

1907.  
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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 30<sup>TH</sup> JUNE, 1907.

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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, 1907.

VICTORIAN RAILWAYS,  
Commissioners' Office, Spencer-street,  
Melbourne, 27th September, 1907.

*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, 1907.

## 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 1906	5' 3" gauge ...	3'15	2'22	2'45	303'79	3000'68	3312'29	3643'39	574'61	4218'00
	2' 6" gauge ...	...	...	...	...	81'60	81'60	81'60	4'71	86'31
	Total ...	3'15	2'22	2'45	303'79	3082'28	3393'89	3724'99	579'32	4304'31
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	4'07	4'07	4'07	'36	4'43
	Grand Total ...	3'15	2'22	2'45	303'79	3086'35	3397'96	3729'06	579'68	4308'74
Year 1907	5' 3" gauge ...	3'15	2'22	2'45	303'44	3003'08	3314'34	3645'09	579'07	4224'16
	2' 6" gauge ...	...	...	...	...	81'60	81'60	81'60	4'75	86'35
	Total ...	3'15	2'22	2'45	303'44	3084'68	3395'94	3726'69	583'82	4310'51
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	5'13	5'13	5'13	'47	5'60
	Grand Total ...	3'15	2'22	2'45	303'44	3089'81	3401'07	3731'82	584'29	4316'11

### Average Mileage open for Traffic during the Year.

		Railways.						Tracks.		
		Six Tracks.	Four Tracks.	Th. Tracks.	Two Tracks.	One Track.	Total.	Main Tracks.	Sidings.	Total.
		Year 1905-6	5' 3" gauge ...	3'15	2'22	2'45	303'97	3000'46	3312'25	3643'53
2' 6" gauge ...	...		...	...	...	81'60	81'60	81'60	4'66	86'26
Total ...	3'15		2'22	2'45	303'97	3082'06	3393'85	3725'13	553'97	4279'10
Electric Street Railway 5' 3" gauge ...	...		...	...	...	'29	'29	'29	'02	'31
	Grand Total ...	3'15	2'22	2'45	303'97	3082'35	3394'14	3725'42	553'99	4279'41
Year 1906-7	5' 3" gauge ...	3'15	2'22	2'45	303'67	3002'10	3313'59	3644'57	576'15	4220'72
	2' 6" gauge ...	...	...	...	...	81'60	81'60	81'60	4'73	86'33
	Total ...	3'15	2'22	2'45	303'67	3083'70	3395'19	3726'17	580'88	4307'05
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	4'62	4'62	4'62	'41	5'03
	Grand Total ...	3'15	2'22	2'45	303'67	3088'32	3399'81	3730'79	581'29	4312'08

The mileage of Sidings, as shown, does not include 47·86 miles of Sidings which are not owned by the Department, about 12 miles of which are maintained by us and at our expense.

Owing to alterations at North Geelong, the length of the North Geelong to Ballarat line has been increased by ·17 mile, and on the Melbourne to Geelong line ·35 mile of double track has been converted into single track.

The Coburg to Somerton line has been re-opened as far as Fawcner Cemetery Station, thus increasing the length of line open for traffic by 1·88 miles.

### New Lines opened for Traffic.

An extension of the St. Kilda to Brighton Electric Street Railway from Park-street Middle Brighton to Brighton Beach, a distance of 1·06 miles, was opened for traffic on 22nd December, 1906.

### Capital Expenditure.

The total expenditure charged to Capital Account at 30th June, 1907, was £41,586,075 16s. 3d., inclusive of £17,638 16s. advanced by the Treasury prior to 1st July, 1903, for Renewals of Way and Works and Replacement of Rolling-Stock, and yet remaining to be repaid out of Surplus Railway Revenue (see Appendix No. 10), an increase for the year of £159,427 13s. 5d., made up as follows:—

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

For Details see Appendix No. 6.

Surveys and Construction of New Lines—			
Strathmerton—Toomwal Line Extension	...	...	£2,010 10 7
Moe—Walhalla Line	...	...	15,140 7 9
St. Kilda and Brighton Electric Street Railway	...	...	13,621 14 8
Surveys	...	...	3,477 17 2
<hr/>			
Increase in Capital Expenditure on Surveys and Construction of New Lines	...	...	£34,250 10 2
Additions and Improvements on Existing Lines, and to Rolling-Stock—			
Way and Works	...	...	£122,978 11 6
Rolling-Stock	...	...	50,728 8 5
<hr/>			
Less Repayments during the year (out of Railway Revenue) of Loan Funds advanced by the Treasury prior to 1st July, 1903, for Renewals of Way and Works and Replacement of Rolling-Stock (see Appendix No. 10)	...	20,710 7 10	
Less Amount at credit of Rolling - Stock Replacement Fund at 30th June, 1907, in Liquidation of Deficiency in Rolling-Stock at 1st July, 1903 (see Appendix No. 9)	...	137,373 19 7	
Minus the Amount taken credit for in the year 1905-6 (see Annual Report for that year, Appendix No. 9)	...	109,554 10 9	
<hr/>			
		27,819 8 10	
<hr/>			
		48,529 16 8	
<hr/>			
Net Increase in Capital Expenditure for Additions and Improvements on Existing Lines and to Rolling-Stock	...	...	125,177 3 3
<hr/>			
<b>Net Increase in Expenditure on Capital Account</b>	...	...	<b>£159,427 13 5</b>

### Loan Funds.

The total amount of Current Loans allocated to the Railways, at 30th June, 1907, was £39,666,152 os. 8d. (see Appendix No. 7), an increase for the year of £14,928 7s. 6d., made up as follows :—

		£		s.		d.	
Additional Loans raised or transferred to the debit of the Railways by the Treasury	Act 1451 ... ..	4,314	11	3			
	Act 1623 (3 per cent.)	30,324	4	1			
	Act 1753 (3 per cent.)	1,000	0	0			
	Act 1982 (3½ per cent.)	2,224,006	2	4			
	Act 2026 (3½ per cent.)	545,000	0	0			
		<hr/>			£2,804,644	17	8
Less Loans redeemed—							
Act 717 by Acts 1982 and 2026	... ..	2,769,006	2	4			
Act 1564, from Revenue	... ..	20,710	7	10			
		<hr/>			2,789,716	10	2
<hr/>							
Net increase for the year in the amount of Current Loans allocated to the Railways					£14,928	7	6

The proceeds of Loans allocated to the Railways, after deducting Discounts and Expenses, less Net Premiums received, were at 30th June, 1906, £38,379,427 15s. 10d. The proceeds of the net increase in the amount of Current Loans, viz., £14,928 7s. 6d., as shown above were only £14,684 18s. 2d., the difference, viz., £243 9s. 4d. representing the Net Discounts and Expenses. The Net Proceeds of Loans allocated to the Railways were therefore at 30th June, 1907, £38,394,112 14s. 0d. (see Appendix No. 7).

### Interest Account.

(See Appendix No. 7.)	The Interest during the year on Current Loans allocated to the Railways amounted to		... ..	£1,478,650	0	0			
	And in addition the Railways were debited with the following amounts :—								
	Expenses incurred by the Treasury in connexion with								
	Payment of Interest		... ..	9,503	0	0			
	Interest on certain items of Expenditure under								
	Surplus Revenue Acts		... ..	3,903	3	0			
					<hr/>		£1,492,056	3	0
	Less interest allowed by the State Treasury on the balances at credit of Railway Funds			8,772	0	0			
					<hr/>				
	Total net amount for Interest and Expenses for the year 1906-7		... ..	£1,483,284	3	0			

This amount (£1,483,284 3s. 0d.) is an increase of £10,887 2s. 8d. on the net Interest and Expenses charged to the Railways for the year 1905-6 and is equivalent to 3.74 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 no interest is charged, was at the 30th June, 1907, £3,849,939 13s. 8d., an increase during the year of £91,959 1s. 11d., made up as follows :—

		£		s.		d.	
Amount expended under Surplus Revenue Acts and debited to Sundry Works of Construction, &c.	... ..	74,579	19	6			
	Amount expended under Appropriations and Votes and debited to Sundry Works of Construction, &c.	... ..	17,379	2	5		
				<hr/>			
Total net increase in the amount of Non-Interest Bearing Funds for the year		... ..	91,959	1	11		

## Financial Results for the Year.

GROSS REVENUE ... ..	£4,012,641 8 4
WORKING EXPENSES ... ..	2,076,672 14 7
<hr/>	
NET REVENUE ... ..	£1,935,968 13 9
LESS LOSS on ST. KILDA and BRIGHTON ELECTRIC STREET RAILWAY ..	7,802 10 4†
<hr/>	
TOTAL NET REVENUE ... ..	£1,928,166 3 5
SPECIAL EXPENDITURES and CHARGES in Reduction of Extraordinary Liabilities taken over by the Commissioners at 1st July, 1903 ... ..	165,749 7 10
<hr/>	
BALANCE of TOTAL NET REVENUE ... ..	£1,762,416 15 7
INTEREST CHARGES and EXPENSES ... ..	1,483,284 3 0
<hr/>	
SURPLUS CREDITED to CONSOLIDATED REVENUE ... ..	£279,132 12 7

### Comparison with Previous Year.

	Year 1905-6.			Year 1906-7.			Increase or Decrease.			
	£	s.	d.	£	s.	d.	£	s.	d.	
Gross Revenue ... ..	3,787,619	0	8	4,012,641	8	4	+	225,022	7	8
Working Expenses ... ..	1,999,023	0	6	2,076,672	14	7	+	77,649	14	1
Net Revenue ... ..	1,788,596	0	2	1,935,968	13	9	+	147,372	13	7
Net Revenue of the St. Kilda and Brighton Electric Street Railway. (See Appendix No. 21)	308	5	10*	Loss 7,802	10	4†	-	8,110	16	2
Total Net Revenue ... ..	1,788,904	6	0	1,928,166	3	5	+	139,261	17	5
Special Expenditures and Charges in reduction of Extraordinary Liabilities taken over by the Commissioners at 1st July, 1903—										
Belated Repairs ... ..	5,616	19	3	...			-	5,616	19	3
Rolling-Stock applied in reduction of the Deficiency as at 1st July, 1903 ... ..	27,821	0	0	45,039	0	0	+	17,218	0	0
To credit the Rolling-Stock Replacement Fund towards making good the Deficiency in the Rolling-Stock as at 1st July, 1903. (See Appendix No. 9) ... ..	60,000	0	0	100,000	0	0	+	40,000	0	0
To recoup Loan Funds advanced prior to 1st July, 1903, for Renewals of Way and Works and Replacement of Rolling-Stock. (See Appendix No. 10) ... ..	24,104	11	6	20,710	7	10	-	3,394	3	8
Total of Special Expenditures and Charges in reduction of Extraordinary Liabilities taken over by the Commissioners at 1st July, 1903 ... ..	117,542	10	9	165,749	7	10	+	48,206	17	1
Balance of Total Net Revenue ... ..	1,671,361	15	3	1,762,416	15	7	+	91,055	0	4
Interest Charges and Expenses	1,472,397	0	4	1,483,284	3	0	+	10,887	2	8
Surplus Credited to Consolidated Revenue ... ..	198,964	14	11	279,132	12	7	+	80,167	17	8

\* From 7th May to 30th June, 1906.

† After providing for Expenditure, £9,941 2s. 2d., towards replacing Damage by Fire.

**Results of Working for the Year 1906-7 compared  
with those of the Preceding Three Years.**

	Year 1903-1904.	Year 1904-1905.	Year 1905-1906.	Year 1906-1907.
* Average mileage of Railways worked ...	3,371	3,384	3,394	3,395
<b>* TRAFFIC TRAIN MILEAGE.</b>				
Passenger—Country ...	1,501,966	1,662,438	1,758,823	1,926,570
" Suburban ...	2,616,322	2,645,556	2,772,669	2,992,283
Mixed ...	2,166,439	2,219,194	2,321,312	2,352,484
Goods (including Live Stock) ...	2,887,917	2,496,177	2,539,265	2,764,577
Total Traffic Train Mileage ...	9,172,644	9,023,365	9,392,069	10,035,914
Number of Passenger Journeys ...	54,282,003	59,702,050	65,088,394	69,920,583
Tons of Goods carried ...	3,182,772	3,382,788	3,376,987	3,650,538
Tons of Live Stock carried ...	256,431	245,449	299,030	315,254
<b>* GROSS REVENUE.</b>				
	£	£	£	£
Passenger—Country ...	828,582	827,776	903,118	989,285
" Suburban ...	531,902	554,532	598,479	645,448
Parcels, &c. ...	128,821	141,811	142,844	151,465
Horses, Carriages, and Dogs ...	13,359	13,588	13,684	14,652
Mails ...	59,309	60,647	61,588	61,810
Goods ...	1,619,485	1,749,660	1,792,575	1,861,220
Live Stock ...	173,493	169,133	208,862	220,295
Rentals ...	53,651	53,038	55,711	56,161
Miscellaneous ...	29,539	12,081	10,758	12,305
Total Gross Revenue ...	3,438,141	3,582,266	3,787,619	4,012,641
Per mile of Railways worked ...	1,020	1,059	1,116	1,182
Per traffic train-mile run ...	7s. 5'96d.	7s. 11'28d.	8s. 0'79d.	7s. 11'96d.
<b>* WORKING EXPENSES.</b>				
	£	£	£	£
Transportation Branch ...	586,015	562,370	588,123	593,248
Way and Works Branch ...	448,959	502,022	572,297	589,452
Rolling-Stock Branch—Working ...	455,543	488,240	481,483	521,083
" Repairs and Ordinary Renewals ...	263,987	274,931	306,842	323,858
General Expenses ...	47,807	43,575	50,278	49,032
Total Working Expenses ...	1,802,311	1,871,138	1,999,023 (a)	2,076,673 (a)
Per mile of Railways worked ...	535	553	589	612
Per traffic train-mile run ...	3s. 11'16d.	4s. 1'77d.	4s. 3'08d.	4s. 1'66d.
Percentage of Gross Revenue ...	52'42	52'23	52'78	51'75
<b>* NET REVENUE AFTER PAYMENT OF WORKING EXPENSES ...</b>				
	£	£	£	£
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES ...	1,635,830	1,711,128	1,788,596	1,935,968
Per mile of Railways worked ...	485	506	527	570
Per traffic train-mile run ...	3s. 6'80d.	3s. 9'51d.	3s. 9'71d.	3s. 10'30d.
NET REVENUE OF ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY ...	...	...	308 (c)	Loss 7,802 (d)
TOTAL NET REVENUE ...	...	...	1,788,904	1,928,166
<b>SPECIAL EXPENDITURES AND CHARGES ...</b>				
	£	£	£	£
SPECIAL EXPENDITURES AND CHARGES ...	119,556	248,485	117,542 (b)	165,740 (b)
BALANCE OF NET REVENUE ...	1,516,274	1,462,643	1,671,362	1,762,417
INTEREST CHARGES AND EXPENSES ...	1,515,755	1,461,994	1,472,397	1,483,284
SURPLUS credited to Consolidated Revenue ...	519	649	198,965	279,133

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

(a) For details see Appendix No. 20. (b) For details see Page 6. (c) From 7th May to 30th June, 1906. (d) After providing for Expenditure, £9,941 2s. 2d., towards replacing Damage by Fire.

### Extraordinary Liabilities taken over by the Commissioners 1st July, 1903, to be Liquidated out of Railway Revenue.

As will be seen from the following statement, the Extraordinary Liabilities taken over by the Commissioners at 1st July, 1903, amounting to £795,761, have now been liquidated, with the exception of a sum of £17,639, being the balance of the Loan Funds advanced for Renewal of Way and Works and Replacement of Rolling-Stock, provision for which has been made on the Estimates of the Department for the financial year 1907-8.

	Liabilities at 1st July, 1903, as per our Report of 31st March, 1904.	Reductions during Year 1903-04.	Reductions during Year 1904-05.	Reductions during Year 1905-6.	Reductions during Year 1906-7.	Liabilities remaining at 30th June, 1907.
	£	£	£	£	£	
Belated Repairs ...	181,087	102,754	71,333	7,000	—	Nil.
Estimated cost of making good the Deficiency in Rolling-Stock ...	403,950	14,950	119,740	114,847	By Increase in Rolling-Stock ... 126,594	
					By Value of Scrap from Dismantled Engines, &c., credited to Rolling-Stock Replacement Fund ... 9,266	
					By Surplus Railway Revenue credited to Rolling-Stock Replacement Fund ... 100,000	
					235,860	
					Less Amount expended out of Rolling-Stock Replacement Fund, taken credit for in the previous year as cash ... 81,447	
					154,413	Nil.
Deficiency in the Value of Stores ...	60,855	3,053	52,802	Nil.	—	Nil.
Loan Funds Advanced for Renewal of Way and Works and Replacement of Rolling-Stock ...	149,869	28,646	58,770	24,104	By Repayments out of Railway Revenue. (See Appendix No. 10.) ... 20,710	17,639
Totals ...	795,761	154,403	302,645	145,951	175,123	17,639

### Gross Revenue.

The Revenue from Passengers (both Country and Suburban), Parcels, &c., and Goods, respectively, and the total Revenue from all sources, viz., £4,012,641 in each case considerably exceeded that of the year ending 30th June, 1906, and was also in each case the highest ever earned.

The increase in the Revenue derived from Country Passenger traffic was £86,167, from Suburban Passenger traffic £46,969, from Parcels, &c., £8,621, from Goods traffic £68,645, and from Live Stock traffic £11,433, and the increase in the total Gross Revenue was £225,022.

The gratifying results shown were due to a continuance of the prosperity which has been enjoyed throughout the State in consequence of a succession of favorable seasons for the agricultural, dairying and pastoral industries.

The Revenue derived from Wheat and other Grain was only £309,795, as compared with £346,809 in the previous year, partly due to a decreased yield, but principally attributable to the reductions in the rates for the carriage of Agricultural Produce.

The Revenue from the carriage of Wool amounted to £113,171, being £23,011 in excess of the previous year.



A considerably increased tonnage was carried in respect of Firewood, Coal, Sawn Timber, Bricks and other building materials, Flour, Hay, Straw and Chaff, and Dairy Produce.

The Gross Revenue per train mile run was 7s. 11·96d., being 83d. below that for 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 51·75 as compared with 52·78 in the previous year, and was the lowest since the year 1878.

The state of the Revenue admitted of a larger expenditure for the Maintenance and Renewals of Way and Works, and for Repairs and Renewals of Rolling-Stock, and the increase in the Working Expenses, viz., £77,650, is mainly due to this.

### **Net Revenue.**

The Net Revenue, after the payment of Working Expenses, was the largest ever earned, and per mile of railway, viz., £570, and per traffic train mile, viz., 3s. 10·30d., the highest obtained for nineteen and twenty-eight years respectively, and was, including the St. Kilda and Brighton Electric Street Railway, equivalent to 4·86 per cent. on the Railway Debt of the State.

### **Reductions in Goods Rates.**

In November last the rates for Agricultural Produce, including wheat and other cereals, were reduced to the extent of £35,000 per annum.

The rates for wire netting and fencing wire, gravel, and metal for Shire Councils, and malt for export, and the charge made for stoppage in transit of wheat for milling, were also reduced.

### **Transportation Branch.**

The expenses of the Transportation Branch for the year were £593,248, as compared with £588,123 for the previous year, an increase of £5,125, which is fully accounted for by the large increase in the traffic dealt with.

418,533 additional train miles were run during the year in connexion with the passenger and mixed train services.

Further improvements in the train services for the coming Summer Season are in course of arrangement, notably between Melbourne and Albury.

### **Way and Works Branch.**

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

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

	Year 1902-3.	Year 1903-4.	Year 1904-5.	Year 1905-6.	Year 1906-7.	
Expenditure ... ..	£437,840	£448,959	£502,022	£572,297	£589,452	
Per mile of railway	Average mileage open for traffic	131	133	148	169	174
Per mile of track		120	121	135	154	158

The state of the Revenue admitted of a larger expenditure for the Maintenance and Renewals of Way and Works, and the outlay, which includes a considerable expenditure in connexion with improvements and additions, and on special Maintenance Works, was greater than that of the previous year by £17,155.

59·64 miles of track were re-laid with steel rails, as follows:—8·44 miles with new 100-lb. rails, 26·28 miles with new 80-lb. rails, and 1·82 miles with new 78-lb. rails, 4·66 miles with serviceable 80-lb. rails, and 18·44 miles with serviceable 60-lb., 66-lb., and 75-lb. rails, which had been replaced by heavier rails on other lines; 268,610 sleepers were renewed, and 36,159 additional sleepers were put into the track, and 219 miles of fencing were renewed during the year.

Sixty-six interlocking levers were installed at seven places. The total number of interlocking levers in use at 30th June, 1907, was 6,966 at 515 places, and the proportion of interlocked places 61·16 per cent. Seventeen sets of staff or Annetts lock gear were provided at ten intermediate non-staff stations.

To enable repairing gangs to travel more quickly, and with less exertion, over the lines, 50 additional light trollies, 10 additional tricycles, and 100 quadricycles were put into service during the year.

The work of strengthening bridges on important lines to admit of the use of more powerful locomotives has been continued on the North-Eastern and North-Western lines, and on the line from Ballarat *viâ* Maryborough to Castlemaine; and a commencement will shortly be made with this important work on the lines from Footscray to Bendigo and Newport to Geelong.

### Flinders-street Station, Melbourne.

The progress of the works under the contract for the construction of the new Flinders-street Passenger Station Building has been retarded by the continued difficulty experienced by the contractor in obtaining suitable stone, and by the strike which occurred in the building trade.

The total estimated cost of the new Station and Yard at Flinders-street, including the building now under contract, additions and alterations to lines of way, platforms, platform-roofs, sub-ways, ramps, interlocking, signals, widening and lengthening of Princes' Bridge, &c., is	...	...	...	...	...	...	...	...	...	£440,000
The expenditure at the 30th June, 1907 (including £73,242 charged to Working Expenses, as follows:—Year 1903-4, £9,334; Year 1904-5, £23,908; Year 1905-6, £20,000; and Year 1906-7, £20,000), amounted to	...	...	...	...	...	...	...	...	...	£286,391
Leaving a balance to be expended of	...	...	...	...	...	...	...	...	...	153,609
Towards which Funds are available as follow:—										
Item 5 of Act 1904	...	...	...	...	...	...	...	...	...	£2,106
Item 13 of Act 2042	...	...	...	...	...	...	...	...	...	50,000
										<hr/> 52,106
So that additional Funds have yet to be provided to the extent of	...	...	...	...	...	...	...	...	...	101,503

The estimated expenditure of £440,000 includes very extensive re-grading and additions and alterations in the lines of way, interlocking and signals, not only in the vicinity of the Flinders-street Station proper, but between the Viaduct to the west and Jolimont to the east.

### Supply of Steel Rails.

The contract which was entered into in August, 1906, for the supply of 6,282 tons of 80-lb. and 100-lb. rails at £5 13s. 6d. per ton, delivered into Departmental trucks at the Williamstown Pier, exclusive of duty, was completed during the year. In order to provide a further supply for immediate requirements, tenders were invited for 8,485 tons of 80-lb. and 100-lb. rails, and the tender of Messrs. R. W. Cameron and Co., of Melbourne and New York, for that quantity of rails—manufactured by the Carnegie Steel Co., U.S.A.—has been accepted at £6 17s. per ton, delivered into Departmental trucks at Williamstown Pier, exclusive of duty. This price is considered satisfactory, in view of the condition of the rail market.

### Spencer-street Station, Melbourne.

The renovation and improvement of this station were practically completed during the year.

### Increase in Cost of Sleepers.

The price of first-class sleepers, which had risen during the previous ten years by about 40 per cent., further increased during the year by about 5 per cent., and the growing scarcity of first-class timbers has limited the supply, as well as enhanced the price of sleepers.

### 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 previous years, and is exclusive in all years of the expenditure on on Rolling-Stock applied in reduction of the Deficiency as at 1st July, 1903, hereinafter referred to:—

	Year 1902-3.	Year 1903-4.	Year 1904-5.	Year 1905-6.	Year 1906-
For Working ...	£521,090	£455,543	£488,240	£481,483	£521,083
Per Traffic train mile ...	12'16d.	11'92d.	12'99d.	12'30d.	12'46d.
For Repairs and Renewals...	£241,625	£263,987	£274,931	£306,842	£323,858

The state of the Revenue admitted of a larger expenditure for the Repairs and Renewals of Rolling-Stock, and the expenditure on this account was greater than that of the previous year by £17,016.

By the net increase during the year in the Rolling-Stock applied in Reduction of the Deficiency as at 1st July, 1903, the cost, as estimated, of making good such Deficiency was reduced by £126,594, or to £137,374. The sum of £100,000 from the Year's Surplus Railway Revenue was placed to the credit of the Rolling-Stock Replacement Fund, established in accordance with Section 4 (1) of Act No. 1946, and the same fund was credited with £9,266, representing the proceeds of Rolling-Stock sold or broken up during the year, making a total amount at the credit of that Fund, at 30th June, of £137,374, which is the sum required to liquidate the balance of the estimated cost of making good the Deficiency in Rolling-Stock, as at 30th June, 1903. See Appendix No. 9.

That Deficiency estimated as equivalent to £403,950 has therefore been entirely liquidated during the last four years, either by applying increase in Rolling-Stock, the cost of which was charged to Working Expenses or to the Rolling-Stock Replacement Fund in reduction of it, or by crediting that Fund with the proceeds of Rolling-Stock broken up or sold during the year, or with Surplus Revenue, as follows:—Year, 1903-4, £14,950; year, 1904-5, £119,740; year, 1905-6, £114,847; and year 1906-7, £154,413. Total, £403,950.

A Summary of the Register of Rolling-Stock, at 30th June, 1907, will be found in Appendix No. 8.

The following new Rolling-Stock was put into service during the year:—

Manufactured at—	Locomotives.	Carriages.	Vans and Sundry Stock.	Trucks (new and replacement).
Newport Shops ...	13	16 (12 17 ft.—Sydney Express, and 4 Narrow Gauge.)	24	269

In addition, 12 electric tram cars were provided for the St. Kilda and Brighton Electric Street Railway, making, together with those supplied during 1905-6, a total of 17 cars on this line prior to March, 1907. The bodies of all this stock, however,

were destroyed by the fire at the Power House on 7th March, 1907. To replace this stock, seven cars complete were purchased in Sydney, and, after having the necessary alterations made to them at Newport, were placed in running; six other car bodies were built at Newport, and at 30th June, 1907, eight more car bodies had been practically completed. These will make a total of 21 cars available for use on this line.

Complete up-to-date equipment, consisting of four first class, four second class, and two first and second class, two parlour and observation cars, each 71 feet long over bodies, and two vans, each 60 feet long over bodies, was provided for the Melbourne-Albury Express trains during the year.

Equipment of the same character will shortly be provided for the Melbourne-Adelaide Express trains. Of the Victorian proportion of this new stock, six first class cars were completed during the year, and one new up-to-date sleeping car was also finished, and the remainder consisting of three sleeping cars, two mail sorting vans, specially designed to meet the requirements of the Postal Authorities, and also one mail baggage van, each 60 feet long over bodies, was well forward towards completion at 30th June, 1907.

Ten combined smoking cars and vans for Suburban Traffic were put in hand during the year, and were about three-fourths completed at 30th June, 1907.

The construction of locomotives at the Newport shops has been continued, and the fourth series, comprising 13, of the "DD" class, was completed during the year, making a total of 44 since the construction of these locomotives was commenced in 1903.

The cost of these locomotives, on the basis fixed by the Royal Commission, is as follows :—

				Cost each.			Cost per ton.
First series	10	...	...	£3,364	...	...	£52 4 0
Second "	10	...	...	3,048	...	...	47 11 0
Third "	10	...	...	2,857	...	...	43 15 0
Fourth "	13	...	...	2,901	...	...	44 7 10

The high prices ruling recently for copper and other materials have militated against the further reduction in cost which would otherwise have been made.

It has been decided to continue the construction of this class of locomotive for the present at the rate of 20 per annum, and the necessary material for the construction of this number has been ordered, and the work put in hand.

The continued expansion of the express and other passenger traffic frequently necessitates the employment of two locomotives to draw the heavier trains; and it has been evident to the Commissioners for some considerable time past that in the near future locomotives of a more powerful type than the existing passenger locomotives will have to be provided for these services. It has therefore been decided to construct ten (10) express locomotives with considerably increased power for the purpose of running these heavier trains, and a pattern engine is now under construction.

One narrow-gauge engine is also being made for relieving purposes.

Thirty-three new boilers of increased capacity were fitted to locomotives, in addition to the 13 boilers made for new "DD" class locomotives. In order to cope with this class of work, a special order for material for 47 new boilers was given during the year, and the work is well advanced.

The usual heavy repairs and examinations of locomotive and stationary boilers have also been carried out.

Twenty-seven obsolete locomotives have been broken up during the year, making a total of 113 broken up, sold, &c., since 1st April, 1904.

254 trucks were equipped with the Westinghouse brake during the year, making the total number so fitted 9,140, or 86 per cent., and with brake-pipes alone, 1,474. The work of fitting larger pumps to the goods locomotives is being continued.

Twenty carriages and vans were equipped for Pintsch gas lighting, making the total number so equipped 880, or 71 per cent.

The use of incandescent mantles of the Welsbach type on Pintsch gas lamps in carriages has been continued with satisfactory results, and 50 carriages have been equipped with these mantles in addition to the two new Melbourne-Albury express trains. It is anticipated that 300 carriages will be so fitted during the year 1907-8.

In order to keep pace with the carriage building, it has been found necessary to considerably enlarge the carriage shop at Newport, and the area of this shop is now more than double what it was a few years ago.

Practically the whole of the iron, steel, and brass castings for the Rolling-Stock Branch, as well as for the Way and Works Branch, are now made at Newport, and this has necessitated a large extension of the Foundry, the output of which is now at the rate of 250 tons of castings per month.

Large additions have also been made to the Forge, an additional large steam hammer has been erected and provision made in this building for the extensive nut, bolt, and rivet making machinery in use and in course of erection. The Forge turned out 2,538 axles during the year.

A large quantity of additional machinery has been added during the year, some of it having been purchased from the Phoenix Foundry Company's works.

### **Stores Branch.**

The value of the stock of Stores at 30th June, 1907, as per certificate from the Chief Storekeeper (see Appendix 4), was £282,406, as compared with £298,451 at 30th June, 1906, a reduction of £16,045. The value of the stock of Stores has been reduced and written down during the last four years to the extent of £364,597.

The Funds thus released have either been repaid to the State Treasury, or are in the Stores Suspense Account (see Appendix No. 11), earning interest, and available for the purchase of Stores.

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

This line was extended from Park-street, Middle Brighton, to Brighton Beach during the year, a distance of 1.06 miles, and cars now run through between St. Kilda Railway Station and the Brighton Beach Railway Station.

The Expenditure, at 30th June, 1907, on account of the construction of the line was £38,635, and for Rolling-Stock was £14,304, a total of £52,939.

The Revenue of the line for the year was £9,590, and the Ordinary Working Expenses £7,451, equal to 77.70 per cent. This would have left a Net Revenue of £2,139, or £159 in excess of the amount required to meet the Interest at the rate of 3.74 per cent. on the Total Capital Cost at 30th June, 1907, viz., £1,980, but, unfortunately, a fire took place at the Power House and Car Sheds on the 7th March, which destroyed the sheds and the bodies of 17 cars, and did considerable other damage. The estimated cost of making good the loss and damage done by this fire is £15,200, of which £9,941 2s. 2d. had been expended at 30th June. This expenditure was incurred for replacement purposes, and has been debited to the Working Account, making the net loss for the year in the operation of this line, including interest charges and expenses as above, £9,782. The Results of the Working of this line for the year will be found in Appendix No. 21.

### 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 following amounts have been received from the State Treasury, and are included in the Gross Revenue for the year :—

For decrease in the Revenue due to the carriage of Agricultural Produce at reduced rates	... ..	£25,000
For decrease in the Revenue due to the carriage of Victorian Coal at reduced rates	... ..	7,404

and under the provisions of the same Section, the Treasury reimbursed us the sum of £3,893, representing the enhanced cost of Victorian coals purchased during the year, owing to a direction of the Governor in Council fixing the prices to be paid for such coals.

In view of the steady improvement in the Revenue, the Commissioners have decided not to ask for any further payments on account of the carriage of Agricultural Produce at reduced rates, under the provisions of Section 14 of Act No. 1439, and, in consequence, no provision is made in the Estimates for 1907-8 for any payment on that account.

The reductions which have been made during the last five years in these payments, together with the reductions made during that period in the rates on Agricultural Produce, represent on this account alone a decrease in the Net Revenue of approximately £100,000 per annum.

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

Lines Closed for Traffic.	Mileage.	Approximate Capital Cost.
Dunkeld to Panshurst (dismantled)	15·87	£50,000
Canterbury Loop Line (dismantled)	0·20	160,000
Ashburton to Oakleigh	2·37	
Fairfield Park to Deepdene	3·34	
Darling to Waverley	0·84	
Lancefield to Kilmore	18·10	117,207
Fawknor Cemetery to Somerton	5·28	53,217
Totals	46·00 miles	£387,424
Surveys of lines not constructed	...	316,461
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		£703,885

### Pensions and Gratuities.

The amounts paid in Pensions and Gratuities, which are not included in the Working Expenses, were £94,926 and £15,955 respectively, a total of £110,881, as compared with £92,994 and £6,643 respectively, a total of £99,637 in the previous year. The number of officers and employes in the service at 30th June, 1907, entitled to Pension or Compensation on retirement was 1986, a reduction of 85 as compared with the preceding year (see Appendix No. 17).

### **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 16, 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,	} Victorian Railways Commissioners.
W. FITZPATRICK,	
C. HUDSON,	

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## A P P E N D I C E S.

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1	17	List of Heads of Branches.
2	17	Certificate of the Chief Mechanical Engineer.
3	17	Certificate of the Chief Engineer of Way and Works.
4	17	Certificate of the Chief Storekeeper.
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6	20	Statement of Expenditure charged to Capital Account.
7	21	Statement of Loans allocated to the Railways and of Interest Charges and Expenses.
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9	25	Statement of Deficiency in Rolling-Stock.
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11	27	Railway Stores Suspense Account.
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14	30	General Comparative Statement for Fifteen Years.
15	33	Statement of Expenditure charged to Capital Account for Twenty Years.
16	34	Statement Showing Cost, Length, Highest Point, Steepest Gradient, and Average Cost per Mile of each Line ; also the Cost of Rolling-Stock, Workshops, General Offices, &c.
17	36	Statement of Number of Officers and Employés entitled to Pension or Compensation.
18	37	Statement showing Date of Opening, Length, and Authority for Construction of each Line.
19	41	Return of Persons Killed or Injured.
20	42	Detailed Statement of Working Expenses for Years 1905-6 and 1906-7.
21	44	Detailed Statement of Results of Working of the St. Kilda and Brighton Electric Street Railway for the Year.
22	45	Return of Traffic at each Station.
		Statistical Diagrams.
		Photographs.
		Map of the Victorian Railways.
		„ Melbourne Suburban Lines.
		„ showing through Railway connexions.



## APPENDIX No. 1.

## HEADS OF BRANCHES.

Secretary .. .. .	Mr. L. McCLELLAND.
Chief Mechanical Engineer .. .. .	„ T. H. WOODROFFE.
Chief Engineer of Way and Works .. .. .	„ C. E. NORMAN.
General Superintendent of Transportation... .. .	„ S. JONES.
Chief Accountant .. .. .	„ J. W. HACKER.
Chief Storekeeper .. .. .	„ G. H. SUTTON.
Telegraph Superintendent .. .. .	„ W. A. HOLMES
General Passenger and Freight Agent .. .. .	„ E. B. JONES.
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 1906-7, 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, wharfs, and other works on the Victorian Railways were, during the year 1906-7, maintained in good working condition and repair.

C. E. NORMAN,  
Chief Engineer of Way and Works.

## APPENDIX No. 4.

## CERTIFICATE RESPECTING STORES.

I hereby certify that a continuous inspection of the Stock of Stores was maintained, and that the total value of the same at 30th June, 1907, was £282,405 16s. 4d., showing a reduction of £16,045 10s. 11d. on the value at 30th June, 1906, viz., £298,451 7s. 3d.

GEO. H. SUTTON,  
Chief Storekeeper.

Dr.

GENERAL BALANCE-SHEET AT

	No. of		£		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	23	38,394,112	14	0*									
Surplus Revenue ... ..	...	...	61,190	11	3			38,455,303	5	3				
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 ... ..	...	...	185,403	11	1									
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 ... ..	...	...	472,976	16	6			3,849,939	13	8				
											42,305,242	18	11	
Sundry Creditors ... ..	...	...	...					...			114,448	19	6	
Interest Charges and Expenses for the Year ... ..	7	22	...					...			1,483,284	3	0	
Surplus credited to Consolidated Revenue ... ..	...	6	...					...			279,132	12	7	
Total ... ..	...	...	...					...			44,182,108	14	0	

\* This includes £17,638 16s., which has been temporarily advanced for Renewals of Way and Works and Replacement of Rolling-Stock, and is to be repaid out of Revenue.

Audited and found correct,

F. H. BRUFORD,  
Auditor-General.

No. 5.

30TH JUNE, 1907.

Cr.

	No. of		£ s. d.		£ s. d.		£ s. d.	
	Appendix.	Page.						
By Railways, Existing Rolling-Stock, and Equipment ...	16	36	41,251,976	6 10				
„ Surveys for proposed Railways ...	...	...	316,460	13 5	41,568,437	0 3		
„ Expenditure on Renewals of Way and Works and Replacement of Rolling-Stock temporarily charged to Capital, remaining to be repaid out of Revenue ...	10	26	...		17,638	16 0	41,586,075	16 3
„ Stores and Materials on hand Less amount at credit of Stores Depreciation Account ...	11	27	...		282,405	16 4		
„ Balance at credit of Railway Stores Suspense Account ...	...	...	...		12,088	12 9	270,317	3 7
„ Balance in hands of Agent-General, London... ..	11	27	...		274,024	15 2		
„ Balance at credit of Rolling-Stock Replacement Fund ...	11	27	...		23,332	4 10	297,357	0 0
„ Balance at credit of Railway Loans Repayment Fund ...	9	25	...		...		137,373	19 7
„ Balance at credit of Trust Fund—Surplus Railway Land ...	...	...	...		9,408	17 6		
„ Balance at credit of Railway Accident Fund ...	...	...	...		3,787	3 0	13,196	0 6
„ Balance at credit of the following Accounts :—								
Sundry Repayments to Treasury ...	...	...	...		4,903	12 5		
Preliminary Deposits ...	...	...	...		2,084	12 0		
Bills Receivable ...	...	...	...		3,201	14 2		
Trust Funds—Cash and Securities ...	...	...	...		32,854	14 5	43,044	13 0
„ Balance at credit of Railway Capital Funds ...	...	...	...		...		12,009	16 11
„ Sundry Debtors ...	...	...	...		...		10,715	7 7
„ Net Revenue for the Year after payment of Working Expenses and Special Expenditures and Charges ...	...	6	...		...		1,762,416	15 7
Total ...	...	...	...		...		44,182,108	14 0

JOHN W. HACKER,  
Chief Accountant.

## APPENDIX No. 6.

## EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING 30TH JUNE, 1907.

	Loan Application Acts.	Surplus Revenue Acts.	Public Works Department's Votes.	Total.	Total Amount.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<b>SURVEYS AND CONSTRUCTION OF NEW LINES.</b>					
Moe-Walhalla Line ... ..	...	4,648 10 3	10,491 17 6	15,140 7 9	
Strathmore-Tocumwal Extension ... ..	1,963 10 7	...	47 0 0	2,010 10 7	
St. Kilda and Brighton Electric Street Railway ... ..	12,604 1 9	978 12 11	39 0 0	13,621 14 8	
Surveys... ..	3,477 17 2	...	...	3,477 17 2	
Totals ... ..	18,045 9 6	5,627 3 2	10,577 17 6	34,250 10 2	34,250 10 2
<b>ADDITIONS AND IMPROVEMENTS ON EXISTING LINES.</b>					
Additions and improvements at stations, offices, yards, docks, piers, &c., including tracks, buildings, platforms, road approaches, trucking yards, weighbridges, safety appliances, drainage, sanitation, &c.	27,553 3 11	1,341 5 8	...	28,894 9 7	
Additions and improvements to accommodation for locomotives and cars, including sheds, ash-pits, turn-tables, water supply, coaling plants, &c. ...	6,001 0 8	...	...	6,001 0 8	
Bridges, additions and improvements, including strengthening ... ..	7,791 6 0	222 8 10	...	8,013 14 10	
Relaying various lines with heavier rails (cost of increase in weight only) ... ..	5,038 13 7	...	...	5,038 13 7	
Additional sleepers and ballast for strengthening various lines ... ..	13,810 17 4	...	...	13,810 17 4	
Cattle pits and stops ... ..	731 10 0	...	...	731 10 0	
Improved cars for repairing gangs ... ..	2,232 5 0	...	...	2,232 5 0	
Additional and improved dwelling accommodation for employes ... ..	2,587 5 5	...	...	2,587 5 5	
Melbourne—Additional electric lighting and power ...	2,224 9 7	...	...	2,224 9 7	
Additional Pintsch gas plant ... ..	2,345 5 2	...	...	2,345 5 2	
Melbourne—Additional accommodation and facilities for goods traffic ... ..	987 16 0	...	...	987 16 0	
Melbourne—Towards new station and other improved accommodation at Flinders-street ... ..	...	29,281 5 10	...	29,281 5 10	
Towards provision of a new station between Footscray and Yarraville, and of one between Footscray and Footscray West on condition that £400 is contributed in each case by the respective residents and others interested ... ..	...	1,886 8 11	...	1,886 8 11	
Korumburra—New station and improved yard and other accommodation ... ..	2,287 0 0	...	...	2,287 0 0	
Korait—New station and improved yard and other accommodation ... ..	1,678 19 1	...	...	1,678 19 1	
Melbourne (Spencer-street)—Paving and draining carriage and approach roads ... ..	863 19 11	...	...	863 19 11	
Loop at North Melbourne and "Y" at Wodonga for turning locomotives and trains ... ..	2,499 13 2	...	...	2,499 13 2	
Towards additional weighbridges and sidings ... ..	3,871 8 5	...	...	3,871 8 5	
Ballast crushing and loading plants ... ..	4,169 11 7	...	...	4,169 11 7	
Towards equipping Melbourne Suburban Lines with Syke's Lock and Block ... ..	856 13 11	...	...	856 13 11	
Additions and improvements, Seymour yard ... ..	2,231 9 8	...	...	2,231 9 8	
Newport Workshops—Extension of shops and sidings	6,323 10 8	...	...	6,323 10 8	
Improvements of facilities for watering locomotives, North Melbourne ... ..	571 18 2	...	...	571 18 2	
Sundry other expenditures ... ..	12,028 13 8	7 3 10	...	12,035 17 6	
	108,686 10 11	32,738 13 1	...	141,425 4 0	
Less credits on account of sales of land, materials, &c., originally charged to Capital Account ... ..	...	...	...	18,446 12 6	122,978 11 6
<b>ROLLING-STOCK.</b>					
Locomotives ... ..	814 0 4	...	...	814 0 4	
Carriage stock ... ..	21,353 2 5	544 9 10	...	21,897 12 3	
Van and sundry stock ... ..	1,816 11 10	...	...	1,816 11 10	
Truck stock ... ..	1,847 3 8	...	...	1,847 3 8	
Electric Railway stock ... ..	10,706 18 6	...	...	10,706 18 6	
Other equipment, machinery, &c. ... ..	13,623 8 1	22 13 9	...	13,646 1 10	
	50,161 4 10	567 3 7	...	50,728 8 5	50,728 8 5
Less amount during the year (out of Railway Revenue) of Loan Funds advanced by the Treasury prior to 1st July, 1907 ... ..	...	...	...	...	173,706 19 11
For Renewals of Way and Works (see Appendix No. 10) ... ..	...	...	10,000 0 0	...	
For Replacement of Rolling-Stock (see Appendix No. 10) ... ..	...	...	10,710 7 10	20,710 7 10	
Less amount at credit of Rolling-Stock Replacement Fund at 30th June, 1907 (see Appendix No. 9) ... ..	...	...	137,373 19 7	...	
Less amount taken credit for in the year 1905-6, see Annual Report for that year (Appendix No. 9) ... ..	...	...	109,554 10 9	27,819 8 10	48,529 16 8
Net increase in Capital Expenditure for Additions and Improvements on Existing Lines and to Rolling-Stock ... ..	...	...	...	...	125,177 3 3
Net Expenditure charged to Capital Account for the year ... ..	...	...	...	...	159,427 13 5

## APPENDIX No. 7.

## STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1907, AND OF THE INTEREST CHARGES AND EXPENSES PAID DURING THE YEAR.

Act.	Rate of Interest per cent.	Principal.			Interest Charges.			Expenses in connexion with payment of Interest.			Total Interest Charges and Expenses.			Loans redeemable.
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
45 Viet. No. 717	4	2,769,006	2	4	110,760	0	0	821	0	0	111,581	0	0	Redeemed—See page 22.
46 Viet. No. 739	4	2,000,000	0	0	80,000	0	0	548	0	0	80,548	0	0	In London—1st April, 1908
47 Viet. No. 760	4	3,758,788	0	3	150,352	0	0	1,021	0	0	151,373	0	0	In London—1st October, 1913
48 Viet. No. 805	4	3,251,172	4	3	130,047	0	0	879	0	0	130,926	0	0	In London—1st October, 1919
49 Viet. No. 845	4	4,610,110	6	11	184,404	0	0	1,244	0	0	185,648	0	0	In London—1st October, 1920
56 Viet. No. 1287	4	2,107,000	0	0	84,280	0	0	569	0	0	84,849	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 Viet. 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 Viet. No. 1032	3½	3,150,000	0	0	111,250	0	0	843	0	0	112,093	0	0	In London—1st October, 1923 (altered to this date by Act No. 1057)
52 Viet. No. 989	3½	4,914,615	13	0	172,011	0	0	1,316	0	0	173,327	0	0	In London—1st October, 1923 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
54 Viet. No. 1196	3½													
55 Viet. No. 1217	3½	1,666,666	13	4	58,333	0	0	445	0	0	58,778	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 Viet. No. 1562	3	700,000	0	0	21,000	0	0	185	0	0	21,185	0	0	In London on or after 1st January, 1929, upon notice; if not sooner redeemed, on 1st January, 1949
60 Viet. No. 1451	3¼	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 Viet. No. 1560	3	3,080,389	7	4	92,412	0	0	804	0	0	93,216	0	0	On or after 1st January, 1929, upon one year's notice; if not sooner redeemed, on 1st January, 1949
60 Viet. 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 Viet. No. 1564	3	26,153	0	5	785	0	0	...	...	...	785	0	0	Payable out of Consolidated Revenue in amounts of £25,000 each year, commencing 1st July, 1900
63 Viet. No. 1623	3	209,411	10	6	5,901	0	0	...	...	...	5,901	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	...	33,844,996	17	1	1,254,249	0	0	8,675	0	0	1,262,924	0	0	

## APPENDIX No. 7—continued.

STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1907, AND OF THE INTEREST CHARGES AND EXPENSES PAID DURING THE YEAR—continued.

Act.	Rate of Interest per cent.	Principal.	Interest Charges.	Expenses in connexion with Payment of Interest.	Total Interest Charges and Expenses.	Loans redeemable.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Brought forward	...	33,844,996 17 1	1,254,249 0 0	8,675 0 0	1,262,924 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	222,664 1 2	6,667 0 0	...	6,667 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.
Treasury Bonds Act No. 1800	3½	541,958 5 11	18,969 0 0	...	18,969 0 0	In Melbourne, 1st October, 1907
Treasury Bonds Act No. 1847	4	...	26,129 0 0	46 0 0	26,175 0 0	Redeemed during the year 1905-6.
No. 1560	3½	3,180,126 14 0	111,304 0 0	782 0 0	112,086 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	3,303,555 8 9	36,161 0 0	...	36,161 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	...	545,000 0 0	...	...	...	Payable out of Consolidated Revenue at any time after twenty years, but not later than thirty-five years from date of issue
		42,434,158 3 0	1,478,650 0 0	9,503 0 0	1,488,153 0 0	
42 Vic., 617 Melbourne and Hobson's Bay Railway Debentures		1,000 0 0				
		42,435,158 3 0	1,478,650 0 0	9,503 0 0	1,488,153 0 0	
Deduct amount under Act 717, redeemed		2,769,006 2 4				
		39,666,152 0 8	1,478,650 0 0	9,503 0 0	1,488,153 0 0	
Interest charged on certain items under Surplus Revenue Acts—						
1904 £2,913 4 5						
1945 956 12 6						
1998 33 6 1		...	3,903 3 0	...	3,903 3 0	
		39,666,152 0 8	1,482,553 3 0	9,503 0 0	1,492,056 3 0	
Less Interest allowed by the State Treasury on the weekly balances at credit of Railway Funds		...	8,772 0 0	...	8,772 0 0	
		39,666,152 0 8	1,473,781 3 0	9,503 0 0	1,483,284 3 0	

APPENDIX No. 7—*continued.*STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1907, AND OF THE INTEREST CHARGES AND EXPENSES PAID DURING THE YEAR—*continued.*

Act.	Principal.	Interest Charges.	Expenses in connexion with Payment of Interest.	Total Interest Charges and Expenses.	—
Total amount of current loans allocated to the Railways at 30th June, 1907 Less Discount and Expenses on the Sale of Debentures— £1,725,968 1 2 Deduct Net Premiums on Debentures— £453,928 14 6	£       s.   d. 39,666,152 0 8      1,272,039 6 8				Note.—The total interest, exclusive of expenses incurred in connexion with the payment of interest, viz., £1,478,650, is equivalent to 3·73 per cent. on the total amount of current loans allocated to the Railways at 30th June, 1907.
Total Net Proceeds of Current Loans allocated to the Railways at 30th June, 1907	38,394,112 14 0				Note.—The total interest, exclusive of expenses incurred in connexion with the payment of interest, viz., £1,478,650, is equivalent to 3·85 per cent. on the total net proceeds of loans allocated to the Railways at 30th June, 1907.

APPENDIX No. 8.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1907.

LOCOMOTIVES.

Class Letter ... ..	AA	A		B	C	D	DD	E	Ee	F	H	J	ME	O	P	Q	R		S	T	U	V	W	X	Y	Z	Combined Shunting Engine and Steam Crane.	Unclassified.	Narrow-Gauge.	Total.	Effective Tractive Power.
		Old.	New.														Old.	New.													lbs.
In existence, as per Register of Rolling-stock, at 30th June, 1907 ... ..	20	10	15	13	6	20	51	68	8	21	3	2	22	31	5	3	64	25	2	19	2	16	12	15	31	2	1	3	7	497	7,641,729

CARRIAGE, VAN, AND SUNDRY STOCK.

Class Letter ... ..	PASSENGER STOCK.																								NARROW-GAUGE STOCK.		Total.	Internal Floor Area				
	Carriages.												Carriages and Vans combined.												Carriages.	Carriages and Vans Combined.						
	1st Class.				Composites.				2nd Class.				1st Class.			Composites.			2nd Class.		Bogie, 2nd Class, and Mail Vans.	Special Cars.	Parlor and Observation.									
	Bogie Vestib. Corridor.	Bogie Vestib. Express.	Bogie.	Bogie Sleeping Cars.	6 wheels.	4 wheels.	Bogie Corridor.	Bogie Corridor.	Bogie Corridor.	Bogie Vestib. Express.	Bogie.	6 wheels.	4 wheels.	Bogie.	Bogie Vestib. Corridor.	Bogie Vestib. Express.	6 wheels.	4 wheels.	Bogie.	6 wheels.				Bogie.	6 wheels.	4 wheels.			4 wheels.	Bogie.		
In existence as per Register of Rolling-stock at 30th June, 1907 ... ..	31	4	199	...	45	2	12	58	2	81	38	4	74	23	4	245	180	82	1	4	13	57	11	18	2	7	2	9	1	6	1,215	337,269
Joint Stock ... ..	4	...	3	6	...	...	...	...	...	...	...	...	3	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18+	1,233	...

Class Letter ... ..	VAN STOCK.							SUNDRY STOCK.										Total.	Internal Floor Area.	Electric Tramway Stock *			Motor Buses.
	Bogie Mail Vans.	Mail Vans.	Bogie.	6 wheels.	4 wheels.	Bogie Vestib.	Bogie Vestib. Express.	Horse.	Horse Boxes.	Bogie Horse Boxes.	Workmen's Sleeping Cars originally Passenger Carriages replaced.	Weighting machine Car.	Casualty Vans.	Dynagraph Van.	Travelling Booking-office.	Combination Type.	Open Trailers.			Closed Trailers.			
In existence as per Register of Rolling-stock at 30th June, 1907 ... ..	...	15	45	6	244	4	7	2	9	46	13	6	88	1	3	1	1	485	86,062	4	5	4	6
Joint Stock ... ..	3	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9+	...	...	...	...	...



APPENDIX No. 8—continued.

TRUCK STOCK.

Class Letter	BROAD-GAUGE.																	Weightage Testing Trucks.	NARROW-GAUGE.				Total.	Tonnage Carrying Capacity.	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.	Bogie Live Stock.				Bogie Medium.	Bogie Refrigerator.	Bogie Meat.	
In existence, as per Register of Rolling-stock, at 30th June, 1907	127	7,577 <sup>1</sup>	254	430	402	341	16	187	6	24	20	1	201	11	5	190	19	31	560	17	94	6	4	93	1	8	10,625	111,019	4

(1) Pioneer included. — (2) One Corridor. — (3) Pioneer included. — (4) Includes 132 Holiday Cars. — (5) Includes 1 Holiday Car. — (6) Includes 3 Holiday Vans. — (7) Includes 2 Holiday Vans. — (8) "State Car," "Edinburgh," "Victoria," "York" "Edward," "Alexandra," "Inspection."

† Only one-half internal area of 205 vehicles allowed in Appendix 9 on account of antiquated design, which precludes their use for ordinary traffic. † Only one-half internal floor area allowed in Appendix 9 on account of being Joint South Australian Stock. § Only one-half internal floor area of 87 old carriages and vans used as Workmen's Sleepers allowed in Appendix 9. — \* On the 30th June, 1906, there were 5 electric tram cars in existence, and 12 others were provided to March, 1907, making a total of 17. The bodies of these cars were destroyed by the fire at the power house on the 7th March, 1907. — To replace them 7 cars complete were purchased in Sydney, 6 other car bodies were built at Newport, and at 30th June, 1907, 8 more car bodies were practically completed, but not delivered, making a total of 21 cars for this railway. — † Only one-half tonnage of 95 old T and 168 old N trucks allowed in Appendix 9. — † Six motor buses written off. (See Appendix 9.)

T. H. WOODROFFE, Chief Mechanical Engineer.

APPENDIX No 9.

DEFICIENCY IN ROLLING-STOCK AT 30TH JUNE, 1907, AS COMPARED WITH THE ROLLING-STOCK PURCHASED OR CONSTRUCTED OUT OF CAPITAL FUNDS SINCE THE INCEPTION OF THE RAILWAYS, AND THE ESTIMATED COST OF MAKING SUCH DEFICIENCY GOOD.

	Deficiency at 30th June, 1906.	Estimated Cost of making good the Deficiency at 30th June, 1906.	Increase in Deficiency by scrapping, sales, transfers, and writing down during the Year.	The Expenditure Incurred was Paid out of the Revenue for the Year and the Rolling-Stock Replacement Fund.			Deficiency at 30th June, 1907.	Estimated Cost of making good the Deficiency at 30th June, 1907.
				Reduction in Deficiency during the Year.	Net Reduction in Deficiency during the Year.	Estimated Value of Net Reduction in Deficiency effected during the Year.		
Locomotives (tractive power)	734,791 lbs.	£ 131,317	203,573 lbs.	449,150 lbs.	245,577 lbs.	42,976	489,214 lbs.	£ 88,341
Carriage Stock (floor area)	25,768 sq. ft.	94,245	840 sq. ft.	11,038 sq. ft.	10,198 sq. ft.	37,294	15,570 sq. ft.	56,951
Van and Sundry Stock (floor area)	8,611 sq. ft.	23,246	382 sq. ft.	4,981 sq. ft.	4,599 sq. ft.	12,555	4,012 sq. ft.	10,691
Truck Stock (carrying capacity)	1,192 tons	15,160	2,063 tons	5,326 tons	3,263 tons	41,441	Nil.*	
							* Surplus 2,071 tons	
Motor Omnibuses	...	...	6 (No.)	...	...	134,266		155,983
						7,672		7,672
Total	...	263,968	...	...	...	126,594	...	163,655
								Credit Truck Stock
								26,281
Amount at Credit of Rolling-stock Replacement Fund at 30th June, 1907, available for replacement of Rolling-stock in reduction of Deficiency—								
By Proceeds of Rolling-stock sold, broken up, and unspent at 30th June, 1906...						24,418		
„ „ „ sold or broken up during year 1906-7 ..						9,266		
„ Unexpended Balance of £60,000 at 30th June, 1907, appropriated out of Surplus Railway Revenue for the year 1905-6 (Act No. 2029) ...						3,690	33,684	
„ By Amount appropriated out of Surplus Railway Revenue for the year 1906-7 (Surplus Revenue Act) ...						100,000	103,690	137,374

The effective tractive power of 16 of the locomotives is based on their value as scrap materials. During the year 27 locomotives have been broken up and sold, and their value as scrap materials is now standing to the credit of the Rolling-Stock Replacement Fund.

T. H. WOODROFFE, Chief Mechanical Engineer.



APPENDIX No. 11.

Dr.

RAILWAY STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1907.

Cr.

				£	s.	d.					£	s.	d.
To Stores and Materials on hand when Account was authorized at							By Stores issued for Belated Repairs (in accordance with Act 1820, Section 3) ...						
30th June, 1896 (Act 1439, Section 20) ...				559,440	16	2	,, Cash in Treasury ...				274,024	15	2
,, Cash Advanced by Treasury ...				180,000	0	0	,, Cash with Agent-General in London ...				23,332	4	10
,, Sundry Outstanding Accounts at 30th June, 1907 ...				58,233	7	5							
							,, Repayment of Treasury Advances—						
							In March, 1904 ...				55,000	0	0
							In March, 1905 ...				60,000	0	0
							In May, 1906 ...				30,000	0	0
							In June, 1906 ...				35,000	0	0
											180,000	0	0
							,, Stores and Materials on hand at 30th June, 1907... ..				282,405	16	4
							Less Amount at Credit of Stores Depreciation Account ... ..				12,088	12	9
											270,317	3	7
											£797,674	3	7
											£797,674	3	7

## APPENDIX No. 12.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS  
ENDING 30TH JUNE, 1906 AND 1907.

	Year ending 30th June, 1906.		Year ending 30th June, 1907.	
	Number of Journeys.	Revenue.	Number of Journeys.	Revenue.
Country Passengers, 1st Class ... ..	784,553	265,255	853,189	283,964
do. do. 2nd do. ... ..	3,501,446	550,182	3,839,288	606,420
do. Season Tickets, 1st Class ... ..	657,017	72,893	690,689	81,799
do. do. 2nd do. ... ..	275,236	14,788	282,061	15,740
do. Weekly Workmen's, 2nd Class ... ..	...	...	93,012	1,362
Totals for COUNTRY PASSENGERS ... ..	5,218,252	903,118	5,758,239	989,285
Metropolitan—Suburban Passengers { 1st } within 20 miles of Melbourne { Class }	13,875,042	204,779	15,236,387	225,013
do. do. 2nd Class ... ..	19,045,414	188,709	19,990,332	198,095
do. Season Tickets, 1st do. ... ..	14,166,532	115,489	15,361,645	124,803
do. do. 2nd do. ... ..	8,689,011	44,809	9,233,471	47,822
do. Weekly Workmen's, 2nd Class ... ..	3,013,812	22,232	3,532,895	25,895
do. Motor Omnibuses ... ..	393,019	2,810	...	...
Totals for METROPOLITAN—SUBURBAN PASSENGERS ... ..	59,182,830	578,828	63,354,730	621,628
Race and Special Picnic } Traffic, within 20 } Passengers, 1st Class miles of Melbourne } do. 2nd do.	277,914	9,828	340,754	12,813
	409,398	9,823	466,860	11,007
Totals for RACE AND SPECIAL PICNIC TRAFFIC ... ..	687,312	19,651	807,614	23,820
Total ... ..	65,088,394	1,501,597	69,920,583	1,634,733
ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY ... ..	*155,998	*1,427	1,030,212	9,514
Grand Totals ... ..	65,244,392	1,503,024	70,950,825	1,644,247

\* From Date of Opening (7th May, 1906) to 30th June, 1906.

## APPENDIX No. 13.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE  
FOR YEARS ENDING 30TH JUNE, 1906 AND 1907.

Kind of Goods.	Year ending 30th June, 1906.		Year ending 30th June, 1907.	
	Tons carried.	Revenue. £	Tons carried.	Revenue. £
3rd Class ... ..	26,170	67,942	26,877	64,367
2nd Class ... ..	37,371	78,993	37,683	70,389
1st Class ... ..	60,272	83,225	57,553	78,625
"C" Class ... ..	50,799	67,884	52,616	67,703
"B" Class ... ..	54,465	43,167	61,910	51,778
"A" Class ... ..	60,578	40,710	73,093	50,695
Miscellaneous Class ... ..	127,578	24,027	128,237	23,937
Fish ... ..	3,381	4,961	3,215	4,653
Fruit and Vegetables ... ..	32,798	24,752	39,914	27,455
Butter ... ..	25,691	38,302	28,850	41,069
Other Dairy Produce ... ..	23,309	24,874	29,691	31,625
Wine ... ..	7,095	6,509	7,565	6,805
Wool ... ..	58,099	90,160	74,280	113,171
Sugar ... ..	22,159	31,880	23,256	31,777
Kerosene ... ..	12,720	11,968	14,937	13,114
Flour, Bran, Sharps, and Pollard ... ..	162,567	78,849	182,852	81,456
Wheat ... ..	556,695	315,621	553,641	282,848
All other Grain... ..	71,671	31,188	71,675	26,947
Hay, Straw, and Chaff ... ..	148,893	48,459	165,420	46,285
Potatoes ... ..	62,994	25,558	72,669	28,001
All other Agricultural Produce ... ..	129,851	46,692	144,924	52,787
Hides, Skins, and Tallow ... ..	17,238	15,714	19,618	17,919
Fertilizers ... ..	87,259	26,445	85,000	24,918
Coal ... ..	162,805	40,060	190,617	48,797
Firewood ... ..	576,161	139,058	647,570	151,653
Timber ... ..	211,414	91,314	247,236	104,826
Bark ... ..	5,240	3,268	4,887	3,242
Stone, Lime, and Bricks ... ..	217,591	32,731	242,239	38,069
Machinery and Castings ... ..	16,924	31,261	16,738	27,784
All other Goods ... ..	347,199	213,883	345,775	224,334
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, and Weighing ... ..	...	13,180	...	18,181
Total Tonnage of Goods carried and Total Revenue derived therefrom ... ..	3,376,987	1,792,575	3,650,538	1,861,220
Live Stock ... ..	299,030	208,862	315,254	220,295
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom ... ..	3,676,017	2,001,437	3,965,792	2,081,515

APPENDIX No. 14.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1892, TO 30TH JUNE, 1907.

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.
1892-3	2,975	2,933	37,462,372	12,665	499	1,107	8,530	469	10,775,134	46,520,784	2,558,378	1,508,867	1,417,081	2,925,948	998	5/5'17
1893-4	3,020	2,981	37,748,563	12,570	516	1,096	8,597	474	10,145,307	40,880,378	2,455,811	1,359,675	1,366,484	2,726,159	914	5/4'49
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	1,321,982	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	69,920,583	3,965,792	1,931,126	2,081,515	4,012,641	1,182	7/11'96

\*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, 1892, TO 30TH JUNE, 1907.

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES (INCLUDING COMPENSATION.)			EXPENDITURE: WAY AND WORKS BRANCH.				EXPENDITURE: ROLLING-STOCK BRANCH.						GENERAL EXPENSES.		
	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.	Repairs and Renewals.	Per Train Mile run.	Per Cent. of Gross Revenue.			
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	s. d.	
1892-3 ...	675,150	1/3'04	23'07	327,959	112	0/7'30	11'21	503,592	0/11'22	17'21	231,691	0/5'16	7'92	51,270	0/1'14	1'75
1893-4 ...	566,542	1/1'40	20'78	320,981	108	0/7'60	11'77	435,307	0/10'30	15'97	197,052	0/4'66	7'23	37,684	0/0'89	1'38
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	311	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
1906-07 ...	593,248	1/2'19	14'78	589,452	174	1/2'10	14'69	521,083	1/0'46	12'99	323,858	0/7'74	8'07	† 49,032	0/1'17	1'22

† Stores Branch Expenses for the years 1901-2 (£12,214 18s. 6d.), 1902-3 (£11,958 19s. 4d.), 1903-4 (£12,318 18s. 1d.), 1904-5 (£11,901 18s. 5d.), 1905-6 (£13,242 8s. 8d.), and 1906-7 (£13,862 2s.), were apportioned to the other Branches.

Exclusive of St. Kilda and Brighton Electric Street Railway.

APPENDIX No. 14—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1892, TO 30TH JUNE, 1907.

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 FOR THE YEAR.	BALANCE AFTER PAYING WORKING EXPENSES, SPECIAL EXPENDITURES AND CHARGES AND NET INTEREST CHARGES AND EXPENSES FOR THE YEAR.		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.	Related Repairs.	Repayments of Capital Funds advanced in previous years.	In reduction of Deficiency in Rolling Stock at 1st July, 1903.	To make good Deficiency in Value of Stores.	Total of Special Expenditures and Charges.					Deficit.	Surplus.	
	£	£	s. d.	£	£	s. d.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
1892-3	1,789,662	610	3/3 86	61.17	1,136,286	387	2/1 31	3.03	3.17	...	...	...	...	1,136,286	3.03	3.17	1,419,925	283,639	...	67,629	
1893-4	1,557,566	522	3/0 85	57.13	1,168,593	392	2/3 64	3.10	3.21	...	...	...	...	1,168,593	3.10	3.21	1,460,849	292,256	...	93,620	
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	...	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	...	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	...	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	78,913	23,717	...	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	84,555	28,646	6,355	...	119,556	3.68	3.84	1,515,755	...	519	100,536	
1904-05	1,871,138	553	4/1 77	52.23	1,711,128	506	3/9 51	4.15	4.34	54,752	58,769	83,448	51,516	248,485	3.54	3.71	1,461,994	...	649	102,656	
1905-06	1,999,023	89	4/3 08	52.78	1,788,596	527	3/9 71	4.32	4.51	5,617	24,104	87,821	...	117,542	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	...	20,710	145,039	...	165,749	4.24†	4.44†	1,483,284†	...	279,133†	110,881	

† 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.



## APPENDIX No. 15.

## STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDING 30TH JUNE, 1907.

Year ending 30th June.	New Lines and Surveys.	Additions and Improvements on Existing Lines.	Rolling-Stock.	Total.
	£	£	£	£
1888	1,381,522	418,587	240,346	2,040,455
1889	1,996,656	644,963	335,833	2,977,452
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†
Total ...	7,896,814†	4,439,428†	3,078,225†	15,414,467†

\* Includes expenditure out of Funds temporarily Advanced by the Treasury to be repaid out of Revenue. (See Appendix No. 10.)

† 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, 1907.

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.		Feet.	£	s.	d.
Melbourne to Bendigo (exclusive of works, Melbourne to Essendon Junction) ...	100.89	...	100.89	1,902	18	1 in 50	4,826,166	7	9	47,836
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	699,477	17	10	12,486
* 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	65,242	18	9	4,500
† Lancefield to Kilmore ...	...	18.10	18.10	1,734	1,160	1 " 40	117,306	7	10	6,475
* Kilmore Junction to Bendigo (Cattle Siding) ...	...	67.82	67.82	1,450	526	1 " 50	392,571	14	10	5,788
Carlsruhe to Daylesford ...	0.38	22.17	22.55	2,469	1,791	1 " 50	176,273	16	1	7,817
Daylesford Junction to North Creswick ...	...	23.11	23.11	2,292	1,429	1 " 40	181,459	10	7	7,852
Kyneton (Redesdale Junction) to Redesdale ...	...	16.25	16.25	1,656	973	1 " 50	89,755	7	5	5,523
Castlemaine to Dunolly ...	0.38	46.46	46.84	948	579	1 " 40	394,665	9	0	4,813
Dunolly to St. Arnaud (including cost of Carapooce Ballast Pits Tramway) ...	0.28	32.73	33.01	943	611	1 " 50	170,405	7	3	5,162
St. Arnaud to Donald ...	...	23.86	23.86	868	374	1 " 50	100,543	5	8	4,214
Donald to Birchip ...	...	32.30	32.30	394	330	1 " 100	76,013	1	6	2,353
Birchip to Crononby (Woomelang) ...	...	26.45	26.45	351	260	1 " 75	38,559	18	11	1,457
Woomelang to Mildura ...	...	110.15	110.15	334	128	1 " 75	240,758	3	2	2,240
Dunolly to Inglewood ...	...	24.24	24.24	794	457	1 " 50	95,750	11	11	3,950
Castlemaine (Maldon Junction) to Maldon ...	...	10.24	10.24	1,177	890	1 " 40	61,794	19	3	6,035
Maldon (Launceston Junction) to Shelbourne ...	...	9.89	9.89	1,126	649	1 " 50	68,343	7	1	6,910
Maryborough to Ballarat ...	0.26	41.47	41.73	1,525	732	1 " 40	282,320	6	7	6,765
Wanbra Junction to Ballarat Race-course ...	...	2.10	2.10	1,508	1,466	1 " 50	7,426	0	4	3,536
Pisgah Junction to Wanbra ...	...	13.74	13.74	1,533	1,341	1 " 60	71,779	2	1	5,224
Maryborough to Avoca ...	...	14.93	14.93	885	721	1 " 40	63,504	18	9	4,254
Avoca to Ararat ...	...	39.04	39.04	1,215	763	1 " 50	173,624	2	5	4,447
Bendigo to Inglewood ...	0.80	28.13	28.93	779	443	1 " 70	188,528	9	3	6,517
Inglewood to Charlton ...	...	42.82	42.82	639	422	1 " 50	184,225	10	3	4,314
Charlton to Wycheproof ...	...	16.48	16.48	521	356	1 " 50	87,854	16	11	5,331
Wycheproof to Sea Lake ...	...	47.89	47.89	357	172	1 " 94	71,830	7	4	1,500
Wedderburn Junction to Wedderburn ...	...	4.86	4.86	660	554	1 " 50	18,590	12	8	3,825
Korong Vale to Boort ...	...	17.86	17.86	459	296	1 " 50	75,747	6	11	4,241
Boort to Quambatook ...	...	21.96	21.96	419	287	1 " 75	43,059	4	2	1,961
Quambatook to Ultima ...	...	30.31	30.31	371	256	1 " 100	47,707	4	7	1,574
Eaglehawk to Kerang ...	...	72.99	72.99	742	255	1 " 70	301,845	13	6	4,135
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ...	...	35.16	35.16	286	225	1 " 100	161,945	9	9	4,606
Footscray to Williamstown (including cost of piers at Williamstown) ...	5.50	0.37	5.87	66	8	1 " 100	527,863	3	7	89,926
Newport to Braybrook Junction ...	...	4.29	4.29	110	48	1 " 92	27,082	1	10	6,313
Newport to Geelong (including cost of Geelong Pier) ...	2.90	35.61	38.51	113	11	1 " 81	1,190,538	9	4	30,371
* 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	371,694	5	10	7,121
* Geelong Race-course Branch ...	...	1.96	1.96	43	10	1 " 50				
Colac to Camperdown ...	...	28.11	28.11	569	405	1 " 50	140,283	7	1	4,991
Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ...	0.91	41.81	42.72	550	13	1 " 50	364,555	8	7	8,534
Warrnambool to Koroit ...	...	9.36	9.36	245	19	1 " 50	85,161	1	7	9,098
Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) ...	...	11.34	11.34	208	11	1 " 60	95,545	9	4	8,426
Geelong (Queenscliff Junction) to Queenscliff ...	...	20.72	20.72	264	10	1 " 50	113,705	12	8	5,488
* 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	147,512	7	0	7,421
Irrewarra to Beae ...	...	8.70	8.70	432	390	1 " 66	47,227	5	5	5,428
† Colac to Beech Forest ...	...	29.66	29.66	1,748	225	1 " 30	69,686	2	3	2,349
Camperdown (Curdie's River Junction) to Timboon ...	...	22.32	22.32	673	52	1 " 40	112,572	10	0	5,044
Terang to Mortlake ...	...	12.16	12.16	447	414	1 " 60	55,543	6	5	4,558
North Geelong to Ballarat ...	45.40	7.81	53.21	1,725	47	1 " 52	1,900,040	14	7	35,675
* 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	416,711	10	1	7,289
Ararat to Stawell ...	...	18.85	18.85	1,086	761	1 " 100	179,870	13	11	9,542
Stawell to Horsham ...	1.18	52.26	53.44	761	423	1 " 100	347,277	4	10	5,013
* Stawell to Grampians ...	...	15.84	15.84	815	621	1 " 30				
Horsham to Dimboola ...	0.36	21.10	21.46	477	361	1 " 50	107,500	6	4	5,009
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	398,027	4	10	6,296
Braybrook Junction to Parwan ...	...	21.65	21.65	466	119	1 " 50	267,624	15	6	12,361
Parwan to Gordons ...	...	27.46	27.46	1,877	341	1 " 48	351,655	7	8	12,806
Gordons to Warrenheip ...	0.09	12.78	12.87	1,940	1,707	1 " 50	128,008	2	4	9,946
* Bungaree Junction to Race-course Reserve ...	...	1.53	1.53	1,884	1,848	1 " 50	3,330	15	11	2,177
* 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	66,127	7	3	9,668
* Ballarat Cattle-yards Branch ...	...	2.92	2.92	1,523	1,446	1 " 60	12,909	8	10	4,421
Ballarat (Linton Junction) to Seardsdale ...	...	13.12	13.12	1,516	1,157	1 " 50	59,822	2	1	4,560
Seardsdale to Linton ...	...	7.97	7.97	1,189	1,022	1 " 40	77,341	13	6	9,704
* Burrumbeet Race-course Junction to Burrumbeet Race-course ...	...	1.14	1.14	1,297	1,256	1 " 50	3,440	5	10	3,018
Carried forward ...	168.19	1,597.15	1,765.34	...	...	...	17,300,090	8	2	...

\* Trains run only as required for traffic.

† See lines closed for traffic.

‡ 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.	Feet.	£	s.	d.	£	
Brought forward ...	168.19	1,597.15	1,765.34	...	...	...	17,300,090	8	2	...	
Ararat to Hamilton ...	...	66.06	66.06	1,028	572	1 in 50	32,574	2	1	4,928	
Hamilton to Portland (including cost of sidings to piers at Portland) ...	...	53.82	53.82	606	11	1 in 40	294,230	6	4	5,467	
‡ Dunkeld to Koroit ...	...	48.99	48.99	834	207	1 in 60	169,227	18	4	3,454	
Hamilton to Peshurst ...	...	18.10	18.10	727	590	1 in 60	79,953	4	4	4,417	
Hamilton (Coleraine Junction) to Coleraine ...	...	23.01	23.01	668	301	1 in 40	110,376	12	10	4,797	
Braxholme to Casterton ...	...	32.09	32.09	572	149	1 in 40	177,398	10	1	5,528	
Lubeck to Rupanyup (including portion of cost of the Warranook Ballast Pits Tramway) ...	...	9.77	9.77	487	455	1 in 147	44,756	11	1	4,581	
Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway) ...	...	31.20	31.20	464	360	1 in 66	144,537	12	8	4,633	
Warracknabeal to Beulah ...	...	21.92	21.92	359	288	1 in 80	53,449	4	11	2,438	
Beulah to Hopetoun ...	...	16.01	16.01	290	258	1 in 100	34,080	8	11	2,129	
Horsham to Noradjuha ...	...	19.95	19.95	488	395	1 in 50	79,685	17	11	3,994	
Natimuk (East Natimuk) to Goroke ...	...	28.32	28.32	624	394	1 in 50	64,197	9	8	2,267	
Dimboola to Jeparit ...	...	21.59	21.59	387	268	1 in 75	40,544	3	7	1,878	
Jeparit to Albacutya (Rainbow) ...	...	18.47	18.47	388	263	1 in 75	30,862	8	7	1,671	
Essendon Junction to Essendon ...	...	3.50	3.50	148	14	1 in 67	...	...	...	...	
* Flemington Race-course Branch ...	...	1.50	1.50	70	42	1 in 56	166,743	11	8	33,349	
Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway) ...	...	61.12	120.87	181.99	1,147	105	1 in 50	2,236,431	6	6	12,289
Wodonga to River Murray (including portion of cost of Bridge over River Murray) ...	...	1.94	...	1.94	538	312	1 in 75	50,406	15	2	25,983
North Melbourne to Coburg ...	...	5.07	...	5.07	202	13	1 in 50	209,897	7	11	41,400
† Coburg to Somerton ...	...	7.16	7.16	530	202	1 in 50	72,110	8	11	10,071	
Royal Park (Junction) to Clifton Hill ...	...	0.11	2.39	136	103	1 in 50	155,597	0	1	65,103	
Fitzroy Branch ...	...	0.88	0.95	119	85	1 in 79	76,972	16	4	8,024	
Fitzroy (Whittlesea Junction) to Whittlesea ...	...	21.12	22.06	639	119	1 in 50	250,288	15	11	11,346	
Northcote Loop Line ...	...	...	0.15	128	119	1 in 70	8,454	13	10	65,036	
Tallaroek to Yea ...	...	23.69	23.69	698	488	1 in 40	152,916	0	1	6,455	
Yea to Mansfield and Alexandra-road ...	...	55.82	55.82	1,304	557	1 in 40	336,011	9	0	6,020	
Mangalore to Shepparton ...	...	44.96	45.25	499	372	1 in 100	267,805	12	11	5,918	
Shepparton to Numurkah ...	...	18.60	20.76	376	348	1 in 206	84,076	10	4	4,050	
Numurkah to Cobram ...	...	21.45	21.65	376	355	1 in 165	83,784	9	6	3,870	
Murchison East to Rushworth ...	...	12.87	12.87	476	391	1 in 80	69,628	18	9	5,410	
Toolamba to Tatura ...	...	6.83	6.83	385	371	1 in 108	28,474	10	7	4,169	
Tatura to Echuca ...	...	34.07	34.07	377	320	1 in 122	156,053	14	6	4,598	
Shepparton to Dookie ...	...	14.84	14.84	500	372	1 in 100	54,095	10	3	3,645	
Dookie to Katamatite ...	...	17.02	17.02	490	383	1 in 69	38,737	15	10	2,276	
Numurkah to Nathalia ...	...	13.79	13.79	356	335	1 in 330	51,966	17	11	3,768	
Nathalia to Picola ...	...	6.75	6.75	335	325	1 in 264	13,395	7	0	1,984	
Strathmerton to Toomwal ...	...	9.85	9.85	390	358	1 in 330	18,429	8	10	1,871	
Strathmerton to Toomwal Extension ...	...	...	...	...	...	...	2,010	10	7	In progress	
Benalla to St. James ...	...	20.33	20.33	583	450	1 in 75	78,495	13	1	3,861	
St. James to Yarrowonga ...	...	19.86	19.86	514	414	1 in 50	57,097	10	8	4,889	
‡ Wangaratta to Whitfield ...	...	30.49	30.49	811	481	1 in 80	58,714	4	3	1,270	
Wangaratta (Beechworth Junction) to Beechworth ...	...	22.26	22.26	1,831	502	1 in 30	164,271	12	5	7,380	
Beechworth to Yackandandah ...	...	12.84	12.84	1,912	981	1 in 30	96,758	6	10	7,536	
Everton to Myrtleford ...	...	16.56	16.56	989	581	1 in 40	77,059	5	3	4,653	
Myrtleford to Bright ...	...	18.54	18.54	1,004	688	1 in 50	111,729	14	7	6,026	
Springhurst to Wahgunyah ...	...	13.95	13.95	623	454	1 in 50	73,638	16	4	5,279	
Wodonga to Tallangatta ...	...	25.71	25.71	726	530	1 in 40	188,054	5	6	7,314	
Spencer-street to Flinders-street ...	...	0.76	...	33	17	1 in 40	14,203	13	6	18,5794	
Hobson's Bay Lines (Flinders-street to Port Melbourne, St. Kilda, Brighton, Hawthorn, and including works, Prince's-bridge to Chapel-street, and pier at Port Melbourne) ...	...	16.33	...	16.33	53	9	1 in 66	2,248,930	8	6	137,718
Prince's-bridge to Collingwood ...	...	2.22	...	2.22	85	23	1 in 62	194,212	8	0	87,483
Collingwood to Heidelberg ...	...	4.57	5.49	196	68	1 in 50	200,710	19	9	36,559	
Heidelberg to Eltham ...	...	8.35	8.35	303	110	1 in 40	56,182	11	5	6,728	
Brighton Beach to Sandringham ...	...	2.20	...	58	20	1 in 97	75,916	15	10	34,508	
South Yarra to Oakleigh ...	...	7.05	...	184	22	1 in 50	292,248	0	4	41,454	
Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branch to the Great Morwell Coy's mine) ...	...	11.76	106.46	118.22	513	8	1 in 50	1,096,343	1	8	9,274
Sale to Stratford (Junction) ...	...	8.97	8.97	64	33	1 in 66	42,737	9	9	4,764	
† Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines) ...	...	10.10	10.30	249	72	1 in 50	297,476	1	8	28,881	
Canfield to Frankston ...	...	10.02	19.88	166	10	1 in 50	195,934	15	10	9,856	
Frankston to Stony Point (including cost of sidings to pier at Stony Point) ...	...	18.85	18.85	327	10	1 in 50	104,456	14	5	5,541	
Mornington Junction to Mornington ...	...	7.67	7.67	194	60	1 in 50	63,448	10	7	8,272	
Frankston Cemetery Line ...	...	...	...	...	...	...	330	16	11	...	
* Spring Vale Cemetery Line ...	...	1.60	1.60	231	145	1 in 50	9,110	2	4	5,694	
Dandenong (Great Southern Junction) to Port Albert ...	...	117.11	117.28	746	10	1 in 40	957,647	18	11	8,165	
Korumburra to Coal Creek ...	...	0.89	0.89	735	630	1 in 30	5,760	4	5	6,472	
Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line) ...	...	2.25	2.25	765	573	1 in 30	11,539	8	9	5,129	
Korumburra (Jumbunna Junction) to Jumbunna ...	...	3.74	3.74	796	619	1 in 30	20,150	7	7	5,388	
Jumbunna to Outtrim ...	...	2.40	2.40	649	539	1 in 40	27,817	8	1	11,591	
‡ Welshpool to Welshpool Jetty ...	...	3.23	3.23	57	6	1 in 100	2,914	3	6	902	
Warragul to Neerim South ...	...	13.49	13.49	681	349	1 in 40	123,805	13	8	9,178	
Moe (Junction) to Thorpdale ...	...	10.67	10.67	798	219	1 in 40	116,185	1	6	10,889	
Moe to Walballa ...	...	...	...	...	...	...	36,510	5	4	In progress	
Morwell to North Mirboo ...	...	20.16	20.16	784	184	1 in 40	152,710	2	11	7,575	
Carried forward ...	298.86	2,968.20	3,267.06	...	...	...	30,933,957	6	0	...	

\* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Including portion since 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	298·86	2968·20	3267·06	...	...	...	30,933,957	6 0	...
Traralgon to Heyfield	...	22·06	22·06	262	93	1 in 50	121,817	17 2	5,522
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0·52	49·30	49·82	296	9	1 " 50	277,929	9 0	5,579
Maffra to Briagolong	...	11·79	11·79	238	109	1 " 50	60,540	8 0	5,135
† Burnley to Waverley Road	...	5·23	5·23	111	33	1 " 60	171,039	17 11	32,704
Hawthorn to Lilydale	11·82	8·20	20·02	484	41	1 " 40	374,809	8 5	18,722
Lilydale to Healesville	0·26	15·11	15·37	351	230	1 " 40	213,690	18 10	13,903
Hawthorn (Kew Junction) to Kew	...	0·96	0·96	119	41	1 " 40	76,090	13 10	79,261
Ringwood to Upper Ferntree Gully	...	7·44	7·44	436	314	1 " 40	61,244	13 1	8,232
¶ Ferntree Gully to Gembrook	...	18·22	18·22	1,057	412	1 " 30	57,442	12 1	3,153
Lilydale to Warburton	...	23·97	23·97	738	289	1 " 37½	100,120	18 6	4,177
St. Kilda and Brighton Electric Street Railway, St. Kilda Station to Brighton Beach	...	5·13	5·13	59	7	1 " 21½	38,635	0 6	7,531
Total mileage of lines constructed§	311·46	3,135·61	3,447·07	...	...	...	32,487,319	3 4	...
Less mileage closed for traffic at 30th June, 1906:									
Double. Single. Total.									
Dunkeld to Penshurst (dismantled 19th February, 1898)	...	15·87	15·87						
Lancefield to Kilmore	...	18·10	18·10						
Fawkner Cemetery to Somerton	...	5·28	5·28						
Oakleigh to Fairfield Park—Fairfield Park to Deepdene	...	3·34	3·34						
Ashburton to Oakleigh	0·20	2·17	2·37						
Canterbury Loop Line (dismantled)	...	0·20	0·20						
Burnley to Waverley Road—Darling to Waverley Road	...	0·84	0·84						
	0·20	45·80	46·00						
Total mileage open for traffic at 30th June, 1907—	311·26	3,089·81	3,401·07						
Works, Melbourne to Essendon Junction	...	...	...	...	...	...	1,603,846	17 5	...
Railway Offices, Spencer-street	...	...	...	...	...	...	161,332	16 6	...
Sheds and Workshops, Williamstown	...	...	...	...	...	...	154,054	10 9	...
Sheds and Workshops, Newport	...	...	...	...	...	...	371,294	10 9	...
General Construction Account (Capital Expenditure common to all lines)	...	...	...	...	...	...	372,127	10 11	...
Rolling-stock, Broad-gauge...	...	...	...	...	...	...	6,049,415	18 6	...
Rolling-stock, Narrow-gauge	...	...	...	...	...	...	38,280	10 5	...
Rolling-stock, Electric Street Railway	...	...	...	...	...	...	14,304	8 3	...
Grand Total	311·26	3,089·81	3,401·07	...	...	...	41,251,976	6 10	...

† See lines closed for traffic.

§ Gauge of lines constructed—3,365·47 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 on page 3.

## APPENDIX No. 17.

RETURN SHOWING THE NUMBER OF OFFICERS AND EMPLOYEES IN THE RAILWAY SERVICE AT 30TH JUNE, 1906, COMPARED WITH THE NUMBER AT 30TH JUNE, 1907, ENTITLED TO COMPENSATION OR PENSION ON RETIREMENT.

Branch.	At 30th June, 1906.	At 30th June, 1907.	Decrease.
Secretary's	10	10	—
Rolling-Stock	706	678	28
Way and Works	553	525	28
Transportation and Traffic	720	697	23
Accounting	37	34	3
Telegraph	24	24	—
Stores	18	15	3
Total (Commissioners' Staff)	2,068	1,983	85
Railway Construction Branch (Board of Land and Works)	3	3	—
Grand Total	2,071	1,986	85

## APPENDIX No. 18.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act—
				Number.
1854—Sept. 13	Flinders-street ... ..	Port Melbourne	16.32	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
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 ... ..	43.91	36
1864—Sept. 19	Bendigo ... ..	Echuca ... ..	55.14	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	604
" 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	606 671
		Carried forward	1193.81	

\* Trains run only as required for traffic.

## APPENDIX No. 18—continued.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.	
				Number.	
		Brought forward ...	1,193'81		
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 ...	Searsdale ...	13'11	682	
" Sept. 3	Benalla ...	St. James ...	20'33	682	
" Oct. 1	Charlton ...	Wycheproof ...	16'47	682	
" Nov. 13	Traralgon ...	Heyfield ...	22'06	682	
" " 16	Tallarook ...	Yea ...	23'69	682	
" Dec. 17	Everton ...	Myrtleford ...	16'56	682	
1884—Feb. 12	Mitiamo ...	Pyramid Hill ...	12'59	682	
" " 15	Braxholme ...	Henty ...	23'19	682	
" April 2	Braybrook Junction ...	Melton ...	15'64	682	
" June 16	Castlemaine ...	Maldon ...	10'24	682	
" Sept. 1	Henty ...	Casterton ...	8'90	682	
" " 9	North Melbourne ...	Colburg ...	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, 889, 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 ...	Serviceton ...	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 ...	Saundringham ...	2'20	821 " 1381	
" " 24	Braybrook Junction ...	*Newport ...	4'29	821 " 1381	
" Nov. 8	Maffra ...	Stratford ...	6'11	821 " 1381	
" Dec. 19	Hawthorn ...	Kew ...	0'96	821 " 1381	
1888—May 8	Royal Park Junction ...	Clifton Hill ...	2'39	821 " 1381	
" " 8	Nicholson-street ...	Fitzroy ...	0'95	821 " 1381	
" " 8	Clifton Hill ...	Collingwood ...	0'90	821 " 1381	
" " 8	Clifton Hill ...	Alphington ...	2'35	682	
" " 8	Alphington ...	Heidelberg ...	2'24	821 and 1381	
" " 8	Moe Junction ...	Thorpdale ...	10'67	821 " 1381	
" " 8	Sale Junction ...	Stratford Junction ...	8'97	821 " 1381	
" " 8	Stratford ...	Bairnsdale ...	32'79	821 " 1381	
" " 15	Lilydale ...	Yarra Flats ...	7'35	821 " 1381	
" Oct. 1	Numurkah ...	Nathalia ...	13'79	821 " 1381	
" " 1	Numurkah ...	Cobram ...	21'65	821 " 1381	
" " 1	Shepparton ...	Dookie ...	14'84	821 " 1381	
" " 1	Kilmore Junction ...	Kilmore ...	9'51	821 " 1381	
" " 1	Bendigo ...	Heathcote ...	27'64	821 " 1381	
" " 1	Pisgah Junction ...	Waubra ...	13'74	821 " 1381	
" " 1	Frankston ...	Mornington Junction ...	5'02	821 " 1381	
" " 1	Dandenong (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 ...	2,179'32		

\* Trains run only as required for traffic.

## APPENDIX No. 18—continued.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.
				Number.
		Brought forward ..	2,179'32	
1889—March	1	Yarra Flats ... ..	Healesville ...	821 and 1381
"	Aug. 7	Maffra ... ..	Briagolong ...	821 " 1381
"	" 7	Irrewarra ... ..	Beece ... ..	821 " 1381
"	Sept. 10	Mornington Junction ... ..	Mornington ...	821 " 1381
"	" 10	Mornington Junction ... ..	Hastings ... ..	821 " 1381
"	" 10	Wodonga ... ..	Huon-lane ...	821 " 1381
"	" 12	Ballarat East ... ..	Bumbyong ...	821 " 1381
"	Oct. 8	Whittlesea Junction ... ..	Preston Reservoir ...	821 " 1381
"	" 8	Coburg ... ..	†Somerton ...	821 " 1381
"	Nov. 12	Yea ... ..	Molesworth ...	821 " 1381
"	Dec. 3	Heathcote ... ..	Tooborac ... ..	821 " 1381
"	" 4	Bacchus Marsh ... ..	Balla ... ..	821 " 1381
"	" 4	Ringwood ... ..	Upper Fern Tree Gully	821 " 1381
"	" 17	Hastings ... ..	Stony Point ...	821 " 1381
"	" 23	Preston Reservoir ... ..	Whittlesea ...	821 " 1381
1890—Feb.	4	Terang ... ..	Mortlake ... ..	821 " 1381
"	" 4	Terang ... ..	Warrnambool ...	821 " 1381
"	" 4	Koroit ... ..	Warrnambool ...	821 " 1381
"	" 4	Koroit ... ..	Port Fairy ...	821 " 1381
"	March 17	Mount Moriac ... ..	*Wensleydale ...	821 " 1381
"	" 24	Burnley ... ..	†Oakleigh ...	821 " 1381
"	May 12	Warragul ... ..	Rokeby ... ..	821 " 1381
"	" 30	Kerang ... ..	Swan Hill... ..	821 " 1381
"	" 30	Camberwell ... ..	†Waverley Road ...	821 " 1381
"	June 17	Molesworth ... ..	Cathkin ... ..	821 " 1381
"	July 18	Huon-lane ... ..	Boiga ... ..	821 " 1381
"	Aug. 22	Kilmore ... ..	Tooborac ... ..	821 " 1381
"	" 22	Dunkeld ... ..	‡Koroit ... ..	821 " 1381
"	" 22	Hamilton ... ..	Penshurst ... ..	821 " 1381
"	Sept. 1	Murchison East ... ..	Rushworth ... ..	821 " 1381
"	" 16	Cathkin ... ..	Alexandra Road ...	821 " 1381
"	Oct. 10	Seardsdale ... ..	Linton ... ..	821 " 1381
"	" 17	Myrtleford ... ..	Bright ... ..	821 " 1381
"	Nov. 10	Cathkin ... ..	Merton ... ..	821 " 1381
"	" 11	Tooradin ... ..	Loch ... ..	821 " 1381
"	" 18	Ararat ... ..	Avoca ... ..	821 " 1381
1891—Jan.	15	Kyneton (Redesdale Junction) ...	Redesdale... ..	821 " 1381
"	March 24	Fairfield Park ... ..	†Riversdale (including ‡Canterbury loop line)	821 " 1381
"	" 24	Maldon (Laanecoorie Junction)	Shelbourne ...	821 " 1381
"	May 7	Merton ... ..	Maindample ...	821 " 1381
"	June 2	Loch ... ..	Korumburra ...	821 " 1381
"	" 5	Birregurra ... ..	Forrest ... ..	821 " 1381
"	July 23	Beechworth ... ..	Yackandandah ...	821 " 1381
"	" 24	Bolga ... ..	Tallangatta ...	821 " 1381
"	Oct. 6	Maindample ... ..	Mansfield... ..	821 " 1381
"	Nov. 23	Spencer-street ... ..	§Flinders-st. (Viaduct)	821 " 1381
"	Dec. 17	Korumburra ... ..	Leongatha ... ..	821 " 1381
1892—Jan.	13	Leongatha ... ..	Port Albert ...	821 " 1381
"	March 18	Rokeby ... ..	Neerim South ...	1030 " 1300
"	April 5	Curdie's River Junction ... ..	Timboon ... ..	821 " 1381
"	" 6	Lancefield ... ..	†Kilmore ... ..	821 " 1381
"	Oct. 28	Korumburra ... ..	Coal Creek ... ..	1240 " 1255
"	Nov. 22	Dookie ... ..	Katamatite ...	1702 1529
1893—Jan.	5	Warracknabeal ... ..	Beulah ... ..	2192 1273
"	March 28	Donald ... ..	Birchip ... ..	3230 1273
1894—March	6	Beulah ... ..	Hopetoun... ..	1601 1316
"	May 7	Korumburra (Jumbunna Junction)	Jumbunna ... ..	374 and 1294
"	" 14	Bendigo Cattle-yards Junction ...	*Bendigo Cattle-yards	089 1030 " 1381
"	June 1	Korumburra (Strezlecki Junction)	Strezlecki... ..	225 1240 " 1294
"	" 19	Dimboola ... ..	Jeparit ... ..	2159 1312
"	July 31	Natimuk (East Natimuk) ... ..	Goroke ... ..	2832 1292
"	Aug. 7	Boort ... ..	Quambatook ...	2106 1312
1895—March	8	Wycheproof ... ..	Sea Lake ... ..	4789 1383
1896—Feb.	5	Jumbunna ... ..	Outtrim ... ..	240 1371 and 1420
"	Dec. 15	Nathalia ... ..	Picola ... ..	074 1293
1899—March	14	Wangaratta ... ..	¶Whitfield... ..	3049 1492
"	Sept. 18	Birchip ... ..	Woomelang ...	2645 1550
"	Nov. 2	Jeparit ... ..	Rainbow ... ..	1847 1558
1900—March	1	Quambatook ... ..	Ultima ... ..	3030 1555
"	Dec. 18	Upper Fern Tree Gully ... ..	¶Gumbrook ... ..	1822 1549
"	" 26	Bungaree ... ..	*Race-course ...	153 1682
1901—Oct.	21	Melbourne ... ..	Collingwood ...	222 1590
"	Nov. 13	Lilydale ... ..	Warburton ... ..	2397 1586
1902—March	1	Colac ... ..	¶Beech Forest ...	2966 1594 and 1760
"	June 5	Heidelberg ... ..	Bitham ... ..	835 1299
		Carried forward ...	3,299'78	

\* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Including portion since dismantled

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

¶ 211.600 gauge.

APPENDIX No. 18—*continued.*STATEMENT SHOWING DATES OF OPENING AND LENGTH IN MILES OF THE DIFFERENT SECTIONS OF THE VICTORIAN RAILWAYS—*continued.*

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.
				Number.
		Brought forward ...	3,299·78	
1903—Jan. 15	Woomelang ... ..	Hattah ... ..	68·79	1679
" May 25	Hattah ... ..	Nowingi ... ..	11·94	1679
" Sept. 30	Nowingi ... ..	Yatpool ... ..	16·19	1679
" Oct. 27	Yatpool ... ..	Mildura ... ..	13·23	1679
" Dec. 21	North Geelong Loop Line ... ..	* ... ..	0·22	1884
1904—Jan. 1	Burrumbeet Race-course Junction	*Burrumbeet Race-course	1·14	1879
" Feb. 7	Springvale Cemetery ... ..	* ... ..	1·60	1763
" Dec. 5	Northcote Loop Line ... ..	... ..	0·13	1904
1905—Feb. 28	Strathmerton ... ..	Tocumwal ... ..	9·85	1958
" June 26	Welshpool ... ..	¶ Welshpool Jetty ... ..	3·23	1911
	Stawell ... ..	*Grampians ... ..	15·84	
1906—May 8	St. Kilda ... ..	§ Park-street, Middle Brighton	4·07	1956 and 1973
1906—Dec. 22	Park-street, Middle Brighton ...	§Brighton Beach ...	1·06	2035
		Total mileage ...	3,447·07	
	Less mileage closed for Traffic at 30th June, 1907—	Miles.		
	Dunkeld to Peshurst (Dismantled), 19th February, 1898 ...	15·87		
	Lancefield to Kilmore ... ..	18·10		
	Fawcner 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		
			46·00	
	Total mileage open for Traffic, at 30th June, 1907 ...		3,401·07	

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 on page 3.

\*Trains run only as required for traffic.

§ 5ft. 3in gauge.

¶ 2ft. 6in gauge.



## APPENDIX No. 19.

RETURN OF PERSONS KILLED OR INJURED FOR TWENTY YEARS, FROM  
1ST JULY, 1887, TO 30th JUNE, 1907.

Year.	Passengers Killed or Injured.				Servants of the Department or of Contractors Killed or Injured.				Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.	
	Due to causes beyond their own control.		Due to their own action or negligence.		Due to causes beyond their own control.		Due to their own action or negligence.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.								
1887-8	...	18	2	34	...	15	22	84	8	2	13	10	...	6	45	169
1888-9 <sup>a</sup>	1	116	4	82	4	24	23	107	7	5	37	12	2	12	78	358
1889-90	1	20	8	115	9	49	21	186	7	5	22	13	6	13	74	401
1890-91	...	19	3	82	7	60	14	133	9	6	37	8	2	37	72	345
1891-2	1	37	5	86	1	63	14	115	3	7	21	13	7	21	52	342
1892-3	...	17	...	117	...	33	6	111	2	7	19	7	2	34	29	326
1893-4	...	27	5	85	3	26	9	121	3	4	8	10	8	28	36	301
1894-5	...	12	2	89	1	26	12	107	10	10	14	11	3	27	42	282
1895-6	...	25	3	78	1	29	8	123	4	6	17	13	3	51	36	325
1896-7	...	35	1	102	1	55	5	240	11	9	12	2	5	75	35	518
*1897-8	1	47	2	78	3	53	7	160	4	13	6	15	4	58	27	424
*1898-9	...	14	4	86	...	43	10	203	6	11	14	10	2	33	36	400
*1899-00	...	14	2	115	5	112	4	224	10	15	14	14	3	44	38	538
*1900-1	...	15	3	136	12	150	4	234	6	7	20	15	5	58	50	615
*1901-2 <sup>b</sup>	2	200	2	155	4	142	6	256	5	9	14	14	7	62	40	838
*1902-3	...	32	2	145	7	118	3	199	4	12	21	16	3	52	40	574
*1903-4	1	84	1	232	3	124	4	204	3	4	10	8	6	25	28	681
*1904-5	...	23	4	184	4	92	2	91	4	10	8	11	3	19	25	430
*1905-6 <sup>c</sup>	...	195	9	162	5	141	6	188	9	23	23	7	8	23	60	739
*1906-7	...	31	6	200	1	123	12	97	7	18	14	13	15	45	55	527
Totals	7	981	68	2,363	71	1,478	192	3,183	122	183	344	222	94	723	898	9,133

\* Includes minor injuries to employes and others not previously shown in this Return.

<sup>a</sup> Including North Melbourne accident.<sup>b</sup> Including Jolimont accident.<sup>c</sup> Including Belgrave accident.

## APPENDIX No. 20.

DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1906-7 COMPARED WITH THE YEAR 1905-6, EXCLUSIVE OF THE ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY.

	1905-6.	1906-7.
	£	£
TRANSPORTATION BRANCH.		
General Superintendence and Staff .. .. .	34,311	35,835
Stationery, Printing, and Advertising .. .. .	19,845	21,308
Stores Expenses .. .. .	1,689	1,648
<i>Station, Yard, and Signal Service—</i>		
Salaries, Wages, and Expenses of Staff .. .. .	392,436	406,493
Fuel .. .. .	853	1,096
Light .. .. .	11,046	12,015
Uniforms .. .. .	2,102	3,472
Other Supplies .. .. .	13,939	15,023
Sanitary and Other Expenses .. .. .	3,462	4,228
<i>Total Cost of Station, Yard, and Signal Service</i> .. .. .	£423,838	£442,327
Guards and Conductors—Wages and Expenses .. .. .	58,001	62,307
„ „ Uniforms and Supplies .. .. .	838	1,057
Gatekeeping .. .. .	18,600	18,179
Loss and Damage to Property and Goods .. .. .	3,827	3,344
Injury to Persons .. .. .	24,593	4,680
Other Expenses .. .. .	2,581	2,563
<i>Total Expenses of Transportation Branch</i> .. .. .	£588,123	£593,248
Percentage of Gross Revenue .. .. .	15.53	14.78
Per Traffic Train Mile .. .. .	15.03d.	14.19d.
WAY AND WORKS BRANCH.		
General Superintendence and Staff .. .. .	23,456	26,034
Stationery, Printing, and Advertising .. .. .	2,056	2,645
Stores Expenses .. .. .	7,574	6,529
	£33,086	£35,208
<i>Maintenance of Way—</i>		
Superintendence and Staff .. .. .	12,856	13,166
General Labour .. .. .	233,436	239,573
Track Materials .. .. .	71,250	76,786
Fences, Gates, Cattle Guards, Roadways, Sigus, &c. .. .. .	26,871	29,418
Tools and Supplies .. .. .	6,602	7,328
Flood and Fire Claims .. .. .	653	766
Other Expenses .. .. .	..	..
<i>Total Cost of Maintenance of Way</i> .. .. .	£351,668	£367,037
Per Mile of Railway worked .. .. .	£103.61	£108.11
<i>Maintenance of Works—</i>		
Superintendence and Staff .. .. .	8,202	8,229
Bridges, Culverts, and Drains .. .. .	28,328	37,676
Piers and Wharfs .. .. .	2,101	3,357
Weighbridges, Scales, Lifting Cranes, Turntables, Traversers, Grain Conveyors, &c. .. .. .	4,514	4,929
Buildings, Platforms, and Fixtures .. .. .	84,537	69,351
Stock Yards .. .. .	3,401	3,832
Water Supply .. .. .	7,483	8,655
Signals and Interlocking .. .. .	16,224	17,860
Telegraph Lines .. .. .	9,810	9,616
Machinery, Tools, and Supplies .. .. .	2,827	3,515
Other Expenses .. .. .	116	187
Flinders-street New Station .. .. .	20,000	20,000
<i>Total Cost of Maintenance of Works</i> .. .. .	£187,543	£187,207
<i>Total Expenses of Way and Works Branch</i> .. .. .	£572,297	£589,452
Percentage of Gross Revenue .. .. .	15.11	14.69
Per Mile of Railway worked .. .. .	£168.62	£173.62
Per Traffic Train Mile .. .. .	14.62d.	14.10d.

APPENDIX No. 20.—*continued.*DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1906-7, ETC.—*continued.*

	1905-6.	1906-7.
ROLLING STOCK BRANCH.		
General Superintendence and Staff .. .. .	£ 11,097	£ 11,603
Stationery, Printing, and Advertising .. .. .	1,556	2,587
Stores Expenses .. .. .	15,083	10,332
<i>Locomotive Working—</i>		
Superintendence and Staff .. .. .	12,931	13,088
Running Sheds (Staff .. .. .	33,711	34,829
"                  (Supplies .. .. .	2,267	2,643
Drivers and Firemen .. .. .	172,134	187,305
Coal, Wood, and Kindlers for Locomotives .. .. .	151,297	177,537
Handling and Inspection of Coal, Wood, and Kindlers for Locomotives .. .. .	13,359	14,836
Water for Locomotives and Running Sheds .. .. .	14,897	14,897
Oil, Tallow, Waste, and other Running Supplies for Locomotives .. .. .	10,197	9,669
Fire Claims .. .. .	376	735
Other Expenses .. .. .	125	54
<i>Total Cost of Locomotive Working .. .. .</i>	<i>£414,294</i>	<i>£455,593</i>
Per Locomotive Mile .. .. .	9.13 <i>d.</i>	9.22 <i>d.</i>
Per Traffic Train Mile .. .. .	10.59 <i>d.</i>	10.90 <i>d.</i>
<i>Inspection, Cleaning, and Lubrication of, and Supplies for, Cars—</i>		
Labour .. .. .	£ 26,525	£ 27,088
Lubricants .. .. .	1,131	1,211
Light .. .. .	9,620	10,268
Ice .. .. .	1,026	956
Other Expenses .. .. .	1,151	1,445
<i>Total Cost of Inspection, Cleaning, and Lubrication of, and Supplies for, Cars .. .. .</i>	<i>£39,453</i>	<i>£40,968</i>
Per 1,000 Car Miles .. .. .	76.28 <i>d.</i>	73.11 <i>d.</i>
<i>Total Cost of Working Rolling Stock Branch .. .. .</i>	<i>£481,483</i>	<i>£521,083</i>
<i>Repairs and Renewals of Rolling Stock—</i>		
Superintendence and Staff .. .. .	£ 5,692	£ 6,804
Repairs and Renewals of Locomotives .. .. .	128,475	133,581
"                  Passenger Cars and Vans .. .. .	63,575	69,383
"                  Trucks .. .. .	70,114	78,187
"                  Covers .. .. .	11,559	6,033
"                  Machinery and Tools .. .. .	12,910	13,927
Power, Heat, Light, &c., for Shops .. .. .	13,761	15,905
Other Expenses .. .. .	756	958
<i>Total Cost of Repairs and Renewals of Rolling Stock .. .. .</i>	<i>£306,842</i>	<i>£323,858</i>
Per Traffic Train Mile .. .. .	7.84 <i>d.</i>	7.74 <i>d.</i>
<i>Total Expenses of Rolling Stock Branch .. .. .</i>	<i>£788,325</i>	<i>£844,941</i>
Percentage of Gross Revenue .. .. .	20.81	21.06
Per Traffic Train Mile .. .. .	20.14 <i>d.</i>	20.21 <i>d.</i>
GENERAL EXPENSES.		
Salaries and Expenses, Commissioners' and Secretary's Offices .. .. .	£ 13,001	£ 13,576
"                  Chief Accountant's Office .. .. .	12,597	13,557
"                  Auditor of Receipts' Office .. .. .	13,307	13,855
Estate Office .. .. .	1,361	1,511
General Office Expenses .. .. .	1,085	1,192
Legal and Medical Expenses .. .. .	3,227	2,131
Stationery, Printing, and Advertising (General) .. .. .	2,701	1,468
Other General Expenses .. .. .	2,996	1,439
<i>Total General Expenses .. .. .</i>	<i>£50,278</i>	<i>£49,032</i>
Percentage of Gross Revenue .. .. .	1.33	1.22
Per Traffic Train Mile .. .. .	1.29 <i>d.</i>	1.17 <i>d.</i>
<i>Total Working Expenses .. .. .</i>	<i>£1,999,023</i>	<i>£2,076,073</i>
Percentage of Gross Revenue .. .. .	52.78	51.75
Per Traffic Train Mile .. .. .	51.08 <i>d.</i>	49.66 <i>d.</i>
Per Mile of Railway Worked .. .. .	£589	£612















No. 22.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS AND TELE- GRAPH.	RENTS.	MISCEL- LANEOUS.	GOODS.				LIVE STOCK.		
	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.	Revenue.
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Grassdale ..	1,317	213 2 11	4 12 2	20 1 6	0 3 0	0 12 0	..	16 14 0	0 11 6	458	391 4 7	183	100 12 2	431 6 9	25 6 10	
Gravetside ..	..	..	..	..	..	..	..	..	..	30	9 3 0	..	..	..	..	
Great Southern Con- sols Siding ..	2,678	309 12 6	38 6 2	65 3 1	2 15 6	17 9 9	..	3 16 0	..	1,039	1,222 2 1	1,035	555 0 11	9 4 3	28 19 3	
Great Western ..	110	7 1 4	0 18 2	3 5 5	0 0 6	0 2 0	..	1 10 0	..	31	14 6 7	16	9 0 8	..	..	
Greensborough ..	16,954	566 3 0	26 7 6	43 9 7	0 1 6	0 1 6	..	1 0 0	..	453	118 11 3	739	227 12 4	..	1 2 6	
Gredgwin ..	124	34 9 2	0 15 10	8 9 4	..	0 3 0	..	7 16 0	..	846	541 0 4	142	103 18 1	129 4 0	..	
Greenvale ..	263	10 13 10	0 5 1	8 9 1	..	..	..	3 2 7	..	2,484	1,361 1 4	489	254 8 5	..	3 7 2	
Gritfurk ..	112	9 1 0	..	0 10 3	..	..	..	1 0 0	..	12	1 4 0	1	1 7 0	..	..	
Guildford ..	3,669	253 8 8	26 13 10	46 1 9	0 7 0	0 13 3	..	11 6 6	0 2 6	592	365 3 7	734	489 2 4	1 17 3	19 12 10	
Gymbowen ..	938	139 5 0	8 7 3	41 6 0	0 2 6	0 13 9	..	16 6 2	..	743	278 0 11	430	326 13 8	2 6 0	5 12 0	
Haddon ..	3,170	108 13 1	20 1 3	14 0 9	0 1 0	0 8 0	..	0 10 0	..	127	108 15 11	397	128 3 10	..	..	
Hallam ..	2,982	131 7 1	223 3 4	46 4 7	0 5 0	1 10 9	..	..	..	140	31 17 5	335	93 5 9	..	2 0 0	
Hamilton ..	33,192	8,437 14 1	653 10 1	1,045 6 11	109 1 10	190 15 2	..	467 14 1	1 10 3	5,962	4,707 10 8	15,906	9,842 4 6	1,990 3 10	446 5 8	
Hammond ..	..	..	..	0 16 5	..	..	..	2 15 0	..	6,254	2,613 18 5	19	12 18 8	7 3 0	0 16 6	
Hampton ..	117,779	1,831 1 5	27 6 1	53 1 1	0 14 3	0 4 9	..	23 0 8	0 4 6	..	..	..	..	..	..	
Happy Valley ..	1,009	89 10 6	..	0 0 11	..	..	..	..	..	..	..	..	..	..	..	
Hareourt ..	6,638	399 14 3	86 5 2	52 13 7	0 4 9	0 16 0	..	10 12 2	..	5,754	2,496 16 9	1,144	578 15 5	..	2 7 0	
Hartwell ..	44,704	533 6 11	41 16 5	13 16 10	..	0 2 6	..	1 11 6	..	..	..	..	..	..	..	
Hartwell Hill ..	1,419	18 18 7	..	0 6 1	..	..	..	..	..	..	..	..	..	..	..	
Hastings ..	2,773	239 4 0	55 17 1	101 16 3	2 8 6	4 10 3	..	10 14 6	..	1,089	310 1 4	729	374 9 4	5 7 0	23 6 0	
Hattah ..	62	16 19 6	23 16 6	6 12 0	0 3 0	..	..	37 10 0	..	15	9 5 9	15	22 6 4	..	6 2 6	
Havelock ..	1,620	46 15 1	13 8 10	10 6 10	..	3 2 6	..	..	..	435	122 3 9	447	239 1 9	..	..	
Havilah ..	..	..	..	..	..	..	..	..	..	304	141 10 7	28,653	4,797 2 11	..	..	
Hawksburn ..	1,744,542	14,669 15 11	350 16 4	610 6 0	14 14 8	1 15 6	..	29 13 4	1 2 6	..	..	..	..	..	..	
Hawkesdale ..	1,680	217 2 5	18 7 5	68 3 9	..	4 15 6	..	9 15 0	..	1,473	401 7 0	462	239 5 3	366 5 6	180 2 4	
Hawthorn ..	1,155,650	10,354 0 7	144 19 10	188 16 0	7 2 2	0 17 9	..	107 7 8	1 15 2	720	603 16 11	20,263	4,472 2 5	..	..	
Hazelwood ..	150	5 13 2	0 2 8	1 2 4	..	..	..	0 14 4	..	27	8 5 6	47	27 1 0	4 1 10	10 18 6	
Healesville ..	11,534	1,319 11 4	280 0 0	415 10 7	5 0 6	11 15 0	..	59 17 1	6 9 0	5,783	1,272 11 0	3,093	1,589 8 7	13 12 5	152 19 10	
Henthoote ..	6,809	1,219 14 9	110 15 5	262 17 11	3 11 9	13 1 3	..	42 0 6	1 8 0	19,544	4,069 1 5	3,443	2,336 9 10	171 8 10	123 17 6	
Hedley ..	499	41 12 19	2 15 7	20 3 1	11 7 3	..	..	..	..	174	77 17 4	152	136 3 11	..	45 17 0	
Heidelberg ..	213,528	3,228 1 8	299 7 9	186 13 5	7 2 0	0 13 6	..	32 2 9	0 6 3	136	48 2 2	2,329	667 4 1	2 7 0	17 10 9	
Henry ..	900	147 16 8	8 4 5	32 18 10	5 6 3	0 12 6	..	22 4 7	..	384	311 17 1	137	91 18 1	568 12 10	6 6 0	
Heyfield ..	4,233	843 5 11	52 7 2	164 4 11	20 18 0	17 10 3	..	37 8 6	..	2,851	1,792 7 5	1,183	1,162 3 2	643 11 6	128 18 5	
Heyington ..	12,491	133 4 8	2 2 1	2 16 4	..	..	..	59 2 5	..	..	..	..	..	..	..	
Heywood ..	3,886	626 13 6	33 4 5	162 13 9	1 0 3	10 4 6	..	9 5 9	..	5,662	1,869 15 10	1,049	626 3 10	97 19 0	11 19 9	
High Camp ..	1,423	133 10 4	8 19 9	35 17 8	1 7 6	0 12 0	..	12 2 0	..	933	425 6 0	239	130 12 5	82 15 2	52 3 3	
Highbett ..	38,994	597 15 9	14 1 8	15 13 5	0 10 9	0 0 6	..	6 5 0	0 3 4	125	22 1 11	1,780	193 5 9	..	..	
Hillside ..	1,677	59 16 1	2 14 10	31 15 11	..	0 9 6	..	1 13 6	..	2,700	1,619 5 3	263	167 1 6	98 14 9	23 11 11	
Hoddle Range ..	1,069	88 3 0	11 0 2	36 13 3	..	0 11 6	..	2 17 9	..	1,470	908 17 2	154	139 3 3	0 4 11	16 1 1	
Homebush ..	1,317	74 9 0	6 12 3	12 0 10	..	0 1 9	..	..	..	1,585	328 8 2	39	46 7 10	..	..	
Homewood ..	546	58 8 11	6 9 7	16 0 11	0 3 0	1 5 6	..	11 1 11	..	204	155 0 3	104	46 8 7	99 8 2	8 14 6	
Hopetoun ..	3,489	1,008 2 4	39 2 11	185 10 4	22 13 6	5 4 0	..	27 9 6	0 0 6	6,570	4,499 10 9	2,613	3,131 16 5	555 6 6	169 10 3	
Horsham ..	25,938	6,721 15 5	359 19 6	829 18 1	77 8 4	96 5 3	..	203 2 1	0 14 9	15,951	11,238 10 10	16,254	14,890 5 8	1,153 9 4	555 0 2	
Huon ..	697	30 12 0	2 16 4	8 0 2	0 0 6	2 14 0	..	117	..	1,068	224 1 3	117	62 13 2	..	2 7 9	
Huern ..	3,627	419 7 4	21 7 1	89 15 6	..	2 11 3	..	13 13 0	..	673	1,108 4 1	843	1,223 11 1	1,710 19 10	19 10 5	
Hyera ..	163	13 15 5	..	..	..	..	..	..	..	..	..	..	..	..	..	
Illowa ..	2,395	278 6 10	9 1 7	26 1 7	0 7 6	0 11 0	..	66 18 3	..	7,579	4,410 15 7	423	236 14 3	59 5 8	5 7 3	
Ingham ..	..	..	..	..	..	..	..	..	..	2,930	380 15 4	..	0 6 11	..	..	
Inglewood ..	12,179	1,963 19 7	126 2 7	301 6 9	13 7 9	7 13 0	..	23 13 2	0 6 9	2,914	1,124 7 3	2,644	2,899 12 11	16 1 2	149 3 7	
Ingliston ..	705	92 8 8	7 6 0	14 12 8	8 5 3	1 2 3	..	26 7 4	..	66	141 6 2	66	28 14 3	12 2 10	12 13 0	
Irrewarra ..	4,386	663 10 10	23 4 9	31 13 8	4 16 6	5 10 0	..	29 14 1	..	140	103 10 8	172	71 10 6	221 7 2	256 17 9	
Irymple ..	430	469 5 0	14 2 10	37 15 6	1 19 0	1 3 0	..	5 3 1	..	4,260	8,470 15 8	1,729	2,528 8 2	..	2 10 6	
Ivanhoe ..	179,290	2,116 19 0	20 4 6	42 19 3	1 3 3	0 6 9	..	14 19 3	..	60	26 3 10	2,126	426 11 5	..	..	







No. 22.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS AND TELEGRAPH.	RENTS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.	
	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.		
Mysia .. ..	821	179 16 11	23 1 8	55 15 7	1 1 3	0 10 9		37 9 10		1,661	1,175 6 3	623	370 15 10	220 3 0	23 19 3
Mystic Park ..	2,508	205 8 11	14 8 6	62 5 0	7 15 0	1 0 3		29 11 9		1,972	1,421 8 2	404	336 5 11	299 7 9	6 5 6
Mywee .. ..				0 1 3				0 3 10		412	222 0 8	8	1 1 6		
Nagambie .. .	8,318	1,600 1 11	116 2 0	276 9 8	19 11 0	16 5 6		51 6 8	0 7 6	26,492	9,553 7 1	2,411	1,865 17 11	564 3 9	174 16 4
Nambrok Siding ..										602	233 8 5	203	59 15 0		
Nar-Nar-Goon ..	3,416	374 0 5	40 0 11	102 12 3	2 13 9	4 12 9		23 15 0		3,193	795 16 7	1,095	447 17 5	42 18 9	84 3 9
Narraean .. .	1,434	51 19 2	17 5 10	53 12 9	0 13 0	0 6 0		16 8 1		456	190 8 10	338	262 16 3	48 6 6	30 5 7
Narre Warren ..	5,422	296 1 6	268 19 3	125 15 9	2 12 0	1 5 9		11 3 11		1,098	367 2 9	992	344 11 11	118 4 0	35 2 10
Naroghid .. .		62	5 14 3		2 16 3			12 6 0			0 13 9	26	5 16 2		
Nathalia .. .	5,792	1,443 17 11	111 0 4	320 18 1	8 4 8	24 16 9		52 8 6	0 2 6	6,795	4,764 2 8	2,771	4,064 14 11	1,310 1 7	158 0 11
Natimuk .. .	6,766	746 8 4	84 6 3	165 12 7	1 12 1	0 18 3		25 10 10	0 3 0	8,884	5,923 1 11	5,538	3,308 16 10	84 0 0	16 7 3
Navigator .. .	2,063	64 9 4	3 5 2	2 19 11				4 11 1					0 1 6		
Nexim South .. .	4,994	630 3 5	60 10 8	173 13 10	3 11 6	1 13 2		50 15 7		3,122	1,465 12 0	1,473	1,093 10 6	306 9 9	77 5 1
Newlyn .. .	2,386	239 8 7	22 0 4	44 4 4	0 4 3	7 7 6		52 5 6		10,747	4,908 3 7	821	450 5 0	211 11 6	46 2 4
Newmarket .. .	1,127,404	8,572 4 3	117 1 10	229 4 10	1,497 13 6	802 2 0		70 1 9	0 15 5	17,680	2,624 1 9	32,191	25,554 11 10	11,806 0 4	117,433 6 4
Newmarket Show Grds.			0 17 10	8 5 3		121 1 5		0 15 0		47	131 15 3	240	89 8 2	347 9 10	552 0 10
Newport .. .	582,418	5,702 8 1	94 4 10	104 14 9	7 7 11	12 2 3		708 11 2		101,862	10,184 13 1	21,528	10,471 12 10		4,015 15 6
Newstead .. .	5,766	781 12 8	74 7 11	131 5 4		10 11 3		11 18 3	0 2 9	2,501	1,104 12 3	1,456	919 14 11	105 9 7	49 14 9
Newtown .. .	9,459	690 17 4	23 2 9	68 1 5	5 13 9	5 8 3		10 9 0		1,297	439 5 6	6,296	2,417 15 3	1 14 9	6 4 6
Nhill .. .	9,025	2,774 8 4	242 8 4	510 19 1	9 17 3	35 8 9		94 5 2	0 4 3	21,832	15,696 17 1	17,956	11,349 8 1	809 8 6	107 9 2
Nintingbool ..	749	28 9 8	0 0 6	0 3 5											
Nooramunga ..	1,281	93 19 1	1 10 4	7 2 6	0 8 0	0 8 0		3 0 8		281	88 0 11	41	20 10 1	27 4 0	
Noradjuha .. .	1,582	214 6 8	15 14 8	104 4 3	0 7 0	0 15 6		9 2 11		2,884	1,802 2 2	1,249	1,037 9 5	1 7 6	2 8 6
North Ballarat ..	4,308	359 9 10		0 6 10		0 5 9									
North Brighton ..	821,982	10,271 18 2	218 4 7	238 16 10	3 18 6	0 14 0		25 16 0	2 10 4	183	122 5 3	12,508	2,639 17 4		
Northcote .. .	272,424	1,816 6 8	106 1 6	72 0 3	2 6 10	0 5 6		3 10 0	0 17 1	17,776	3,624 10 3	5,804	1,670 15 2		
North Carlton ..	4,650	123 1 8	40 18 4	199 9 10	0 10 0	0 6 6		0 2 2	0 2 2	3,551	488 1 8	14,555	4,478 16 0		
North Creswick ..	16,096	977 2 11	92 3 1	47 5 2	3 11 3	4 4 6		20 2 4		11	18 15 8	561	143 14 11	1 7 6	9 12 0
North Essendon ..	9,583	107 19 4		0 2 4				9 0 0							
North Fitzroy ..	278,891	2,166 10 7	197 10 11	290 19 3	4 4 2	0 12 3		49 13 7	1 1 3	3,012	2,556 8 6	7,153	2,221 13 2	21 0 0	
North Geelong ..	3,628	395 11 4	37 13 5	25 3 8	1 14 9	0 16 0		83 19 9		763	174 7 5	5,834	819 9 2	698 0 4	1,323 11 4
North Learmonth ..	76	4 2 10		0 2 6									0 4 7		
North Melbourne ..	761,231	8,881 10 9	651 8 9	433 15 4	26 8 7	7 7 3		57 7 0	0 18 8						
North Mirboo .. .	4,088	848 8 6	75 8 5	190 9 3	8 13 3	9 15 3		87 8 0		567	779 3 0	2,302	1,908 12 3	569 10 3	112 4 8
North Monegetta ..	289	31 12 2		1 16 10		0 2 3				2	1 15 0	1	0 11 2		
North Port .. .	538,457	3,783 0 8	50 18 1	122 7 0	0 8 9	0 1 9		4 2 1							
North Richmond ..	490,375	3,895 3 3	114 17 2	72 12 2	4 19 3	0 3 9		6 0 0	0 6 3						
North Shore .. .	162	28 6 9		0 4 11		0 1 6									
North Williamstown ..	610,075	7,640 19 5	122 10 8	163 10 9	4 15 9	0 13 3		86 10 5		839	80 11 4	6,452	1,603 2 7		
Nowingi .. .	39	8 11 3	11 6 7	1 5 5				10 1 0		63	11 0 8	17	4 6 7		
Nullam .. .	584	42 13 11	0 14 3	9 5 9	0 5 9	0 5 3		1 12 0		1,224	790 0 11	110	101 0 6		5 5 10
Nullawil .. .	471	69 19 0	7 12 9	37 1 7	0 5 9	0 6 0		7 12 8		3,901	2,342 14 0	681	585 6 2		6 16 9
Nimurkah .. .	13,451	2,784 10 7	170 11 8	396 14 5	18 9 3	19 4 0		48 16 2	0 3 9	4,477	2,497 15 9	3,545	4,364 8 0	775 13 11	205 4 8
Nyora .. .	3,967	569 10 2	35 0 4	121 19 8	3 6 3	2 4 3		12 2 9	0 15 2	862	500 13 7	1,816	744 18 0	535 9 10	367 3 2
Oakleigh .. .	348,944	5,620 12 2	184 4 3	196 15 6	147 14 7	22 14 3		70 6 4	0 11 9	408	162 13 7	7,586	1,506 6 7	53 7 6	23 1 5
Oak Vale .. .	169	31 3 3	2 10 6	21 1 8	0 1 0	0 0 9		8 12 4		2,555	1,595 7 7	215	169 5 9		
Officer .. .	1,798	135 13 5	195 15 6	49 6 1	1 5 6	3 6 2		1 2 0		931	238 2 2	409	141 13 3		0 17 4
Olinda Vale .. .	4,984	246 13 2	68 12 7	57 6 2	0 4 0	1 15 0		2 2 0		3,807	620 9 3	618	212 7 5	5 1 1	1 6 0
Ormond .. .	80,381	1,036 2 7	58 18 8	46 15 7	0 17 6			0 2 11	0 3 11	82	26 12 10	845	153 15 7		
Ondit .. .	471	20 11 7	13 1 11	21 14 5	9 13 6	3 0 3		12 12 7		2,021	923 19 9	693	167 4 4	23 6 3	20 7 9
Outtrim .. .	4,003	504 19 6	67 8 9	155 10 11	2 14 6	4 14 9		12 8 2		32,892	8,298 1 4	1,849	1,365 14 5		2 18 9
Outtrim North ..	5,095	136 0 6		0 15 6											
Ouyen .. .	118	27 16 6	1 11 2	13 8 2		1 6 0		6 8 6		41	30 14 6	213	149 17 5		
Ovens .. .	538	28 0 1	4 12 0	18 6 1				3 4 9		783	339 4 10	120	120 8 10		1 6 0
Oxley .. .	914	47 13 2	2 7 3	7 6 7		0 1 0		0 1 0		146	37 12 0	103	44 18 3		
Painswick .. .	27	6 6 7		0 3 3				3 0 0		5,621	889 1 8	4	0 16 2		
Pakenham .. .	9,181	903 10 9	202 12 2	167 7 10	8 18 11	17 5 11		25 0 0		2,415	708 1 0	2,048	868 16 6	367 2 3	407 8 4

Palmerston	563	29 1 9	3 5 7	19 19 8	0 1 0	11 18 1	551	156 16 1	53	38 18 6	3 15 6
Paradise Valley	504	29 14 3	5 5 4	15 4 4	0 3 0						
Parson	1,224	93 9 3	54 14 11	23 14 0	0 9 0						
Paumotu	2,887	333 13 6	16 5 1	37 12 11	1 5 9						
Pascoe Vale	40,993	483 14 9	0 1 0	13 0 1	0 7 9						
Pennsylvania	359	15 14 8	7 5 4	11 18 3	0 3 6						
Pennville	5,975	1,045 3 6	64 1 9	233 4 6	58 14 6						
Pottavel	534	47 17 6	4 7 7	4 15 0	2 10 3						
Pihoa	1,497	335 5 10	145 10 8	96 11 6	1 3 9						
Pipari	291	32 11 5									
Pimble	4,264	239 16 6	11 3 5	45 6 8	0 8 9						
Pine Ledge	345	16 10 0	4 18 5	15 0 2	0 2 0						
Pirson Yallock	3,667	519 4 4	24 13 3	59 19 11	9 8 6						
Piszah	597	24 0 9		1 10 6	23 19 0						
Pomborneit	3,096	354 4 3	27 9 6	52 5 1	1 2 0						
Poropukah	1,549	113 11 0	16 0 7	110 13 4	0 2 0						
Portland	4,536	1,446 4 8	403 4 11	192 3 11	7 4 9						
Portland North	1,143	213 8 2									
Port Albert	1,009	173 6 10	52 14 9	47 2 5	0 1 6						
Port Fairy	7,324	1,743 13 2	417 14 10	312 14 8	3 14 9						
Port Melbourne	226,624	2,267 8 6	202 3 1	232 0 6	1 16 6						
Prahau	1,194,733	10,513 19 9	1,263 2 4	716 12 1	7 0 5						
Prairie	1,803	320 9 7	12 2 6	66 2 6	0 11 0						
Proston Reservoir	25,937	352 6 8	41 16 9	23 19 6	87 6 6						
Pullut	6	2 14 0									
Purfleet	566	112 13 6	4 10 2	22 17 9	0 11 6						
Pvalong	1,465	172 3 1	41 8 3	46 16 2	3 3 0						
Pyramid	4,791	1,264 4 1	93 17 9	239 8 11	6 16 6						
Quamatook	1,595	423 4 9	40 13 10	105 16 11	9 7 3						
Quantong	1,543	81 2 0	1 19 6	12 1 1	0 2 6						
Quenschiff	9,332	1,473 12 3	175 8 11	361 17 2	12 4 9						
Railrow	2,745	776 9 2	65 13 8	259 4 4	12 0 0						
Ravenswood	2,9 6	213 6 3	21 10 0	21 15 9	0 13 3						
Ravewood	3,923	421 9 8	75 15 11	74 5 8	6 0 6						
Refrigerator Function	1,249	133 10 10	6 16 4	8 17 3	6 4 0						
Ryles Dale	1,334	209 3 0	63 12 4	85 16 3	1 18 0						
Royal Lyke	365	14 11 6	3 7 10	12 13 9	0 5 9						
Regent	181,011	1,555 10 6	61 11 4	40 16 7	1 7 0						
Reil	1,224	19 0 11	0 6 7	0 0 3	0 2 0						
Richard's Siding											
Richmond	2,174,882	19,639 17 3	839 17 11	873 6 8	17 0 10						
Riddell	4,572	481 11 8	44 19 7	78 11 8	6 2 0						
Ringwood	86,573	1,737 16 3	123 8 11	118 13 3	14 3 0						
Riversdale	22,813	287 15 11	0 1 0	0 8 4	0 8 0						
Rochester	10,327	2,157 16 8	193 11 2	390 6 8	42 7 5						
Rocky Lead	2,647	156 8 0	12 6 6	30 1 6	0 15 6						
Rockbank	4,123	157 4 9	31 0 6	17 7 10	2 4 9						
Rokaby	1,105	42 17 7	0 0 6	22 3 1	0 11 6						
Romsey	6,437	809 16 9	76 8 4	163 12 9	11 9 3						
Rosebery	992	192 8 6	7 5 4	31 15 2	0 1 6						
Rosebrook	241	9 8 3		3 13 13	0 12 0						
Rosevale	5,138	763 12 2	62 15 6	177 17 1	8 1 6						
Rosstown	89,021	1,996 15 5	18 9 0	25 13 11	0 1 9						
Rowley	70	7 3 3		9 3 7	0 15 6						
Royal Park	43,314	333 0 4	11 7 1	15 9 10	0 18 9						
Ruby	2,247	189 19 7	13 12 3	34 10 3	0 14 3						
Rupuncup	2,822	599 16 6	49 8 8	183 0 9	1 11 3						
Rusworth	5,831	1,422 13 3	110 11 0	368 8 1	5 14 3						
Rutherford	14,237	3,927 11 7	224 19 9	677 16 10	16 19 0						
Sailor's Falls	799	36 12 10	3 7 5	7 18 10	0 3 0						
Sal	22,144	5,174 17 7	376 7 3	764 15 3	147 4 3						
Salisbury	499	29 10 11	3 8 7	7 0 3	0 5 0						
Sandford	3,139	3 2 10 11	18 8 10	69 16 7	9 5 0						
Sandringham	363,184	6,604 7 0	132 16 0	272 13 8	5 19 6						
Sandown Park					1 11 5						
Seaborough	430	31 15 1	1 1 9	1 7 9	273 1 3						
Seasdale	17,416	1,295 8 2	26 2 8	70 17 1	1 15 6						
Sea Lake	1,452	623 9 2	40 13 2	186 11 8	6 19 6						
Sebastian	2,932	132 16 4	12 12 11	42 15 3	0 10 3						
*Seldon	271,365	2,261 1 11	14 17 2	10 17 2	0 14 8						
Selby	324	13 4 1	5 11 0	3 2 6	0 4 8						
Serveston	5,313	1,383 10 8	44 3 4	1,589 16 1	8 18 9						
Seville	2,327	139 7 10	40 3 2	31 10 2	0 1 6						





Table with columns representing locations and numerical data. Locations include Tarrawarra, Tarrawingee, Tarwin, Tatonga, Tatura, Teddywaddy, Telford, etc. The table contains multiple columns of numbers, likely representing population or area data for each location.



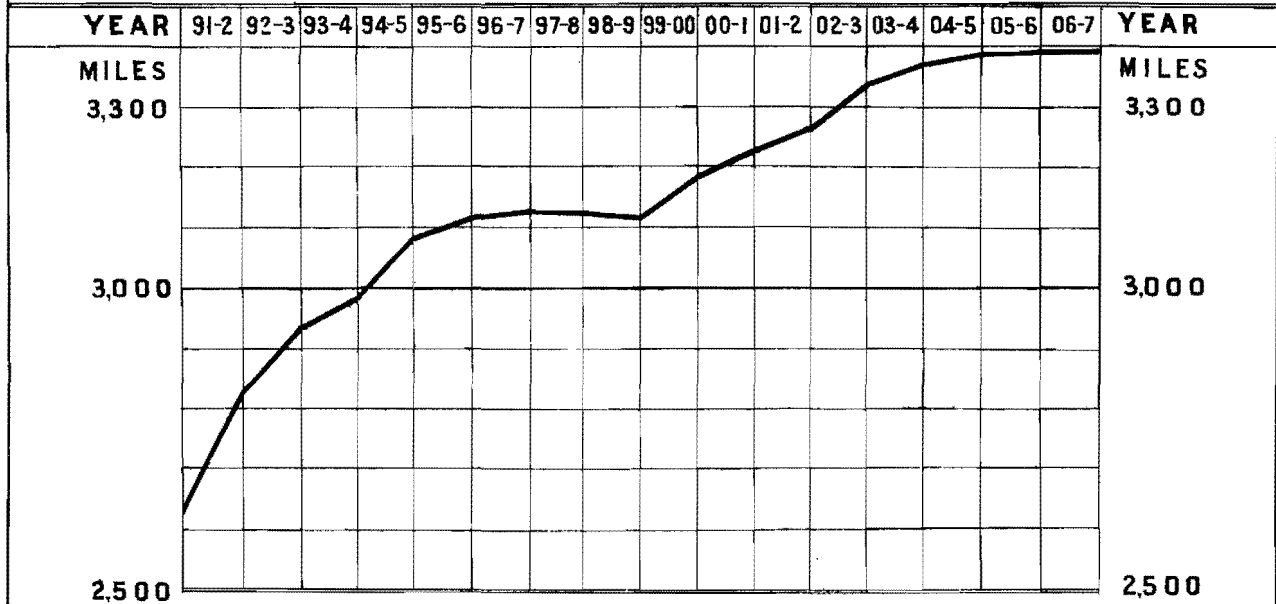
By Authority: J. Kemp, Acting Government Printer, Melbourne.

Yendon .. ..	3,687	254 7 1	16 9 0	21 5 8	6 6 7	1 13 0	..	31 15 0	..	535	162 3 4	216	95 0 11	39 5 4	13 11 10
Yinnar .. ..	2,795	284 9 10	32 0 4	92 2 4	3 6 6	5 11 9	..	17 19 11	..	794	597 9 7	1,050	764 16 4	142 3 8	9 10 9
York Street ..	1,526	10 6 2	0 1 2	..	..	..	..	..	..	..	..	..	..	..	..
Youanmite ..	252	20 17 5	0 0 9	27 4 2	..	0 4 0	..	..	..	1,925	1,181 15 10	396	302 10 4	57 15 0	..
Traffic derived from Denllquin and Moama Stations ..	2,756	1,983 16 0	104 9 9	879 11 3	51 8 6	83 10 0	..	..	572 14 5	10,424	13,502 7 3	3,999	6,799 17 4	12,979 8 9	874 0 9
Traffic derived from South Australian Stations ..	29,422	30,747 0 6	2,729 6 1	3,747 15 11	33 15 11	185 14 0	..	..	61 4 11	2,954	3,280 13 4	8,911	3,605 19 0	3,243 10 3	498 4 3
Traffic derived from New South Wales Stations ..	60,947	34,964 14 11	2,063 19 3	3,429 1 3	712 14 5	408 13 9	..	..	..	7,550	15,976 18 3	13,085	18,428 18 0	85 13 11	907 5 10
Traffic derived from Queensland Stations Flinders-street (Central) ..	1,442	1,127 16 3	18 18 7	47 19 5	..	..	..	..	..	..	..	..	..	..	..
Steamer <i>Queen</i> ..	48,837	21,657 13 11	..	..	..	..	..	..	8 15 10	..	..	..	..	..	..
Thomas Cook and Sons, to New South Wales, South Aus- tralia, &c. ..	21,439	468 7 5	..	..	..	..	..	..	..	..	..	..	..	..	..
St Kilda and Brighton Electric Street Rail- way ..	7,039	3,116 10 0	..	..	..	..	..	..	..	..	..	..	..	..	..
Telegraph Mails ..	1,030,242	9,514 3 5	0 16 3	0 16 3	..	..	..	..	74 19 11	..	..	..	..	..	..
Total ..	70,950,825	1,644,247 11 3½	151,465 9 10½	151,465 9 10½	14,652 7 1	14,652 7 1	66,936 8 7	56,161 7 9	7,253 12 3¼	3,650,538	1,861,219 15 6	3,650,538	1,861,219 15 6	220,294 15 7	220,294 15 7

\* Open for only portion of the year.

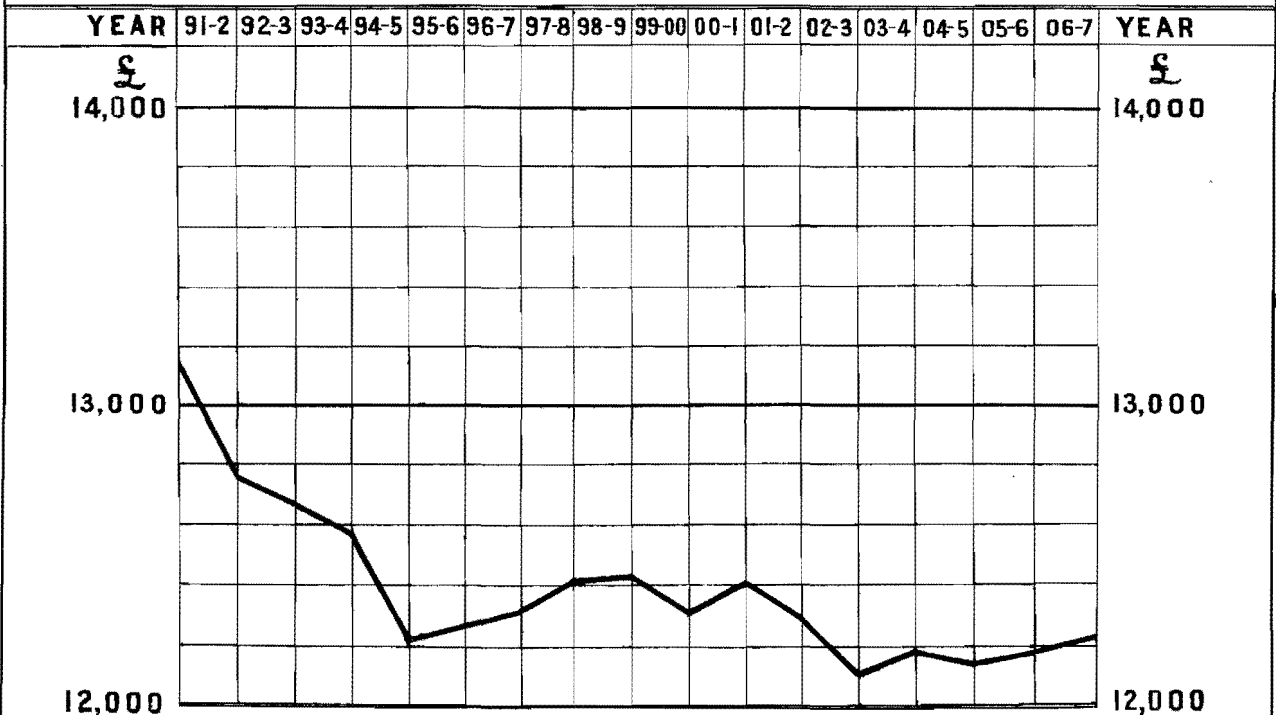
# DIAGRAM N<sup>o</sup> 1

## AVERAGE MILEAGE WORKED

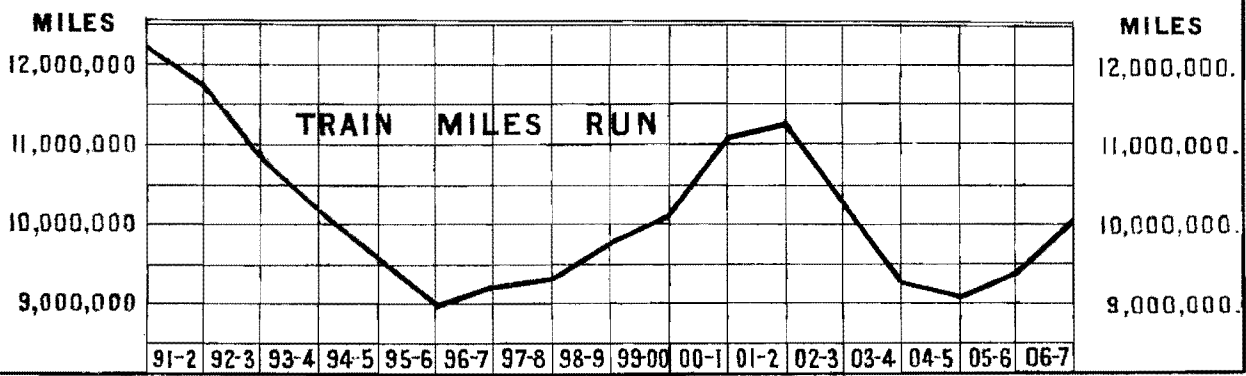
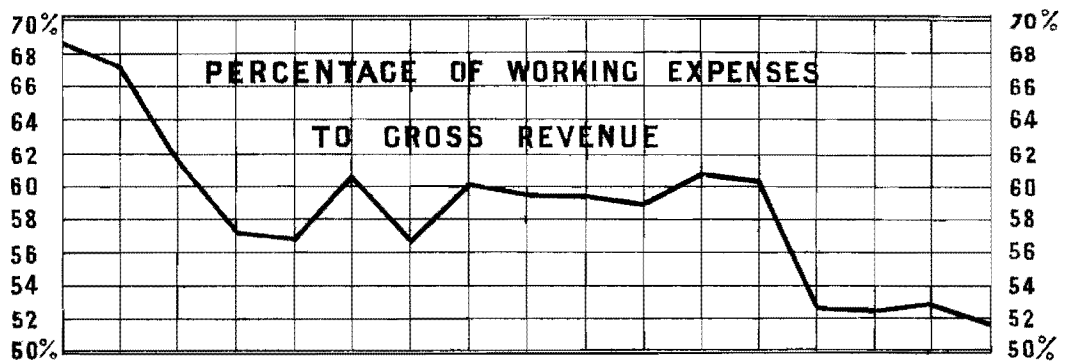
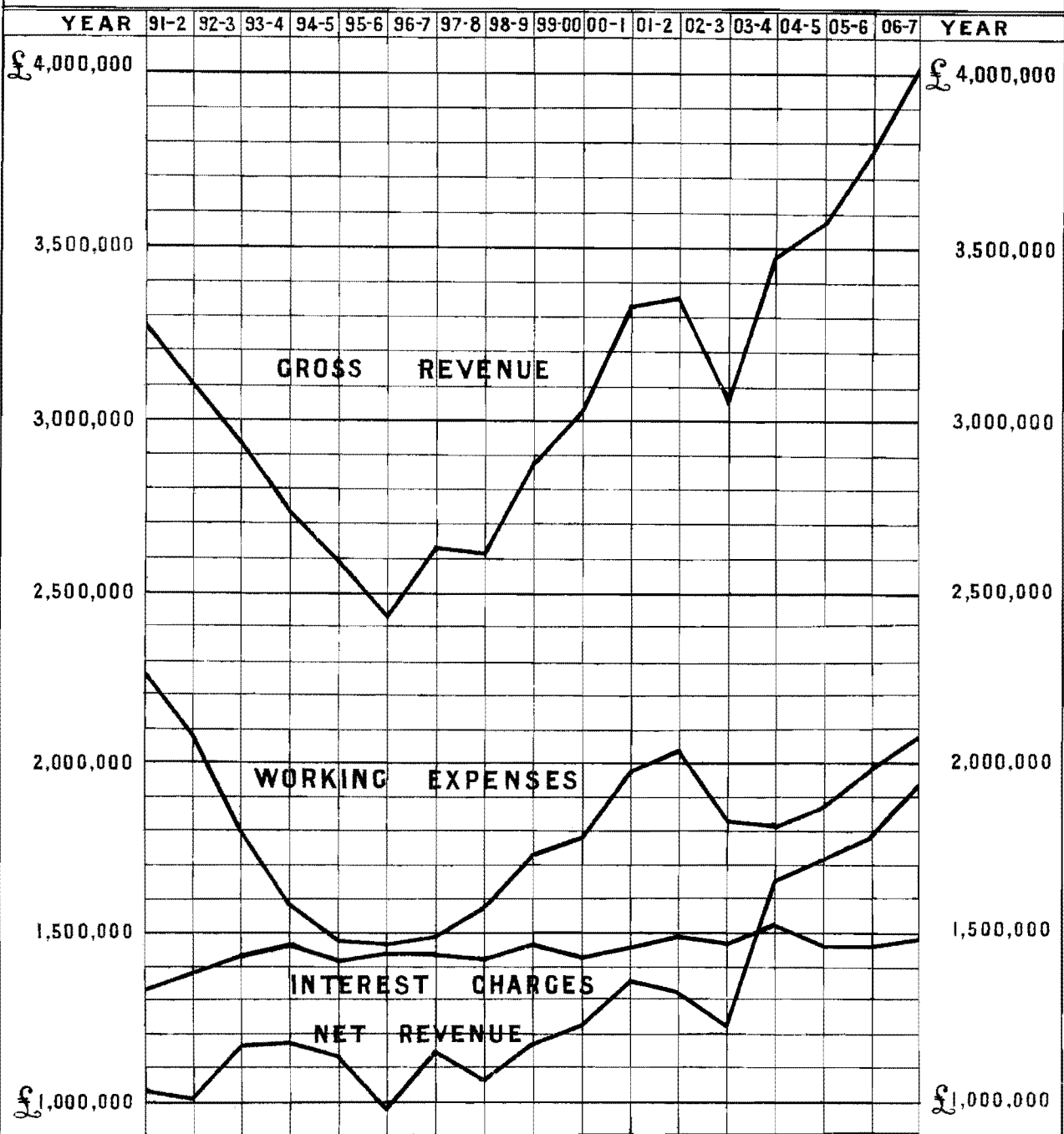


# DIAGRAM N<sup>o</sup> 2

## AVERAGE COST PER MILE

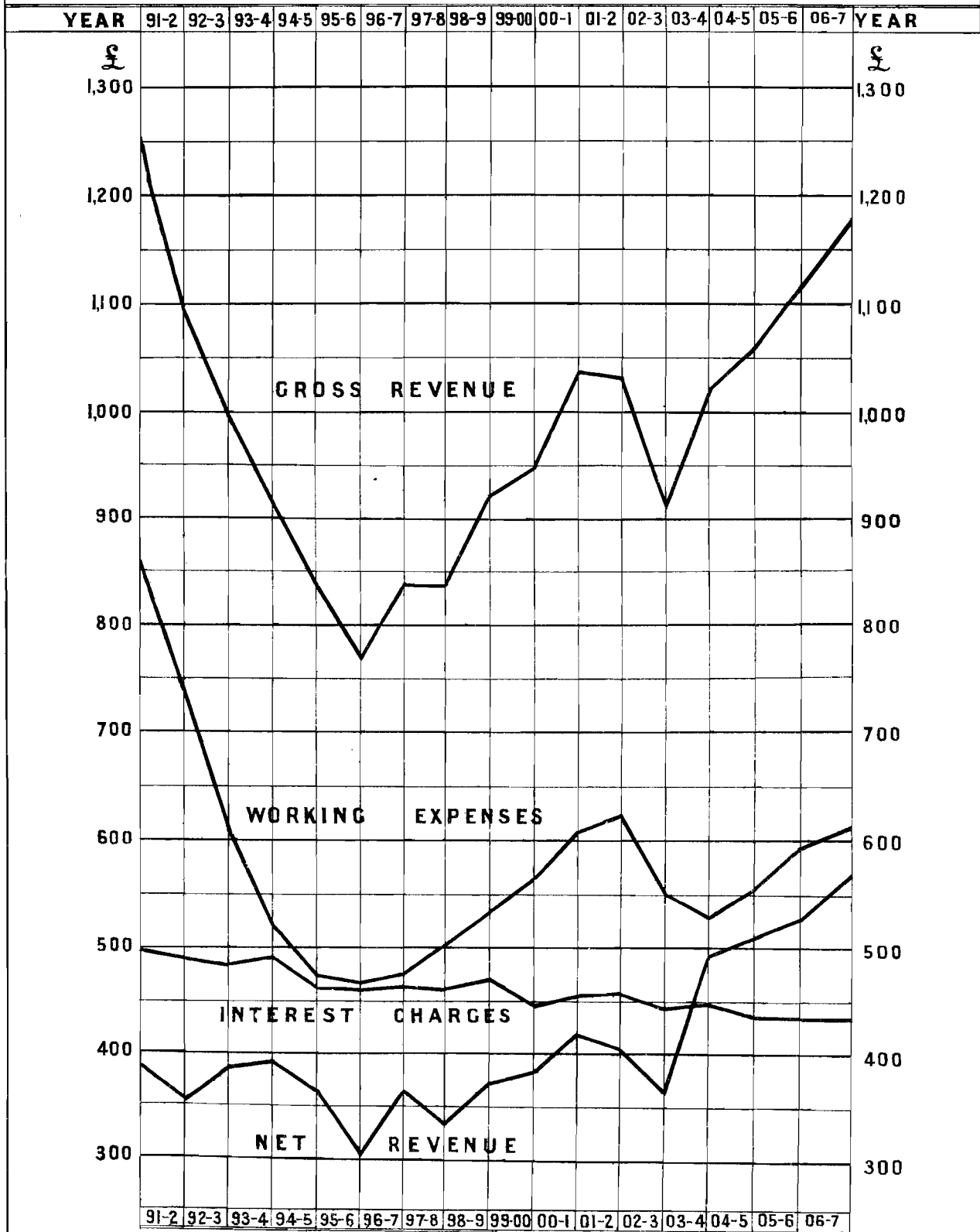


# DIAGRAM Nº 3



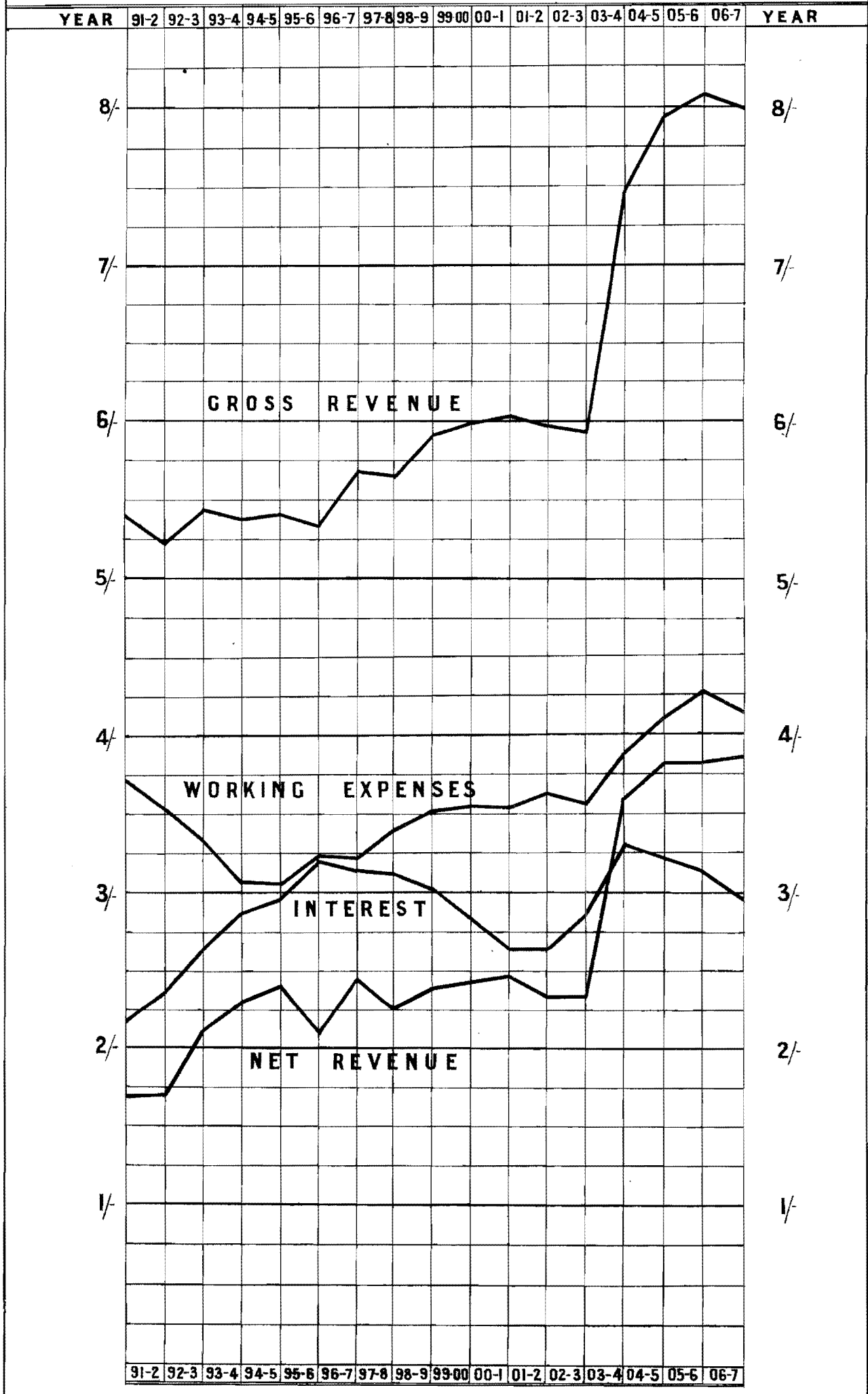
# DIAGRAM No 4

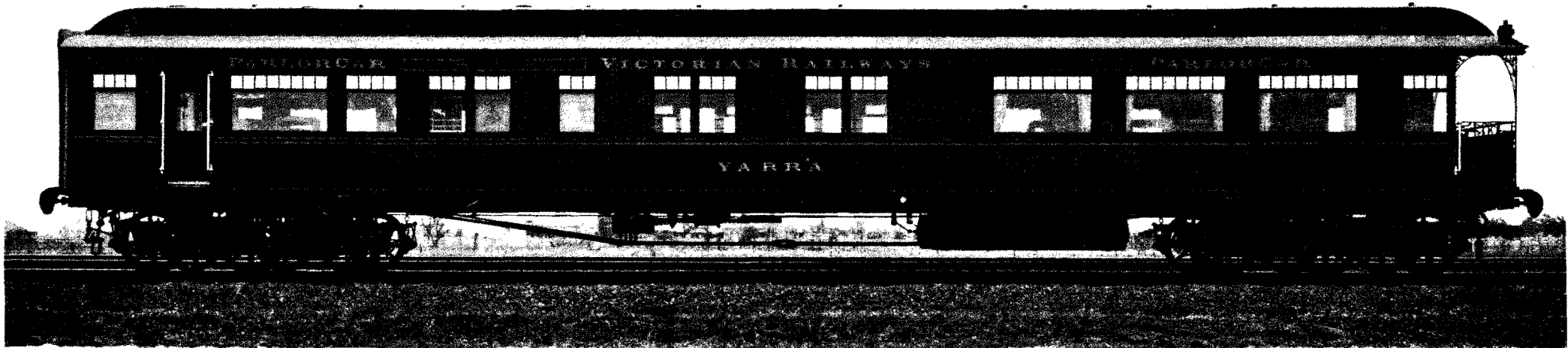
PER AVERAGE MILE OF RAILWAY OPEN



# DIAGRAM N<sup>o</sup> 5

## PER TRAIN MILE RUN





PARLOR CAR FOR MELBOURNE AND ALBURY EXPRESS TRAINS.

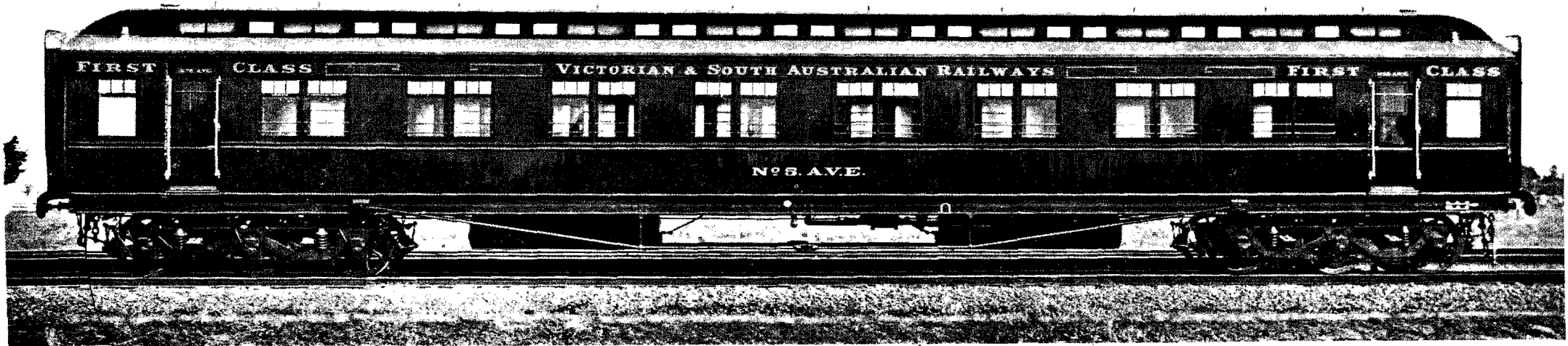
Seating Capacity, 33 Passengers. Length over Buffers, 74 ft. 1 in.



SLEEPING CAR FOR VICTORIAN AND SOUTH AUSTRALIAN EXPRESS TRAINS.

Seating Capacity, 24 Passengers. Sleeping Capacity, 20 Passengers. Length over Buffers, 74 ft. 1 in.





FIRST-CLASS CORRIDOR VESTIBULE CAR FOR VICTORIAN AND SOUTH AUSTRALIAN EXPRESS TRAINS.

Seating Capacity, 48 Passengers. Length over Buffers, 74 ft. 1 in.



SECOND-CLASS CORRIDOR VESTIBULE CAR FOR VICTORIAN AND SOUTH AUSTRALIAN EXPRESS TRAINS.

Seating Capacity, 72 Passengers. Length over Buffers, 74 ft. 1 in.



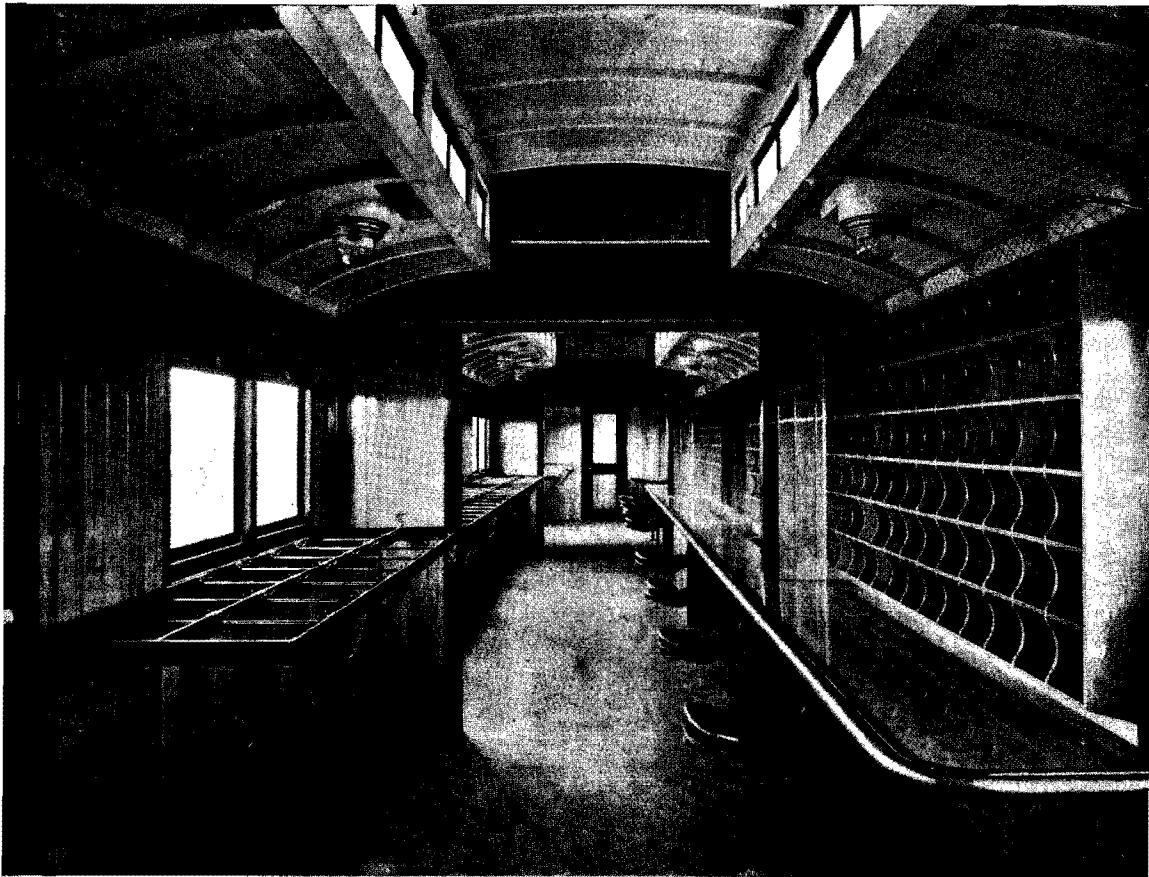
PARLOR CAR.—OBSERVATION ROOM.



PARLOR CAR.—OBSERVATION ROOM.



FARLOR CAR. --SMOKING ROOM.

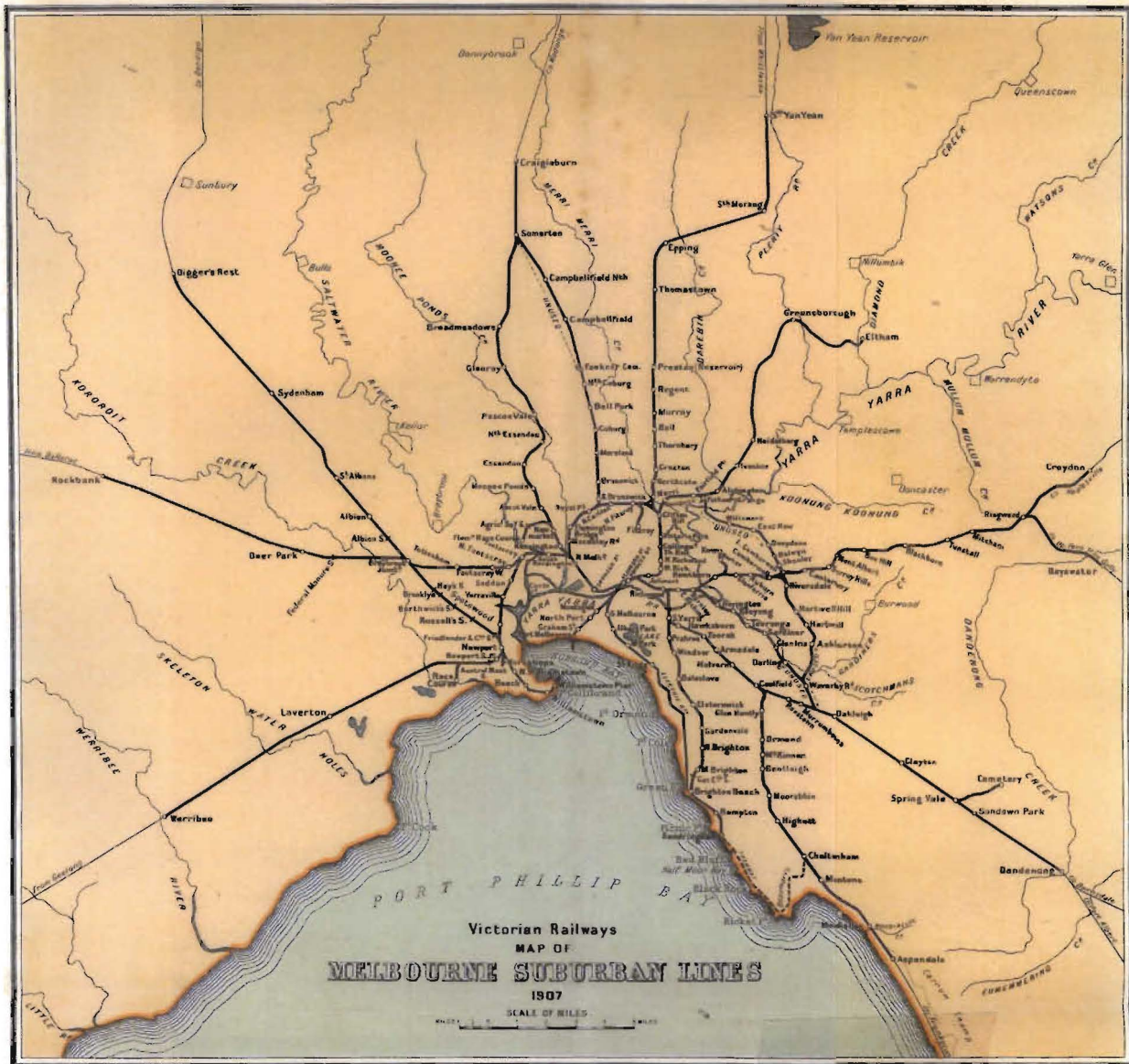


MAIL SORTING VAN.



Railway Map  
of  
**VICTORIA**  
Showing Victorian Government Railways  
[in Red]  
1907

SCALE IN MILES



Victorian Railways  
 MAP OF  
**MELBOURNE SUBURBAN LINES**  
 1897

SCALE OF MILES



SOUTH AUSTRALIA

QUEENSLAND

NEW SOUTH WALES

VICTORIA

**AUSTRALIA**

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

1907

SCALE OF MILES

BASS STRAIT

PACIFIC OCEAN

SOUTH SEA

TASMAN SEA