 50	2,241,13	15	8	36,870
Heidelberg to Eltham ...	...	8'35	8'35	303	110	1 " 40	56,298	10	3	6,742
Brighton Beach to Sandringham ...	2'20	...	2'20	58	20	1 " 97	76,577	9	8	34,808
South Yarra to Oakleigh ...	7'05	...	7'05	184	22	1 " 50	317,327	15	7	45,011
Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branch to the Great Morwell Coy's mine) ...	11'76	106'46	118'22	513	8	1 " 50	1,101,654	16	11	9,319
Sale to Stratford (Junction) ...	...	8'97	8'97	64	33	1 " 66	42,739	14	0	4,705
Carried forward ...	284'68	2765'77	3050'45	...	...	...	29,282,842	8	8	...

\* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Including portion dismantled.

¶ 2ft. 6in. gauge.



## APPENDIX No. 16—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 ...	384'68	2765'77	3050'45	...	...	...	29,282,842	8	8
† Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines) ...	0'20	10'10	10'30	249	72	1 " 50	297,360	18	3
‡ Caulfield to Frankston ...	9'86	10'02	19'88	166	10	1 " 50	198,823	13	4
Frankston to Stony Point (including cost of sidings to pier at Stony Point) ...	...	18'85	18'85	327	10	1 " 50	105,007	12	7
Mornington Junction to Mornington ...	...	7'67	7'67	194	60	1 " 50	63,458	4	6
Frankston Cemetery Line ...	...	...	...	...	...	...	330	16	11
Spring Vale Cemetery Line ...	...	1'60	1'60	231	145	1 in 50	9,158	15	11
Dandenong (Great Southern Junction) to Port Albert ...	0'17	117'11	117'28	746	10	1 " 40	970,449	3	2
Nyora to Woolanai ...	...	...	...	...	...	...	127	6	3
Korumburra to Coal Creek ...	...	0'89	0'89	735	630	1 " 30	5,761	7	11
Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line) ...	...	2'25	2'25	765	573	1 in 30	11,541	8	9
Korumburra (Jumbunna Junction) to Jumbunna	...	3'74	3'74	796	619	1 " 30	20,155	0	4
Jumbunna to Outtrim ...	...	2'40	2'40	649	539	1 " 40	28,286	10	11
¶ Welshpool to Welshpool Jetty ...	...	3'23	3'23	57	6	1 " 100	2,943	0	10
Warragul to Necrim South ...	...	13'49	13'49	681	349	1 " 40	123,915	10	5
Moe (Junction) to Thorpdale ...	...	10'67	10'67	798	219	1 " 40	116,187	9	1
Moe to Walballa ...	...	...	...	...	...	...	81,616	18	6
Morwell to North Mirboo ...	...	20'16	20'16	784	184	1 in 40	152,771	14	3
Traralgon to Heyfield ...	...	22'06	22'06	262	93	1 " 50	121,807	12	4
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale) ...	0'52	49'30	49'82	296	9	1 " 50	278,011	15	10
Maffra to Briagolong ...	...	11'79	11'79	238	109	1 " 50	60,582	9	7
Burnley to Waverley Road ...	...	5'23	5'23	111	33	1 " 60	171,175	9	6
Hawthorn to Lilydale ...	11'82	8'20	20'02	484	41	1 " 40	377,103	19	1
Lilydale to Healesville ...	0'26	15'11	15'37	351	230	1 " 40	216,170	4	2
Hawthorn (Kew Junction) to Kew ...	...	0'96	0'96	119	41	1 " 40	76,125	3	9
Ringwood to Upper Ferntree Gully ...	...	7'44	7'44	436	314	1 " 40	62,213	13	6
¶ Ferntree Gully to Gembrook ...	...	18'22	18'22	1,057	412	1 " 30	58,239	2	1
Lilydale to Warburton ...	...	23'97	23'97	738	289	1 " 37½	105,206	18	7
St. Kilda and Brighton Electric Street Railway, St. Kilda Station to Brighton Beach ...	...	5'13	5'13	59	7	1 " 21½	42,586	3	8
Total mileage of lines constructed §	307'51	3155'36	3462'87	...	...	...	33,039,980	12	8
Less mileage closed for traffic at 30th June, 1909.									
	Double.	Single.	Total.						
Dunkeld to Peshurst (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						
	0'20	47'76	47'96						
Total mileage open for traffic at 30th June, 1909—	307'31	3107'60	3414'91						
Works, Melbourne to Essendon Junction ...	...	...	...	...	...	...	1,634,760	6	6
Railway Offices, Spencer Street ...	...	...	...	...	...	...	161,834	13	10
Sheds and Workshops, Williamstown ...	...	...	...	...	...	...	154,054	10	9
Sheds and Workshops, Newport (including cost of Machinery and Equipment) ...	...	...	...	...	...	...	411,140	15	5
General Construction Account (Capital Expenditure common to all lines) ...	...	...	...	...	...	...	381,462	18	8
Rolling-stock, Broad-gauge ...	...	...	...	...	...	...	6,363,800	13	3
Rolling-stock, Narrow-gauge ...	...	...	...	...	...	...	46,033	5	10
Rolling-stock, Electric Street Railway ...	...	...	...	...	...	...	15,467	19	3
Grand Total ...	307'31	3107'60	3414'91	...	...	...	42,208,555	16	2

\* Trains run only as required for traffic. † See lines closed for traffic. ‡ Including portion dismantled. § Gauge of lines constructed—3381'27 miles 5ft. 3in.; 81'60 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. 22.

## APPENDIX No. 17.

## 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'	20.1.53
1857—May 13	Flinders Street ... ..	St. Kilda		19.3.56
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 ... ..	Sunbury ... ..	23' 95	36
1860—Oct. 21	Essendon Junction ... ..	Essendon ... ..	3' 50	331
1861—July 8	Sunbury ... ..	Woodend ... ..	24' 70	36
1862—April 11	North Geelong Junction ...	Ballarat ... ..	53' 21	36
" " 25	Woodend ... ..	Kyneton ... ..	8' 32	36
" Oct. 21	Kyneton ... ..	Bendigo ... ..	43' 90	36
1864—Sept. 19	Bendigo ... ..	Echuca ... ..	55' 13	36
1867—Nov. 30	Newmarket Junction ... ..	* Race-course ... ..	1' 50	331
1872—April 18	Essendon ... ..	Schoolhouse lane	54' 00	331
" Aug. 26	Schoolhouse lane ... ..	Seymour ... ..	2' 29	331
" Nov. 20	Seymour ... ..	Longwood ... ..	23' 39	331
1873—March 20	Longwood ... ..	Violet Town ... ..	20' 54	331
" Aug. 18	Violet Town ... ..	Benalla ... ..	16' 14	331
" Oct. 28	Benalla ... ..	Wangaratta ... ..	24' 04	331
" Nov. 21	Wangaratta ... ..	Wodonga ... ..	41' 60	331
1874—July 7	Castlemaine ... ..	Maryborough ... ..	33' 02	415
" " 7	Ballarat ... ..	Creswick ... ..	11' 05	415
" Aug. 11	Ballarat ... ..	Beaufort ... ..	28' 74	415
" Oct. 6	Maryborough ... ..	Dunolly ... ..	13' 81	415
" Nov. 16	Creswick ... ..	Clunes ... ..	11' 19	415
1875—Feb. 2	Clunes ... ..	Maryborough ... ..	19' 49	415
" April 7	Beaufort ... ..	Ararat ... ..	28' 64	415
" July 7	Beechworth Junction ... ..	Everton ... ..	12' 05	475
1876—Feb. 15	Ararat ... ..	Scallan's Hill ... ..	17' 85	475
" April 14	Scallan's Hill ... ..	Stawell ... ..	1' 00	475
" Sept. 19	Bendigo ... ..	Bridgewater ... ..	24' 49	475
" " 30	Everton ... ..	Beechworth ... ..	10' 21	475
" Oct. 21	Maryborough ... ..	Avoca ... ..	14' 92	475
" Nov. 18	Bridgewater ... ..	Inglewood ... ..	4' 44	475
" " 25	Geelong ... ..	Winchelsea ... ..	25' 64	475
1877—March 13	Winchelsea ... ..	Birregurra ... ..	12' 79	475
" April 24	Ararat ... ..	Dunkeld ... ..	47' 02	475
" June 1	Sale ... ..	Morwell ... ..	39' 10	475
" July 27	Birregurra ... ..	Colac ... ..	11' 81	475
" Oct. 8	Oakleigh ... ..	Bunyip ... ..	38' 77	475
" " 29	Dunkeld ... ..	Hamilton ... ..	19' 05	475
" Dec. 1	Moe ... ..	Morwell ... ..	8' 76	475
" " 19	Hamilton ... ..	Portland North ... ..	52' 81	475
" " 19	Portland North ... ..	Portland Pier ... ..	1' 00	475
‡1878—Feb. 1	Race-course Junction ... ..	Geelong Race-course	1' 96	580
" March 1	Moe ... ..	Bunyip ... ..	31' 59	475
" Sept. 3	Dunolly ... ..	Bealiba ... ..	12' 16	580
" Dec. 17	Stawell ... ..	Murtoa ... ..	35' 49	580
" " 23	Bealiba ... ..	St. Arnaud ... ..	20' 85	580
1879—Jan. 29	Springhurst ... ..	Wahgunyah ... ..	13' 95	580
" Feb. 5	Murtoa ... ..	Horsham ... ..	18' 00	580
" April 2	South Yarra ... ..	Oakleigh ... ..	7' 05	674
" May 7	Warrenheip ... ..	Gordons ... ..	12' 86	580
" " 21	Geelong ... ..	Queenscliff ... ..	20' 71	580
1880—Jan. 13	Mangalore ... ..	Shepparton ... ..	45' 24	603
" " 13	Toolamba ... ..	Tatura ... ..	6' 83	636
" Feb. 16	Carlsruhe ... ..	Trentham ... ..	10' 82	606
" March 17	Trentham ... ..	{ Daylesford (includ- } { ing extension) }	11' 73	671
Carried forward			1143' 81	

\* Trains run only as required for traffic.  
‡ Dismantled 28th May, 1902.

## APPENDIX No. 17—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 ...	Cope Cope ...	16'33	682
" April 3	Hawthorn ...	Camberwell ...	2'09	682
" " 15	Inglewood ...	Korong Vale ...	20'20	682
" " 22	Cope Cope ...	Donald ...	7'52	682
" July 1	Horsham ...	Dimboola ...	21'45	682
" Aug. 1	Mordialloc ...	Frankston ...	10'02	682
" Dec. 1	Camberwell ...	Lilydale ...	17'94	682
" " 15	Eaglehawk ...	Raywood ...	13'42	682
1883—April 20	Korong Vale ...	Charlton ...	22'62	682
" June 14	Wodonga ...	River Murray ...	1'94	682
" " 21	Raywood ...	Mitiamo ...	22'44	682
" July 2	Korong Vale ...	Boort ...	17'86	682
" " 2	Colac ...	Camperdown ...	28'10	682
" Aug. 1	Ballarat ...	Scarsdale ...	13'11	682
" Sept. 3	Benalla ...	St. James ...	20'33	682
" Oct. 1	Charlton ...	Wycheproof ...	16'47	682
" Nov. 13	Traralgon ...	Heyfield ...	22'06	682
" " 16	Tallaroek ...	Yea ...	23'69	682
" Dec. 17	Everton ...	Myrtleford ...	16'56	682
1884—Feb. 12	Mitiamo ...	Pyramid Hill ...	12'59	682
" " 15	Branxholme ...	Henty ...	23'19	682
" April 2	Braybrook Junction ...	Melton ...	15'64	682
" June 16	Castlemaine ...	Maldon ...	10'24	682
" Sept. 1	Henty ...	Casterton ...	8'90	682
" " 9	North Melbourne ...	Coburg ...	5'07	682
" Oct. 25	Pyramid Hill ...	Kerang ...	24'54	682
1885—April 10	Morwell ...	Boolarra ...	12'11	682
" " 6	Race-course Junction ...	*Williamstown Race-course	0'69	860, 880, 962 & 1381
" 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 ...	10'92	821 " 1381
" April 21	Wedderburn Junction ...	Wedderburn ...	4'86	821 " 1381
" " 23	Camperdown ...	Terang ...	13'87	821 " 1381
" June 1	Rocky Lead ...	Daylesford Junction ...	10'46	821 " 1381
" " 1	Lubeck ...	Rupanyup ...	9'77	821 " 1381
" Aug. 19	Tatura ...	Echuca ...	34'07	821 " 1381
" " 25	Horsham ...	Noradjuha ...	19'95	821 " 1381
" Sept. 2	Brighton Beach ...	Sandringham ...	2'20	821 " 1381
" " 24	Braybrook Junction ...	*Newport ...	4'29	821 " 1381
" Nov. 8	Maffra ...	Stratford ...	6'11	821 " 1381
" Dec. 19	Hawthorn ...	Kew ...	0'96	821 " 1381
1888—May 8	Royal Park Junction ...	Clifton Hill ...	2'39	821 " 1381
" " 8	Nicholson-street ...	Fitzroy ...	0'95	821 " 1381
" " 8	Clifton Hill ...	Collingwood ...	0'90	821 " 1381
" " 8	Clifton Hill ...	Alphington ...	2'35	682
" " 8	Alphington ...	Heidelberg ...	2'24	821 and 1381
" " 8	Moc Junction ...	Thorpdale ...	10'67	821 " 1381
" " 8	Sale Junction ...	Stratford Junction ...	8'97	821 " 1381
" " 8	Stratford ...	Bairnsdale ...	32'79	821 " 1381
" " 15	Lilydale ...	Yarra Flats ...	7'35	821 " 1381
" Oct. 1	Numurkah ...	Nathalia ...	13'79	821 " 1381
" " 1	Numurkah ...	Cobram ...	21'65	821 " 1381
" " 1	Shepparton ...	Dookie ...	14'84	821 " 1381
" " 1	Kilmore Junction ...	Kilmore ...	9'51	821 " 1381
" " 1	Bendigo ...	Heathcote ...	27'64	821 " 1381
" " 1	Pisgah Junction ...	Waubra ...	13'74	821 " 1381
" " 1	Frankston ...	Mornington Junction ...	5'02	821 " 1381
" " 1	Dandenong (Great Southern Junction)	Tooradin ...	15'91	821 " 1381
" Nov. 20	Inglewood ...	Dunolly ...	24'24	821 " 1381
" " 20	Hamilton (Coleraine Junction) ...	Coleraine ...	23'01	821 " 1381
		Carried forward ...	2179'32	

\* Trains run only as required for traffic.

## APPENDIX No. 17—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	
" " 7	Irrewarra ... ..	Beacac ... ..	8.70	821 " 1381	
" Sept. 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	Ballaarat 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	Burnley ... ..	†Oakleigh ... ..	6.29	821 " 1381	
" May 12	Warragul ... ..	Rokeby ... ..	8.12	821 " 1381	
" " 30	Kerang ... ..	Swan Hill ... ..	35.16	821 " 1381	
" " 30	Camberwell ... ..	†Waverley Road ... ..	4.25	821 " 1381	
" June 17	Molesworth ... ..	Cathkin ... ..	2.74	821 " 1381	
" July 18	Huon-lane ... ..	Bolga ... ..	6.61	821 " 1381	
" Aug. 22	Kilmore ... ..	Tooborac ... ..	20.10	821 " 1381	
" " 22	Dunkeld ... ..	‡Koroit ... ..	48.99	821 " 1381	
" " 22	Hamilton ... ..	Pershurst ... ..	18.11	821 " 1381	
" Sept. 1	Murchison East ... ..	Rushworth ... ..	12.87	821 " 1381	
" " 16	Cathkin ... ..	Alexandra Road ... ..	4.41	821 " 1381	
" Oct. 10	Scarsdale ... ..	Linton ... ..	7.97	821 " 1381	
" " 17	Myrtleford ... ..	Bright ... ..	18.54	821 " 1381	
" Nov. 10	Cathkin ... ..	Merton ... ..	15.47	821 " 1381	
" " 11	Tooradin ... ..	Loch ... ..	23.53	821 " 1381	
" " 18	Ararat ... ..	Avoca ... ..	39.04	821 " 1381	
1891—Jan. 15	Kyneton (Redesdale Junction) ... ..	Redesdale ... ..	16.25	821 " 1381	
" March 24	Fairfield Park ... ..	†Riversdale (including ‡Canterbury loopline)	4.99	821 " 1381	
" " 24	Maldon (Laanecoorie Junction) ... ..	Shelbourne ... ..	9.89	821 " 1381	
" May 7	Merton ... ..	Maindample ... ..	13.86	821 " 1381	
" June 2	Loch ... ..	Korumburra ... ..	9.89	821 " 1381	
" " 5	Birregurra ... ..	Forrest ... ..	19.85	821 " 1381	
" July 23	Beechworth ... ..	Yackandandah ... ..	12.84	821 " 1381	
" " 24	Bolga ... ..	Tallangatta ... ..	5.02	821 " 1381	
" Oct. 6	Maindample ... ..	Mansfield ... ..	8.64	821 " 1381	
" Nov. 23	Spencer Street ... ..	§Flinders St. (Viaduct) ... ..	0.76	821 " 1187	
" Dec. 17	Korumburra ... ..	Leongatha ... ..	9.19	821 " 1381	
1892—Jan. 13	Leongatha ... ..	Pert Albert ... ..	58.75	821 " 1381	
" March 18	Rokeby ... ..	Neerim South ... ..	5.36	1030 " 1300	
" April 5	Curdie's River Junction ... ..	Timboon ... ..	22.32	821 " 1381	
" " 6	Lancefield ... ..	†Kilmore ... ..	18.10	821 " 1381	
" Oct. 22	Korumburra ... ..	Coal Creek ... ..	0.89	1240 " 1255	
" Nov. 28	Dookie ... ..	Katamatite ... ..	17.02	1529	
1893—Jan. 5	Warracknabeal ... ..	Beulah ... ..	21.92	1273	
" March 28	Donald ... ..	Birchip ... ..	32.30	1273	
1894—March 6	Beulah ... ..	Hopetown ... ..	16.01	1316	
" May 7	Korumburra (Jumbunna Junction) ... ..	Jumbunna ... ..	3.74	1240 and 1294	
" " 14	Bendigo Cattle-yards Junction ... ..	*Bendigo Cattle-yards ... ..	0.89	1030 " 1381	
" June 1	Korumburra (Strezlecki Junction) ... ..	Strezlecki ... ..	2.25	1240 " 1294	
" " 19	Dimboola ... ..	Jeparit ... ..	21.59	1312	
" July 31	Natimuk (East Natimuk) ... ..	Goroke ... ..	28.32	1292	
" Aug. 7	Boort ... ..	Quambatook ... ..	21.96	1312	
1895—March 8	Wycheproof ... ..	Sea Lake ... ..	47.89	1383	
1896—Feb. 5	Jumbunna ... ..	Outtrim ... ..	2.40	1371 and 1420	
" Dec. 15	Nathalia ... ..	Picola ... ..	6.74	1293	
1899—March 14	Wangaratta ... ..	¶Whitfield ... ..	30.49	1492	
" Sept. 18	Birchip ... ..	Woomelang ... ..	26.45	1550	
" Nov. 2	Jeparit ... ..	Rainbow ... ..	18.47	1558	
1900—March 1	Quambatook ... ..	Ultima ... ..	30.30	1555	
" Dec. 18	Upper Fern Tree Gully ... ..	¶Gembrook ... ..	18.22	1549	
" " 26	Bungaree ... ..	*Race-course ... ..	1.53	1682	
1901—Oct. 21	Melbourne ... ..	Collingwood ... ..	2.22	1590	
" Nov. 13	Lilydale ... ..	Warburton ... ..	23.97	1584	
1902—March 1	Colac ... ..	¶Beech Forest ... ..	29.66	1594 and 1760	
" June 5	Heidelberg ... ..	Eltham ... ..	8.35	1299	
		Carried forward ...	3299.78		

\* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Including portion since dismantled.

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

¶ 2 ft. 6 in. gauge.

## APPENDIX No. 17—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.
1903—Jan. 15	Woomelang .. .. .	Brought forward ...	3299.78	
" May 25	Hattah ... .. .	Hattah ... .. .	68.79	1679
" Sept. 30	Nowingi ... .. .	Nowingi ... .. .	11.94	1679
" Oct. 27	Yatpool ... .. .	Yatpool ... .. .	16.19	1679
" Dec. 21	North Geelong Loop Line	Mildura ... .. .	13.23	1679
1904—Jan. 1	Burrumbeet Race-course Junction	*Burrumbeet Race-course	0.22	1884
" Feb. 7	Springvale Cemetery Line	*... .. .	1.60	1763
" Dec. 5	Northeote Loop Line ... .. .	... .. .	0.13	1904
1905—Feb. 28	Strathmerton ... .. .	Towards Tocumwal ...	8.20	1958
" June 26	Welshpool ... .. .	†Welshpool Jetty ...	3.23	1911
1906—May 7	Stawell ... .. .	*Grampians ... .. .	15.84	
1906—Dec. 22	Park Street, Middle Brighton	†Park Street, Middle Brighton	4.07	1956 and 1973
1906—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
Total mileage ...			3462.87	
Less mileage closed for Traffic at 30th June, 1909—			Miles.	
Dunkeld to Peshurst (Dismantled), 19th February, 1898			15.87	
Lancefield to Kilmore ... .. .			18.10	
Fawkner Cemetery to Somerton ... .. .			5.28	
Oakleigh to Fairfield Park—				
Fairfield Park to Deepdene ... .. .			3.34	
Ashburton to Oakleigh ... .. .			2.37	
Canterbury Loop Line (Dismantled) ... .. .			0.20	5.91
Burnley to Waverley Road—				
Darling to Waverley Road ... .. .			0.84	
Geelong Racecourse Line (Dismantled 28th May, 1909) ... .. .			1.96	47.96
Total mileage open for Traffic, at 30th June, 1909 ...			3414.91	

\*Trains run only as required for traffic.

† 5ft. 3in. gauge

‡ 2ft. 6in. gauge.

Notes—All tracks to piers, wharfs, and ballast pits, and to the Great Morwell Coal Mine, are not included in the length of lines opened or traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 22.

## APPENDIX No. 18.

## RETURN SHOWING THE NUMBER OF OFFICERS AND EMPLOYÉS IN THE SERVICE OF THE COMMISSIONERS AT 30TH JUNE, 1908, COMPARED WITH THE NUMBER AT 30TH JUNE, 1909, ENTITLED TO COMPENSATION OR PENSION ON RETIREMENT.

Branch.	At 30th June, 1908.	At 30th June, 1909.	Increase.	Decrease.	Total Decrease.
Secretary's ... .. .	10	10	...	...	..
Rolling Stock ... .. .	640	619	...	21	...
Way and Works ... .. .	492	473	...	19	...
Transportation and Traffic	668	632	...	36	...
Accountancy and Audit of Receipts	34	31	...	3	...
Telegraph and Stationery ... .. .	24	24	...	...	...
Stores ... .. .	15	17	2	...	...
Total ... .. .	1,883	1,806	2	79	77

APPENDIX No. 19.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1ST JULY, 1899, TILL 30th JUNE, 1909.

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.	Killed.	Injured.	Killed.	Injured.	
1899-00	..	2	..	10	2	96	·000	·040	..	13	3	85	3	107	..	4	10	12	14	5	3	15	35	349	
1900-1	..	6	..	9	1	115	·000	·109	3	13	5	82	3	112	1	1	7	6	20	14	5	13	45	371	
1901-2 <i>a</i>	..	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 <i>b</i>	..	162	..	17	9	122	·000	2·498	..	43	4	101	4	161	..	2	10	8	24	6	1	8	52	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 <i>c</i>	..	45	434	..	33	2	170	·600	5·793	..	29	4	112	2	151	..	..	5	11	17	7	3	23	78	970
1908-9	..	9	..	19	5	136	·000	·111	..	12	2	101	8	131	1	..	5	9	22	19	2	15	45	451	
Totals	..	45	874	2	156	32	1,387	·006	1·216	3	260	32	986	39	1,359	6	19	64	89	165	81	36	133	424	5,344

This Return only includes casualties in connection with Train Working and the movement of Rolling Stock.  
*a* Including Jolimont accident.      *b* Including Belgrave accident.      *c* Including Sunshine accident.

## APPENDIX No. 20.

DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1908-9 COMPARED WITH THE YEAR 1907-8, EXCLUSIVE OF THE ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY.

	1907-8.	1908-9.
<b>TRANSPORTATION BRANCH.</b>		
	£	£
General Superintendence and Staff .. .. .	38,156	40,868
Stationery, Printing, and Advertising .. .. .	23,815	24,597
Stores Expenses .. .. .	1,023	1,626
<b>STATION, YARD, AND SIGNAL SERVICE—</b>		
Salaries, Wages, and Expenses of Staff .. .. .	413,288	436,418
Fuel .. .. .	1,411	1,170
Light .. .. .	12,318	13,046
Uniforms .. .. .	3,106	3,104
Other Supplies .. .. .	14,326	17,123
Sanitary and Other Expenses .. .. .	4,414	4,082
<b>TOTAL COST OF STATION, YARD, AND SIGNAL SERVICE .. .. .</b>	<b>£448,863</b>	<b>£474,943</b>
Guards and Conductors—Wages and Expenses .. .. .	65,863	72,562
"    "    Uniforms and Supplies .. .. .	1,248	1,298
Gatekeeping .. .. .	17,795	17,250
Loss and Damage to Property and Goods .. .. .	3,720	Cr. 929
Injury to Persons .. .. .	9,766	..
Other Expenses .. .. .	2,470	2,605
Dining Car Service .. .. .	..	6,611
<b>TOTAL EXPENSES OF TRANSPORTATION BRANCH .. .. .</b>	<b>£612,719</b>	<b>£641,431</b>
Percentage of Gross Revenue .. .. .	15.82	15.35
Per Traffic Train Mile .. .. .	14.16 <i>d.</i>	13.64 <i>d.</i>
<b>WAY AND WORKS BRANCH.</b>		
	£	£
General Superintendence and Staff .. .. .	28,936	28,221
Stationery, Printing, and Advertising .. .. .	3,223	3,323
Stores Expenses .. .. .	4,635	5,197
	<b>£36,794</b>	<b>£36,741</b>
<b>MAINTENANCE OF WAY—</b>		
	£	£
Superintendence and Staff .. .. .	13,850	15,261
General Labour .. .. .	254,253	246,179
Track Materials .. .. .	115,911	125,418
Fences, Gates, Cattle Guards, Roadways, Signs, &c. .. .. .	31,654	29,228
Tools and Supplies .. .. .	10,919	8,024
Flood and Fire Claims .. .. .	2,719	127
Other Expenses .. .. .	..	..
<b>TOTAL COST OF MAINTENANCE OF WAY .. .. .</b>	<b>£429,306</b>	<b>£424,237</b>
Per Mile of Railway worked .. .. .	£126.42	£124.89
"    "    Track    "    (exclusive of Sidings) .. .. .	£115.31	£113.52





APPENDIX No. 20—*continued.*DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1908-9, ETC.—*continued.*

	1907-8.	1908-9.
<b>ROLLING STOCK BRANCH—<i>continued.</i></b>		
<b>REPAIRS AND RENEWALS OF ROLLING STOCK—</b>		
	£	£
Superintendence and Staff .. .. .	7,445	5,114
Repairs and Renewals of Locomotives .. .. .	174,227	140,176
"    "    Passenger Cars and Vans .. .. .	86,289	96,084
"    "    Trucks .. .. .	66,451	82,498
"    "    Covers .. .. .	11,602	18,097
"    "    Machinery and Tools .. .. .	14,828	11,188
Power, Heat, Light, &c., for Shops .. .. .	20,331	18,200
Other Expenses .. .. .	1,304	1,409
<b>TOTAL COST OF REPAIRS AND RENEWALS OF ROLLING STOCK .. .. .</b>	<b>£382,477</b>	<b>£372,766</b>
Per Traffic Train Mile .. .. .	8·84 <i>d.</i>	7·92 <i>d.</i>
<b>TOTAL EXPENSES OF ROLLING STOCK BRANCH .. .. .</b>	<b>£956,467</b>	<b>£993,435</b>
Percentage of Gross Revenue .. .. .	24·70	23·78
Per Traffic Train Mile .. .. .	22·11 <i>d.</i>	21·11 <i>d.</i>
<b>GENERAL EXPENSES.</b>		
	£	£
Salaries and Expenses, Commissioners' and Secretary's Offices .. .. .	13,580	13,969
"    "    Chief Accountant's Office .. .. .	14,994	15,205
"    "    Auditor of Receipts' Office .. .. .	14,767	15,652
Estate Office .. .. .	1,677	1,518
General Office Expenses .. .. .	1,273	1,334
Legal and Medical Expenses .. .. .	2,555	2,483
Stationery, Printing, and Advertising (General) .. .. .	1,411	2,623
Other General Expenses .. .. .	2,198	5,324
<b>TOTAL GENERAL EXPENSES .. .. .</b>	<b>£52,455</b>	<b>£58,108</b>
Percentage of Gross Revenue .. .. .	1·35	1·39
Per Traffic Train Mile .. .. .	1·22 <i>d.</i>	1·24 <i>d.</i>
<b>PAYMENT INTO RAILWAY ACCIDENT AND FIRE INSURANCE FUND</b>	<b>£15,667</b>	<b>£90,863 †</b>
Percentage of Gross Revenue .. .. .	0·40	2·18
Per Traffic Train Mile .. .. .	0·36 <i>d.</i>	1·93 <i>d.</i>
<b>TOTAL WORKING EXPENSES .. .. .</b>	<b>£2,285,897</b>	<b>£2,409,439</b>
Percentage of Gross Revenue .. .. .	59·02	57·67
Per Traffic Train Mile .. .. .	52·84 <i>d.</i>	51·22 <i>d.</i>
Per Mile of Railway Worked .. .. .	£673	£709

† Includes Special Payment of £60,072.

## APPENDIX No 21.

## RESULTS OF WORKING OF THE ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY FOR THE YEAR 1908-9, COMPARED WITH THE YEAR 1907-8.

	1907-8.	1908-9.
Average Mileage of Railway Worked...	5'13	5'13
Car Mileage ... ..	335,007	338,214
Number of Passengers carried ... ..	1,146,484	1,265,492
Average Fare paid per Passenger ... ..	2'16d.	2'06d.
<b>GROSS REVENUE—</b>	<b>£</b>	<b>£</b>
Passengers ... ..	10,350	10,913
Parcels ... ..	1	2
Miscellaneous ... ..	23	26
<b>TOTAL GROSS REVENUE</b> ... ..	<b>£10,374</b>	<b>£10,941</b>
Per Passenger Car Mile ... ..	7'43d.	7'76d.
Per Mile of Single Track ... ..	£2,022'22	£2,132'75
<b>ORDINARY WORKING EXPENSES—</b>	<b>£</b>	<b>£</b>
Transportation Account ... ..	3,413	3,229
Way and Works Account ... ..	863	930
Rolling-Stock Account ... ..	2,338	1,971
Power Account ... ..	2,980	2,622
General Expenditure ... ..	1,394	323
<b>TOTAL WORKING EXPENSES</b> ... ..	<b>£10,988</b>	<b>£9,075</b>
Per cent. of Gross Revenue ... ..	105'92	82'94
Per Passenger Car Mile ... ..	7'87d.	6'44d.
Per Mile of Single Track ... ..	£2,141'91	£1,769'01
<b>NET REVENUE AFTER PAYMENT OF WORKING EXPENSES</b> ... ..	<b>Loss £2614</b>	<b>£1,866</b>
<b>SPECIAL EXPENDITURES—</b>		
Replacement of Rolling-Stock, Car Shed, and Equipment, destroyed by fire, and contingencies in connection therewith ... ..	£3,311	...
<b>PROFIT FOR YEAR, EXCLUSIVE OF INTEREST</b> ... ..	<b>Deficit £3,925</b>	<b>£1,866</b>
<b>INTEREST ON THE TOTAL CAPITAL COST...</b> ... ..	<b>£2,140</b>	<b>£2,038</b>
<b>NET LOSS FOR YEAR, INCLUSIVE OF INTEREST</b> ... ..	<b>£6,065</b>	<b>£172</b>

## APPENDIX No. 22.

## 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 1908	5' 3" gauge ...	3'15	2'22	2'45	299'49	3007'03	3314'34	3641'14	583'12	4224'26
	2' 6" gauge ...	...	...	...	...	81'60	81'60	81'60	4'94	86'54
	Total ...	3'15	2'22	2'45	299'49	3088'63	3395'94	3722'74	588'06	4310'80
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	5'13	5'13	5'13	'83	5'96
	Grand Total ...	3'15	2'22	2'45	299'49	3093'76	3401'07	3727'87	588'89	4316'76
Year 1909	5' 3" gauge ...	3'15	2'22	2'43	299'51	3020'87	3328'18	3654'96	590'13	4245'09
	2' 6" gauge ...	...	...	...	...	81'60	81'60	81'60	5'03	86'63
	Total ...	3'15	2'22	2'43	299'51	3102'47	3409'78	3736'56	595'16	4331'72
	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	3107'60	3414'91	3741'69	595'99	4337'68
		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 1907-8	5' 3" gauge ...	3'15	2'22	2'45	301'14	3005'38	3314'34	3642'79	531'21	4224'00
	2' 6" gauge ...	...	...	...	...	81'60	81'60	81'60	4'89	86'49
	Total ...	3'15	2'22	2'45	301'14	3086'98	3395'94	3724'39	586'10	4310'49
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	5'13	5'13	5'13	'75	5'88
	Grand Total ...	3'15	2'22	2'45	301'14	3092'11	3401'07	3729'52	586'85	4316'37
Year 1908-9	5' 3" gauge ...	3'15	2'22	2'44	299'50	3007'91	3315'22	3642'01	586'01	4228'02
	2' 6" gauge ...	...	...	...	...	81'60	81'60	81'60	5'00	86'60
	Total ...	3'15	2'22	2'44	299'50	3089'51	3396'82	3723'61	591'01	4314'62
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	5'13	5'13	5'13	'83	5'96
	Grand Total ...	3'15	2'22	2'44	299'50	3094'64	3401'95	3728'74	591'84	4320'58

The mileage of Sidings as shown does not include 50.5 miles of Sidings which are not owned by the Department, about 6 miles of which are maintained by us and at our expense, and about 7.75 miles of which are maintained by us, but cost of maintenance is repaid to the Department.

Owing to alterations at Ballarat East 0.2 miles of Three Track was converted into Double Track.

In accordance with an agreement with the State of New South Wales one-half of the cost of 2.07 miles of the main track of the Strathmerton-Tocumwal line and .19 miles of sidings in connection therewith is to be paid by that State.

APPENDIX No. 23.

RETURN OF TRAFFIC AT EACH STATION.

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTS.	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.	
Melbourne—Spencer-street, Country ..	1,771,383	£ 315,375 17 3	£ 67,526 6 9	£ 38,067 2 0	£ 2,457 3 2	£ 2,263 14 10½	£ ..	£ 14,046 12 1	£ 5,931 0 10	457,719	£ 481,579 1 7½	572,861	£ 277,461 18 3½	£ 1,663 19 10	£ 6,654 19 2	£ 1,213,027 15 10½
Melbourne—Spencer-street, Suburban	792,528	10,385 3 7	..	..	..	..	..	..	..	..	..	..	..	..	..	10,385 3 7
MELBOURNE-BENDIGO LINE.																
North Melbourne ..	851,196	8,885 6 3	681 15 3	397 13 5	26 11 10	8 0 6	..	46 18 8	0 15 0	10,879	1,845 15 10	67,993	25,703 9 3	..	..	10,047 0 11
Arden-street ..	..	..	..	..	..	..	..	593 12 6	..	..	..	..	..	..	..	28,142 17 7
Middle Footscray ..	234,323	1,691 8 4	79 8 2	11 0 10	2 17 1	0 6 0	..	4 0 0	0 9 2	..	..	..	..	..	..	1,789 9 7
Footscray West ..	170,223	1,249 4 9	288 5 7	90 12 8	6 18 3	4 3 6	..	23 12 6	..	9,472	3,111 2 10	4,560	1,403 7 3	..	1 0 0	6,178 7 4
Tottenham ..	11,542	100 0 10	..	..	..	0 1 2	..	..	..	..	..	..	..	..	..	100 2 0
Sunshine ..	97,890	1,883 10 0	323 9 8	97 1 4	7 2 10	1 2 9	..	..	..	7,105	6,148 2 5	22,602	4,082 17 1	1 9 3	4 0 0	12,580 1 9
Sunshine—Building Tickets (Free) ..	8,160	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Albion ..	172	3 7 0	..	..	0 14 6	0 16 6	..	..	..	33,847	3,354 0 4	..	..	..	..	3,358 18 4
St. Albans ..	31,481	454 17 0	47 2 9	22 15 0	..	..	..	16 5 5	..	..	..	399	90 0 9	..	0 7 6	631 14 11
Sydenham ..	5,460	196 5 8	13 2 11	28 10 8	1 19 0	1 6 6	..	20 5 11	..	893	145 4 0	840	138 1 3	14 5 5	34 8 3	593 9 7
Diggers' Rest ..	5,009	233 1 2	31 3 1	35 9 0	3 11 6	33 9 6	..	17 2 8	..	953	190 17 5	938	238 14 7	8 2 10	41 10 11	833 2 8
Sunbury ..	27,173	1,542 10 6	210 9 0	325 15 1	90 19 0	87 1 9	..	56 10 8	0 1 5	1,241	350 1 7	5,047	1,253 16 10	152 6 5	110 6 2	4,179 18 5
Lancefield Junction	6,260	403 6 8	25 8 6	31 14 11	4 1 6	7 10 6	..	19 12 11	..	384	183 11 0	151	68 5 1	146 2 1	82 6 3	971 19 5
Riddell ..	6,221	569 8 3	53 12 6	99 19 11	13 8 0	11 1 6	..	7 6 4	..	2,011	696 18 8	680	284 17 5	42 19 8	48 18 9	1,823 9 0
Gisborne ..	10,359	934 10 2	97 7 3	178 7 0	4 0 3	64 16 0	..	14 0 6	..	7,565	2,087 16 9	1,592	666 13 0	281 19 1	197 4 11	4,478 14 11
Macedon ..	11,074	1,119 5 4	253 6 11	291 1 10	15 14 9	12 10 8	..	18 5 6	0 3 3	3,586	699 19 2	1,770	705 13 5	13 10 9	17 4 9	8,146 16 2
Woodend ..	21,357	1,934 8 1	158 13 9	257 18 1	30 17 6	87 15 0	..	146 14 3	3 5 6	8,599	2,629 17 0	2,397	1,228 1 3	237 11 6	300 1 10	7,015 3 9
Carlsruhe ..	2,127	124 19 9	6 2 8	11 13 9	2 5 9	0 11 6	..	15 0 6	..	636	197 5 4	76	31 3 9	28 7 6	10 13 10	428 4 4
Kyneton ..	37,911	4,669 1 4	547 17 8	732 15 4	75 4 6	113 18 6	..	969 6 1	0 1 3	12,268	4,662 7 4	10,566	4,540 4 10	988 4 2	970 5 2	18,269 6 2
Redesdale Junction	1,381	104 8 3	6 18 5	11 0 2	0 4 6	0 12 0	..	25 9 5	..	496	150 4 10	170	92 11 5	..	1 8 6	392 17 6
Malmsbury ..	11,223	849 5 4	65 17 6	125 2 5	14 16 0	4 19 3	..	26 11 6	..	2,924	951 5 6	977	521 18 3	153 9 3	106 1 1	2,819 6 1
Taradale ..	7,507	422 2 0	48 19 1	75 14 10	1 12 0	2 15 6	..	12 10 7	..	1,825	341 18 0	362	240 6 4	..	0 4 8	1,146 8 0
Elphinstone ..	4,795	294 11 7	24 0 5	38 1 11	2 17 6	0 6 6	..	1 18 0	..	5,584	1,016 10 8	569	199 15 8	71 10 9	91 14 7	1,741 7 7
Chewton ..	8,856	615 8 11	45 18 11	53 7 3	1 18 3	1 17 9	..	0 0 5	0 0 3	385	139 12 11	2,422	559 17 8	..	34 1 6	1,452 3 10
Castlemaine ..	61,120	7,927 9 5	684 16 10	960 0 11	33 15 3	14 18 6	..	200 9 4	0 15 9	7,553	6,115 14 10	16,726	10,089 15 2	187 19 1	305 9 3	26,521 4 4
Barker's Creek Siding	..	..	..	..	..	..	..	..	..	518	99 4 7	..	18 16 11	..	..	118 1 6
Harcourt ..	10,101	438 13 3	82 8 2	60 13 3	0 14 3	0 9 0	..	9 13 4	..	6,132	2,250 11 9	1,982	831 12 1	..	3 8 6	3,658 3 7
Ravenswood ..	3,269	204 18 9	17 6 9	30 8 9	1 0 9	0 7 6	..	31 9 1	..	1,890	335 9 9	1,66	59 8 11	30 15 0	32 6 0	743 11 3
Kangaroo ..	7,037	489 9 3	35 6 5	54 8 6	0 10 3	0 11 0	..	0 5 0	..	82	63 4 11	2,994	666 9 0	..	..	1,310 4 4
Golden Square ..	12,071	1,415 18 2	76 17 1	152 7 3	1 13 3	3 14 0	..	6 10 0	..	3,404	532 7 2	21,422	4,752 14 8	7 17 4	410 10 11	7,360 9 10
Bendigo ..	179,952	31,387 17 11	2,860 17 5	3,924 7 3	347 2 5	392 9 6	..	1,119 11 8	..	36 7 3	24,738	17,097 11 9	112,186	49,537 9 0	3,485 6 7	7,650 7 8
Bendigo Electric Supply Co. Siding ..	..	..	..	..	..	..	..	..	..	..	..	5,373	1,131 3 2	..	..	1,131 3 2
LANCEFIELD LINE.																
Bolinda ..	639	61 19 10	4 11 8	11 8 0	..	0 6 0	..	0 11 5	..	1,434	276 8 9	60	21 4 10	9 7 6	..	385 18 0
Monegatta ..	767	87 13 0	8 10 4	15 3 1	0 4 6	2 2 6	..	0 9 8	..	158	60 10 5	164	78 0 5	..	1 2 9	253 16 8
North Monegatta ..	436	45 11 5	2 17 4	2 0 5	0 1 6	0 5 6	..	..	..	7	5 6 0	1	0 10 3	..	..	56 12 5
Romsey ..	7,038	781 15 8	70 10 4	160 9 5	12 18 9	34 2 9	..	27 7 11	0 2 9	5,715	1,590 7 4	1,649	852 8 0	161 2 10	87 12 0	3,778 17 9
Lancefield ..	7,087	923 15 3	67 5 10	170 19 9	20 13 11	44 19 6	..	90 9 5	0 3 9	6,591	2,159 7 11	2,048	1,127 7 1	253 8 2	79 15 8	4,938 6 3



No. 23.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELE-GRAPH, AND DINING CARS.	RENTS.	MISCEL-LANEOUS.	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.		
<b>MARYBOROUGH - MILDURA LINE - continued.</b>																	
Litchfield ..	1,047	62 11 0	3 16 2	29 1 0	..	0 5 3	..	15 7 0	..	5,260	3,032 11 11	654	326 19 10	159 5 6	1 16 9	3,631 14 5	
Massey ..	399	27 5 6	0 19 1	10 19 3	0 3 0	..	..	10 10 8	..	1,298	757 19 5	173	70 18 2	..	..	878 15 1	
Watchem ..	2,845	541 0 4	40 7 11	138 2 10	7 1 9	3 6 3	..	30 10 6	0 0 6	4,652	2,992 17 0	2,053	1,583 3 8	642 14 11	58 18 9	6,038 4 5	
Morton Plains ..	44	5 17 1	1 11 0	12 7 4	..	0 1 6	..	1 5 0	..	1,795	1,117 18 1	156	116 2 5	228 4 6	..	1,483 6 11	
Birchip ..	6,665	1,930 10 4	161 10 1	340 7 5	9 6 9	13 19 0	..	45 17 7	0 4 6	7,073	4,174 1 0	5,507	5,718 8 2	941 18 7	401 6 2	13,737 9 7	
Karyrie ..	36	2 14 1	0 4 9	3 16 9	..	..	..	0 3 4	..	486	305 18 10	68	19 19 5	..	..	332 17 2	
Kinnabulla ..	291	17 4 0	1 1 6	14 10 9	..	..	..	11 15 8	..	2,592	1,607 3 10	199	72 7 6	..	4 11 0	1,728 14 3	
Curyo ..	641	37 1 8	7 1 7	31 14 4	0 2 0	0 19 0	..	3,004	..	1,931 11 11	613	471 4 3	117 8 6	176 12 10	..	2,788 10 5	
Watchupga ..	736	67 2 6	4 8 9	49 18 2	0 7 0	0 11 6	..	4,921	..	3,085 6 4	961	779 16 7	1 0 0	9 16 6	..	4,020 14 7	
Woomelang ..	2,939	765 9 10	21 7 3	93 8 7	2 5 6	2 8 6	..	32 11 7	..	6,409	4,045 0 5	1,341	1,556 17 4	44 4 10	26 18 5	6,595 12 3	
Lescolles ..	783	200 10 5	16 1 6	29 17 10	0 1 6	0 16 0	..	35 15 4	..	3,300	2,096 5 2	748	842 8 3	5 3 0	16 7 0	3,243 6 0	
Gama ..	58	11 6 4	0 14 6	7 1 3	..	..	..	6 1 0	..	1,340	842 10 5	266	184 7 0	..	..	1,052 0 6	
Turriff ..	301	41 11 9	1 12 7	26 5 3	..	0 9 0	..	12 2 8	..	760	486 19 0	305	240 6 9	..	15 10 8	824 17 8	
Speed ..	100	12 12 8	0 18 0	13 0 0	..	..	..	..	..	399	252 7 8	174	98 0 3	..	..	376 18 7	
Tempy ..	125	16 10 8	0 19 2	4 12 10	..	0 1 6	..	27 4 8	..	327	201 19 10	138	77 13 3	..	..	329 1 11	
Austral Gypsum Siding ..	..	..	..	..	..	..	..	15	..	15	9 13 3	6	0 10 0	..	..	10 3 3	
Ouyen ..	576	134 17 1	10 2 10	70 0 1	0 6 0	1 13 0	..	16 4 7	..	349	233 6 8	6,086	3,338 7 7	..	30 7 7	3,835 5 5	
Hattah ..	49	12 12 8	22 19 1	4 7 11	..	..	..	33 9 0	..	2	10 16 0	24	19 11 10	244 6 0	6 0 0	354 2 6	
Nowingi ..	29	3 19 10	14 2 1	3 19 8	..	..	..	11 10 2	..	480	56 9 11	12	7 11 8	..	..	97 13 4	
Yatpool ..	10	1 7 10	0 5 9	2 9 11	0 4 0	0 0 9	..	26 6 0	..	887	86 2 4	6	1 10 5	..	..	118 7 0	
Yrmyple ..	599	564 9 2	25 2 4	54 1 11	1 3 0	1 4 6	..	10 4 7	0 2 9	3,504	6,746 12 0	2,591	2,098 0 2	..	0 12 8	9,501 13 1	
Mildura ..	4,525	4,602 8 10	397 6 10	760 7 0	34 9 9	47 0 6	..	95 1 10	0 12 0	2,906	5,216 9 4	7,755	12,341 2 0	1,422 17 7	625 11 11	25,543 7 7	
<b>MARYBOROUGH-ARARAT LINE.</b>																	
Adelaide Lead ..	272	17 14 9	..	2 2 1	..	..	..	..	..	..	..	..	..	..	..	..	19 16 10
Bung Bong ..	423	24 11 9	11 13 8	8 0 7	..	0 4 0	..	..	..	2,601	751 3 0	106	58 1 9	..	9 19 0	863 13 9	
Homebush ..	1,868	86 17 4	6 4 1	17 16 9	..	0 4 0	..	..	..	1,895	347 16 5	99	68 11 9	..	..	527 10 4	
Avoca ..	7,660	1,156 9 6	103 8 0	283 1 5	2 11 9	2 0 9	..	18 12 11	0 3 0	10,344	4,271 5 0	3,239	2,830 15 10	77 5 11	160 3 10	8,905 17 11	
Amphitheatre ..	2,093	174 4 4	32 5 10	49 8 3	0 5 6	0 2 0	..	20 10 6	..	4,142	1,317 17 9	551	398 4 6	..	5 17 7	1,998 16 3	
Elmhurst ..	1,742	297 7 7	46 16 7	81 14 8	1 6 0	3 8 6	..	25 0 1	..	2,155	1,026 18 4	649	632 13 8	90 14 7	4 13 7	2,210 13 7	
Eversley ..	160	15 4 2	2 8 9	8 17 11	..	0 7 0	..	1 2 8	..	169	130 1 8	110	93 7 4	19 4 0	13 13 6	284 7 0	
Crowland ..	270	25 7 3	25 3 3	30 16 11	14 12 0	8 10 0	..	8 7 3	..	1,542	1,040 19 11	449	337 16 3	17 18 6	26 9 3	1,536 0 7	
Dunneworthy ..	71	4 11 6	..	0 11 9	..	..	..	..	..	..	0 1 0	1	0 8 5	..	..	7 16 2	
Warra Yadin ..	57	4 4 0	..	1 7 10	..	..	..	2 8 0	..	150	89 15 4	20	19 4 1	..	..	116 19 3	
<b>BALLARAT - MARYBOROUGH LINE.</b>																	
Waubra Junction ..	2,639	78 16 9	2 16 8	2 17 0	0 13 9	0 9 9	..	11 16 9	..	..	2 15 0	..	38	11 19 0	..	..	97 10 8
Sulky ..	2,699	59 9 5	0 3 8	4 12 4	11 2 9	2 9 6	..	8 1 0	..	7	0 2 0	..	8	..	..	..	106 12 8
Bald Hills ..	3,444	71 0 8	0 3 6	4 15 10	0 7 0	0 6 9	..	..	..	..	..	..	..	..	..	..	80 10 8
Creswick ..	41,959	1,969 2 9	95 4 0	195 15 10	2 1 6	12 6 9	..	..	..	1,071	621 19 4	4,348	1,545 8 11	20 18 8	12 4 7	4,484 9 10	
North Creswick ..	15,107	834 19 11	62 6 10	61 5 0	1 17 3	5 0 0	..	9 0 0	0 7 6	7	13 12 7	202	70 4 0	1 6 0	3 6 0	1,062 1 3	
Tourello ..	1,252	97 0 11	12 8 10	16 2 2	0 3 3	0 4 3	..	8 3 8	..	280	114 15 6	278	84 6 0	248 2 9	22 0 1	603 12 9	
Clunes ..	14,553	1,508 6 0	136 13 0	245 5 0	7 4 6	18 0 6	..	26 2 10	0 2 0	2,704	1,485 14 8	3,539	1,496 17 11	349 3 2	84 1 8	5,357 11 3	
Talbot ..	11,883	995 10 7	100 13 0	182 4 0	2 0 6	4 15 6	..	26 17 9	..	2,887	1,238 11 1	2,498	1,380 19 9	46 13 6	28 19 9	4,017 5 5	
Daisy ..	121	3 11 0	..	1 11 9	..	..	..	..	..	..	..	..	..	..	..	..	5 2 9

WAUBRA LINE.																
Pisgah .. .. .	386	12 10 11		0 16 2	14 6 0	90 11 3		4 19 4		61	27 3 7	182	56 18 7	1 10 0	1 2 10	124 6 6
Midas .. .. .	1,371	65 3 10	2 4 11	3 11 8	84 2 0	9 19 0		10 17 6		4,627	1,896 8 4	2,522	641 0 3	23 2 11	8 5 0	269 18 1
Blowhard .. ..	5,961	279 0 1	9 18 8	32 9 8	0 0 6	2 9 3		6 3 6		5,005	2,006 10 10	1,134	392 16 1	19 0 4	12 17 0	2,903 10 2
Learmonth .. ..	7,141	432 19 7	20 12 4	75 8 1	1 3 0	0 8 9		30 2 2					0 1 11		1 11 0	2,980 12 2
North Learmonth ..	1,672	42 2 1		0 6 0				4 18 0								47 8 0
Addington .. ..	2,560	157 8 5	11 16 9	22 17 11	0 19 3	3 13 3		12 17 4		1,514	526 0 8	106	49 5 8	6 9 4	1 17 9	793 6 4
Waubra .. .. .	6,678	606 19 11	31 7 1	88 18 10	14 1 6	5 18 0		87 3 6		6,910	2,440 7 1	1,138	494 11 6	50 0 4	8 14 4	3,828 2 1
DUNOLLY-INGLEWOOD LINE.																
Painswick .. ..	27	4 12 11		0 0 3				9 6 0		4,248	880 1 9	1	0 14 4			894 15 3
Laurie .. .. .	87	3 15 4	0 3 0	0 19 8		0 2 0				4,814	1,065 13 2	17	5 11 3			1,076 4 5
Tarnagulla .. ..	2,999	499 6 3	44 12 2	139 15 9	2 8 6	15 10 6		3 2 6		8,868	2,188 3 4	1,942	1,412 17 3	4 13 3	3 0 0	4,313 9 6
Llanelly .. .. .	1,066	61 1 3	9 9 4	36 9 7	0 8 0	0 10 9		1 6 9		6,077	1,733 4 4	562	386 7 5			2,228 17 5
Arnold .. .. .	584	36 8 10	6 13 5	20 18 9	0 1 0	0 3 0		6 12 3		6,887	1,796 19 11	380	237 15 3	2 10 6	689 2 0	2,797 4 11
Bullabul .. .. .	120	7 9 7	0 8 2	3 6 2				0 9 2		1,702	485 8 9	78	35 18 6			533 0 4
BENDIGO-ECHUCA LINE.																
White Hills Siding ..										2,564	756 5 2	35	4 6 2			760 11 4
Epsom .. .. .	2,492	82 17 8	1 10 5	4 17 3				0 8 9		895	621 6 11	369	222 13 1		2 6 9	936 0 10
Huntly .. .. .	708	28 3 7	1 14 10	5 11 4	0 2 0	0 0 6				172	112 19 7	124	135 6 1			283 17 11
Bagshot .. .. .	1,582	95 16 10	1 19 4	13 13 11	0 14 0	0 4 3		1 17 2		1,988	368 4 1	142	76 8 1		23 12 0	582 9 8
Wellsford .. .. .	666	35 12 0	0 11 6	2 4 10	0 0 9	0 1 0		0 11 4		1,655	205 0 10	62	15 19 6			260 1 9
Goornong .. .. .	6,444	578 16 6	34 19 8	89 13 4	4 7 9	20 19 11		23 10 1		9,870	2,535 0 10	1,421	684 14 7	173 5 7	59 9 2	4,204 17 5
South Elmore .. ..	1,600	127 12 6	7 14 9	15 1 10	0 7 9	0 5 6		8 3 6		4,268	998 8 3	180	100 4 3	1 13 6	2 0 7	1,256 12 5
Elmore .. .. .	14,173	1,785 12 6	108 15 4	290 2 4	13 13 0	32 16 3		50 4 0	0 2 9	16,295	6,562 15 10	3,215	2,315 10 10	651 6 8	445 13 11	12,256 13 5
Rochester .. .. .	13,542	2,528 3 11	197 17 3	414 7 3	25 18 0	36 12 0		86 7 1	0 9 3	14,557	8,057 7 7	14,157	6,798 14 3	848 17 8	889 6 10	19,834 1 1
Echuca .. .. .	25,376	6,642 9 11	393 6 10	787 11 7	140 1 6	86 14 0		336 0 3	21 14 0	31,009	25,883 11 3	18,173	16,156 14 8	2,704 11 10	4,825 18 11	57,978 14 9
BENDIGO-SEA LAKE LINE.																
California Gully ..	1,520	50 5 2						13 2 2		709	92 18 1	43,189	7,587 3 8			7,743 9 1
Eaglehawk .. .. .	14,287	1,068 5 7	171 9 3	346 0 8	6 14 0	3 2 9		24 2 6	1 11 6	2,519	772 11 10	46,296	9,952 5 0	2 8 0	0 9 0	12,349 0 1
Marong .. .. .	4,831	298 7 6	19 8 9	51 17 1	4 19 0	3 5 6		18 14 4		1,218	321 9 11	695	222 5 9	1 5 0	3 8 7	945 1 5
Leichardt .. .. .	1,271	91 19 4	4 4 8	16 14 4	0 2 3	0 5 0				2,261	786 10 6	316	130 11 10		0 7 6	1,030 15 5
Derby .. .. .	1,708	122 14 8	6 1 6	21 8 9	0 4 6	0 19 0				3,123	856 19 0	288	152 3 2	64 7 0	7 17 4	1,232 14 11
Bridgewater .. ..	7,701	862 13 6	47 17 7	133 7 8	23 7 0	11 14 6		17 9 0	0 2 0	18,419	7,806 3 11	7,196	2,511 15 5	708 1 7	564 0 5	12,686 12 7
Inglewood .. .. .	13,544	1,966 14 5	126 2 4	315 7 3	11 7 6	8 8 6		24 14 4	0 4 9	4,305	1,529 10 8	2,834	2,660 9 7	13 11 3	58 8 6	6,714 19 1
Kurting .. .. .	912	75 1 7	9 13 6	16 19 9	0 1 0					7,260	1,731 3 4	184	112 5 1	173 4 9	76 3 0	2,194 12 0
Glenalbyn .. .. .	1,052	69 12 0	6 0 1	11 7 3	0 1 6	0 1 6		8 10 6		6,748	1,238 1 6	81	56 3 0		6 1 4	1,445 18 8
Wedderburn Junction	3,055	548 9 5	24 7 8	16 8 7	6 19 0	0 5 0		24 13 6	0 3 0	4,563	1,074 9 8	122	83 14 3	7 8 4	14 6 6	1,801 4 11
Korong Vale .. ..	5,969	954 14 2	57 11 0	120 5 9	22 3 6	5 15 9		214 19 9		5,443	2,501 19 4	1,143	963 2 2	160 1 0	101 0 10	5,101 13 3
Wycheitella .. ..	904	122 11 10	6 17 5	45 17 2	0 8 0	0 4 3		8 11 0		2,930	1,456 16 8	571	412 7 0	167 7 8	249 9 10	2,470 10 10
Buckrabyule .. ..	1,071	197 1 10	11 11 6	51 3 4	1 16 3	3 4 3		12 3 2		3,057	1,576 13 2	489	343 4 0	52 18 4	27 4 2	2,277 0 0
Barrakee .. .. .	628	88 6 1	6 3 6	19 2 2	0 9 3	0 8 0		0 15 0		3,908	2,103 1 0	368	371 4 6	63 0 6	32 0 3	2,684 10 3
Charlton .. .. .	5,313	1,389 13 3	136 11 4	365 2 1	31 4 9	12 6 9		42 8 8	0 3 0	11,404	6,624 0 10	3,653	4,523 0 1	531 19 2	363 12 4	14,020 2 3
Teddywaddy .. ..	434	17 19 6	1 18 9	12 4 6		0 4 6		7 9 10		2,443	1,355 1 4	209	125 1 10			1,520 0 3
Glenloch .. .. .	1,258	183 5 11	12 10 5	57 7 5	1 16 0	0 7 0		14 0 9		3,037	1,929 0 0	597	544 18 11	407 1 0	136 10 8	3,286 18 1
Fairview .. .. .	122	8 14 5	0 1 8	0 8 10	0 0 9					163	88 14 6	23	9 4 4			107 4 6
Wycheproof .. ..	7,938	1,455 3 4	110 10 10	252 0 3	11 14 0	12 16 3		92 14 5	0 4 9	8,225	4,726 6 10	2,491	2,928 8 10	1,290 2 1	392 4 5	11,272 6 0
Dumosa .. .. .	294	43 16 2	1 16 6	12 2 7	0 13 0	0 2 6		0 10 0		1,941	1,211 2 2	307	130 17 6	203 13 0		1,604 13 5
Nullawil .. .. .	450	56 17 4	5 7 9	43 3 0	0 3 9	0 6 6		14 18 1		3,639	2,219 18 10	727	491 5 9		9 5 3	2,841 6 3
Warne .. .. .	122	18 18 7	0 15 5	1 13 3	0 1 0					1,395	853 1 5	111	77 18 6		2 0 0	954 8 2
Kaneira .. .. .	848	177 4 1	19 1 2	79 5 11	0 14 6	0 17 6		6 12 0		3,535	2,240 6 9	934	1,068 6 0	98 19 3	12 4 0	3,703 11 2
Berrivillook .. ..	1,079	249 9 3	22 0 10	100 6 9	0 7 0	0 12 0		6 5 0		5,085	3,213 5 4	1,582	1,536 17 9	25 10 11	14 6 10	5,169 1 8
Boigbeat .. .. .	223	42 2 6	2 7 2	17 6 11		0 2 0		0 17 4		1,421	872 7 3	214	176 9 11			1,111 13 1
Sea Lake .. .. .	1,809	877 3 0	48 18 5	231 9 10	9 9 0	4 12 6		16 13 8		9,672	6,863 5 4	3,373	4,459 13 0	125 13 2	35 9 1	12,172 5 0
WEDDERBURN LINE.																
Wedderburn .. .. .	3,497	612 5 8	65 16 9	246 12 6	7 8 3	9 9 9		34 1 1		14,881	5,725 19 7	2,694	2,543 5 0	41 3 4	77 18 11	9,364 0 10

No. 23.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTS.	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.	
<b>KORONG VALE-CHILLINGOLLAH LINE.</b>																
Borong .. .. .	1,122	153 9 6	16 14 11	47 12 5	12 6 9	9 7 3	..	4 4 0	..	2,629	1,330 2 0	490	389 3 6	219 15 1	362 5 9	2,485 1 2
Mysia .. .. .	832	170 8 4	17 5 5	57 15 7	2 6 0	2 4 6	..	35 11 6	..	1,519	1,007 16 0	575	405 10 11	123 3 9	32 11 2	1,854 13 2
Boort .. .. .	4,327	1,060 1 8	117 0 5	229 2 0	12 3 0	26 6 6	..	69 14 8	0 1 6	6,006	3,272 12 10	2,078	2,308 7 3	979 19 0	965 5 4	9,047 14 2
Barraport .. .. .	283	41 2 2	3 10 10	30 5 0	0 0 9	..	..	13 19 0	..	4,007	2,200 6 5	518	332 9 10	..	2 19 0	2,824 13 0
Gredgwin .. .. .	179	39 18 9	2 1 2	15 17 8	0 4 0	..	..	8 3 3	..	753	432 9 2	191	112 9 0	100 14 6	..	705 17 6
Oakvale .. .. .	286	55 9 5	3 19 6	23 1 1	0 1 9	0 3 0	..	6 6 1	..	2,029	1,206 1 7	245	154 1 7	..	6 9 0	1,455 13 0
Quambatook .. .. .	1,732	445 8 1	48 1 4	129 16 3	1 10 3	5 10 3	..	26 14 6	8 9 6	4,282	2,729 9 8	1,788	1,706 9 9	277 0 1	237 11 6	5,701 1 2
Cannie .. .. .	251	42 14 9	2 15 9	23 19 10	0 1 6	0 2 0	..	4 0 2	..	2,516	1,452 4 1	266	134 2 3	40 3 8	..	1,703 6 2
Lalbert .. .. .	873	219 14 3	19 1 10	63 11 5	0 13 6	2 18 9	..	7 11 1	..	3,134	1,952 10 10	971	1,048 19 5	99 1 3	83 1 8	3,497 2 0
Meatian .. .. .	251	73 2 9	4 6 11	22 5 0	0 1 9	0 0 6	..	0 17 0	..	3,050	1,868 7 7	469	294 18 4	..	6 10 0	2,270 9 10
Ultima .. .. .	1,189	507 8 10	24 15 9	109 10 1	2 15 9	8 13 9	..	9 13 0	0 0 6	4,267	2,637 17 5	7,149	3,560 17 10	82 9 8	163 14 2	7,107 16 9
Gowan* .. .. .	..	..	..	..	..	..	..	..	..	140	87 4 6	..	0 6 2	..	..	87 10 8
Waitechie* .. .. .	..	..	..	..	..	..	..	..	..	1,312	884 0 9	157	64 1 5	..	..	973 17 2
Chillingollah* .. .. .	..	..	..	..	..	..	..	4 4 2	..	..	..	14	4 16 6	..	..	9 0 8
<b>SWAN HILL LINE.</b>																
Myer .. .. .	959	14 7 11	2 4 5	11 5 6	..	..	..	7 16 0	..	..	..	..	0 1 0	..	..	35 14 10
Sydney Flat .. .. .	542	19 12 0	5 2 11	5 12 1	0 4 0	0 4 0	..	0 10 5	..	..	..	..	3 16 0	..	..	35 15 10
Sebastian .. .. .	3,434	197 13 3	9 18 6	38 13 1	0 9 9	0 11 6	..	15 4 3	..	2,578	883 16 5	629	304 11 4	..	1 13 0	1,452 11 1
Raywood .. .. .	5,440	471 3 9	69 6 7	78 17 10	3 14 3	0 17 6	..	21 0 6	0 1 9	4,098	1,729 6 10	1,456	805 15 4	164 14 11	227 16 0	3,572 15 3
Tandara .. .. .	2,478	277 17 3	15 13 5	63 19 6	0 1 6	1 8 3	..	10 15 8	..	5,289	2,198 4 8	973	513 6 6	90 2 7	54 17 9	3,235 18 1
Dingee .. .. .	2,257	315 17 3	19 16 6	68 11 0	3 13 6	2 13 3	..	10 13 0	0 10 0	3,506	1,667 0 7	1,035	640 13 0	763 3 11	92 18 0	3,585 10 0
Frairie .. .. .	2,012	328 2 4	15 12 5	68 10 9	1 4 0	1 4 3	..	11 11 6	..	5,216	2,893 13 1	2,110	869 4 9	242 19 11	74 3 2	4,506 6 2
Mitiamo .. .. .	3,251	579 5 5	29 17 3	119 11 7	1 13 6	11 5 0	..	168 13 7	0 2 3	3,745	2,014 7 5	1,215	822 7 3	917 16 9	145 3 5	4,820 3 5
Mologa .. .. .	1,246	221 14 6	14 17 10	62 6 5	18 0 6	8 3 6	..	7 17 4	..	1,939	1,051 12 5	369	245 0 5	107 3 1	89 0 9	1,825 16 9
Pyramid .. .. .	5,030	1,190 1 1	94 7 6	240 3 0	10 4 9	8 11 0	..	59 5 8	..	3,564	2,231 19 2	2,390	2,388 13 6	1,123 3 10	365 1 8	7,711 11 2
Mincha .. .. .	1,125	79 7 8	24 4 4	24 11 7	0 8 0	0 13 6	..	10 15 4	..	601	465 15 9	405	165 10 2	412 5 2	105 14 9	1,289 6 3
Macona .. .. .	3,614	721 19 4	60 17 6	152 19 5	4 1 10	7 7 4	..	11 12 5	..	2,135	1,971 14 9	1,603	1,941 7 0	1,104 6 0	138 11 2	6,114 16 9
Tragowel .. .. .	939	84 19 11	16 18 9	43 15 8	..	0 4 0	..	10 0 7	..	239	241 16 7	458	221 2 5	433 0 10	25 17 6	1,077 16 3
South Kcrang .. .. .	23	0 19 9	0 15 2	7 8 3	..	0 1 6	..	..	..	55	17 2 0	30	23 8 4	..	15 18 8	65 13 8
Kerang .. .. .	14,370	4,626 2 9	337 1 4	766 5 8	33 12 10	60 11 1	..	167 18 8	14 7 3	10,264	6,945 15 3	6,243	8,420 8 2	3,718 3 11	1,660 10 9	26,750 17 8
Reedy Lake .. .. .	562	19 1 10	3 2 10	10 11 9	0 13 6	..	..	8 8 2	..	341	203 19 3	59	41 19 0	97 17 8	44 5 5	424 19 5
Lake Charm .. .. .	2,562	189 9 1	14 1 5	66 0 0	0 3 3	4 12 3	..	11 4 9	..	911	591 17 8	315	226 4 6	248 14 2	9 11 6	1,311 18 7
Mystic Park .. .. .	2,499	180 0 4	18 17 6	39 11 7	1 18 6	1 6 11	..	28 7 1	..	1,316	716 8 7	566	289 4 3	245 15 1	190 17 2	1,707 7 0
Lake Boga .. .. .	3,171	551 10 6	36 19 5	141 17 3	2 7 0	2 15 9	..	39 2 2	..	2,115	1,429 2 3	1,813	1,876 18 9	212 2 10	65 18 3	4,358 13 8
Swan Hill .. .. .	9,394	3,641 19 8	230 18 10	721 9 0	55 10 5	49 12 6	..	116 2 9	0 2 6	5,162	4,471 10 3	6,376	8,407 16 7	4,507 15 4	1,754 1 7	23,956 13 5
<b>MELBOURNE-SERVICE-TON LINE.</b>																
Federal Manure Siding .. .. .	..	..	..	..	..	..	..	..	..	4,965	1,546 12 4	6,358	741 1 1	..	..	2,287 13 5
Deer Park .. .. .	5,392	133 19 8	50 1 10	25 10 10	0 3 0	0 9 3	..	15 9 1	..	46	10 13 1	487	88 3 9	..	3 11 3	328 1 9
Rockbank .. .. .	3,824	143 5 3	46 11 0	21 17 1	2 4 5	5 12 3	..	55 14 5	..	1,745	292 14 0	716	133 17 6	..	16 8 8	728 4 7
Melton .. .. .	16,942	923 8 1	168 17 10	142 4 2	35 18 7	52 11 0	..	47 5 2	..	5,578	1,076 6 0	1,967	575 17 9	151 13 9	107 8 10	3,281 11 2
Staughton .. .. .	..	..	..	..	..	..	..	6 15 0	..	2,513	395 4 4	312	48 19 5	..	..	450 18 9
Parwan .. .. .	1,296	88 4 3	14 6 3	21 6 7	1 10 9	3 8 6	..	13 13 6	..	2,373	457 16 2	599	185 18 10	..	10 3 8	866 12 6
Bacchus Marsh .. .. .	25,689	2,021 19 8	623 4 6	345 18 3	156 1 7	159 10 0	..	445 5 6	0 19 3	6,680	1,685 7 3	3,819	1,478 9 0	406 0 3	308 15 7	7,631 10 10



MELBOURNE-SERVICE-TON-LINE-continued.

Rowley .. .. .	639	40 18 7			12 18 3			0 15 9		3 1 10	1,222	206 9 5	161	66 6 8			0 12 6		421 1 0	
Ingliston .. .	1,001	104 15 2	9 16 9		14 7 5		2 17 0	5 5 3		28 3 9	178	71 15 4	78	33 18 10			16 11 4		299 13 8	
Balla .. .	12,952	1,351 0 0	124 7 7		223 3 3		38 7 6	29 14 6		43 14 2	5,687	1,323 5 9	2,857	1,442 1 2	1,101 4 9		261 4 6		6,115 0 7	
Bradshaw .. .	477	34 12 4	0 9 0		2 11 3		0 2 0	13 14 9		9 10 8	7	9 5 6	4	2 1 0					72 5 9	
Clanfield .. .										0 0 11	6,851	898 17 8							898 18 7	
Gordon .. .	10,935	940 16 0	43 19 0		109 12 1		7 2 3	2 9 3		13 10 0	1,998	682 6 0	1,566	623 17 5	2 16 9		6 15 5		2,413 5 2	
Millbrook .. .	3,623	170 11 10	6 12 0		18 5 7		0 1 3	2 11 0		1 1 8	2,335	678 4 8	215	84 13 11	40 13 0		8 18 3		1,020 13 2	
Wallace .. .	7,424	426 3 9	30 13 6		107 10 4		0 7 6	5 7 9		16 16 7	6,152	2,160 7 8	2,438	791 15 0	31 4 9		4 11 8		3,544 18 6	
Bungatee .. .	6,345	402 0 5	22 18 0		49 11 8		1 16 6	36 3 3		67 14 9	15,738	5,717 1 10	1,720	700 12 10	3 18 0		16 3 9		7,018 1 0	
Dunmstown .. .	6,706	212 11 11	8 10 4		23 2 2		0 5 6	0 4 0		32 6 9	2,750	1,106 12 3	1,034	243 9 6			0 12 9		1,827 15 2	
Warrenheip .. .	6,129	219 6 3	10 13 4		16 4 2		0 9 0	0 5 6		57 16 1	718	397 1 9	280	293 6 10			6 11 10		911 16 0	
Ballar East .. .	33,889	2,675 8 3	335 15 1		681 9 10		5 12 9	2 9 3		260 2 4	1,876	911 2 11	50,689	15,052 12 10			25 5 2		19,950 0 5	
Ballar .. .	306,748	41,972 12 8	5,036 0 5		4,625 6 8		396 4 0	561 5 11		2,069 9 0	34,300	25,922 13 11	112,939	47,485 17 1	3,453 2 4	12,401 18 2			143,950 11 9	
North Ballarat .. .	5,146	341 19 0			1 0 7			0 15 0		0 4 2									343 18 9	
Wendouree .. .	307	9 15 5			0 4 6			0 0 6		0 3 4									10 3 9	
Wendernee .. .	3,276	199 3 5	19 2 9		24 11 7		1 17 0	1 3 6		22 16 0	2,583	981 5 9	559	190 12 10	2 13 6		23 10 6		1,466 16 10	
Burrambeet .. .	4,288	278 12 6	24 1 7		34 15 5		3 14 9	78 2 7		35 16 10	2,026	993 3 1	443	142 17 6	361 6 8		46 15 0		1,909 5 11	
Trawalla .. .	1,956	252 3 10	15 5 8		35 9 3		1 4 3	7 3 0		13 17 5	3,914	655 7 7	645	252 15 8	8 9 10		6 4 5		1,251 0 11	
Beaufort .. .	13,487	1,919 1 1	148 6 7		376 11 5		22 9 6	24 9 9		18 12 5	17,395	3,755 11 11	4,294	3,165 16 8	571 8 5	165 8 11			10,168 8 2	
Middle Creek .. .	2,319	290 3 1	15 8 9		35 5 1		4 4 6	1 0 9		17 18 10	2,381	741 15 5	278	123 10 9	187 17 3		14 6 2		1,411 10 7	
Buangor .. .	4,382	563 14 3	39 7 3		105 19 2		24 3 6	6 16 0		17 5 2	2,813	1,143 17 8	659	432 11 3	74 9 9		21 5 10		2,429 9 10	
Dobie .. .	1,243	195 1 2	13 4 11		24 2 10		0 9 0	0 16 6		21 18 8	605	379 10 8	147	108 5 10					653 9 7	
Ararat .. .	39,956	3,720 7 0	456 15 5		876 1 1		81 16 5	75 13 3		554 4 1	4,733	2,998 0 11	10,803	8,010 16 4	601 14 1	535 0 3			22,915 2 7	
Armstrong .. .	794	52 9 0	10 0 2		8 13 0		0 4 9	0 1 6		0 13 4	243	116 10 7	85	49 1 9					237 14 1	
Irvine's Siding .. .											221	181 3 0	177	153 10 6					334 13 6	
Great Western .. .	3,328	304 0 0	24 6 7		46 6 11		1 10 6	1 0 3		3 16 0	1,214	953 11 7	810	572 1 0					1,907 0 4	
Stawell .. .	27,237	5,843 16 0	425 18 5		842 14 10		56 5 3	71 3 6		46 16 6	24,026	9,939 2 7	15,419	10,861 19 6	151 5 0	549 13 0			28,739 7 1	
Deep Lead .. .	619	46 10 7	3 3 3		7 15 1		9 11 6	0 4 0		8 6 6	1,963	261 9 11	53	67 9 5					395 10 3	
Glenorchy .. .	3,117	394 6 11	36 14 6		99 14 3		7 11 6	2 8 0		18 1 0	2,991	1,309 12 0	1,199	1,036 16 9	359 11 10	225 18 11			3,490 15 8	
Wal Wal .. .	1,070	64 3 3	7 0 0		26 0 1		0 1 0	0 6 9		13 10 10	3,028	802 11 6	327	176 5 9			0 18 0		1,090 17 2	
Lubeck .. .	4,064	543 12 10	37 1 2		85 14 7		25 11 0	12 7 0		34 4 4	6,269	2,266 1 6	842	676 17 3	64 15 7	158 17 1			3,905 2 7	
Hopfield .. .	27	0 14 1			1 9 2			0 19 6												3 2 9
Murtoa .. .	18,831	3,578 3 11	133 13 4		398 13 10		12 7 4	13 10 0		97 6 2	9,647	5,234 16 3	9,461	4,868 6 10	846 10 7	182 1 7			15,231 4 10	
Jung .. .	6,124	600 13 8	26 15 9		90 2 6		9 15 6	8 7 3		29 16 5	10,594	6,250 3 10	1,841	1,592 12 1	35 12 4		12 8 0		8,656 7 2	
Doon .. .	2,542	75 4 5	13 4 8		45 16 6		1 14 6	0 6 6		26 1 0	4,136	2,279 2 3	1,121	492 2 2	554 16 5		57 8 7		3,545 17 0	
Horsham .. .	32,513	7,542 17 6	469 14 2		978 13 2		132 19 0	121 7 11		290 8 5	20,387	13,172 9 5	19,636	16,921 0 0	1,275 7 11	817 3 4			41,334 10 10	
Pinpinio .. .	4,775	292 13 4	18 17 3		63 16 9		0 18 0	1 3 6		38 16 5	5,198	2,977 2 9	972	574 9 7	90 15 6		0 6 0		4,064 19 1	
Wail .. .	1,890	119 12 6	4 14 0		18 12 8		0 3 0	0 2 0		27 1 2	5,498	2,607 12 3	583	295 12 11	1 4 6				3,074 15 0	
Dimboola .. .	21,041	3,884 1 7	176 7 8		438 6 3		9 4 3	5 13 6		152 8 11	6,084	3,503 9 11	5,863	6,287 1 4	328 6 2	97 0 11			14,897 11 3	
Gerang .. .	1,170	66 14 1	12 13 5		35 12 10		0 19 0	2 19 10		33 14 10	3,498	1,493 0 8	829	588 12 8	1 0 0		3 3 9		2,238 11 1	
Kiata .. .	1,134	97 10 4	7 9 11		30 0 9		0 13 6	0 13 9		37 5 11	4,360	2,511 12 9	615	472 11 9			4 12 9		3,162 11 5	
Salsbury .. .	587	39 8 11	7 17 7		8 18 1		0 11 0	0 3 6		29 19 4	2,706	1,389 1 11	488	224 7 8					1,700 8 0	
Nhill .. .	14,067	3,363 15 4	259 11 0		600 18 4		22 9 3	48 19 7		112 12 6	24,959	14,982 13 10	20,116	11,771 17 1	1,254 13 1	163 2 8			32,580 15 8	
Tarranginnie .. .	244	10 0 10	1 7 0		6 17 3		0 1 6			12 10 8	1,832	424 3 3	217	90 1 6	37 19 0				583 1 0	
Diapur .. .	1,751	143 5 6	10 17 1		59 12 10		2 12 3	0 18 3		38 14 8	3,577	2,060 10 5	1,092	791 0 2	1 12 6		4 18 5		3,114 11 1	
Miram .. .	1,223	88 5 2	5 15 4		40 18 5		3 17 4	0 4 3		59 16 1	4,730	1,313 7 3	993	644 8 11	210 12 0		19 19 7		2,387 4 4	
Kaniva .. .	4,612	972 0 6	57 16 10		190 0 0		3 13 9	2 1 0		40 10 3	2,938	1,476 12 1	1,511	1,536 1 6	242 4 5		21 8 10		4,542 9 5	
Lillimur .. .	645	64 12 11	6 14 5		45 3 0		1 4 3	1 5 0		13 0 10	2,705	1,214 6 0	608	454 3 5			0 7 6		1,800 17 4	
Leor .. .	1	0 9 6			4 6 5					11 1 3		0 19 0	3	7 1 1					23 8 3	
Serviceton .. .	6,193	1,295 8 10	36 14 10		113 1 1		11 1 6	2 13 1		462 9 5	1,689	756 4 10	753	520 13 4	310 0 5	34 1 3			3,543 3 7	
BUNINYONG LINE.																				
Eureka .. .	3,016	43 13 6			0 1 0						280	424 14 0	454	88 3 10					2,007 17 0	
Selkirk Siding .. .											3,605	1,074 9 8	364	60 19 7			1,451 4 8		1,155 9 3	
York Street .. .	2,001	14 15 9	0 2 0		0 0 3														14 18 0	
Levy .. .	2,914	28 11 4			0 0 3														28 11 7	
Canadian .. .	7,882	64 16 8	0 5 2		0 7 4			0 0 6				0 3 3	900	306 7 1					372 0 0	
Mount Clear .. .	1,994	19 8 9	0 0 3		0 10 7			0 0 6		1 0 11			32	8 1 4					29 2 4	
Reid .. .	2,632	39 2 7	0 4 6		0 6 3			0 0 6				1 3 6		1 2 10					42 0 2	
Mount Helen .. .	1,340	24 2 10	9 1 0		0 1 0			0 9 9											24 5 7	
Buninyong .. .	66,721	1,265 9 11	56 10 3		93 15 7		1 8 3	6 11 0		3 5 8	2,599	1,220 17 7	1,822	844 9 8	7 4 0				3,499 11 11	
LINTON LINE.																				
Cardigan .. .	964	25 5 8	7 14 11		6 9 9			0 6 9		0 5 0									40 2 1	
Trunk Lead .. .	1,276	36 16 0	1 12 5		1 16 2			0 1 0		8 12 6			10	2 16 6					51 17 9	
Haddon .. .	2,452	87 3 0	8 12 9		9 0 5			0 3 0		0 10 9	98	99 5 0	127	66 4 9					279 18 11	

No. 23.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number Passenger of 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.		
<b>LINTON LINE—continued.</b>																
Wintingbool ..	782	28 0 9	0 12 0	0 0 6	2 16 0	0 18 3	..	9 18 11	..	76	25 18 11	354	139 10 10	..	0 7 6	28 13 3
Smythesdale ..	7,438	447 19 4	24 2 8	65 9 4	1 10 6	0 16 3	..	9 13 6	..	452	124 15 6	838	388 8 1	1 4 3	..	717 1 9
Scarsdale ..	11,860	729 0 6	31 14 0	77 16 4	1 10 6	0 16 3	..	13 0 8	..	1,567	491 0 8	3,463	1,476 8 11	5 18 2	14 6 8	1,364 18 11
Newtown ..	11,768	781 18 9	25 12 1	62 8 9	15 10 6	6 0 3	..	..	..	..	..	..	..	..	..	2,892 5 5
Happy Valley ..	570	47 18 5	..	0 1 9	..	0 3 0	..	..	..	..	..	..	..	..	..	48 3 2
Linton ..	9,267	1,136 10 7	90 14 6	317 15 3	50 7 9	22 5 0	..	11 14 5	0 1 0	4,346	2,585 10 8	3,228	1,737 12 9	519 7 6	77 19 2	6,549 18 7
<b>PORTLAND LINE.</b>																
Maroona ..	1,739	257 14 5	32 11 3	103 7 8	4 16 3	5 4 8	..	56 3 1	0 0 9	11,396	6,171 5 2	1,957	1,114 0 1	412 10 10	215 16 10	8,373 11 0
Willaura ..	3,549	1,612 6 0	118 2 3	387 2 11	22 14 3	31 18 3	..	138 19 5	..	19,372	10,784 2 8	6,656	4,802 13 7	598 9 9	322 6 1	18,818 15 2
Stavely ..	483	35 13 2	1 10 8	17 7 6	..	0 8 0	..	11 15 3	..	5,884	3,172 12 3	1,064	516 5 2	3 6 9	22 16 6	3,781 15 3
Ellen Thompson ..	5,963	840 4 3	63 6 5	160 19 0	18 10 6	13 7 3	..	35 1 4	3 15 0	5,850	2,514 12 10	1,589	1,327 5 4	1,233 16 3	88 12 9	6,299 10 11
Bunkeld ..	6,923	937 18 11	49 5 9	133 14 6	11 6 0	4 9 7	..	49 2 11	..	2,027	1,664 2 11	977	869 6 11	2,974 1 4	361 10 4	7,054 19 2
Moutajup ..	520	35 11 0	1 10 1	15 14 8	..	6 15 0	..	..	..	932	495 2 4	382	105 6 7	4 12 0	7 2 9	871 14 5
Strathkellar* ..	278	14 0 6	0 13 0	7 14 9	..	0 4 6	..	0 10 0	..	894	635 2 11	222	81 2 6	..	..	739 8 2
Hamilton ..	41,201	9,576 0 2	748 7 6	1,254 10 10	137 7 7	75 3 9	..	440 6 2	1 16 10	7,155	5,179 4 7	15,861	10,618 19 3	3,161 19 3	659 4 4	31,973 0 3
Branxholme ..	7,350	931 12 7	52 18 10	128 4 8	8 19 3	7 1 9	..	58 15 3	0 5 9	641	483 1 8	1,099	769 0 0	867 4 8	7 13 6	3,314 17 11
Condah ..	4,254	500 17 5	24 3 11	93 7 9	16 14 6	5 3 0	..	41 4 2	0 8 6	840	558 10 3	723	566 10 6	362 13 2	30 15 10	2,200 9 0
Myamyn ..	962	37 7 0	4 15 0	20 1 3	0 0 6	0 5 0	..	7 16 8	..	39	45 15 3	140	125 19 6	..	1 1 6	293 1 8
Milltown ..	1,322	122 15 4	8 14 11	30 9 1	0 2 0	0 9 0	..	1,622	0 7 6	1,622	234 4 8	106	59 2 6	..	0 7 6	506 12 6
Heywood ..	5,643	781 13 6	49 7 4	186 18 0	10 10 6	10 15 9	..	9 18 6	0 1 6	5,004	1,623 8 3	1,183	702 13 11	265 12 3	211 17 10	3,852 17 4
Gorae* ..	75	7 13 1	0 4 3	0 7 4	..	..	..	..	..	100	86 16 7	7	2 16 4	..	0 17 6	98 15 1
Portland North ..	930	156 1 6	..	..	..	..	..	..	..	..	..	..	..	..	..	156 1 6
Portland ..	5,527	1,647 8 3	472 11 4	329 4 4	7 3 0	9 4 3	..	53 16 3	0 3 3	4,963	3,921 16 7	4,220	3,003 11 7	57 9 3	1,861 18 3	11,564 6 4
<b>COLERAINE LINE.</b>																
Bochara ..	48	5 5 8	..	0 13 9	..	0 0 9	..	8 8 6	..	60	30 7 2	2	0 9 6	..	..	45 5 4
Wannon ..	848	46 18 2	5 0 6	48 9 4	..	0 8 3	..	14 19 5	..	1,389	276 11 9	128	75 13 9	..	0 15 6	468 16 8
Gritjurk ..	99	7 6 11	0 9 10	0 19 11	..	..	..	1 0 0	..	..	1 2 8	8	4 4 0	..	0 10 6	15 13 10
Coleraine ..	7,265	1,657 3 10	81 19 3	333 2 2	28 13 6	27 11 3	..	83 16 7	0 4 3	4,098	3,191 13 10	2,680	2,799 1 4	1,916 18 9	222 15 1	10,342 19 10
<b>CASTERTON LINE.</b>																
Miakite ..	25	9 17 6	..	..	..	..	..	7 16 0	..	..	..	..	..	..	..	17 13 6
Grassdale ..	1,416	213 9 4	7 17 8	30 15 4	1 3 6	1 15 6	..	18 1 8	..	814	477 6 9	431	213 17 0	304 10 11	9 14 6	1,278 12 2
Merino ..	3,965	602 15 3	57 7 4	145 13 11	1 15 6	20 5 10	..	70 9 11	..	681	572 6 5	1,130	1,191 4 10	129 14 10	32 7 10	2,824 1 8
Henty ..	898	140 13 6	8 7 7	40 6 0	8 7 10	3 5 3	..	11 9 2	..	365	331 2 8	467	362 2 10	772 6 4	112 13 7	1,799 14 9
Sandford ..	3,338	303 11 11	22 5 5	43 10 7	30 19 3	7 2 3	..	37 17 4	0 1 3	351	294 9 2	302	325 9 7	2,473 1 0	29 4 11	3,572 12 8
Casterton ..	8,906	2,523 18 4	174 2 11	555 15 10	50 3 0	85 18 3	..	143 15 3	0 7 0	6,353	5,669 7 9	7,713	6,152 4 2	59 16 4	88 10 6	15,508 19 4
<b>GRAMPIANS LINE.</b>																
Fyans' Creek ..	..	..	..	0 1 0	..	..	..	..	..	136	25 9 10	7	0 17 8	..	..	26 7 6
Grampians ..	..	..	..	..	..	..	..	..	..	2,529	1,348 14 3	28	7 12 11	..	..	1,356 8 2

MARNOO LINE.																	
Jackson .. ..	4	0 1 9	..	0 19 8	..	..	..	..	..	..	490	192 18 8	66	43 7 6	..	1 16 0	239 3 2
Rupanyup .. ..	4,888	972 0 6	50 1 11	210 19 1	6 17 6	10 18 6	..	61 10 4	..	16,298	9,137 12 9	13,174	5,863 5 3	810 0 3	155 11 8	17,278 15 9	
Highbury* .. ..	4	0 2 0	..	..	..	..	..	..	..	..	..	..	..	..	..	0 2 0	
Banyena* .. ..	27	1 4 0	..	0 10 11	..	..	..	8 13 4	..	3,192	1,872 18 6	559	73 11 6	..	..	1,958 18 3	
Marnoo* .. ..	50	3 18 1	0 10 1	1 14 1	..	0 0 9	..	6 5 4	..	3,644	804 11 9	323	120 2 0	..	..	937 2 1	
HOPETOUN LINE.																	
Coromby .. ..	752	20 8 1	3 10 0	18 5 3	0 5 0	0 12 3	..	20 18 8	0 1 3	4,529	2,412 16 3	232	118 7 9	61 4 9	..	2,656 9 3	
Minyip .. ..	7,917	1,260 10 6	89 13 10	294 4 1	61 10 3	12 18 7	..	80 6 2	0 2 9	11,432	7,086 3 3	5,820	4,857 5 6	652 15 10	144 0 4	14,489 11 1	
Nullan .. ..	558	27 19 0	0 17 6	8 14 9	..	0 4 0	..	4 10 4	0 0 6	1,819	999 5 3	116	68 18 7	..	..	1,110 7 11	
Sheep Hills .. ..	3,536	480 18 9	18 12 8	79 0 2	3 18 1	2 12 6	..	30 4 10	..	10,748	6,627 5 7	1,625	1,523 18 5	568 0 1	48 2 4	9,382 13 5	
Mellis .. ..	35	1 2 0	0 1 6	2 6 8	..	0 1 6	..	0 10 0	..	378	199 7 2	32	28 18 8	..	..	230 7 6	
Warracknabeal .. ..	16,497	3,961 5 1	267 4 8	637 12 3	38 16 7	45 7 9	..	140 9 9	0 3 6	20,785	12,846 11 2	19,800	14,437 4 0	1,271 12 2	443 0 3	34,089 7 2	
Lah .. ..	423	28 12 0	2 10 5	9 0 2	0 1 6	0 1 6	..	18 10 10	0 1 3	333	148 19 4	333	148 19 4	..	..	2,509 7 8	
Brim .. ..	2,441	257 12 11	13 2 8	59 4 3	1 1 3	1 0 3	..	29 13 10	..	5,649	3,238 9 6	1,906	1,230 8 10	655 8 10	53 18 1	5,540 0 5	
Galaquil .. ..	829	59 1 5	5 2 1	17 3 8	0 3 3	0 2 6	..	17 5 0	0 0 3	3,818	2,080 18 8	540	277 7 3	..	9 15 0	2,456 19 1	
Beulah .. ..	4,383	1,006 10 6	65 19 4	203 13 8	3 4 3	7 12 0	..	39 3 4	0 4 0	7,694	4,921 11 6	3,947	4,555 4 2	1,298 14 8	585 8 8	12,687 6 1	
Rosebery .. ..	1,073	109 10 3	8 13 3	39 9 4	1 3 6	1 2 0	..	19 9 4	..	3,431	1,675 5 4	1,106	854 0 7	261 5 0	36 10 6	3,006 9 1	
Goyura .. ..	673	50 5 3	2 2 7	17 7 5	0 1 6	0 9 0	..	6 5 9	..	1,798	1,135 6 0	167	84 5 8	0 8 0	4 13 3	1,301 4 5	
Hopetoun .. ..	3,825	1,061 10 2	52 1 2	219 10 1	16 19 3	7 8 3	..	29 11 7	..	9,990	6,541 19 0	3,013	3,190 8 9	645 3 5	533 9 5	12,298 1 1	
NORADJUHA LINE.																	
Remlaw* .. ..	..	..	..	..	..	..	..	1 2 8	..	682	368 2 7	103	37 2 6	..	..	406 7 9	
Vectis .. ..	661	34 12 4	1 2 0	9 19 0	..	7 19 0	..	8 18 4	0 1 0	3,522	1,771 12 7	315	186 13 7	3 19 5	8 1 0	2,032 18 3	
Quantong .. ..	2,370	107 17 3	2 6 8	18 15 1	0 6 0	0 12 6	..	7 17 3	..	631	481 9 3	305	288 7 4	..	3 1 6	910 12 10	
East Natimuk .. ..	273	14 5 4	..	0 3 2	..	0 9 9	..	19 0 4	..	..	..	..	..	..	0 2 6	33 12 1	
Noradjuha .. ..	1,667	225 6 8	19 11 8	124 13 6	2 1 0	8 12 6	..	16 6 4	..	4,527	3,259 19 2	1,951	1,654 14 4	3 12 9	0 10 0	5,295 7 11	
GOROKE LINE.																	
Natimuk .. ..	6,572	771 9 1	79 1 10	186 19 8	5 5 3	6 10 9	..	25 8 3	0 4 9	9,578	5,964 10 8	5,978	3,514 10 4	118 4 0	48 6 3	10,720 10 10	
Arapiles .. ..	284	18 17 3	0 8 6	3 8 5	..	0 1 0	..	6 18 9	..	499	120 10 6	98	47 0 9	..	..	197 5 2	
Mitre Lake .. ..	943	73 13 9	3 18 4	26 2 3	0 6 0	0 4 3	..	18 17 4	..	2,248	773 0 10	529	294 2 6	0 15 0	0 2 6	1,191 2 9	
Gymbowen .. ..	1,260	124 9 8	6 18 9	43 5 1	0 2 0	0 10 6	..	19 1 3	..	1,063	340 7 0	599	445 2 7	2 14 6	3 0 6	985 11 10	
Goroke .. ..	2,230	557 17 3	27 5 5	191 0 3	7 6 6	12 17 6	..	1 11 4	..	1,723	1,767 9 6	1,265	1,972 1 5	103 8 9	34 12 2	4,675 10 1	
RAINBOW LINE.																	
Katyl .. ..	147	9 15 4	0 3 10	5 8 6	..	..	..	8 15 4	..	1,953	934 8 1	190	114 9 6	..	0 14 4	1,073 14 11	
Antwerp .. ..	2,371	115 15 7	9 12 6	50 17 9	..	0 2 9	..	49 2 7	..	6,228	3,619 12 0	1,194	825 12 3	90 16 0	3 5 6	4,758 16 11	
Tarranyurk .. ..	259	15 3 0	1 7 0	18 6 4	..	0 11 0	..	6 17 4	..	3,533	2,190 1 4	521	362 0 8	0 10 0	0 10 0	2,595 6 8	
Jeparit .. ..	4,922	636 0 10	71 15 4	210 8 4	20 7 3	5 11 9	..	68 8 10	0 3 8	5,007	4,401 4 1	3,744	4,740 4 7	187 10 7	129 17 0	10,471 12 3	
Elham .. ..	112	6 9 3	0 6 3	15 2 8	..	0 1 0	..	7 11 0	..	3,397	2,133 9 8	586	350 15 7	..	4 6 3	2,518 1 8	
Pullut .. ..	21	1 8 8	0 0 3	2 11 1	..	..	..	..	..	3,255	1,954 13 6	355	155 9 0	..	..	2,114 2 6	
Rainbow .. ..	4,892	1,097 9 5	83 15 3	382 17 8	5 3 6	17 10 3	..	91 4 11	..	20,021	12,579 1 7	6,577	8,308 12 0	66 3 1	255 13 6	22,887 11 2	
MELBOURNE-GEELONG LINE.																	
Laverton .. ..	8,081	185 2 1	39 2 3	28 4 5	1 1 8	1 2 2	..	43 9 8	..	3,119	2,693 1 2	863	194 10 0	4 9 0	0 11 6	3,190 13 11	
Werrbee .. ..	49,640	2,339 2 4	184 18 8	367 1 4	36 10 6	26 19 8	..	273 13 9	..	26,941	4,786 14 1	12,485	2,875 19 4	544 5 10	1,377 8 1	12,812 13 7	
Little River .. ..	9,806	616 1 10	99 3 1	103 10 10	9 3 9	4 16 6	..	52 6 11	..	9,177	1,656 9 11	1,893	515 3 6	120 1 1	57 3 10	3,234 1 3	
Lara .. ..	12,847	804 12 6	55 19 0	122 0 11	8 6 3	10 19 0	..	96 11 1	..	18,869	3,683 12 9	4,456	996 8 2	198 18 5	24 5 10	6,001 13 11	
Cowie .. ..	743	46 16 2	23 13 6	2 19 1	..	0 0 6	..	7 6 8	..	..	..	..	..	..	..	80 15 11	
Corio .. ..	363	23 6 8	..	0 16 1	0 4 0	..	..	10 8 10	..	..	..	..	..	..	..	34 13 7	
North Geelong .. ..	5,416	426 2 6	36 14 0	36 16 8	1 19 3	2 3 3	..	96 7 5	..	869	226 13 1	15,596	2,772 10 10	1,078 14 0	2,839 18 5	7,517 19 5	
Geelong .. ..	203,549	25,385 8 4	2,348 6 9	2,071 7 2	190 18 6	218 1 0	..	1,207 17 9	7 9 11	80,868	37,248 9 0	213,666	111,601 12 9	701 14 3	3,810 15 0	184,792 0 5	

No. 23.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTS.	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.	
<b>GEE LONG—PORT FAIRY LINE.</b>																
Marshall ..	1,544	57 1 0	103 4 7	16 16 10	..	0 3 0	..	1 11 8	..	1,294	184 19 10	1,331	274 5 1	0 19 0	2 6 6	540 7 8
Germantown ..	1,156	74 2 7	4 0 3	6 11 10	..	0 6 6	..	1 2 0	..	..	..	..	0 3 0	..	..	86 6 2
Pettavel ..	760	52 16 5	3 0 0	6 10 0	0 2 9	..	..	8 13 9	..	3,675	1,073 11 6	340	75 1 4	..	..	1,219 15 9
Mortiac ..	3,086	260 5 3	27 4 10	62 10 0	6 18 9	0 13 0	..	26 7 7	..	2,744	426 11 5	884	226 19 5	104 14 6	23 16 8	1,165 11 5
Buckley ..	1,918	173 9 7	10 14 2	24 17 11	1 13 9	1 1 0	..	10 2 4	..	2,567	367 4 8	360	121 14 0	0 12 6	22 19 0	734 8 11
Winchelsea ..	6,426	936 6 0	92 6 10	210 12 0	24 15 6	14 5 6	..	35 3 8	..	5,482	1,121 9 11	2,039	813 1 8	370 6 0	37 4 0	3,655 11 10
Birregurra ..	12,580	1,385 8 10	119 1 8	160 14 3	78 12 9	40 1 3	..	98 18 2	0 3 0	1,844	754 12 11	1,801	748 8 0	369 4 2	221 7 9	4,008 12 9
Warnoort ..	1,210	150 5 7	18 6 6	27 6 4	0 12 0	0 19 9	..	18 9 0	..	614	329 5 3	550	238 13 8	..	..	783 18 1
Irrawarra ..	4,816	713 4 10	32 5 2	27 19 8	15 12 6	9 19 6	..	27 6 9	..	252	153 16 5	171	69 7 0	506 3 1	289 14 1	1,845 9 0
Colac ..	35,416	6,669 7 11	1,800 6 7	1,071 0 2	180 10 0	187 19 9	..	440 17 0	1 8 9	9,056	4,478 2 2	14,609	7,918 11 8	3,002 18 3	2,013 12 3	27,764 14 6
Lerpent ..	2,394	321 5 10	21 10 2	28 0 0	3 6 0	1 2 0	..	2 16 10	..	4,376	2,088 0 11	290	149 10 4	24 4 5	27 1 1	2,661 17 7
Pirron Yallock ..	4,236	386 5 9	18 19 3	50 17 7	1 13 9	1 10 3	..	56 6 10	..	545	315 19 8	503	277 3 0	388 8 5	67 16 4	1,565 0 10
Stoneyford ..	1,738	131 6 1	13 15 3	34 15 0	0 7 9	2 11 3	..	7 6 4	..	188	180 1 11	221	128 19 3	..	0 2 8	499 5 6
Pomborait ..	4,568	477 13 5	1,028 13 10	175 11 7	17 15 9	11 13 9	..	13 9 0	..	406	432 4 2	889	589 16 5	86 2 2	307 18 10	3,140 18 11
Weerite ..	1,839	294 7 9	264 12 7	87 4 5	2 11 0	..	..	10 7 7	..	200	212 7 8	494	253 15 5	1,033 16 8	39 11 8	2,198 14 9
Campdown ..	28,011	5,679 5 1	755 12 5	944 3 5	168 16 6	222 15 9	..	159 14 0	..	4,577	3,611 18 4	10,301	6,392 5 10	3,168 12 4	399 19 1	21,503 2 9
Booran ..	670	25 14 8	7 7 11	12 8 9	..	0 15 6	..	16 10 7	0 1 0	269	216 13 9	102	58 5 9	804 18 2	82 9 2	1,225 5 3
Terang ..	28,612	4,663 19 4	321 14 10	709 13 9	32 2 3	100 14 6	..	130 3 4	0 3 0	2,822	3,065 11 9	9,613	5,541 0 8	3,220 9 10	572 8 3	18,367 1 6
Garvoc ..	3,748	218 17 8	26 8 11	58 8 8	0 12 6	15 0 3	..	28 9 8	..	2,080	726 18 8	858	467 16 8	235 9 6	10 15 0	1,788 12 6
Pannure ..	4,600	456 16 2	22 6 10	47 14 11	10 10 6	7 0 3	..	19 13 2	..	4,802	1,181 11 9	504	281 7 9	2 15 6	1 0 9	2,024 17 7
Oudgee ..	2,832	150 15 8	11 0 10	24 4 4	0 3 9	0 5 6	..	21 13 4	..	205	171 6 7	144	71 4 2	5 2 0	11 10 6	467 6 4
Allansford ..	5,703	621 5 8	43 8 10	77 16 5	45 9 0	28 8 0	..	24 2 8	..	1,370	1,197 15 11	1,156	617 3 11	74 15 0	46 4 3	2,776 9 8
Warnambool ..	41,370	8,478 9 11	765 7 7	1,341 0 8	325 10 0	267 11 0	..	757 9 9	2 2 0	26,653	8,633 8 7	32,932	7,600 7 9	2,296 5 11	584 10 2	31,052 3 4
Dennington ..	62	8 14 3	..	4 16 8	..	0 6 0	..	35 4 7	..	14	1 0 0	430	114 1 1	..	1 13 6	165 16 1
Hilwa ..	3,274	295 14 6	13 0 1	19 9 6	2 19 3	7 7 9	..	75 7 9	..	8,482	4,892 5 5	644	291 11 9	83 6 3	1 13 0	5,682 15 3
Koroit ..	21,124	2,637 12 1	131 10 10	289 8 10	94 14 9	45 10 3	..	165 1 0	0 3 0	12,002	7,860 16 4	4,702	2,190 12 3	1,437 0 3	263 6 9	15,115 16 4
Crossley ..	722	40 14 7	..	3 6 3	..	..	..	20 10 10	..	2,559	1,722 5 5	271	94 2 8	..	..	1,850 19 9
Kirkstall ..	531	15 18 7	..	3 8 7	..	0 5 0	..	24 11 10	..	29	2 2 0	128	43 0 11	..	..	89 6 11
Moyne ..	725	18 16 9	0 0 6	3 7 11	..	..	..	..	..	200	53 14 0	69	29 9 4	..	..	165 8 6
Rosebrook ..	249	10 9 8	..	2 7 10	..	0 13 0	..	..	..	..	..	..	0 7 10	..	..	19 2 10
Port Fairy ..	8,118	1,767 6 5	398 8 0	350 17 5	20 6 6	42 12 6	..	35 6 6	0 11 9	2,905	1,744 17 9	2,974	1,433 1 11	1,022 1 9	254 13 2	7,070 3 8
<b>GEE LONG—BALLARAT LINE.</b>																
Moorabool ..	1,362	79 8 3	14 16 6	19 13 11	0 12 6	9 9 6	..	10 3 6	..	375	50 19 7	185	42 18 9	..	3 8 3	222 5 9
Oberinghap ..	2,841	62 1 10	5 17 11	6 12 0	0 3 6	0 12 0	..	20 3 5	..	1,405	504 8 4	135	42 14 6	..	..	642 13 8
Bannockburn ..	9,347	888 4 5	130 14 5	174 11 2	7 11 9	8 18 3	..	13 8 8	..	6,870	1,184 10 11	3,430	906 16 11	278 2 1	29 0 10	3,621 10 5
Lethbridge ..	6,061	420 11 7	25 4 8	68 11 11	1 0 0	1 10 0	..	48 6 9	..	2,200	401 4 0	468	185 11 3	1 8 0	13 6 2	1,166 14 4
Quarry Siding ..	..	..	..	..	..	..	..	..	..	3,518	429 13 11	45	6 2 9	..	..	435 16 8
Meredith ..	7,945	842 9 3	72 16 0	144 7 6	3 5 3	7 8 0	..	90 4 9	0 2 6	3,370	781 12 2	1,575	707 19 7	182 10 4	46 13 11	2,879 9 3
Elaine ..	7,416	654 9 11	41 16 9	110 7 1	3 11 0	6 11 9	..	19 7 9	..	6,153	1,419 17 0	1,383	497 18 10	10 3 7	25 19 8	2,790 3 4
Lignite Siding ..	..	..	..	..	..	..	..	..	..	719	91 0 8	..	..	..	..	91 0 8
Lal Lal Racecourse ..	..	..	..	0 1 2	..	..	..	..	..	239	31 14 3	..	..	..	..	31 15 5
Lal Lal ..	4,996	267 1 10	31 19 5	26 0 11	1 16 9	18 8 11	..	29 13 6	..	5,301	893 14 5	240	112 7 10	..	..	1,381 3 7
Vendon ..	5,529	284 18 1	23 19 5	27 5 11	12 7 0	1 3 6	..	35 8 10	..	644	193 12 9	406	132 5 0	14 5 3	3 7 0	733 12 9
Navigator ..	2,423	68 5 4	1 11 11	2 0 6	..	0 3 6	..	4 8 10	..	..	..	..	0 0 10	..	..	76 10 11

QUEENSLIFF LINE.

South Geelong ..	21,016	1,565 4 9	278 15 6	138 12 1	3 16 9	2 2 3	..	39 13 6	..	854	281 4 5	10,980	2,481 16 4	..	..	4,791 5 7
Moolap ..	449	18 17 4	51 11 9	4 19 2	..	0 0 6	..	1 6 8	..	..	..	1	0 6 10	..	..	77 2 3
Leopold ..	987	48 1 10	6 17 1	3 5 11	..	0 2 0	..	0 8 4	..	152	51 14 2	272	56 18 10	..	1 8 6	168 16 8
Scarborough ..	315	23 1 0	1 9 5	5 10 0	..	..	..	0 18 0	0 1 3	..	..	..	..	..	..	25 18 8
Drysdale ..	6,492	358 10 9	101 4 6	73 12 0	19 18 3	4 6 9	..	31 7 2	0 0 6	4,229	1,015 18 11	1,733	574 13 8	86 0 6	89 3 10	2,372 6 10
Mannerim ..	1,184	56 18 5	2 14 2	4 11 5	..	..	..	10 16 0	..	2,159	299 2 1	486	104 13 7	0 7 6	..	529 3 2
Marcus ..	1,437	150 5 11	30 11 4	8 3 5	75 0 0	20 9 6	..	5 0 0	..	..	..	..	..	15 1 1	23 14 10	328 6 1
Queenscliff ..	10,824	1,635 9 9	177 7 0	380 2 4	2 5 0	3 8 3	..	40 8 7	0 5 3	595	410 13 11	3,689	1,120 14 4	15 14 6	26 19 3	3,813 8 2

WENSLEYDALE LINE.

Layard ..	..	..	..	0 6 6	..	..	..	8 3 0	..	46	7 3 0	6	3 1 0	..	..	18 13 6
Gherang ..	..	..	..	0 2 0	..	..	..	..	..	476	246 13 7	12	4 18 4	..	..	251 13 11
Wormbete ..	..	..	..	0 14 0	..	..	..	..	..	3,500	605 6 7	24	10 0 2	..	..	616 0 9
Wensleydale ..	..	..	0 2 0	0 10 8	..	..	..	..	..	2,094	369 12 9	56	25 13 2	..	..	395 18 7

FORBEST LINE.

Whoorel ..	28	3 13 1	0 2 6	3 0 6	..	..	..	7 6 5	..	423	155 0 10	122	35 10 0	..	..	204 13 4
Dean Marsh ..	2,151	348 4 5	46 3 11	166 2 8	1 3 6	1 17 6	..	13 17 9	..	2,108	580 4 9	750	428 18 8	14 2 9	6 16 2	1,607 12 1
Peppyroyal ..	507	18 6 10	7 13 9	19 5 3	..	0 4 6	..	14 11 10	..	813	222 16 2	161	85 19 10	6 3 0	1 4 0	376 5 2
Murroon ..	645	23 14 0	4 19 6	36 1 9	0 2 0	0 7 6	..	14 9 5	..	2,138	445 19 3	225	114 3 7	42 0 2	2 8 10	684 6 0
Barwon ..	1,590	57 9 6	6 16 1	45 8 11	2 18 6	0 5 9	..	13 13 2	..	7,641	2,411 18 5	635	356 0 7	1 11 3	..	2,896 2 2
Geranganete ..	420	11 16 3	0 1 5	14 4 5	3 15 0	5 5 0	..	5 2 3	..	881	310 2 1	95	56 19 0	..	17 3 6	424 8 11
Yauher ..	236	18 16 4	..	4 0 1	..	3 9 0	..	10 18 4	..	52	32 18 4	44	25 4 5	..	..	95 6 6
Forrest ..	2,184	502 8 8	63 13 6	159 8 2	0 15 3	1 14 6	..	51 9 6	..	11,027	5,680 7 3	687	508 6 2	5 3 3	31 2 3	7,004 8 6

BEEAC LINE.

Oudit ..	684	20 4 7	31 8 2	23 19 0	0 14 0	3 18 0	..	17 12 6	..	1,995	827 17 6	988	245 2 7	8 8 9	17 12 3	1,196 17 4
Korr ..	89	3 16 7	..	0 1 6	..	..	..	..	..	..	..	..	..	..	..	3 18 7
Beeac ..	4,553	595 10 3	84 5 10	253 19 9	9 8 6	26 10 9	..	76 19 9	0 0 6	5,483	2,257 18 7	7,432	2,795 1 0	354 4 0	92 15 3	6,546 13 8

BEECH FOREST LINE.

Tulloh ..	4	0 4 0	..	..	..	..	..	..	..	..	..	42	5 16 8	..	..	6 0 8
Coran ..	989	23 12 3	..	0 19 6	..	..	..	..	..	..	..	..	..	..	..	24 11 9
Barongarook ..	1,210	35 10 1	0 13 5	8 7 8	..	..	..	9 13 0	..	659	97 7 1	21	7 4 10	..	..	158 16 1
Water ..	2	0 1 4	..	..	..	..	..	..	..	..	..	..	..	..	..	0 1 4
Kawarren ..	472	22 19 4	0 5 6	15 13 1	..	0 2 3	..	1 0 0	..	1,652	423 11 9	43	25 18 0	..	..	480 9 11
Lovat ..	580	34 2 6	1 2 2	11 8 4	0 4 9	0 0 9	..	..	..	599	121 7 1	59	30 9 8	..	0 17 6	199 12 9
Gellibrand ..	2,013	179 6 2	4 9 11	48 9 5	..	0 5 9	..	17 6 0	..	290	182 15 10	338	206 15 11	14 17 10	9 4 1	663 10 11
Banool ..	324	25 6 7	0 9 2	6 6 3	..	..	..	9 6 0	..	52	13 8 8	26	10 1 10	..	0 11 0	65 9 6
Wimba ..	448	33 9 8	0 5 4	6 7 3	..	0 3 0	..	1 11 2	..	4	5 14 0	20	19 17 4	..	..	67 7 9
MacDevitt ..	18	1 2 8	..	2 15 6	..	..	..	..	..	..	..	2	1 9 6	..	..	5 7 7
Weeaprounah ..	466	40 7 9	0 5 6	7 4 4	0 3 0	0 1 6	..	3 2 6	..	2,658	936 8 8	114	78 10 9	..	1 1 6	1,067 5 6
Ditchley ..	2	0 4 6	..	0 5 4	..	..	..	..	..	..	..	21	24 9 11	..	..	24 19 9
Beech Forest ..	4,400	779 2 3	29 16 9	150 5 7	0 19 6	1 15 6	..	37 8 0	0 9 0	9,853	5,442 5 1	1,597	1,439 17 8	158 3 10	74 13 10	8,114 17 0

TIMBOON LINE.

Naroghid ..	73	5 6 5	0 13 8	2 17 2	..	..	..	13 2 10	..	11	8 4 9	10	4 12 10	..	..	2 9 0
Cobden ..	1,381	140 2 2	67 16 3	138 6 9	..	17 1 3	..	10 2 1	..	1,123	911 5 0	2,143	1,912 12 4	69 13 3	68 1 8	3,335 0 9
Elingamite Siding ..	..	..	..	..	..	..	..	..	..	696	88 7 0	2	1 0 0	..	..	89 7 0
Glentyne ..	345	22 3 1	15 5 7	11 0 5	..	0 1 6	..	9 6 0	..	669	120 1 6	46	40 9 7	0 10 0	..	218 17 8
Montgomery and Brawshaw Siding ..	..	..	0 0 7	11 6 10	..	..	..	..	..	1,558	235 17 4	81	41 5 1	..	..	288 9 10
Timboon ..	1,112	233 8 4	29 19 2	142 13 6	0 4 0	9 1 0	..	13 17 1	..	3,157	766 10 5	528	512 15 1	16 19 0	8 5 11	1,733 13 6

MORTLAKE LINE.

Mortlake ..	5,988	1,292 3 2	109 14 7	312 13 2	78 7 9	48 4 3	..	52 1 8	0 3 3	2,738	2,056 8 0	5,745	3,806 3 0	912 14 1	261 7 5	8,930 0 4
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No. 23.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTS.	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.	
<b>KOROIT-HAMILTON LINE.</b>																
Warrong ..	86	9 19 11	0 2 9	1 0 3	..	0 2 3	..	10 13 0	0 0 9	27	23 10 5	97	30 3 10	..	..	75 13 2
Woolsthorpe ..	160	15 14 2	0 10 4	5 3 3	..	0 17 6	..	8 16 9	..	1,110	181 1 10	148	62 5 0	2 6 0	5 0 9	231 15 7
Hawkesdale ..	2,059	232 16 11	16 2 7	64 7 1	..	11 4 3	..	10 1 0	..	1,122	290 15 8	491	293 8 5	1,248 3 0	143 8 4	2,310 7 3
Minhamite ..	379	83 7 7	6 18 10	27 6 4	..	0 17 6	..	9 1 7	..	1,121	420 14 11	104	50 10 8	..	3 1 6	610 18 11
Purdeet ..	437	68 0 1	4 11 8	12 17 7	..	0 17 0	..	10 1 1	..	195	113 19 11	94	43 11 11	..	3 19 0	257 18 3
Penshurst ..	6,783	1,083 12 9	71 9 8	239 7 8	75 11 3	56 18 3	..	89 18 3	..	1,402	1,444 7 11	2,973	1,656 0 1	1,360 2 10	100 0 9	6,177 9 5
Tabor ..	205	14 4 1	0 13 8	3 10 7	..	..	..	10 2 3	..	851	177 17 10	150	74 10 3	..	..	280 18 8
Yatchaw ..	257	10 10 2	0 18 9	3 10 0	..	0 3 6	..	12 10 4	..	121	54 16 9	117	40 16 4	37 14 0	9 9 5	170 9 3
<b>MELBOURNE-WODONGA LINE.</b>																
Kensington ..	1,044,645	7,061 3 8	96 19 7	180 12 10	3 15 6	0 5 9	..	7 6 8	0 14 5	19,596	2,975 3 9	47,654	31,194 19 6	123 17 6	63 6 6	41,713 5 8
Newmarket ..	1,260,646	9,628 14 9	145 2 7	332 12 4	1,638 8 1	1,257 19 7	..	49 19 0	0 12 1	13,037	2,714 14 6	28,684	26,177 2 0	15,088 6 1	126,475 7 6	183,508 18 6
Show ..	..	..	0 8 8	7 12 11	..	97 9 10	..	0 10 0	..	60	129 11 8	225	123 16 4	242 5 1	490 9 3	1,092 3 9
Grounds ..	..	..	155 6 8	299 4 8	5 18 7	1 12 3	..	16 10 5	0 19 11	..	..	..	..	..	..	16,347 12 6
Ascot Vale ..	1,948,562	15,868 0 0	232 16 7	351 3 11	23 1 1	73 2 3	..	11 18 6	0 16 3	..	..	..	0 11 6	..	..	14,045 11 9
Moonee Ponds ..	1,384,294	13,352 1 8	214 9 11	246 9 9	24 3 10 1/2	94 15 11	..	85 11 10	0 11 7	576	390 17 4	14,996	3,926 15 11	..	5 17 6	16,444 16 9 1/2
Essendon ..	1,031,745	11,455 3 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Essendon Building Tickets (Free) ..	28,560	..	..	0 1 6	..	..	..	..	..	..	..	..	..	..	..	153 0 10
North Essendon ..	15,266	141 15 8	..	..	..	..	..	11 3 8	..	..	..	..	..	..	..	..
North Essendon Building Tickets (Free) ..	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Pascoe Vale ..	52,449	611 8 8	0 1 4	17 9 2	0 7 6	..	..	9 3 0	..	..	..	..	..	..	..	638 9 8
Pascoe Vale Building Tickets (Free) ..	1,920	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Glenroy ..	44,383	671 6 0	14 1 5	45 12 10	1 4 11	0 0 9	..	0 11 0	..	16	8 6 0	537	101 7 2	..	0 12 9	843 2 10
Broadmeadows ..	14,060	330 13 4	175 7 10	100 6 11	5 5 9	0 10 6	..	27 3 1	..	259	61 11 7	1,204	285 11 7	45 15 11	34 5 7	1,066 12 1
Somerton ..	3,720	99 4 1	9 15 5	19 4 5	0 5 3	0 4 9	..	22 17 1	..	..	..	..	..	..	..	151 11 0
Craigieburn ..	6,834	278 16 3	79 2 3	51 8 2	10 11 3	1 1 8	..	0 7 0	..	1,857	284 14 7	1,020	229 9 0	59 1 9	120 15 1	1,115 7 0
Donnybrook ..	4,925	250 17 11	222 12 4	60 5 1	15 19 5	15 1 9	..	27 12 11	..	450	157 15 6	1,200	278 4 7	235 16 6	919 13 3	1,583 19 3
Beveridge ..	2,066	129 4 2	27 8 0	22 16 11	1 18 6	5 11 0	..	7 17 6	..	286	108 18 1	228	74 11 10	2 1 0	94 12 4	474 10 4
Wallan ..	8,283	669 4 4	67 4 1	81 1 10	6 5 5	6 9 3	..	55 11 11	..	2,089	471 17 5	788	331 9 6	600 4 11	377 14 10	2,667 3 6
Lightwood ..	..	..	..	..	..	..	..	0 1 0	..	1,129	168 1 0	1	0 8 7	..	..	168 10 7
Kilmore Junction ..	983	64 14 5	2 14 7	5 14 3	1 15 6	..	..	0 2 1	..	1	1 10 10	..	..	..	..	76 11 8
Wandong ..	2,689	194 7 0	19 13 6	47 7 8	0 5 0	1 3 0	..	..	..	2,726	497 9 7	285	159 16 0	1 8 0	7 1 4	928 11 1
Mathieson's Siding ..	..	..	..	..	..	..	..	..	..	584	76 9 6	..	..	..	..	76 9 6
Kilmore East ..	10,396	1,311 7 11	83 0 2	53 18 8	30 9 9	13 7 0	..	39 2 11	0 8 4	1,121	245 4 10	184	64 10 0	616 8 7	345 5 2	2,803 3 4
Broadford ..	12,034	1,375 16 5	88 14 6	269 4 10	11 5 9	5 14 11	..	48 19 7	0 2 6	4,963	1,543 11 8	4,662	2,231 2 10	107 4 3	136 5 10	5,818 3 1
McDougall ..	..	..	..	..	..	..	..	..	..	3,032	1,251 18 0	2,817	976 13 8	..	..	2,228 11 8
Lowry ..	..	..	..	..	..	..	..	7 16 0	..	7	..	..	2 3 9	..	..	9 19 9
Tallarook ..	10,933	1,106 6 7	45 16 10	108 3 8	8 6 3	10 10 0	..	100 18 9	0 2 0	3,782	1,202 19 2	461	278 18 8	92 4 5	56 15 9	3,011 2 1
Dysart ..	..	..	..	..	..	..	..	..	..	75	27 7 10	10	2 7 1	..	..	20 14 11
Seymour ..	34,418	5,464 17 3	278 15 9	569 7 2	49 1 9	44 6 7	..	2,281 17 5	0 8 9	9,075	2,908 11 11	4,480	2,612 4 2	719 16 1	1,364 6 4	16,293 13 2
Mangalore ..	5,205	814 1 10	11 14 10	31 14 6	2 3 5	4 9 0	..	44 13 6	..	3,311	919 11 3	246	127 18 2	17 13 9	1 4 0	1,975 4 3
Avenel ..	6,025	535 18 5	54 4 10	129 0 1	32 18 6	45 11 4	..	15 11 7	..	3,899	1,470 7 10	996	608 17 10	115 14 9	64 5 4	3,072 5 6
Monea ..	755	40 18 11	4 16 3	8 2 9	0 4 0	..	..	1 18 0	..	160	82 3 11	13	10 11 4	..	..	148 15 2
Locksley ..	1,198	112 6 6	7 4 6	21 6 2	0 4 9	0 4 0	..	4 0 0	..	2,790	1,007 9 9	118	59 0 5	49 4 0	6 12 0	1,267 12 1

MELBOURNE-  
WODONGA LINE--  
continued.

Longwood ..	4,711	542 18 7	41 3 0	116 2 6	8 2 9	27 7 9	..	35 12 6	0 9 3	11,291	4,220 4 5	1,127	738 9 4	175 9 4	42 12 9	5,048 12 2
Croighton ..	559	25 1 2	4 17 3	5 15 5	0 0 9	0 0 9	..	6 0 0	0 0 9	6,662	2,354 2 1	57	19 3 11	..	..	2,415 1 4
Euroa ..	14,950	2,722 19 8	285 19 5	464 5 10	22 11 1	30 14 0	..	56 1 7	0 5 0	18,005	7,471 18 9	3,718	3,145 5 9	792 16 11	863 10 7	16,856 7 7
Balmattin ..	485	20 17 7	4 1 6	9 11 11	..	..	..	6 2 1	0 0 9	2,333	901 16 4	39	25 17 8	..	..	968 7 10
Violet Town ..	7,230	1,165 3 2	103 13 1	186 5 11	36 15 9	42 3 0	..	63 7 0	0 1 3	12,698	5,539 5 4	2,474	1,809 4 5	439 16 6	254 3 11	9,639 10 4
Baddaginnie ..	3,382	301 8 4	33 9 4	72 15 8	6 12 9	1 6 6	..	34 19 3	..	11,729	4,992 17 0	557	412 12 2	106 10 3	67 16 11	6,030 8 2
Caelli's Siding ..	..	..	..	..	..	..	..	..	..	2,748	1,191 3 2	..	..	..	..	1,191 3 2
Benalla ..	34,760	6,634 17 0	851 11 2	769 11 5	87 0 9	163 2 1	..	142 16 5	1 10 0	9,100	4,804 15 2	7,044	7,090 10 11	1,653 9 6	1,184 18 4	23,384 2 9
Winton ..	1,276	95 11 10	8 4 8	18 17 5	..	0 2 3	..	38 6 5	..	3,770	1,702 18 0	82	50 1 2	..	..	1,914 1 9
Head's Siding ..	..	..	..	..	..	..	..	..	..	4,678	2,076 16 1	13	4 7 10	..	..	2,087 3 11
Glenrowan ..	5,844	680 12 0	42 5 6	98 8 5	17 3 3	13 7 3	..	19 5 0	0 3 0	2,505	1,003 17 1	1,286	794 0 0	188 10 7	39 10 6	2,897 2 7
Wangaratta ..	42,786	7,976 15 11	600 2 6	1,086 0 4	176 12 9	85 1 5	..	111 4 0	1 3 3	13,556	6,304 14 2	22,029	14,021 5 5	1,237 12 7	937 9 5	32,538 1 9
Beechworth Junction ..	1,014	115 7 5	8 10 9	11 0 3	0 6 3	0 8 6	..	46 7 9	0 0 9	3,063	1,246 13 8	398	188 16 5	..	0 10 0	1,618 1 9
Springhurst ..	8,111	957 14 3	40 18 10	82 6 6	2 16 3	11 12 3	..	14 3 3	0 3 9	3,405	997 1 6	1,097	791 9 8	156 18 1	71 10 5	3,156 15 9
Chiltern ..	10,339	1,629 2 6	117 3 7	322 14 1	20 14 10	48 2 7	..	18 3 4	4 19 0	2,385	1,111 14 11	6,409	3,972 1 3	81 12 0	49 19 4	7,376 7 5
Barnawartha ..	4,006	571 1 5	25 17 7	100 15 1	1 17 6	10 2 9	..	8 19 10	..	2,473	972 11 3	934	1,047 16 11	1,532 3 6	63 16 0	4,335 1 10
Wodonga ..	21,462	3,080 15 6	201 15 6	331 7 3	129 3 0	53 12 6	..	595 4 8	1 1 0	2,262	4,346 19 5	3,479	5,566 17 2	26,799 18 7	3,434 3 4	44,540 17 11

WALLAN-BENDIGO  
LINE.

Leslie ..	42	1 6 2	1 4 11	2 11 10	..	0 1 6	..	0 3 9	..	279	49 0 8	13	5 19 10	..	..	60 8 8
Bylands ..	505	23 0 10	6 3 10	11 2 2	1 6 3	1 7 0	..	2 13 8	..	782	175 19 9	48	17 11 8	..	..	239 5 2
Kilmore ..	5,303	456 0 4	60 2 11	211 14 10	12 16 9	30 18 0	..	59 8 3	0 8 3	1,565	609 18 5	2,961	1,315 19 6	126 14 1	670 19 11	3,555 1 3
Willowmavin ..	91	2 6 5	1 2 2	2 13 10	0 2 6	1 12 3	..	11 0 0	..	1,127	319 15 3	85	21 19 3	..	3 18 6	364 10 2
Morandng ..	344	10 10 3	4 17 0	16 0 3	0 4 6	0 4 6	..	9 16 10	..	987	242 17 0	48	22 13 8	0 18 0	3 13 0	311 10 6
High Camp ..	1,362	124 2 9	11 7 11	34 2 11	0 6 6	1 1 0	..	21 4 7	..	1,596	539 15 10	200	107 0 0	87 16 6	4 8 3	931 6 3
Pyalong ..	1,657	163 2 6	17 3 11	67 3 6	3 19 3	8 13 6	..	8 6 11	..	1,042	313 2 11	238	159 0 1	99 16 6	36 18 9	877 7 0
Tooborac ..	3,203	404 11 2	42 18 6	74 6 6	2 15 6	1 4 9	..	65 3 9	..	10,144	2,138 11 2	1,682	767 10 3	116 11 7	83 15 3	3,697 8 5
McIvor Siding ..	..	..	..	..	..	..	..	..	..	52,850	12,812 1 7	352	102 2 8	..	..	12,914 4 3
South Heathcote ..	1,942	241 0 6	19 8 8	38 0 7	0 2 0	0 14 0	..	19 16 4	..	16,500	3,342 16 1	477	303 9 1	..	3 5 0	3,968 12 3
Heathcote ..	6,930	989 13 11	104 12 11	256 16 7	4 9 9	13 18 6	..	38 2 11	0 3 3	11,920	2,511 2 7	3,252	2,181 4 1	120 11 0	104 18 1	6,325 13 7
Derrinal ..	1,146	81 10 4	7 12 4	12 2 2	0 5 3	0 5 3	..	8 3 6	..	4,676	884 8 11	144	65 3 6	54 13 4	8 13 9	1,122 13 1
Knowsley ..	2,537	204 16 4	10 5 9	33 0 0	0 5 6	16 19 6	..	29 4 5	..	14,761	2,564 17 1	453	174 9 8	36 19 2	50 8 5	3,121 5 10
Ingham ..	..	..	..	..	..	..	..	7 16 0	..	2,881	420 5 5	27	4 9 3	..	..	432 11 5
Axedale ..	3,125	200 1 1	10 2 1	29 19 2	0 6 0	5 8 0	..	18 2 9	..	9,973	1,385 19 4	559	264 11 3	3 1 0	9 17 6	1,927 8 2
Longlea ..	671	28 14 2	1 12 6	7 5 6	0 0 6	0 0 6	..	1 14 7	..	982	147 9 11	91	33 12 10	..	..	220 10 6

MANSFIELD LINE.

Trawool ..	924	106 4 0	11 19 0	26 0 10	2 5 6	1 9 0	..	12 9 7	..	163	109 12 3	123	74 0 2	0 11 0	2 8 1	346 19 5
Granite ..	23	0 18 9	..	..	..	0 3 0	..	..	..	..	..	..	..	..	..	1 1 9
Kerrisdale ..	1,036	88 0 1	7 10 7	34 15 7	2 17 3	1 1 3	..	0 2 3	..	688	293 4 2	184	109 1 1	8 2 9	22 13 4	567 8 4
Homewood ..	504	68 13 7	6 6 4	13 18 9	0 11 0	1 8 6	..	11 17 6	..	211	126 12 8	88	48 2 8	160 19 4	8 18 3	447 8 7
Yea ..	9,667	1,535 18 6	176 7 7	287 7 0	34 9 6	38 11 0	..	65 5 5	0 3 0	1,356	1,049 16 4	2,272	1,689 2 3	461 13 9	252 19 0	5,591 13 4
Cheviot ..	292	8 9 2	3 5 8	21 18 10	0 1 3	0 8 0	..	6 15 0	..	7,444	3,029 3 8	511	218 18 9	..	8 2 0	3,297 2 4
Molesworth ..	873	138 9 3	18 0 4	53 0 2	7 15 6	1 17 6	..	12 11 10	..	564	423 1 10	222	218 5 6	188 9 6	303 15 3	1,365 6 8
Cathkin ..	1,334	200 5 10	11 3 9	20 0 0	0 8 6	0 10 0	..	22 19 8	..	483	217 2 4	72	68 16 5	8 11 0	1 0 3	558 17 9
Yarck ..	1,328	253 11 10	23 1 3	91 14 0	3 10 3	14 7 3	..	17 19 7	..	1,526	848 9 3	751	629 6 4	87 6 9	93 4 2	2,058 6 11
Kanumbra ..	194	18 4 0	5 10 9	24 9 10	..	0 5 0	..	20 14 10	..	1,136	498 13 0	87	54 2 6	5 2 3	2 2 6	626 9 5
Merton ..	1,178	157 18 11	18 17 2	47 15 8	4 19 3	1 18 6	..	4 5 3	..	230	186 13 9	90	68 4 10	69 11 0	13 16 1	471 8 10
Woodfield ..	849	104 6 9	4 6 6	19 13 5	0 1 3	0 10 0	..	24 15 9	0 0 6	623	451 6 5	792	805 16 3	230 14 6	53 10 3	2,080 3 9
Bonnie Doon ..	2,753	367 5 4	29 7 7	104 8 8	10 17 6	2 1 0	..	20 13 5	..	2,484	1,367 14 6	213	213 1 0	60 0 10	23 4 5	1,961 14 10
Maindample ..	2,039	212 2 2	12 6 3	48 10 0	3 6 3	0 16 0	..	22 5 10	0 2 3	2,560	2,271 10 9	3,174	4,333 5 9	1,161 16 3	338 5 10	9,513 12 8
Mansfield ..	5,088	1,825 5 9	137 10 8	370 9 4	25 11 3	27 9 0	..	..	..	..	..	..	..	..	..	..

ALEXANDRA LINE.

Alexandra Road ..	2,777	887 11 6	66 11 6	244 2 6	12 4 11	11 8 0	..	16 18 0	0 2 6	1,770	1,324 15 10	3,805	2,757 5 10	316 9 11	187 13 3	5,825 3 9
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SEYMOUR-COBHAM  
LINE.

Tabilk ..	1,454	213 9 2	22 2 9	41 5 3	8 9 0	4 6 3	..	29 5 3	..	5,895	2,036 13 8	451	221 10 11	67 16 6	17 9 4	2,662 8 1
Nagambie ..	10,897	1,588 5 0	126 10 8	292 17 7	21 8 9	23 16 6	..	71 3 9	0 2 9	20,085	7,140 14 0	2,530	1,955 14 0	191 7 5	243 18 6	11,655 18 11
Wahring ..	2,587	375 13 9	30 6 11	57 19 2	3 17 9	3 7 9	..	62 2 3	..	11,414	4,157 3 9	798	318 6 1	99 0 5	32 12 5	5,140 10 3

No. 23.—RETURN OF TRAFFIC AT EACH STATION—*continued.*

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELE-GRAPH, AND DINING CARS.	RENTS.	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.	
<b>SEYMOUR-COBHAM LINE—<i>continued.</i></b>																
Murchison East ..	8,214	1,308 1 9	173 3 9	123 9 7	36 18 9	38 13 0	..	86 2 7	0 1 6	4,087	1,732 6 7	759	496 4 3	585 16 8	355 16 6	4,936 14 11
Arcadia ..	3,388	444 2 4	31 3 0	70 19 4	8 3 0	13 12 6	..	66 3 9	..	13,996	5,617 13 11	1,880	721 0 4	276 8 2	116 3 11	7,303 10 3
Toolamba ..	9,368	1,009 5 4	33 18 6	58 2 3	8 8 6	7 13 0	..	83 6 0	..	3,515	1,743 16 6	738	440 14 1	281 13 3	486 8 7	4,159 6 0
Mooroopna ..	5,790	1,111 9 1	84 0 1	153 1 10	6 10 3	20 1 6	..	31 19 9	0 3 6	7,600	4,613 7 8	4,135	2,111 11 10	235 12 0	287 4 1	8,655 1 7
Shepparton ..	25,953	4,838 12 8	417 9 2	728 13 9	92 2 5	87 0 3	..	322 2 6	..	8,010	4,379 7 4	10,360	7,935 18 9	1,243 10 3	2,184 8 5	22,229 5 6
Congupna ..	613	25 15 6	2 6 9	8 4 11	..	0 13 3	..	11 2 8	..	1,296	641 3 4	88	41 9 9	..	12 6 1	743 2 3
Tallygaroopna ..	3,095	386 10 3	30 2 4	89 12 9	6 15 0	0 12 0	..	41 15 1	..	5,608	2,880 15 9	1,466	895 9 7	344 8 9	231 5 9	4,907 7 3
Wungahnu ..	3,582	411 5 4	32 11 4	70 5 11	1 2 3	4 13 0	..	21 15 11	0 1 3	3,975	2,070 1 10	650	511 1 8	230 3 9	134 6 0	3,487 8 3
Numurkah ..	14,122	2,468 2 0	203 3 2	375 9 3	46 11 0	24 13 6	..	55 10 2	0 2 9	4,099	2,208 2 7	3,999	3,612 12 5	644 19 6	351 8 8	9,990 15 0
Katunga ..	1,096	152 13 7	14 12 7	36 1 9	2 11 9	1 0 9	..	14 12 9	..	2,670	1,430 12 11	470	215 3 5	340 16 10	2 17 11	2,220 4 3
Strathmerton ..	2,549	373 7 5	31 10 4	102 14 4	2 16 9	0 9 3	..	18 2 3	..	1,647	1,052 9 7	740	664 6 9	351 11 5	80 1 5	2,677 9 6
Yarrowyah ..	1,112	236 15 4	11 7 11	34 6 0	0 17 3	2 1 9	..	15 3 0	..	922	562 17 0	232	157 9 6	172 6 3	29 1 9	1,222 5 3
Cobram ..	4,164	1,728 8 4	104 4 3	353 15 10	35 3 9	6 11 0	..	92 9 0	..	3,392	2,643 3 0	2,602	3,440 18 8	1,160 13 10	765 16 6	10,331 4 2
<b>RUSHWORTH LINE.</b>																
Murchison ..	1,297	67 10 9	15 9 10	128 3 1	3 12 3	3 7 9	..	16 5 1	1 1 6	2,739	1,257 1 5	1,787	1,245 16 3	..	1 1 9	2,789 9 8
Hammond ..	..	..	..	1 19 11	..	..	..	2 15 0	..	4,187	1,577 4 6	16	10 5 0	..	..	1,592 4 5
Waranga ..	616	44 3 9	2 14 2	15 10 1	..	..	..	6 8 9	..	2,668	1,125 19 5	27	21 7 5	..	..	1,216 3 7
Rushworth ..	5,624	1,181 3 2	136 19 0	350 11 9	9 12 3	1 16 0	..	48 6 5	0 3 0	21,797	9,244 0 1	4,029	3,392 0 8	456 16 1	126 5 0	14,947 13 5
<b>TOOLAMBA-ECHUCA LINE.</b>																
Tatura ..	8,047	1,341 4 11	113 9 1	296 5 0	18 9 0	20 13 0	..	76 0 7	0 3 0	5,070	2,361 16 0	5,052	3,088 10 0	380 1 2	344 14 3	8,041 6 0
Byrneside ..	938	138 8 3	5 8 5	19 10 7	5 17 6	0 17 0	..	11 7 0	..	1,373	695 2 7	321	170 5 4	118 18 8	23 13 3	1,189 9 0
Merrigum ..	3,490	465 9 2	39 13 7	75 16 5	0 18 0	1 7 6	..	46 16 8	..	6,907	3,874 1 8	2,383	1,333 12 3	240 4 9	46 11 10	6,124 11 10
Kyabram ..	9,594	1,744 13 8	146 3 9	395 0 2	10 0 6	17 10 6	..	57 17 6	0 3 6	9,470	5,545 14 7	5,572	4,167 17 10	693 5 4	155 9 7	12,933 16 11
Toongala ..	2,415	328 14 9	30 17 8	80 5 10	20 5 6	5 5 0	..	36 19 6	..	4,547	1,507 6 5	1,279	752 2 8	262 3 6	7 15 0	3,031 15 10
Kooyga ..	317	39 19 3	2 11 4	9 8 9	1 1 6	0 17 0	..	0 15 0	..	567	247 16 11	201	69 11 5	405 3 0	144 18 9	922 2 11
<b>KATAMATITE LINE.</b>																
Pine Lodge ..	421	19 16 2	2 17 4	12 6 10	..	0 0 9	..	4 11 4	..	2,526	1,233 11 2	338	125 8 10	3 18 6	27 13 1	1,430 9 0
Lamrock ..	..	..	..	..	..	..	..	..	..	4,748	463 10 0	109	18 15 3	..	..	477 5 3
Cesgrove ..	1,155	148 0 2	13 14 0	50 11 6	0 14 0	5 18 3	..	7 9 9	..	4,824	2,426 17 11	802	466 2 8	143 7 10	87 15 4	3,350 17 11
Bookie ..	3,565	729 2 9	76 4 5	203 5 10	9 9 0	24 3 6	..	76 8 10	0 3 0	4,862	1,738 19 2	2,399	1,944 18 11	266 7 2	57 15 2	5,126 17 9
Yabba South ..	65	3 7 10	0 0 6	0 0 9	..	0 1 0	..	..	..	340	163 16 2	32	9 5 9	3 1 2	..	179 13 2
Yabba North ..	318	20 4 7	2 13 6	23 15 9	0 1 0	0 5 6	..	1 10 0	..	1,669	879 14 10	338	245 15 5	45 7 6	41 12 2	1,261 0 3
Youanmitte ..	170	13 12 5	4 7 6	32 7 10	0 3 0	0 4 3	..	15 5 0	..	4,037	1,993 17 11	362	217 16 3	3 11 6	4 12 7	2,285 18 3
Katamatite ..	970	195 18 10	25 2 1	72 10 2	8 3 9	6 18 6	..	16 8 0	..	4,069	2,300 2 8	1,126	913 8 5	166 3 6	139 10 8	3,844 6 7
<b>TUCUMWAL LINE.</b>																
Mywee ..	16	0 18 10	..	0 1 0	..	0 1 0	..	0 0 6	..	255	124 10 5	18	7 6 4	..	..	132 18 1
Boyle's Siding ..	..	..	..	..	..	..	..	..	..	928	332 10 2	..	..	..	..	332 10 2
Tucumwal ..	2,656	1,207 0 9	53 8 1	248 4 3	27 11 9	7 11 6	..	20 5 6	0 2 0	2,751	3,329 4 4	3,679	4,481 11 1	3,166 3 9	2,396 8 0	14,937 11 0



PICOLA LINE.

9328.  
Waaia .. ..  
Nathalia .. ..  
Barwo .. ..  
Picola .. ..

YARRAWONGA LINE.

Goorambat .. ..  
Nooranunga .. ..  
Devenish .. ..  
St. James .. ..  
Tungamah .. ..  
Telford .. ..  
Yarrawonga .. ..

WHITFIELD LINE.

Targoora .. ..  
Lacey .. ..  
Oxley .. ..  
Skehan .. ..  
Docker .. ..  
Byrne .. ..  
Moyhu .. ..  
Angleside .. ..  
Claremont .. ..  
Dwyer .. ..  
Edi .. ..  
Hyem .. ..  
King Valley .. ..  
Jarrott .. ..  
Pieper .. ..  
Whitfield .. ..

WANGARATTA-YACK-ANDANDAH LINE.

Londrigan .. ..  
Tarrowingee .. ..  
Everton .. ..  
Baarmutha .. ..  
Bechworth .. ..  
Wooragee .. ..  
Yackandandah .. ..

BRIGHT LINE.

Brookfield .. ..  
Bowman .. ..  
Palmerston .. ..  
Myrtleford .. ..  
Ovens .. ..  
Eurobin .. ..  
Porepunkah .. ..  
Bright .. ..

WAHGUNYAH LINE.

Lilliput .. ..  
Consols Siding .. ..  
Rutherglen .. ..  
Wahgunyah .. ..

1,051	62 3 8	15 9 10	39 6 11	0 5 6	0 1 0	..	6 7 6	..	2,482	1,303 9 7	817	334 17 1	350 14 4	13 12 9	2,126 8 2
5,361	1,240 14 11	115 1 11	274 2 0	3 3 6	4 17 5	..	51 11 11	0 2 0	5,494	3,482 7 11	2,480	3,138 1 9	689 8 1	141 11 2	9,141 2 7
16	0 6 8	..	..	..	..	..	0 12 0	..	..	..	..	..	..	..	0 18 8
1,510	352 17 11	75 6 3	105 1 5	4 6 6	0 17 0	..	24 15 6	..	4,329	2,590 17 10	756	646 8 6	347 18 3	35 19 7	4,184 8 9
2,865	322 2 0	26 0 8	87 0 10	0 12 0	0 15 3	..	27 10 11	..	9,620	4,452 17 5	772	674 11 4	133 17 9	6 19 2	5,732 7 4
1,198	85 7 6	2 10 4	12 5 6	..	0 0 9	..	4 5 3	..	1,520	605 11 11	34	19 17 9	26 9 9	..	756 8 9
3,389	416 2 7	37 7 6	79 1 3	1 5 9	2 6 0	..	14 7 2	..	3,706	1,894 13 0	992	787 18 2	247 10 4	51 9 8	3,532 1 5
4,387	666 11 0	44 8 7	116 6 11	12 6 0	13 6 3	..	62 2 9	..	10,927	5,536 4 11	1,347	1,089 15 6	336 6 11	189 1 11	8,066 10 9
3,840	730 2 3	54 17 6	172 19 11	7 2 0	9 3 6	..	66 6 9	..	7,500	4,036 0 11	1,540	1,442 8 1	243 7 6	387 18 8	7,130 7 1
1,049	92 12 4	7 15 1	20 17 4	..	..	..	21 18 0	..	2,879	1,544 17 5	272	157 4 5	80 2 6	24 2 0	1,949 9 1
8,720	2,563 3 3	106 4 0	482 14 11	64 10 1	34 1 6	..	79 6 0	0 10 2	13,593	8,603 10 7	4,663	5,870 3 2	2,038 11 1	964 9 2	20,807 3 11
145	2 18 3	..	..	..	..	..	..	..	..	..	..	..	..	..	2 18 3
60	2 7 4	..	0 3 9	..	..	..	..	..	..	..	..	..	..	..	2 11 1
1,039	42 9 0	2 9 7	10 11 10	0 1 0	0 0 6	..	10 0 9	..	275	52 3 6	76	38 13 7	..	..	156 8 9
82	3 4 11	..	..	..	..	..	..	..	..	..	..	..	..	..	3 4 11
1,713	67 17 6	2 17 2	9 9 11	..	0 4 6	..	..	..	678	242 0 8	135	56 10 1	0 10 0	..	379 9 10
549	30 0 9	..	..	..	..	..	..	..	..	..	..	..	..	..	30 0 9
5,114	329 17 2	19 14 11	58 13 0	0 5 6	1 13 6	..	5 10 0	..	1,864	585 14 3	835	685 7 11	32 18 10	18 12 6	1,738 7 7
356	19 10 9	..	..	..	..	..	..	..	..	..	..	..	..	..	19 10 9
386	23 7 4	..	..	..	..	..	..	..	..	..	..	..	..	..	23 7 4
268	17 14 5	..	..	..	..	..	..	..	..	..	..	..	..	..	17 14 5
2,205	175 2 9	6 16 5	26 13 9	0 2 6	0 5 0	..	10 10 11	..	1,974	520 14 7	184	140 5 8	6 5 0	7 19 1	894 15 8
137	10 12 0	..	..	..	..	..	..	..	..	..	..	..	..	..	10 12 0
988	78 3 10	..	..	..	..	..	..	..	..	..	..	..	..	..	78 3 10
429	35 13 8	..	..	..	..	..	..	..	..	..	..	..	..	..	35 13 8
319	31 19 10	..	..	..	..	..	..	..	..	..	..	..	..	..	31 19 10
3,433	447 18 11	23 10 5	103 2 11	1 9 0	0 15 6	..	9 19 0	..	3,167	1,034 11 1	586	548 17 10	56 15 7	41 16 0	2,268 16 3
1,175	44 15 7	2 19 8	14 4 10	..	0 1 0	..	6 1 9	..	1,222	484 18 6	161	85 3 2	1 7 11	..	639 12 5
2,345	123 14 6	9 0 7	51 10 11	0 4 0	5 4 6	..	6 14 1	..	2,386	847 5 7	475	332 15 3	4 10 0	..	1,380 19 5
4,503	496 12 2	26 14 6	43 18 2	1 11 6	0 1 6	..	28 3 8	..	2,152	587 3 11	233	145 11 1	29 10 3	1 9 0	1,360 15 9
364	9 1 5	..	..	..	..	..	11 9 6	..	..	..	..	..	..	..	20 10 11
11,587	2,613 1 0	234 19 3	540 16 5	16 16 9	23 4 0	..	82 11 6	0 9 0	5,272	2,269 5 1	6,965	6,150 8 9	33 0 9	69 13 6	12,034 6 0
172	11 5 6	1 0 10	6 6 10	..	..	..	24 18 11	..	383	135 8 11	49	39 9 3	..	..	218 10 3
3,224	560 13 4	41 15 10	158 5 11	0 14 6	11 11 9	..	14 16 1	..	1,742	693 8 10	1,364	1,937 6 11	1 12 3	1 15 0	3,422 0 5
270	12 12 10	0 4 10	1 11 11	..	..	..	7 16 0	..	2	1 0 3	15	7 5 8	..	..	30 11 6
904	81 9 8	8 10 11	36 8 7	0 2 6	0 4 0	..	11 4 5	..	1,828	620 14 9	484	336 4 3	169 11 10	16 6 6	1,280 17 5
623	28 2 4	4 3 11	18 11 1	..	0 5 9	..	12 9 0	..	1,113	250 4 9	131	92 16 3	0 18 6	4 8 0	411 19 7
6,906	1,395 8 0	77 16 7	212 4 3	16 8 5	10 12 6	..	49 4 2	0 3 0	2,890	962 3 5	1,603	2,073 16 5	744 19 11	100 8 3	5,643 4 11
576	26 18 9	4 11 3	22 9 6	..	1 5 6	..	4 5 1	..	1,052	404 14 11	105	85 16 11	..	1 17 0	551 18 11
622	35 2 6	2 3 6	22 15 4	..	0 3 6	..	16 14 8	..	640	222 18 0	150	163 12 6	1 0 6	..	464 10 6
2,594	196 1 11	19 17 4	126 17 7	0 3 3	1 8 9	..	3 12 8	..	700	338 7 9	1,000	1,563 7 2	..	47 5 6	2,297 1 11
7,100	1,935 9 3	146 2 2	510 4 2	2 5 6	16 4 11	..	32 6 11	0 5 3	355	494 6 5	3,616	5,510 4 6	57 17 9	118 16 7	8,824 3 5
1,522	39 13 7	0 8 5	2 17 11	..	0 0 6	..	1 3 10	..	363	134 10 0	104	52 5 8	..	..	230 19 11
16,660	3,165 10 0	212 4 5	661 0 5	21 12 6	27 13 3	..	65 2 4	0 5 3	5,491	3,614 19 2	16,613	10,646 5 7	157 17 2	55 3 9	18,627 13 10
13,266	2,961 19 6	114 8 11	468 13 2	83 4 10	44 14 8	..	113 12 4	0 8 3	5,682	6,874 16 7	9,866	10,812 17 1	3,241 4 5	1,045 16 0	25,761 15 9

No. 23.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATION.]	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELE-GRAPH, AND DINING CARRS.	RENTS.	MISCEL-LANEOUS.	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.	
<b>TALLANGATTA LINE.</b>																
East Wodonga ..	71	3 15 9	..	0 8 5	..	..	..	1 10 0	..	..	..	..	..	..	..	3 15 9
Bonogilla ..	156	5 8 1	..	..	..	..	..	34 7 0	..	934	864 7 1	1,877	2,235 3 9	1,265 12 6	87 8 2	4,945 3 5
Bethanga ..	3,579	322 2 2	27 7 11	91 11 7	12 12 3	4 11 0	..	13 12 8	..	547	563 4 5	1,044	1,399 9 3	1,496 9 2	42 4 1	4,008 16 1
Huon ..	3,658	377 0 4	22 9 1	92 3 7	0 1 0	2 2 6	..	5 13 2	..	41	36 4 10	11	6 0 9	..	3 17 4	109 2 2
Bolga ..	297	43 2 1	1 3 4	12 17 2	0 1 6	0 2 0	..	..	..	..	..	..	..	606 14 4	4 2 0	610 16 4
Tatonga ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tallangatta ..	8,767	2,250 19 9	108 12 9	432 15 5	86 13 0	69 4 11	..	72 19 2	..	1,691	2,545 14 6	4,522	6,843 11 8	4,151 6 3	175 18 7	16,746 16 0
<b>WILLIAMSTOWN LINE.</b>																
South Kensington ..	202,683	1,445 19 5	4 7 10	9 17 9	2 16 6	1 1 3	..	5 4 5	0 2 11	16,809	3,219 8 10	46,482	43,486 1 5	..	..	48,175 0 4
Angliss' Siding ..	..	..	..	..	..	..	..	..	..	4,760	611 5 10	461	44 9 4	..	..	855 15 2
Footscray ..	2,112,443	19,446 0 6	937 0 7	482 1 9	21 11 6	8 10 2	..	189 10 0	1 1 11	5,968	3,408 13 0	22,516	6,982 18 1	..	..	31,477 7 6
Seddon ..	631,973	5,231 5 4	45 11 10	39 19 8	1 11 3	0 4 0	..	24 15 0	0 8 9	..	..	..	..	..	..	5,343 15 10
Yarraville ..	795,613	6,875 14 7	72 16 9	112 16 1	6 7 6	0 18 9	..	24 12 4	0 4 6	96,477	46,364 13 0	9,057	2,777 0 4	..	..	56,235 3 10
Spotswood ..	181,207	1,645 0 9	197 4 1	84 9 0	0 16 3	0 1 6	..	743 10 5	..	1,323	1,818 15 2	22,531	2,920 11 5	..	..	6,666 13 2
Newport ..	652,094	6,657 1 10	91 6 5	121 7 8	12 11 7	2 14 0	..	..	..	7,411	955 13 10	22,081	9,556 4 9	7 1 3	4,044 7 1	22,191 18 10
Altona Bay Siding ..	..	..	..	..	..	..	..	..	..	1,055	110 8 1	..	..	..	..	110 8 1
Austral Meat Siding ..	..	..	..	..	..	..	..	..	..	2,867	391 2 7	..	..	..	..	391 2 7
North Williamstown ..	666,808	8,354 12 9	126 0 5	167 3 6	3 13 4	1 3 0	..	53 4 7	0 15 0	774	77 6 1	7,250	1,760 7 10	..	..	10,474 6 6
Beach ..	449,728	5,968 0 5	61 6 0	101 16 8	4 0 10	2 11 0	..	20 3 7	1 1 0	..	..	..	..	..	..	6,157 19 6
Williamstown ..	397,687	5,724 10 7	85 2 7	131 16 1	2 15 1	4 8 9	..	196 6 7	0 13 3	..	..	..	..	..	..	6,145 12 11
Williamstown Pier ..	27,742	448 8 5	30 11 0	21 14 5	0 1 0	..	..	1,744 10 5	94 3 9	38,978	10,275 6 5	303,651	157,100 6 4	0 13 4	138 15 2	169,854 10 3
<b>NEWPORT-SUNSHINE LINE.</b>																
Thomas' Siding ..	..	..	..	..	..	..	..	..	..	14,306	1,526 17 6	..	..	..	..	1,526 17 6
McKenzie and Hol-land's Siding ..	..	..	..	..	..	..	..	..	..	63	17 7 6	..	..	..	..	17 7 6
Russell's Siding ..	..	..	..	..	..	..	..	..	..	33,178	3,174 1 6	..	..	..	..	3,174 1 6
Borthwick's Siding ..	..	..	..	..	..	..	..	..	..	2,488	336 11 8	..	..	..	..	336 11 8
Little Brooklyn Siding ..	..	..	..	..	..	..	..	..	..	4,007	457 4 10	..	..	..	..	457 4 10
Brooklyn Siding ..	..	..	..	..	..	..	..	..	..	8,513	845 7 0	..	..	..	..	845 7 0
Hay's Siding ..	..	..	..	..	..	..	..	..	..	20,914	1,873 15 3	..	..	..	..	1,873 15 3
<b>COBURG LINE.</b>																
Macaulay ..	146,136	894 16 7	19 10 8	15 8 2	1 17 3	..	..	59 5 0	..	..	..	..	..	..	..	990 17 8
Flemington Bridge ..	151,776	1,037 14 2	25 17 10	25 0 7	1 14 0	0 8 6	..	26 3 1	..	..	..	..	..	..	..	1,116 13 2
Royal Park ..	62,935	462 15 8	17 18 2	21 5 1	0 5 0	3 15 6	..	44 10 11	..	..	..	..	..	..	..	550 10 4
South Brunswick ..	347,791	2,050 8 0	96 16 11	61 19 7	2 7 3	1 1 9	..	110 0 0	0 17 11	29,287	6,286 9 0	16,148	4,065 11 2	..	..	12,675 11 7
Brunswick ..	537,414	2,880 4 7	220 4 7	139 9 8	3 7 9	1 16 6	..	51 14 3	0 15 10	2,001	646 18 11	13,016	3,499 2 2	..	0 19 6	7,444 13 9
Moreland ..	464,707	2,408 17 6	78 1 3	60 9 7	2 13 5	0 15 6	..	73 11 10	0 9 7	2,930	355 16 5	13,636	3,968 1 9	..	..	6,948 16 10
Coburg ..	643,589	4,611 11 9	84 11 3	97 5 4	12 7 6	4 5 3	..	71 7 4	0 15 10	732	385 2 0	3,140	999 6 11	..	23 5 5	6,289 18 7
Coburg Building Tickets (Free) ..	4,380	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

PRESTON AND WHITTLESEA LINE.																
North Carlton ..	7,007	166 8 10	37 8 2	137 1 6	1 19 8	1 5 0	..	8 10 5	0 4 10	2,735	292 11 0	12,154	3,831 3 11	..	0 9 0	4,477 2 4
North Fitzroy ..	330,571	2,603 11 3	239 16 4	387 11 0	5 17 5	1 14 3	..	47 18 2	0 19 8	1,458	498 8 8	7,121	2,126 8 6	25 10 0	..	5,937 15 3
Fitzroy ..	..	..	..	..	..	..	..	333 3 4	..	1,615	969 12 7	47,583	15,525 3 9	..	..	16,827 19 8
Merril ..	250,563	1,765 11 3	29 19 11	28 4 8	2 16 8	0 1 0	..	16 19 0	..	..	..	..	..	..	..	1,843 12 6
Northcote ..	350,749	2,363 2 0	111 18 1	87 7 7	2 16 6	0 18 6	..	4 12 0	0 8 9	19,657	3,458 5 8	9,265	1,973 1 7	..	..	8,002 10 3
Croxton ..	499,765	3,223 11 11	39 0 9	73 0 8	1 16 1	0 0 6	..	11 17 0	..	128	19 14 4	3,245	808 11 11	..	..	4,177 13 2
Thornbury ..	280,559	1,995 13 4	21 1 6	29 10 3	1 4 0	0 2 0	..	11 19 10	..	..	..	..	..	..	..	2,059 10 11
Thornbury Building Tickets (Free) ..	660	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bell ..	301,994	2,408 12 7	83 19 0	54 15 3	4 2 11	0 3 3	..	16 18 0	..	2,702	533 6 9	4,543	1,138 10 8	0 10 6	2,218 13 5	6,459 12 4
Bell Building Tickets (Free) ..	9,060	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Murray ..	182,375	1,583 0 10	32 18 8	28 2 0	1 8 7	0 4 0	..	4 14 10	..	..	..	..	..	..	..	1,650 8 11
Murray Building Tickets (Free) ..	6,720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Regent ..	185,105	1,764 8 7	48 8 1	33 12 0	1 15 1	1 4 6	..	7 7 3	..	..	..	..	..	..	..	1,856 15 6
Regent Building Tickets (Free) ..	17,160	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Preston (Reservoir) ..	42,710	533 15 11	18 8 11	31 17 5	91 15 9	10 5 3	..	2 16 3	0 16 11	170	33 19 0	11,033	1,273 5 3	22 17 7	23 18 7	2,043 16 10
Preston (Reservoir) Building Tickets (Free) ..	600	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Thomastown ..	1,707	14 15 3	9 12 2	9 10 7	0 1 0	0 1 6	..	9 7 2	..	17	11 19 5	394	89 12 5	..	0 11 6	145 11 0
Epping ..	10,824	237 1 5	26 17 7	36 1 9	0 15 0	79 18 5	..	15 3 9	..	102	36 14 9	1,568	415 5 11	3 16 7	6 17 0	858 12 2
South Morang ..	6,197	186 16 10	211 1 4	68 16 11	10 0 4	14 10 9	..	10 10 11	0 5 7	110	23 2 0	762	198 8 5	17 7 9	77 6 7	818 7 5
South Yan Yean ..	12,031	407 6 6	266 0 4	119 6 8	1 2 11	13 13 9	..	1 9 7	..	668	149 2 11	1,073	333 8 5	34 14 4	25 1 0	1,351 6 5
Yan Yean ..	5,543	218 12 8	148 16 0	55 1 3	0 3 6	3 7 0	..	0 2 6	..	1,199	272 4 6	723	197 9 8	..	7 2 6	902 19 7
Whittlesea ..	10,789	641 15 8	234 6 4	178 3 5	9 9 3	4 9 0	..	31 13 2	0 2 6	3,037	700 4 1	1,914	602 18 1	83 10 11	63 19 9	2,550 12 2
Melbourne—Prince's-bridge (Country) ..	415,407	52,402 19 11	9,777 1 5	5,530 14 5	289 8 1	250 19 11	..	615 18 6	46 3 6	..	..	419	367 5 0	..	..	69,280 10 9
Melbourne—Prince's-bridge (Suburban) ..	850,742	12,941 16 9	..	..	..	..	..	..	..	..	..	..	..	..	..	12,941 16 9
MELBOURNE—BAIRNSDALE LINE.																
Hawksburn ..	1,937,179	15,934 3 0	378 11 1	653 7 6	11 18 5	2 8 3	..	31 19 2	1 3 9	1,601	736 15 2	40,181	7,989 8 10	..	0 12 6	17,013 11 2
Toorak ..	844,032	9,131 14 5	321 9 9	712 11 2	11 15 1	1 18 3	..	184 8 10	0 15 8	..	..	..	..	..	..	19,091 9 8
Armadale ..	1,371,173	15,546 4 6	219 8 9	266 7 8	14 17 5	2 0 3	..	42 10 9	1 5 9	..	..	..	..	..	..	16,092 15 1
Malvern ..	1,668,902	19,637 4 7	374 7 6	781 2 5	18 5 9	2 16 0	..	90 16 11	1 3 4	806	143 14 7	20,632	4,124 3 10	..	..	25,176 14 11
Caulfield ..	835,320	11,946 13 3	243 16 4	326 9 5	1,460 6 8	1,223 0 7	..	23 4 5	0 14 2	637	103 0 11	10,121	1,575 6 10	288 4 2	400 15 3	17,681 12 0
Caulfield — Building Tickets (Free) ..	2,160	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Carnegie ..	127,730	1,434 2 1	46 5 7	41 15 1	0 5 9	0 9 6	..	17 9 2	..	..	..	..	0 1 3	..	..	1,540 8 5
Carnegie — Building Tickets (Free) ..	9,798	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Murrumbidgee ..	168,330	2,101 14 4	31 19 6	64 15 8	2 17 6	0 18 0	..	24 4 1	..	123	22 8 7	2,327	331 9 0	..	..	2,580 6 8
Murrumbidgee—Building Tickets (Free) ..	13,140	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Oakleigh ..	442,536	6,828 14 0	226 5 5	238 9 10	97 17 0	16 7 3	..	85 18 5	0 13 3	813	216 9 8	8,811	1,639 17 1	16 5 6	38 5 3	9,405 2 8
Oakleigh — Building Tickets (Free) ..	50,572	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Clayton ..	42,276	718 2 11	118 5 3	93 17 5	1 6 0	0 10 4	..	0 17 6	..	109	15 8 9	2,180	255 12 3	..	2 2 0	1,206 2 5
Clayton — Building Tickets (Free) ..	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Spring Vale ..	48,144	924 3 11	145 4 0	65 14 8	2 0 0	3 11 0	..	20 1 3	0 13 5	309	102 2 7	3,436	432 16 1	2 15 9	7 4 0	1,706 6 8
Sandown Park Race-course ..	169	6 0 7	..	..	..	277 16 3	..	..	..	..	..	..	..	..	..	283 16 10
Spring Vale Cemetery ..	..	..	..	95 10 0	..	..	..	..	..	..	..	..	..	..	..	95 10 0
Dandenong ..	142,639	5,207 9 3	1,125 7 4	566 2 7	87 0 2	61 7 4	..	290 2 6	1 3 4	4,593	1,004 13 6	10,454	2,501 18 3	1,699 18 0	1,413 4 11	13,953 7 2
Hallam ..	2,986	141 13 7	228 14 5	47 0 11	0 14 3	0 17 7	..	..	..	119	32 8 4	208	57 1 4	..	..	508 10 5
Narre Warren ..	6,286	359 7 10	369 13 0	114 6 5	1 10 0	1 12 5	..	12 19 6	..	1,337	401 12 9	1,053	311 1 1	63 1 8	69 14 7	1,704 19 3
Berwick ..	13,556	915 6 6	278 6 9	223 12 0	33 18 3	13 2 11	..	8 15 4	..	16,223	1,802 13 0	2,000	703 17 4	149 5 1	119 10 9	4,248 7 11
Beaconsfield ..	6,018	396 16 1	76 17 3	125 5 2	4 14 3	6 19 9	..	0 19 4	..	1,132	246 6 6	823	324 1 10	4 12 7	8 15 3	1,195 8 0
Officer ..	3,002	197 14 1	143 1 10	46 6 2	1 4 0	3 5 9	..	1 4 0	..	760	184 1 8	307	122 17 5	115 2 9	46 10 10	861 8 6
Pakenham ..	11,317	1,018 13 8	220 9 10	185 14 9	8 15 7	23 15 11	..	22 13 9	..	3,038	922 4 11	2,684	1,007 16 9	748 13 9	323 15 6	4,482 19 5

No. 23.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTS.	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.	
	£ 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.			
<b>MELBOURNE-BAIRNSDALE LINE—continued.</b>																
Nar-nar-geon ..	5,253	519 9 1	82 14 0	119 7 7	3 16 3	23 15 3	..	23 6 0	..	3,244	875 2 1	1,261	526 2 5	378 6 3	89 8 2	2,641 7 1
Tynong ..	2,308	208 18 8	22 9 6	53 12 11	1 6 0	1 11 9	..	10 5 0	..	1,946	473 4 9	529	268 7 4	..	37 8 9	1,077 4 8
Garfield ..	5,226	562 2 3	75 9 9	131 15 7	2 8 9	22 9 9	..	16 16 2	..	2,958	932 8 1	1,294	580 5 4	161 9 2	105 3 5	2,590 8 3
Jefferson's Siding ..	..	..	..	..	..	..	..	..	..	828	121 9 3	..	..	..	..	121 9 3
Bunyip ..	9,854	898 17 4	81 18 6	202 3 4	3 13 6	4 14 1	..	37 13 4	..	5,082	1,545 6 0	2,534	1,027 8 3	37 16 3	71 3 7	3,911 14 8
Longwarry ..	8,627	603 4 3	43 8 11	123 17 6	2 0 6	2 7 3	..	59 17 4	..	8,788	1,957 17 10	911	579 1 11	98 7 1	46 13 1	3,516 15 8
Drouin ..	17,475	1,836 10 4	269 5 4	307 12 11	40 15 6	22 2 0	..	90 16 5	0 3 6	2,220	1,228 16 7	3,994	2,081 6 0	382 3 1	166 13 5	6,426 5 1
Warragul ..	39,173	4,168 10 3	406 9 6	498 13 8	30 8 0	52 18 3	..	693 13 2	..	2,796	1,306 6 9	9,008	3,864 12 3	1,435 6 9	511 18 10	12,968 17 5
Bloomfield ..	4,296	192 7 6	26 19 2	45 16 3	0 8 0	0 12 3	..	13 4 2	..	1,276	574 18 9	1,119	371 16 6	25 2 9	3 0 7	1,254 5 11
Darnum ..	4,183	330 6 0	424 16 11	93 14 9	6 1 0	2 8 2	..	19 18 2	..	566	225 19 1	877	309 12 1	361 6 9	92 11 10	1,866 14 9
Yarragon ..	10,215	1,031 1 9	167 16 11	180 13 10	12 18 0	10 12 6	..	60 16 3	..	885	578 0 0	3,052	1,284 9 4	500 19 10	135 10 8	3,963 5 1
Trafalgar ..	12,321	1,485 7 0	158 19 9	258 4 6	8 14 3	24 0 6	..	121 5 8	0 2 9	3,750	1,701 11 1	4,853	2,084 4 8	965 7 9	263 7 9	7,071 5 8
Moe ..	16,059	2,181 5 5	128 17 3	317 19 11	21 1 9	17 9 9	..	29 18 8	..	957	752 8 7	4,133	2,476 17 1	196 0 11	90 4 0	6,212 3 4
Morwell ..	18,140	2,215 12 1	174 0 11	289 0 5	17 8 3	39 11 0	..	73 19 5	1 15 9	2,862	1,001 5 3	2,056	1,682 4 0	995 4 1	201 3 3	6,691 4 5
Traralgon ..	23,313	3,630 1 10	278 3 4	433 13 7	85 16 3	64 17 5	..	290 10 11	17 8 10	1,877	1,440 10 5	4,397	3,992 11 2	2,231 4 2	383 15 3	12,857 13 2
Loy Yang ..	1,056	16 6 6	0 14 9	5 17 1	..	0 15 0	..	8 7 3	..	41	29 11 5	22	15 2 9	..	76 14 9	76 14 9
Flynn ..	1,738	153 14 9	8 11 1	23 12 7	5 12 9	4 2 0	..	11 16 11	..	656	197 8 1	250	149 6 7	188 8 3	7 10 6	750 3 6
Rosedale ..	6,419	930 19 3	57 12 5	186 17 7	9 7 0	38 15 0	..	42 18 0	..	471	533 5 5	1,093	922 13 4	698 7 3	107 18 2	3,528 13 5
Nambrok ..	202	7 6 0	0 12 8	0 4 5	..	0 5 0	..	13 1 4	..	647	148 3 3	1,524	143 16 0	..	..	300 2 4
Fulham ..	320	77 2 5	9 4 8	14 12 4	0 3 0	0 5 0	..	..	..	65	27 10 1	49	25 19 9	..	..	167 18 7
Sale ..	22,154	5,019 12 5	352 11 10	768 0 6	98 2 3	110 17 9	..	194 16 8	0 6 0	7,349	4,133 12 6	7,203	4,247 18 0	2,314 3 2	360 3 0	17,600 4 1
Montgomery ..	7	0 4 2	..	0 4 4	..	0 2 0	..	..	..	492	123 17 7	180	54 2 3	99 4 9	9 7 0	287 2 1
Stratford ..	10,187	1,378 6 11	98 3 2	208 19 0	34 14 9	16 2 9	..	53 18 4	18 14 6	1,505	965 11 9	1,333	906 2 3	588 7 7	244 8 7	4,513 9 7
Munro ..	1,872	143 9 7	4 15 4	28 15 1	..	0 15 3	..	0 9 4	..	928	257 7 10	118	43 16 1	1 1 0	..	480 9 6
Fernbank ..	4,039	359 12 5	14 19 10	57 2 6	..	1 11 9	..	4 18 5	..	727	445 1 6	589	265 4 10	101 16 6	76 5 1	1,326 12 1
Lindenow ..	9,470	899 9 7	50 13 6	123 9 1	45 8 3	21 13 3	..	21 11 9	..	1,699	974 0 7	1,390	735 2 5	272 6 1	17 14 3	3,161 8 9
Hillside ..	1,925	194 11 5	9 9 7	32 4 10	4 5 3	2 9 0	..	1 13 6	..	1,022	522 6 0	213	120 1 0	219 4 0	88 1 6	1,194 6 1
Bairnsdale ..	16,856	6,294 14 7	390 18 5	954 1 6	99 14 2	102 11 9	..	52 13 0	5 14 11	5,240	5,195 8 7	6,822	4,967 11 9	1,951 14 4	655 19 4	20,681 2 4
<b>NEERIM SOUTH LINE.</b>																
Lillico ..	1,056	16 5 9	0 7 5	2 2 5	..	0 0 6	..	2 14 2	..	166	65 13 8	644	91 9 8	..	..	178 13 7
Bulu Bulu ..	2,167	59 16 7	2 0 10	51 7 8	..	0 10 9	..	1 3 0	..	801	337 5 8	1,269	547 9 8	14 18 8	2 3 4	1,066 16 2
Bravington ..	322	9 3 3	0 1 3	1 11 0	..	0 0 6	..	9 15 6	..	26	18 2 6	65	40 0 5	46 14 2	3 8 8	128 17 3
Rokeby ..	1,876	60 11 10	0 13 3	20 6 9	..	0 5 0	..	4 13 8	..	641	302 7 4	262	134 10 11	..	..	523 8 9
Crossover ..	2,025	57 11 3	0 10 6	29 10 9	..	0 6 3	..	..	..	2,277	615 5 7	120	53 15 4	..	1 10 10	758 10 6
Neerim South ..	5,327	612 10 6	64 3 9	179 12 3	0 15 6	4 15 9	..	51 4 1	0 0 4	2,533	1,156 14 3	1,626	1,113 14 1	400 14 9	91 6 11	3,675 12 2
<b>THORPDALE LINE.</b>																
Coalville ..	1,441	26 4 4	8 15 10	45 14 6	..	0 3 9	..	27 4 5	..	365	105 1 8	160	91 18 1	3 15 6	1 13 0	310 11 1
Narracan ..	1,821	52 14 4	19 18 4	62 15 4	0 8 0	0 10 6	..	16 9 8	1 0 3	1,118	349 17 5	412	270 8 7	92 4 4	9 0 3	875 7 5
Thorpdale ..	1,749	293 8 9	35 1 0	127 2 0	0 14 6	2 12 0	..	62 5 4	..	1,070	569 4 4	812	652 3 11	261 18 10	28 13 3	2,033 3 11

NORTH MIRBOO LINE.

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Table with columns for station names and numerical values. Rows include Hazelwood, Yinnar, Boolara, Darlaurla, North Mirboo.

TRARALGON-STRATFORD LINE.

Table with columns for station names and numerical values. Rows include Glengarry, Toongabbie, Cowwarr, Dawson, Heyfield, Tinamba, Maffra.

BRIAGOLONG LINE.

Table with columns for station names and numerical values. Rows include Boisdale, Bushy Park, Briagolong.

PORT ALBERT LINE.

Large table with columns for station names and numerical values. Rows include Lyndhurst, Cranbourne, Clyde, Tooradin, Dalmore, Koo-wee-rup, Monomeith, Caldermeade, Lang Lang, Nyora, Loch, Jeetho, Bena, Whitelaw, Formanburra, Kardella, Ruby, Leongatha, Koonwarra, Tarwin, Meenyan, Stony Creek, Buffalo, Boys, Fish Creek, Hoadle Range, Foster, Bennison, Toora, Agnes, Welshpool, Welshpool Jetty, Hedley, Gellondale, Alberton, Port Albert.

OUTTRIM LINE.

Table with columns for station names and numerical values. Rows include Jumbunna, North Outtrim, Outtrim.

No. 23.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTS.	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.	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.	
<b>FRANKSTON AND STONY POINT LINE.</b>																
Glen Huntly	129,594	1,773 12 10	30 13 8	51 12 3	0 16 3	0 12 0	..	22 4 10	..	124	24 11 0	6,526	876 19 0	..	0 19 3	2,782 1 1
Glen Huntly—Building Tickets (Free)	67,122	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ormond	96,510	1,212 18 8	68 13 6	44 11 11	0 19 5	0 1 0	..	0 7 1	0 4 3	52	17 8 8	712	180 6 7	..	..	1,525 11 1
Ormond — Building Tickets (Free)	3,690	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
McKinnon	40,264	511 11 6	8 13 9	7 9 6	0 1 6	..	..	1 18 0	..	..	..	..	..	..	..	529 14 3
McKinnon—Building Tickets (Free)	120	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bentleigh	70,720	1,046 12 1	42 10 10	56 4 9	1 13 9	0 4 9	..	1 2 10	0 4 6	360	81 1 10	3,377	480 9 9	..	0 8 3	1,710 13 4
Bentleigh — Building Tickets (Free)	1,080	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Moorabbin	65,970	1,023 9 9	195 1 7	66 17 10	0 11 9	0 6 6	..	6 8 5	..	180	60 14 4	3,973	539 14 7	2 12 0	0 8 9	1,896 5 6
Moorabbin — Building Tickets (Free)	240	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Highbett	52,890	779 7 10	19 10 9	18 11 4	0 6 6	0 5 3	..	6 11 8	0 3 8	101	15 17 2	1,117	117 1 7	..	..	957 15 9
Highbett — Building Tickets (Free)	1,500	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cheltenham	157,033	2,622 4 4	301 18 4	192 16 1	1 9 0	0 14 9	..	16 4 8	0 8 3	966	137 7 6	18,675	2,662 18 1	18 0 4	29 14 6	5,933 15 10
Cheltenham — Building Tickets (Free)	4,694	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mentone	158,905	3,276 1 10	86 19 1	221 12 7	48 5 11	210 3 8	..	19 8 0	0 6 9	274	59 16 11	5,278	913 18 2	9 12 9	55 18 3	4,902 3 11
Mentone — Building Tickets (Free)	14,340	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mordialloc	165,650	3,769 11 6	180 2 9	354 13 4	468 7 1	244 19 0	..	50 5 9	1 7 6	2,188	373 10 4	5,668	967 16 4	17 3 0	22 2 6	6,449 19 1
Mordialloc — Building Tickets (Free)	16,668	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Aspendale	27,221	611 13 3	12 9 7	54 16 11	1 0 9	171 19 9	..	..	..	..	..	271	20 19 1	..	..	872 19 4
Chelsea	9,031	204 4 1	5 17 8	10 3 3	0 4 9	0 3 0	..	..	..	..	..	..	..	..	..	220 12 9
Forsyth's Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Carrum	24,544	803 6 2	536 1 7	193 7 10	2 11 10	6 7 5	..	8 7 11	12 7 8	10,858	1,237 12 4	1,685	453 14 7	2 16 0	22 19 10	3,279 13 2
Frankston Sand Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Frankston	34,194	1,590 17 1	178 5 11	364 10 8	12 13 9	19 19 0	..	25 4 6	0 2 9	52,327	5,049 16 2	31	6 8 6	..	..	5,056 4 8
Langwarrin	2,530	96 10 11	11 13 2	34 15 11	2 9 1	20 6 1	..	2 13 0	..	1,695	280 4 11	2,781	333 14 3	40 8 6	72 17 6	3,418 18 10
Mornington Junction	4,720	261 10 3	23 3 7	23 1 0	0 2 6	0 18 6	..	11 0 9	..	241	103 7 8	299	115 13 3	8 0 0	22 11 10	418 0 11
Somerville	6,119	449 7 0	97 11 4	111 1 0	10 3 3	1 8 3	..	9 5 0	..	681	178 1 4	173	77 15 1	4 1 9	37 13 3	617 8 0
Tyabb	3,703	189 6 3	34 1 4	35 13 1	..	38 5 0	..	12 3 10	..	2,178	967 12 5	2,304	687 16 3	13 1 10	11 18 4	2,359 4 8
Hastings	3,794	333 8 0	72 10 10	116 5 2	0 13 6	1 6 3	..	15 15 6	..	1,402	381 11 10	616	180 10 10	1 0 6	32 2 0	904 14 8
Bittern	3,076	432 8 7	139 4 2	179 13 10	3 17 0	4 19 6	..	24 15 0	..	2,693	862 7 10	1,150	458 16 1	0 11 9	40 9 8	1,902 4 7
Crib Point	200	23 11 2	..	9 15 8	..	0 3 0	..	..	..	2,754	611 6 7	755	414 11 2	288 6 4	180 11 6	2,279 13 8
Stony Point	3,232	363 9 4	194 10 11	206 12 7	3 6 3	5 3 6	..	10 5 8	..	8	2 10 6	42	18 8 8	1 1 0	4 15 6	60 5 6
<b>MORNINGTON LINE.</b>																
Mooroedue	310	7 8 1	19 12 10	4 17 10	0 14 6	0 15 0	..	12 2 6	..	227	39 18 7	191	32 5 10	236 18 6	113 5 5	467 19 1
Mornington	12,446	1,269 2 7	272 7 6	475 1 10	15 14 9	28 18 3	..	30 15 8	0 5 6	545	265 14 11	2,277	785 7 0	55 3 3	96 15 8	3,295 6 11

HEALESVILLE LINE.														
East Richmond ..	1,011,095	6,740 2 8	168 16 2	103 1 4	2 10 10	0 17 6	..	5 17 6	0 7 6	..	..	..	..	7,021 13 6
Burnly ..	957,185	6,769 17 0	125 15 7	297 1 1	4 1 1	0 8 0	..	94 17 10	0 5 6	7,353	3,741 9 11	66,531	21,381 12 8	32,415 8 8
Hawthorn ..	1,297,741	11,558 5 8	169 10 0	224 11 7	6 12 11	0 18 0	..	106 18 4	0 16 11	633	622 5 9	22,030	4,217 19 8	16,908 13 10
Glenferrie ..	1,664,967	16,500 4 1	263 8 4	424 6 4	9 12 9	0 10 0	..	61 15 7	3 15 10	..	..	..	..	17,263 12 11
Auburn ..	1,661,099	17,287 4 9	216 7 0	276 9 1	8 4 9	0 18 6	..	13 0 6	0 14 2	..	..	..	..	17,802 18 9
Auburn — Building Tickets (Free) ..	5,040	..	..	..	..	..	..	..	..	..	..	..	..	..
Camberwell ..	1,459,937	17,733 13 9	303 19 9	343 0 2	20 7 1	2 19 9	..	147 11 5	0 16 8	1,185	513 7 4	24,999	4,522 12 1	23,600 14 7
Camberwell—Building Tickets (Free) ..	4,800	..	..	..	..	..	..	..	..	..	..	..	..	..
East Camberwell ..	490,949	5,575 9 4	52 3 5	67 18 9	2 4 5	0 2 0	..	41 7 0	..	..	..	..	..	5,739 4 11
East Camberwell—Building Tickets (Free) ..	300	..	..	..	..	..	..	..	..	..	..	..	..	..
Canterbury ..	719,010	8,890 5 3	190 19 10	252 13 8	8 0 0	1 13 9	..	108 3 0	0 12 11	122	30 3 9	8,675	1,449 19 11	10,933 5 1
Canterbury — Building Tickets (Free) ..	13,200	..	..	..	..	..	..	..	..	..	..	..	..	..
Surrey Hills ..	428,623	5,635 19 9	73 4 7	124 15 0	7 4 10	1 5 6	..	23 15 0	0 16 3	68	38 12 8	7,877	1,317 17 1	7,223 18 2
Surrey Hills—Building Tickets (Free) ..	8,640	..	..	..	..	..	..	..	..	..	..	..	..	..
Mont Albert ..	168,500	2,151 3 10	13 5 10	31 18 11	1 18 0	0 2 6	..	32 12 0	..	..	..	..	..	2,231 1 1
Mont Albert—Building Tickets (Free) ..	4,980	..	..	..	..	..	..	..	..	..	..	..	..	..
Box Hill ..	425,554	6,438 2 2	264 3 4	206 3 11	9 0 4	3 3 6	..	20 7 10	0 14 1	710	232 2 0	10,199	1,739 3 4	9,097 2 10
Box Hill—Building Tickets (Free) ..	39,204	..	..	..	..	..	..	..	..	..	..	..	..	..
Blackburn ..	98,899	1,361 11 0	28 0 4	49 14 7	1 8 6	0 10 9	..	10 16 9	0 1 0	60	31 6 4	2,737	390 4 10	1,873 11 4
Blackburn—Building Tickets (Free) ..	6,760	..	..	..	..	..	..	..	..	..	..	..	..	..
Tunstall ..	65,003	927 7 9	84 1 11	35 11 7	0 4 9	0 1 0	..	..	..	..	0 1 6	1	1 16 4	1,049 4 10
Tunstall — Building Tickets (Free) ..	540	..	..	..	..	..	..	..	..	..	..	..	..	..
Mitcham ..	80,039	1,370 17 9	77 18 8	103 5 11	0 6 9	0 8 6	..	0 2 3	..	2,205	502 6 8	7,105	1,186 14 9	3,242 8 9
Ringwood ..	101,870	2,000 18 11	147 7 10	150 12 7	11 18 6	5 17 6	..	16 2 8	0 5 3	309	79 15 6	2,882	621 11 0	3,044 11 6
Croydon ..	41,414	1,311 16 11	272 17 6	179 11 6	19 0 9	1 14 9	..	45 14 6	0 1 8	860	184 4 9	2,402	621 11 7	2,641 16 11
Moorebark ..	7,212	226 19 10	139 2 0	31 18 9	0 7 3	3 2 7	..	0 2 0	..	1,314	190 10 4	210	59 12 4	661 16 1
Cave Hill Siding ..	..	..	..	..	..	..	..	..	..	12,418	2,219 19 9	..	..	2,219 19 9
Lilydale ..	42,100	2,137 8 0	372 0 10	288 5 8	36 10 0	17 17 6	..	107 5 6	0 1 2	3,732	857 9 10	3,660	1,135 14 0	5,697 11 7
Coldstream ..	2,580	146 4 1	177 1 6	44 15 3	3 5 9	13 15 3	..	0 18 0	..	1,084	92 13 4	241	6 17 8	679 11 8
Verio ..	3,835	241 3 9	527 6 2	109 1 8	2 2 0	9 17 6	..	12 10 8	..	808	230 9 9	707	207 16 8	1,389 15 5
Yarra Glen ..	10,743	774 9 7	211 6 11	205 3 5	16 16 6	33 17 6	..	23 11 4	..	4,373	863 14 3	1,506	650 16 1	3,173 10 3
Tarrawarra ..	1,015	71 6 9	11 5 10	10 14 11	39 7 9	7 13 9	..	2 5 1	..	120	45 6 10	27	12 16 9	201 10 2
Healesville ..	14,874	1,590 15 4	311 18 8	483 5 5	43 10 0	21 9 6	..	72 14 0	..	2,680	687 1 2	4,637	1,951 17 3	5,362 16 8
GLEN IRIS LINE.														
Heyington ..	13,891	159 6 5	2 2 2	2 4 6	..	..	..	8 17 6	..	..	..	..	..	172 10 7
Heyington—Building Tickets (Free) ..	720	..	..	..	..	..	..	..	..	..	..	..	..	..
Kooyong ..	22,813	310 10 7	3 19 9	7 4 1	..	..	..	11 15 5	..	..	..	..	..	333 9 10
Kooyong — Building Tickets (Free) ..	14,340	..	..	..	..	..	..	..	..	..	..	..	..	..
Tooronga ..	21,992	305 2 4	4 10 4	3 13 8	..	..	..	11 11 10	..	21	5 16 6	3,476	375 19 5	706 14 1
Tooronga — Building Tickets (Free) ..	3,960	..	..	..	..	..	..	..	..	..	..	..	..	..
Gardiner ..	20,373	311 16 7	28 1 4	13 12 5	..	..	..	10 13 0	..	..	..	..	..	364 3 4
Gardiner — Building Tickets (Free) ..	10,140	..	..	..	..	..	..	..	..	..	..	..	..	..
Glen Iris ..	11,388	198 5 5	1 10 9	9 13 9	0 7 6	..	..	5 14 7	0 16 10	..	..	..	..	216 8 10
Glen Iris—Building Tickets (Free) ..	2,700	..	..	..	..	..	..	..	..	..	..	..	..	..
Darling ..	8,843	160 13 8	10 6 5	4 7 10	..	..	..	12 19 0	..	..	..	..	..	188 6 11
Darling — Building Tickets (Free) ..	4,200	..	..	..	..	..	..	..	..	..	..	..	..	..
KEW LINE.														
Barker ..	251,777	2,608 11 7	30 14 9	37 0 1	0 18 4	0 1 6	..	25 8 2	0 14 3	..	..	..	..	2,703 8 8
Kew ..	922,613	9,635 14 4	188 13 11	221 14 0	4 17 0	1 0 0	..	184 8 11	0 19 7	180	137 13 6	14,743	2,692 19 7	13,069 0 4
Kew—Building Tickets (Free) ..	7,620	..	..	..	..	..	..	..	..	..	..	..	..	..

No. 23.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTS.	MISCELLANEOUS.	GOODS.		LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS OF 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.		
<b>OUTER CIRCLE LINE.</b>																
Riversdale .. .. .	24,208	252 12 3	..	0 7 2	..	..	..	1 15 0	..	..	..	..	..	..	254 14 5	
Riversdale—Building Tickets (Free) .. .	1,380	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Golf Links .. .	3,579	44 13 0	..	..	..	..	..	..	..	..	..	..	..	..	44 13 0	
Hartwell Hill .. .	4,173	56 2 9	..	0 0 3	..	..	..	..	..	..	..	..	..	..	56 3 0	
Hartwell .. .	51,712	657 11 11	71 7 7	18 6 3	..	0 0 9	..	1 3 3	..	..	..	..	..	..	751 9 9	
Hartwell — Building Tickets (Free) .. .	1,560	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Ashburton .. .	24,908	338 4 3	0 2 0	10 6 4	..	..	..	6 2 11	..	..	..	..	..	..	354 15 6	
Shenley .. .	26,045	193 2 9	..	..	..	..	..	8 19 6	..	..	..	..	..	..	202 2 3	
Shenley — Building Tickets (Free) .. .	1,116	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Balwyn .. .	43,565	438 2 10	0 0 5	8 6 9	..	..	..	4 4 6	..	..	..	..	..	..	470 14 6	
Balwyn — Building Tickets (Free) .. .	4,380	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Deepdene .. .	47,083	560 16 2	36 8 3	21 14 4	..	..	..	22 1 0	..	..	..	..	..	..	640 19 9	
Deepdene — Building Tickets (Free) .. .	1,020	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
<b>FERN TREE GULLY LINE.</b>																
Bayswater .. .	18,108	648 2 10	183 19 9	155 19 8	2 9 0	3 16 3	..	6 8 4	..	1,665	264 8 7	1,553	382 0 10	1 0 0	12 15 9	1,656 1 0
Lower Fern tree Gully .. .	10,366	410 13 10	233 0 0	112 9 11	0 4 9	1 16 3	..	2 6 0	..	619	96 11 9	808	233 3 1	..	17 6 2	1,107 11 9
Upper Fern tree Gully .. .	21,813	857 15 2	126 2 10	154 6 10	7 16 11	9 0 6	..	46 7 9	5 3 0	1,182	181 18 7	964	332 13 10	42 7 10	34 6 8	1,797 19 11
<b>GEMSBROOK LINE.</b>																
Upwey .. .	1,558	31 14 7	7 13 10	8 16 6	0 2 0	0 4 6	..	0 6 1	..	..	..	3	2 15 2	..	..	51 12 8
Belgrave .. .	4,183	162 1 3	47 5 3	93 13 4	0 15 3	1 7 2	..	14 2 1	..	661	176 10 2	406	233 7 2	..	..	729 1 8
Selby .. .	244	10 12 2	4 6 3	4 6 5	..	..	..	..	..	..	..	2	1 2 10	..	..	20 7 8
Aura .. .	1,194	70 17 5	44 13 4	28 15 8	0 3 6	..	..	8 15 0	..	514	122 11 6	184	103 5 8	..	..	379 2 1
Paradise .. .	861	49 2 6	10 17 3	17 11 3	0 2 0	0 7 3	..	..	..	..	..	8	6 0 1	..	..	84 0 4
Emerald .. .	4,328	302 9 0	146 12 9	113 5 10	0 14 0	0 15 3	..	15 6 2	..	1,491	473 14 9	833	481 17 3	..	..	1,534 15 0
Wright .. .	625	41 19 3	..	0 0 7	0 1 6	..	..	..	..	..	..	..	..	..	..	42 1 4
Cockatoo .. .	2,297	180 13 7	56 16 1	56 11 1	0 9 6	1 4 4	..	9 5 0	..	3,334	794 12 2	503	192 1 11	..	..	1,291 13 8
Gembrook .. .	2,753	298 10 3	70 5 9	139 17 11	1 15 2	2 12 1	..	11 19 7	0 8 0	7,041	1,910 14 4	1,412	514 14 9	..	..	2,950 17 10
<b>WARBURTON LINE.</b>																
Evelyn .. .	6,753	293 4 6	69 19 7	66 4 7	0 8 3	1 4 11	..	1 16 6	..	4,327	668 19 2	606	182 16 5	..	4 17 1	1,289 11 0
Wandin .. .	5,879	368 19 7	121 19 6	91 14 2	0 15 6	1 3 3	..	13 13 8	..	5,029	1,077 18 3	1,506	495 6 0	..	..	2,171 9 11
Seville .. .	3,284	222 19 5	52 4 10	40 19 2	0 7 0	1 11 9	..	21 2 9	..	3,472	604 15 4	635	219 6 4	..	0 9 0	1,163 15 7
Killara .. .	953	85 12 3	240 13 7	45 14 5	0 13 0	1 4 0	..	..	..	337	82 1 4	277	93 12 5	29 13 0	5 8 2	584 12 2
Woori Yallock .. .	2,605	198 12 1	96 14 9	37 16 0	0 12 6	3 7 0	..	22 14 4	..	2,606	473 8 7	808	105 4 0	2 9 6	8 12 3	949 11 0
Launching Place .. .	2,312	231 9 1	33 2 0	40 12 11	0 14 9	2 8 6	..	6 13 4	..	3,496	705 11 5	493	175 19 11	120 13 0	32 14 11	1,349 19 10
Yarra Junction .. .	5,962	621 2 6	43 11 10	139 8 6	1 12 9	3 17 0	..	32 11 4	..	11,941	3,323 1 1	1,664	649 9 10	11 11 0	43 12 7	4,869 18 5
Britannia .. .	..	..	..	..	..	..	..	2 0 0	..	11,040	3,090 10 9	720	319 5 11	..	..	3,411 16 8
West Warburton .. .	4,118	381 16 7	12 14 6	74 0 9	1 2 6	2 8 0	..	17 15 5	..	5,883	1,231 15 6	781	374 18 2	5 8 7	85 9 4	2,237 9 4
Millgrove .. .	4,729	452 5 2	13 8 2	58 11 11	1 16 0	1 9 0	..	3 3 6	..	11,802	4,645 13 2	764	334 10 2	0 16 9	12 13 11	5,524 7 9
Warburton .. .	8,923	1,126 3 3	83 15 0	284 6 11	3 14 3	3 19 0	..	72 11 4	0 7 4	25,876	7,501 8 11	3,844	1,581 2 2	11 4 0	126 8 10	10,795 1 0



HEIDELBERG AND ELTHAM LINE.																
Jolimont ..	157,301	1,248 16 4	53 3 2	38 17 11	0 16 9	..	..	1 0 0	0 4 9	..	..	..	..	..	1,342 18 11	
West Richmond ..	558,318	4,119 4 8	166 8 7	146 0 7	2 10 6	0 2 0	..	226 18 8	0 6 3	..	..	..	..	..	4,661 11 3	
North Richmond ..	527,826	4,254 6 7	158 10 10	80 0 7	3 1 7	0 2 6	..	7 0 0	0 6 3	..	..	..	..	..	4,503 8 4	
Collingwood ..	485,533	4,013 6 10	112 6 9	135 10 3	1 15 9	0 3 3	..	5 5 5	0 11 6	..	..	..	..	..	4,268 19 9	
Victoria Park ..	627,636	5,117 14 9	397 19 7	132 10 0	2 9 3	0 5 0	..	204 16 4	5 11 11	4,958	1,426 9 0	35,738	14,489 8 1	..	21,777 3 11	
Clifton Hill ..	1,108,304	8,735 16 4	233 3 5	147 3 6	4 14 4	0 10 6	..	27 10 0	1 3 9	..	..	..	..	..	9,150 1 10	
Westgarth ..	463,610	3,192 11 5	145 17 6	202 7 7	1 5 6	..	..	48 18 5	0 14 9	..	..	..	0 2 5	..	3,591 17 7	
Westgarth—Building Tickets (Free) ..	18,000	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Fairfield Park ..	521,170	3,687 11 5	30 2 9	45 11 10	1 6 9	1 3 0	..	44 6 5	..	60	19 18 4	2,091	632 13 7	0 3 6	14 7 4	4,477 4 11
Alphington ..	139,195	1,327 9 2	10 4 4	24 10 0	0 12 0	..	..	1 13 4	..	22,036	2,169 16 3	480	80 15 2	..	..	3,615 0 3
Alphington—Building Tickets (Free) ..	15,440	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ivanhoe ..	251,238	2,885 14 8	48 0 7	71 2 11	1 1 0	0 4 9	..	13 9 8	..	78	14 12 7	2,460	471 11 1	..	3 14 6	3,509 11 9
Ivanhoe — Building Tickets (Free) ..	79,070	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Heidelberg ..	257,580	3,671 5 4	188 13 4	164 1 5	18 7 2	2 3 0	..	30 13 2	0 4 9	364	275 18 4	2,030	494 9 0	9 18 8	10 0 6	4,865 14 8
Heidelberg—Building Tickets (Free) ..	23,854	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Rosanna ..	2,170	15 15 8	..	..	..	..	..	..	..	..	..	..	..	..	..	15 15 8
Rosanna — Building Tickets (Free) ..	3,600	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Greensborough ..	24,909	793 1 10	16 7 8	65 19 1	..	0 2 0	..	5 0 6	..	1,127	231 8 4	880	231 11 1	0 15 0	0 15 0	1,345 0 6
Eltham ..	23,419	856 4 9	13 10 7	69 14 1	..	1 9 8	..	0 11 0	..	114	2,912 4	514	179 13 5	..	..	1,152 4 11
Eltham — Building Tickets (Free) ..	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Melbourne—Flinders-street (Country) ..	446,462	20,030 12 2	5,274 0 7	3,188 9 0	79 3 4	271 19 1	..	2,267 5 4	187 3 8	..	..	129	101 0 0	..	..	31,399 13 2
Melbourne—Flinders-street (Suburban) ..	6,705,865	87,114 12 9	..	..	..	..	..	..	..	..	..	..	..	..	..	87,114 12 9
PORT MELBOURNE LINE.																
Montague ..	230,835	1,620 14 0	22 4 7	31 19 2	2 0 0	..	..	1 13 4	..	..	..	..	..	..	..	1,678 11 1
North Port ..	580,506	4,154 9 9	48 17 4	82 2 2	0 11 6	0 3 0	..	2 3 4	..	..	..	..	..	..	..	4,288 7 1
Graham ..	618,535	4,259 12 5	56 5 2	89 17 6	0 15 0	0 1 6	..	12 5 0	..	..	..	..	..	..	..	4,418 16 7
Port Melbourne ..	262,748	2,664 14 10	94 13 7	225 0 2	1 15 6	3 1 0	..	624 12 9	273 9 3	129,315	27,732 19 8	169,536	51,561 6 10	1 9 6	282 10 4	83,465 13 5
ST. KILDA LINE.																
South Melbourne ..	864,973	6,012 10 6	306 6 8	151 3 3	2 4 3	0 3 0	..	153 13 8	0 10 5	..	..	..	..	..	..	6,626 11 9
Albert Park ..	1,909,218	13,197 15 5	288 4 1	703 13 1	3 2 5	0 6 3	..	27 1 11	0 18 4	..	..	..	..	..	..	14,221 1 6
Middle Park ..	1,253,770	9,107 5 7	258 16 7	193 4 5	3 12 10	0 12 0	..	15 4 11	0 12 1	..	..	..	..	..	..	9,579 8 5
St. Kilda ..	1,771,310	15,216 9 4	230 6 9	331 2 7	6 8 6	1 9 9	..	188 15 11	2 9 6	236	68 5 1	11,584	2,412 10 3	..	..	18,457 17 8
BRIGHTON AND SANDRINGHAM LINE.																
Richmond ..	2,300,847	21,176 10 5	972 14 7	713 15 8	20 5 3	4 4 3	..	7 5 4	4 17 6	..	..	..	0 4 8	..	..	22,899 17 8
South Yarra ..	1,927,254	17,763 9 6	601 11 8	764 7 6	25 18 9	6 11 3	..	207 1 0	0 15 0	..	..	17	0 8 0	..	..	19,370 2 8
Prahan ..	1,294,679	11,403 17 0	1,522 18 9	977 2 9	7 4 3	1 19 3	..	9 11 8	0 2 6	..	..	..	..	..	..	13,922 16 2
Windsor ..	1,221,191	11,263 9 5	527 6 4	306 5 9	6 16 8	1 13 3	..	176 10 8	3 0 5	1,139	798 2 10	44,645	12,120 3 9	0 19 0	..	25,204 8 1
Balaclava ..	1,241,538	11,013 15 3	223 9 10	313 10 2	7 7 1	1 10 6	..	26 0 0	0 15 0	..	..	..	..	..	..	11,586 7 10
Elsternwick ..	1,575,194	16,589 6 0	227 13 4	464 8 0	9 8 1	2 10 3	..	77 13 6	0 17 4	369	119 16 6	14,389	2,586 15 2	3 17 5	3 2 0	20,085 7 7
Garden Vale ..	210,734	2,363 17 7	23 16 8	34 16 6	1 2 6	0 7 0	..	..	0 5 6	..	..	..	..	..	..	2,424 5 9
Garden Vale—Building Tickets (Free) ..	3,960	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Brighton ..	837,605	10,259 4 7	200 3 7	252 3 3	5 4 0	1 0 3	..	19 11 6	2 16 3	963	153 3 4	9,971	2,193 10 2	..	..	13,086 16 11
Brighton — Building Tickets (Free) ..	13,000	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Middle Brighton ..	749,576	9,315 4 3	124 16 11	206 5 7	3 0 9	0 16 0	..	27 17 6	0 19 2	267	63 13 5	8,370	1,601 2 3	..	0 15 3	11,344 11 1

No. 23.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATION	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTS.	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.
BRIGHTON AND SANDRINGHAM LINE— <i>continued.</i>		£ 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.	
Middle Brighton—Building Tickets (Free) ..	1,200															
Brighton Beach ..	317,135	4,504 11 5	67 5 11	118 8 11	2 2 3	0 9 3		53 7 6	0 15 3						4,807 0 6	
Brighton Beach—Building Tickets (Free) ..																
Hampton ..	186,588	2,999 15 9	34 13 4	80 17 3	1 5 0	0 5 6		41 18 9	0 2 7						3,158 18 2	
Hampton—Building Tickets (Free) ..																
Sandringham ..	460,260	8,206 17 10	154 17 9	346 2 4	6 0 3	1 16 9		70 17 5	0 2 1	86	52 0 3	12,704	2,288 11 9	0 12 0	0 7 6	11,128 5 11
Sandringham—Building Tickets (Free) ..	90,766															
Traffic derived from Deniliquin and Moama Stations ..	2,615	1,654 19 3	134 10 10	430 18 6	76 14 3	78 3 8			335 19 2	5,711	7,050 6 7	4,869	6,479 18 10	8,326 3 2	1,709 10 8	26,286 4 11
Traffic derived from South Australian Stations ..	35,156	36,753 6 2	3,494 12 8	4,993 8 2	31 5 10	439 11 3			597 10 3	4,591	4,710 15 2	9,734	6,833 1 11	15,055 17 3	1,189 18 2	74,104 6 10
Traffic derived from New South Wales Stations ..	71,261	42,311 19 4	2,873 10 1	3,696 17 8	1,014 11 10	582 19 5				7,720	13,767 10 4	24,399	27,223 14 11	334 19 2	722 3 1	92,528 5 10
Traffic derived from Queensland Stations ..	1,817	1,460 13 3	33 18 6	93 19 8												1,588 11 5
Government Tourist Bureau ..	61,070	27,400 17 6							22 2 1							27,422 19 7
Steamer ..	22,489	496 11 1														496 11 1
Thos. Cook and Sons, to New South Wales, South Australia, &c. ..	6,900	2,761 0 8														2,761 0 8
Telegraph ..							4,505 4 3									4,505 4 3
Mails ..							66,330 4 6									66,330 4 6
Dining Cars ..							5,852 1 9									5,852 1 9
St. Kilda and Brighton Electric Street Railway ..	1,265,492	10,913 4 0	1 10 4	1 10 4				0 10 0	25 12 4							10,942 7 0
Total ..	82,286,112	1,797,000 6 2	166,690 0 0	166,690 0 0	16,200 16 7½	16,200 16 7½	78,687 10 6	57,365 14 10	7,943 19 3	3,783,699	1,814,821 5 2½	3,783,699	1,814,821 5 2½	252,355 11 1	252,355 11 1	6,439,132 16 7
Less Parcels, Horses, Carriages, and Dogs, Goods, and Live Stock Traffic Revenue shown as <i>Outwards</i> and repeated as <i>Inwards</i> ..														2,250,067 12 11		
Gross Revenue, Victorian Railways ..														£4,178,124 7 0		
Gross Revenue St. Kilda and Brighton Electric Street Railway ..														10,940 16 8		
Total Gross Revenue ..														£4,189,065 3 8		

\* Open for only portion of the year.

## APPENDIX No. 24.

## CONCLUSIONS AND RECOMMENDATIONS OF THE COMMISSIONERS IN CONNECTION WITH THE REPORT OF MR. CHARLES H. MERZ, M.I.C.E., UPON THE APPLICATION OF ELECTRIC TRACTION TO THE MELBOURNE SUBURBAN RAILWAY SYSTEM.

The advantages to be derived from the application of electric traction to the Melbourne suburban lines at the present time from the point of view of the safety, convenience and comfort of the public and from the railway point of view and also in respect to the tramway competition have all been most carefully considered and weighed by us, and we cannot see our way clear to conclude that they are of sufficient importance or value to justify the incurrence of the large estimated capital expenditure and the annual financial loss which it is estimated would be involved in the year 1912 by electrification, viz:—

	Port Melbourne and St. Kilda Lines.	Stage 1	Stage 2	Stage 3
	£	£	£	£
Estimated Net Capital Expenditure involved ...	315,482	687,628	1,152,601	1,801,460
Estimated Loss in year 1912, including Interest and Antiquation Charges, after allowing 5 per cent. gain in revenue due to electrification ...	9,970	14,122	25,566	48,084

In reaching this conclusion we have in mind and must draw attention to the remarks made in our review, sub-section 68, to the effect that to undertake the electrification of the lines comprised in Stage 1 means without the slightest doubt a commitment to proceed continuously and without unnecessary loss of time with the conversion of the lines in Stages 2 and 3 until all of the suburban lines are electrified.

We therefore beg to recommend—

That the electrification of the Melbourne suburban lines be not either in whole or in part undertaken at the present time.

In making this recommendation we have regard to the considerations mentioned in our review (Sub-sections 5 and 23) that unless electrification be justified from a strictly financial point of view, or if be not justified financially then unless it is advisable—taking into consideration the financial loss—for other reasons, it would not be prudent to incur the enormous expenditure involved in electrification on a system which, while it may be, and at the present time no doubt is, the best to meet the conditions and requirements of our Melbourne suburban traffic, may not be the best system for our purposes when the time arrives that the conversion of those lines is justifiable from a financial point of view or should be undertaken for other reasons.

It is with considerable reluctance and only after the most careful consideration that we have reached the foregoing conclusions and submit this recommendation to you, for we would have been glad to have been able to recommend the electrification of the Melbourne suburban lines, and both we and our officers would have felt considerable gratification in being connected with a work which, owing to its magnitude and other characteristics, would have been the greatest of the kind yet undertaken.

It is not, we think, out of place to mention that there may be requirements calling for expenditures on the part of the State and involving the raising of Loan Funds more urgent and better justified at the present time—both from the point of view of the Railways and of the State as a whole—than the large expenditure required for electrification.

We beg to further recommend—

That the financial results of the electrification of the Melbourne suburban lines, and the advantages which will be obtained by such electrification as compared with steam working, be reviewed at reasonable intervals, special consideration being given to the aspect of the likelihood of increased tramway competition.

That the possible ultimate electrification of those lines be always borne in mind in the re-arrangement or provision of additional tracks, stations, engine-sheds, turn-tables and other locomotive facilities, and in fact in connection with all alterations and additions, including rolling-stock which might be affected by electrification.

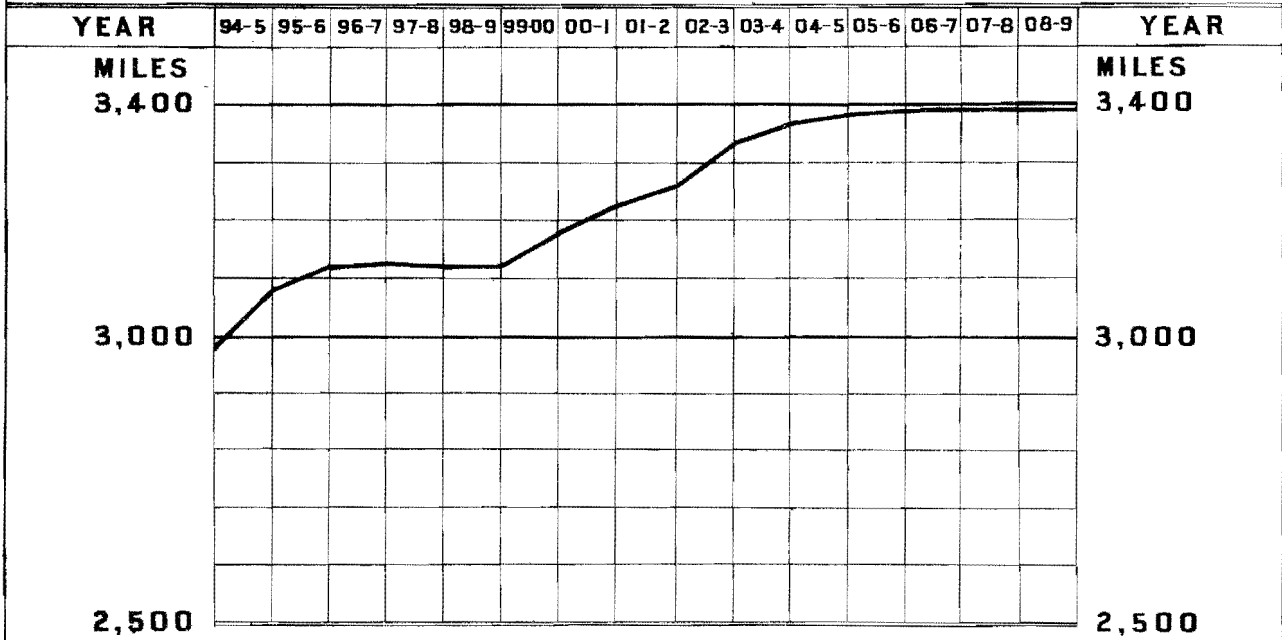
That additional "DDE" locomotives be constructed as may be required from time to time to meet the increasing requirements of the suburban traffic—such locomotives in the event of electrification being easily and cheaply convertible to "DD" engines for general service on country lines, where there will be for some time ample scope for the useful absorption of locomotives of this class.

That the work of lengthening and strengthening such of the existing bogie coaches as are suitable for the suburban traffic be proceeded with as fast as the finances will permit; such lengthened and strengthened coaches being suitable for electric traction and permitting of the gradual withdrawal from the regular suburban service of most of the large number of small fixed wheel base stock now necessarily utilized in that service, and which can be used for holiday traffic instead of seated and covered trucks; and

That the existing platforms be lengthened and the existing block sections be shortened as may be found necessary from time to time to provide for the safe and efficient movement of the traffic (an automatic or semi-automatic system to be adopted in shortening the block sections, provided such a system be found to be safe, efficient and economical).

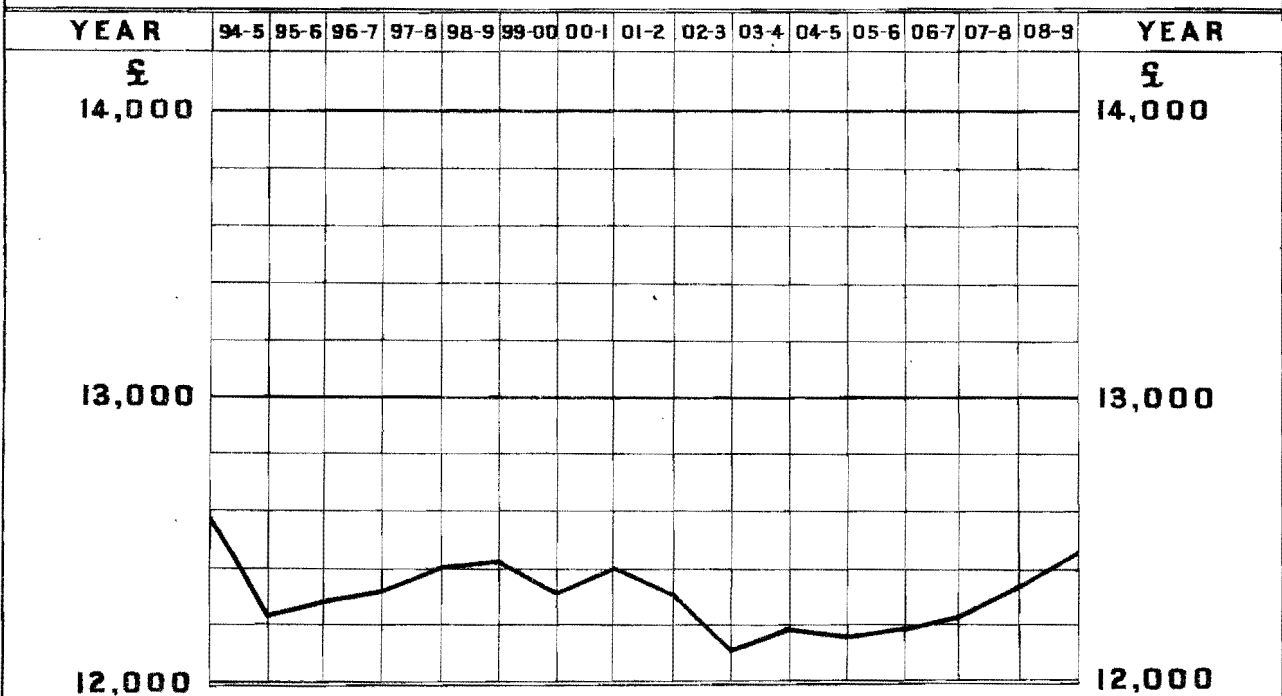
# DIAGRAM N° 1

## AVERAGE MILEAGE WORKED

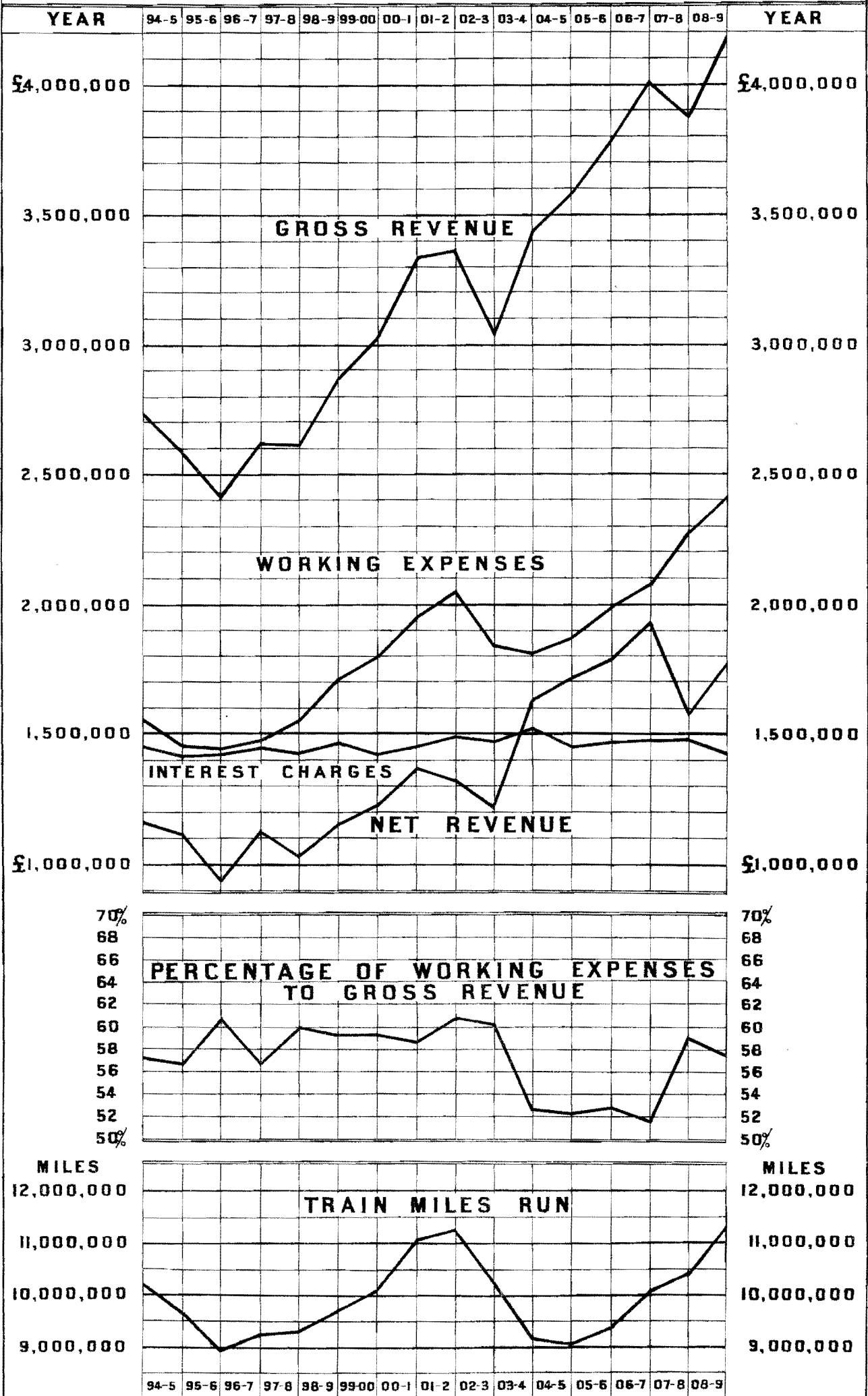


# DIAGRAM N° 2

## AVERAGE COST PER MILE

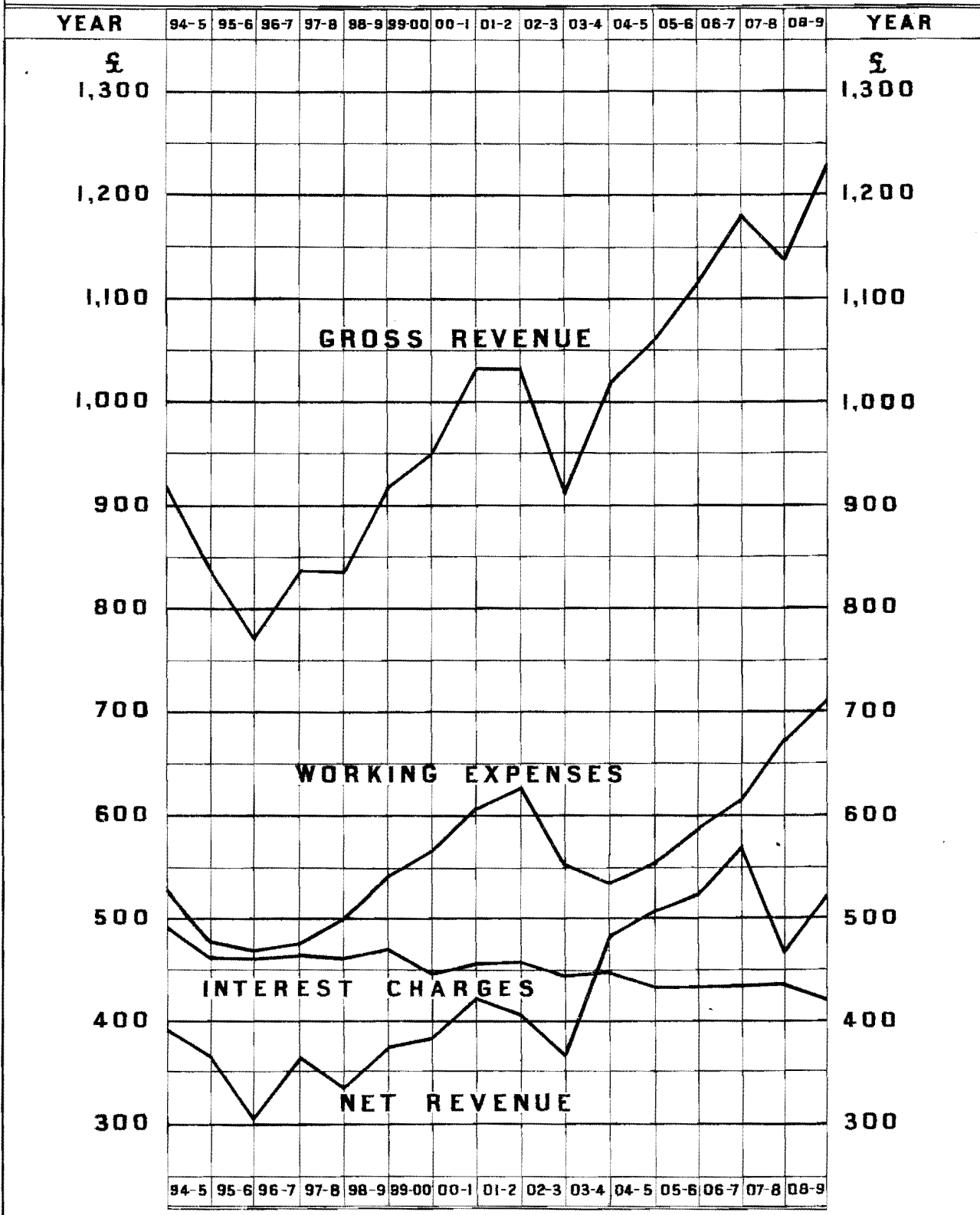


# DIAGRAM N° 3



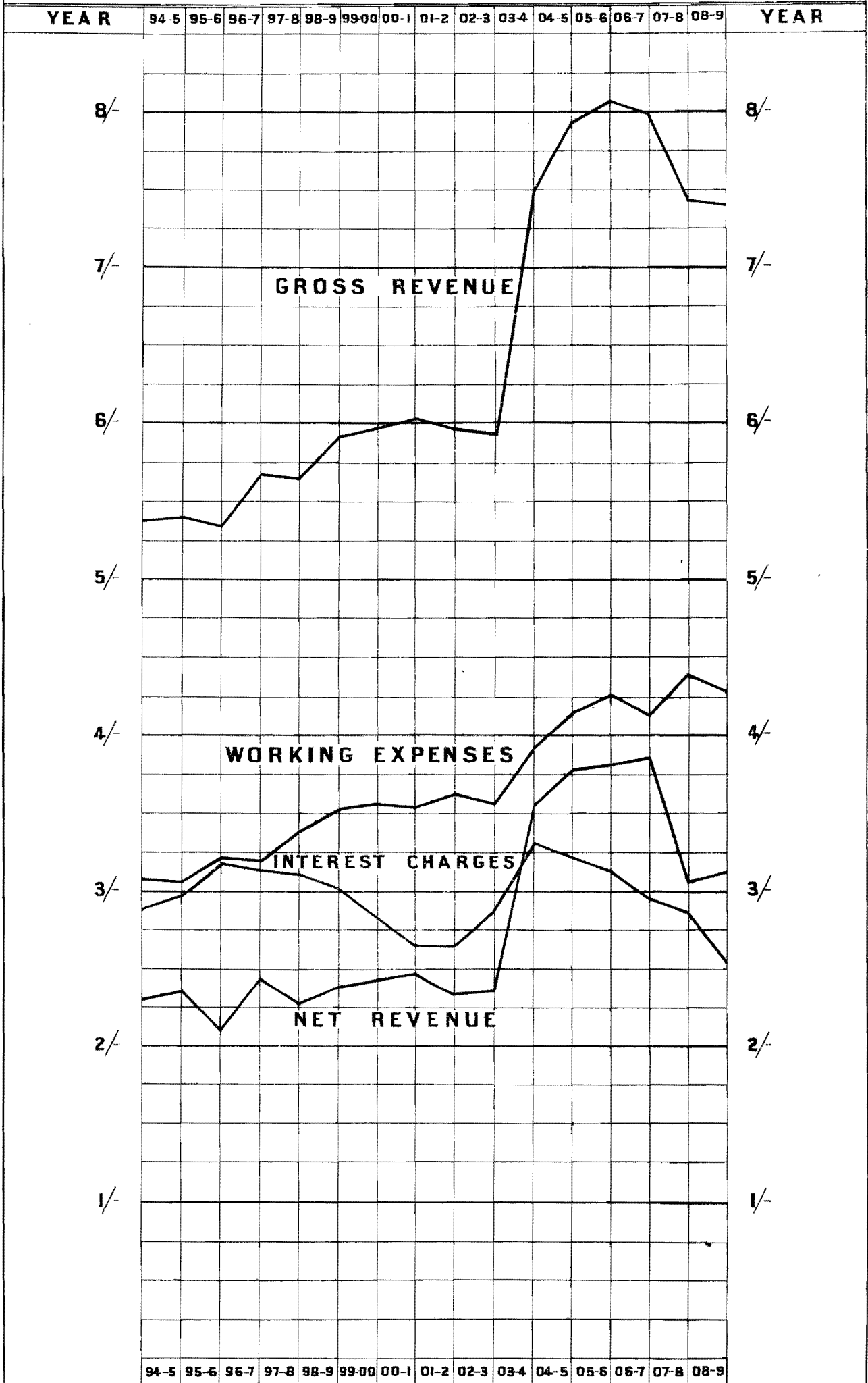
# DIAGRAM N° 4

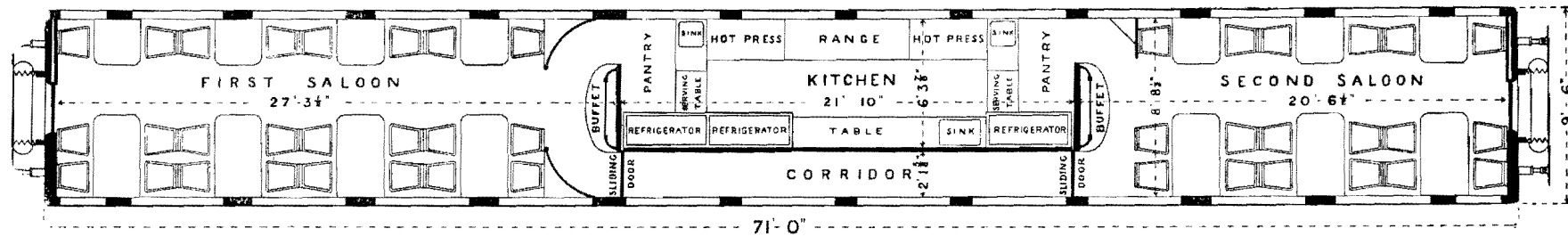
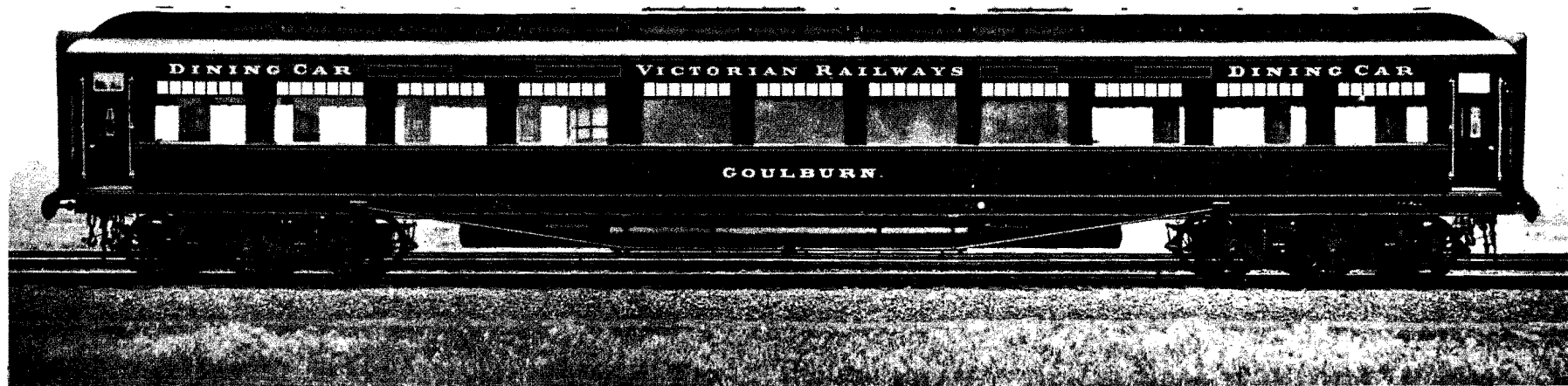
PER AVERAGE MILE OF RAILWAY OPEN



# DIAGRAM N° 5

## PER TRAIN MILE RUN





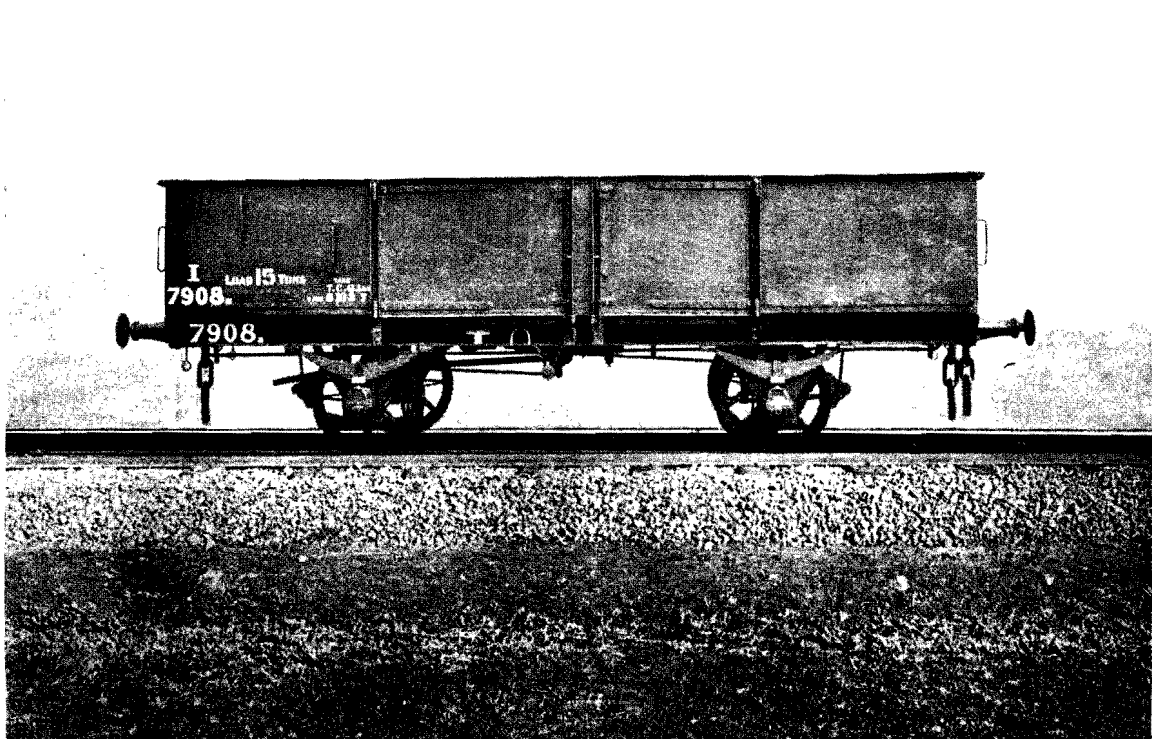
DINING CAR—SYDNEY AND ADELAIDE EXPRESS TRAINS.

Seating Capacity: First Saloon, 24 passengers; Second Saloon, 18 passengers. Length over buffers, 74 ft. 1 in.



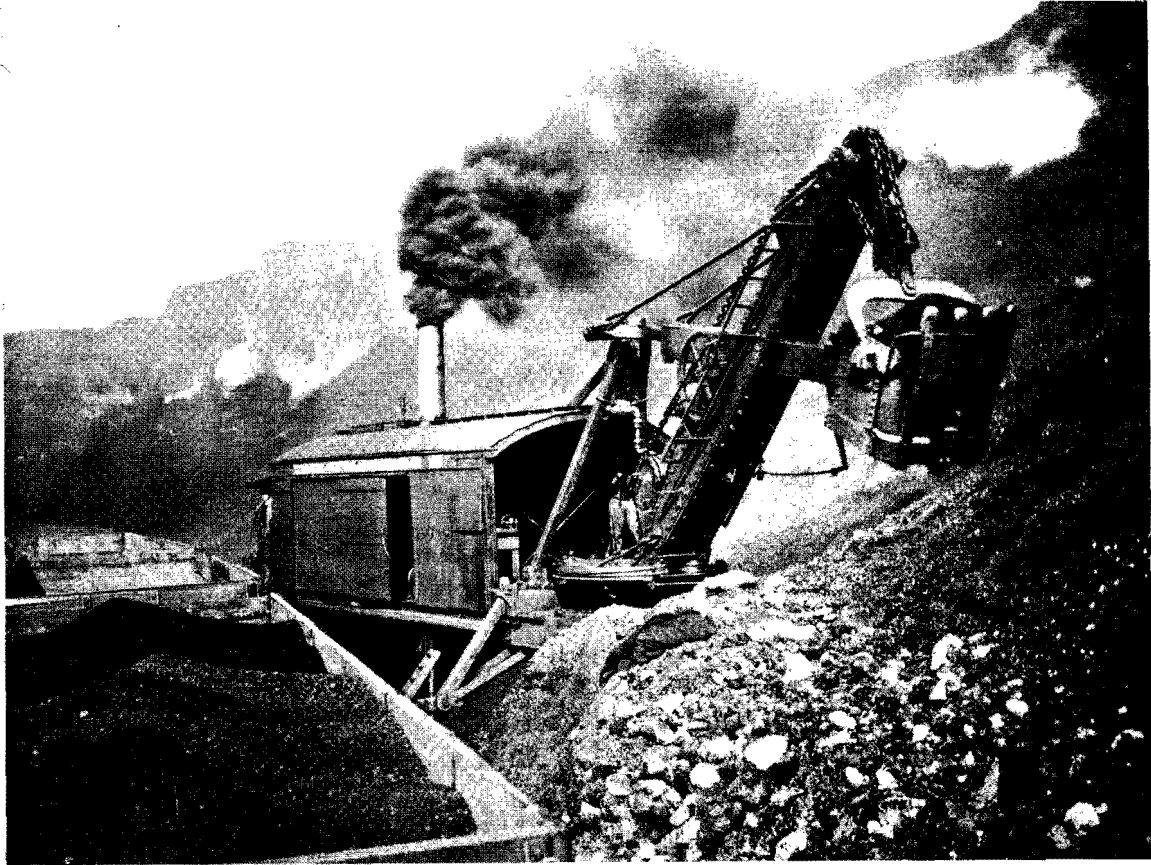


DINING CAR, FIRST SALOON.



15 TON STEEL TRUCK, "I" CLASS, DOUBLE DOORS AND MOVABLE STANCHION,  
MAKING SIDE OPENING OF 10 FEET.

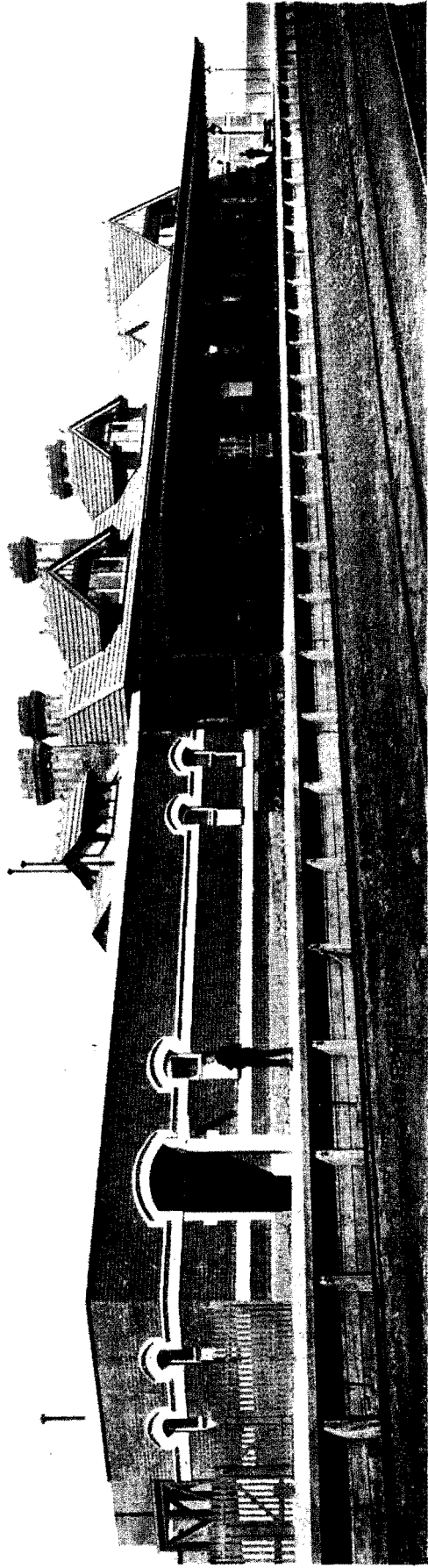
Inside Measurement, 22 feet x 8 ft. 6 in. x 3 ft. 8 in.  
Cubic Capacity, 687 cubic feet.  
Average Tare Weight, 6½ tons.



STEAM SHOVEL (LIFTING).  
Capacity of Dipper, 2 cubic yards.



STEAM SHOVEL (DISCHARGING).



NEW PASSENGER STATION—KORUMBURRA.



Railway Map  
of  
**VICTORIA**  
Showing Victorian Government Railways  
(in Red)  
1903

SCALE OF MILES



SOUTH AUSTRALIA

QUEENSLAND

NEW SOUTH WALES

VICTORIA

Railway Map  
OF PART OF  
**AUSTRALIA**

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

1909

SCALE OF MILES

BASS STRAIT

PACIFIC OCEAN  
SOUTH SEA



Donnybrook

Craig

Somer

Digger's Rest

Bulla  
SALTWATER  
RIVER

MOONEE POND  
Ck

Broadmeadows

Glenroy

Pascoe Vale

N<sup>th</sup> Essendon

Essendon

Moonee Ponds

Ascot Vale

Agri<sup>c</sup> Soc<sup>y</sup> S.

Flem<sup>g</sup> Race Course

M. Footscray

Footscray W.

Seddon

Hay's S. Yarraville

Borthwicks S.

Russell's S.

Friedlander & C<sup>o</sup> S.

Newport

Newport S. J<sup>c</sup>

Race Course

Austral Meat S.

Beach

Workshop

N. Willis

YARRA

No Gr

Port Melb

Code 19

Werribee

Laverton

Holes

Pt Cook

to Bendigo

KOROIT  
CREEK

From Ballarat

Rockbank

Deer Park

Federal Manure S.

Sunshine

Tottenham

Brooklyn

Hay's S.

Borthwicks S.

Russell's S.

Friedlander & C<sup>o</sup> S.

Newport

Newport S. J<sup>c</sup>

Race Course

Austral Meat S.

Beach

Workshop

N. Willis

YARRA

No Gr

Port Melb

Code 19

Werribee

Laverton

Holes

Pt Cook

Werribee

From Geelong

WERRIBEE

SKELETON  
WATER

RIVER

LITTLE R

P O R T P H I L I P

Victorian I  
MAP

MELBOURNE SUR

190

SCALE OF

MILES 1 2 0 1 2

