

1908.

VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

FINANCIAL YEAR ENDING 30TH JUNE, 1908.

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

By Authority:

J KEMP, GOVERNMENT PRINTER, MELBOURNE.

APPROXIMATE COST OF REPORT.

	£	s.	d.
Preparation. - Not given.
Printing (1,900 copies)
			103 0 0

REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS
FOR THE FINANCIAL YEAR ENDING 30TH JUNE, 1908.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 28th September, 1908.

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, 1908.

Financial Results.

GROSS REVENUE	£3,873,368 6 5
WORKING EXPENSES (including Payment into Railway Accident and Fire Insurance Fund—£15,666 11s. 10d.) ...	2,285,896 18 7
NET REVENUE	£1,587,471 7 10
LESS DEFICIT—ST. KILDA and BRIGHTON ELECTRIC STREET RAILWAY	3,924 14 5
TOTAL NET REVENUE	£1,583,546 13 5
SPECIAL EXPENDITURES and CHARGES completing Liquidation of Extraordinary Liabilities taken over by the Commissioners at 1st July, 1903	47,058 2 2
BALANCE of TOTAL NET REVENUE	£1,536,488 11 3
INTEREST CHARGES and EXPENSES	1,483,807 0 0
SURPLUS CREDITED to CONSOLIDATED REVENUE ...	£52,681 11 3

Financial Comparison with Previous Year.

	Year 1906-7.			Year 1907-8.			Increase or Decrease.		
	£	s.	d.	£	s.	d.	£	s.	d.
Gross Revenue	4,012,641	8	4	3,873,368	6	5	-139,273	1	11
Working Expenses	2,076,672	14	7	2,285,896	18	7	+209,224	4	0
Net Revenue	1,935,968	13	9	1,587,471	7	10	-348,497	5	11
Deficit—St. Kilda and Brighton Electric Street Railway ...	7,802	10	4†	3,924	14	5†	-3,877	15	11
Total Net Revenue	1,928,166	3	5	1,583,546	13	5	-344,619	10	0
Special Expenditures and Charges in Liquidation of Extraordinary Liabilities taken over by the Commissioners at 1st July, 1903.									
Rolling-Stock applied in reduction of the Deficiency as at 1st July, 1903 ...	45,039	0	0	...			-45,039	0	0
To credit the Rolling-Stock Replacement Fund towards making good the Deficiency in the Rolling-Stock as at 1st July, 1903	100,000	0	0	...			-100,000	0	0
To recoup Loan Funds advanced prior to 1st July, 1903, for Renewals of Way and Works and Replacement of Rolling-Stock	20,710	7	10	17,638	16	0	-3,071	11	10
Balance at Credit of the Railway Accident Fund at 1st July, 1903, not previously debited to Working Expenses ...	...			29,419	6	2	+29,419	6	2
Total of Special Expenditures and Charges in Liquidation of Extraordinary Liabilities taken over by the Commissioners at 1st July, 1903	165,749	7	10	47,058	2	2	-118,691	5	8
Balance of Total Net Revenue ...	1,762,416	15	7	1,536,488	11	3	-225,928	4	4
Interest Charges and Expenses ...	1,483,284	3	0	1,483,807	0	0	+522	17	0
Surplus Credited to Consolidated Revenue	279,132	12	7	52,681	11	3	-226,451	1	4

† After providing for Expenditure towards replacing Damage by Fire—Year 1906-7, £9,941 2s. 2d.; Year 1907-8, £3,310 11s. 8d.

**Results of Working for the Year 1907-8 compared
with those of the Preceding Three Years.**

	Year 1904-1905.	Year 1905-1906.	Year 1906-1907.	Year 1907-1908.
* Average mileage of Railways worked ...	3,384	3,394	3,395	3,396
* TRAFFIC TRAIN MILEAGE.				
Passenger—Country ...	1,662,438	1,758,823	1,926,570	2,152,890
" Suburban ...	2,645,556	2,772,669	2,992,283	3,153,831
Mixed ...	2,219,194	2,321,312	2,352,484	2,494,834
Goods (including Live Stock) ...	2,496,177	2,539,265	2,764,577	2,581,853
Total Traffic Train Mileage ...	9,023,365	9,329,069	10,035,914	10,383,408
Number of Passenger Journeys ...	59,702,050	65,088,394	70,170,089	74,907,425
Tons of Goods carried ...	3,382,788	3,376,987	3,650,538	3,349,760
Tons of Live Stock carried ...	245,449	299,030	315,254	405,101
* GROSS REVENUE.				
	£	£	£	£
Passenger—Country ...	827,776	903,118	989,285	1,016,008
" Suburban ...	554,532	598,479	645,448	686,062
Parcels, &c. ...	141,811	142,844	151,465	154,291
Horses, Carriages, and Dogs ...	13,588	13,684	14,652	15,248
Mails ...	60,647	61,588	61,810	63,652
Goods ...	1,749,660	1,792,575	1,861,220	1,598,588
Live Stock ...	169,133	208,862	220,295	269,853
Rentals ...	53,038	55,711	56,161	57,063
Miscellaneous ...	12,081	10,758	12,305	12,603
Total Gross Revenue ...	3,582,266	3,787,619	4,012,641	3,873,368
Per mile of Railways worked ...	1,059	1,116	1,182	1,141
Per traffic train-mile run ...	7s. 11' 28d.	8s. 0' 79d.	7s. 11' 96d.	7s. 5' 53d.
* WORKING EXPENSES.				
	£	£	£	£
Transportation Branch ...	562,370	588,123	593,248	612,719
Way and Works Branch ...	502,022	572,297	589,452	648,589
Rolling-Stock Branch—Working ...	488,240	481,483	521,083	573,990
" Repairs and Ordinary Renewals	274,931	306,842	323,858	382,477
General Expenses ...	43,575	50,278	49,032	52,455
Payment into Railway Accident and Fire Insurance Fund ...	...	...	...	15,667
Total Working Expenses ...	1,871,138	1,999,023	2,076,673(a)	2,285,897(a)
Per mile of Railways worked ...	553	589	612	673
Per traffic train-mile run ...	4s. 1' 77d.	4s. 3' 08d.	4s. 1' 66d.	4s. 4' 84d.
Percentage of Gross Revenue ...	52' 23	52' 78	51' 75	59' 02
* NET REVENUE AFTER PAYMENT OF WORKING EXPENSES ...				
	£	£	£	£
...	1,711,128	1,788,596	1,935,968	1,587,471
Per mile of Railways worked ...	506	527	570	468
Per traffic train-mile run ...	3s. 9' 51d.	3s. 9' 71d.	3s. 10' 30d.	3s. 0' 69d.
NET REVENUE OF ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY ...	...	£ 308(b)	£ Deficit 7,802(c)	£ Deficit 3,925(c)
TOTAL NET REVENUE ...	...	1,788,904	1,928,166	1,583,546
SPECIAL EXPENDITURES AND CHARGES ...				
	£	£	£	£
...	248,485	117,542	165,749(d)	47,058(d)
BALANCE OF NET REVENUE ...	1,462,643	1,671,362	1,762,417	1,536,488
INTEREST CHARGES AND EXPENSES ...	1,461,994	1,472,397	1,483,284	1,483,807
SURPLUS credited to Consolidated Revenue ...	649	198,965	279,133	52,681

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

(a) For details see Appendix No. 20. (b) From 7th May to 31st June, 1906. (c) After providing for Expenditure towards replacing Damage by Fire, year 1906-7, £9,941 2s. 2d.; year 1907-8, £3,310 11s. 8d. (d) For details see page 4.

Capital Expenditure.

The total expenditure charged to Capital Account at 30th June, 1908, was £41,986,090 15s. 1d., an increase for the year of £400,014 18s. 10d., made up as follows:—

EXPENDITURES ON CAPITAL ACCOUNT FOR THE YEAR.

For Details see Appendix No. 6.

Surveys and Construction of New Lines—					
Strathmerton—Tocumwal Line Extension	...	...	...	£16,371	17 0
Moe—Walhalla Line	...	...	...	11,490	6 0
Surveys	...	...	...	10,263	3 11
Increase in Capital Expenditure on Surveys and Construction of New Lines	...	...	...		£38,125 6 11
Additions and Improvements on Existing Lines, and to Rolling-Stock—					
Way and Works	...	...	...	£196,694	18 11
Rolling-Stock	...	..	...	45,459	9 5
				242,154	8 4
Add amount at credit of Rolling - Stock Replacement Fund at 30th June, 1907, taken credit for in that year in Liquidation of Deficiency in Rolling-Stock at 1st July, 1903 (see Annual Report for 1906-7, Appendix No. 9)	...	...	...	137,373	19 7
				379,528	7 11
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)	...	..	...	17,638	16 0
Net Increase in Capital Expenditure for Additions and Improvements on Existing Lines and to Rolling-Stock	...	...	...		361,889 11 11
Net Increase in Expenditure on Capital Account				...	£400,014 18 10

Loan Funds.

The total amount of Current Loans allocated to the Railways, at 30th June, 1908, was £39,902,904 16s. (see Appendix No. 7), an increase for the year of £236,752 15s. 4d., made up as follows:—

				£	s.	d.
Additional Loans raised or transferred to the debit of the Railways by the Treasury	{	Act 1623 (3 per cent.)		35,806	15	6
		Act 1753 (3 per cent.)		1,800	0	0
		Act 1982 (3½ per cent.)	2,041,958	5	11	
		Act 2026 (3½ per cent.)	500,000	0	0	
		Act 2041 (3½ per cent.)	6,784	15	10	
		Act 2116 (3½ per cent.)	150,000	0	0	
						£2,796,349 17 3
Less Loans redeemed—						
Act 739 by Act 1982	...	...	...	2,000,000	0	0
Act 1564, from Revenue	...	...	...	1,726	1	7
Act 1623, from Revenue	...	...	...	15,912	14	5
Act 1800 by Acts 1982 and 2026	...	...	...	541,958	5	11
						2,559,597 1 11
Net increase for the year in the amount of Current Loans allocated to the Railways				...	...	£236,752 15 4

The proceeds of Loans allocated to the Railways, after deducting Discount and Expenses, less Net Premiums received, were at 30th June, 1907, £38,394,112 14s. The proceeds of the net increase in the amount of Current Loans, viz., £236,752 15s. 4d., as shown above, were £236,578 7s. 1d., the difference, viz., £174 8s. 3d., representing the Net Discounts and Expenses. The Net Proceeds of Loans allocated to the Railways were therefore at 30th June, 1908, £38,630,691 1s. 1d. (see Appendix No. 7).

Interest Account.

The Interest during the year on Current Loans allocated to the Railways amounted to		£1,475,971	0	0	
And in addition the Railways were debited with the following amounts :—					
(See Appendix No. 7.)	Expenses incurred by the Treasury in connexion with Payment of Interest	7,358	0	0	
	Interest on certain items of Expenditure under Surplus Revenue Acts	4,430	0	0	
	Interest on Moneys advanced from Revenue (Treasurer's Advance) pending provision of Loan Funds...	290	0	0	
		<hr/>	£1,488,049	0	0
	Less interest on the balances at credit of Railway Funds	4,242	0	0	
		<hr/>			
Total net amount for Interest and Expenses for the year 1907-8		£1,483,807	0	0	

This amount (£1,483,807) is an increase of £523 on the net Interest and Expenses charged to the Railways for the year 1906-7, and is equivalent to 3.72 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, 1908, £3,809,715 5s. 7d., a decrease during the year of £40,224 8s. 1d., made up as follows :—

	£	s.	d.
Balance of Railway Accident Fund at 30th June, 1907, not now included in Non-Interest Bearing Funds	49,602	1	0
Less Amount expended under Surplus Revenue Acts chargeable to Consolidated Funds and debited to Sundry Works of Construction, &c.	£1,038	3	8
Less Amount expended under Appropriations and Votes chargeable to Consolidated Funds and debited to Sundry Works of Construction, &c.	8,339	9	3
		<hr/>	
		9,377	12 11
		<hr/>	
Total net decrease in the amount of Non-Interest Bearing Funds for the year	£40,224	8	1

Extraordinary Liabilities as at 1st July, 1903, taken over by the Commissioners and 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, and in addition a liability which existed at that date in connexion with the Railway Accident Fund amounting to £29,419 (see page 15) have now been completely liquidated.

	Liabilities as at 1st July, 1903.	Reductions during Year 1903-04.	Reductions during Year 1904-05.	Reductions during Year 1905-6.	Reductions during Year 1906-7.	Reductions during Year 1907-8.		Total Reductions to 30th June, 1908.
	£	£	£	£	£		£	
Related Repairs ...	181,087	102,754	71,333	7,000	Nil.	...	Nil.	181,087
Estimated cost of making good the Deficiency in Rolling-Stock ...	403,950	14,950	119,740	114,847	154,413	...	Nil.	403,950
Deficiency in the Value of Stores ...	0,855	8,053	52,802	Nil.	Nil.	...	Nil.	60,855
Loan Funds Advanced for Renewal of Way and Works and Replacement of Rolling-Stock ...	149,869	28,646	58,770	24,104	20,710	By Repayments out of Railway Revenue. (See Appendix No. 10.)	17,639	149,869
Railway Accident Fund (see page 15) ...	29,419	...	...	...	...	By Payments out of Railway Revenue	29,419	29,419
Totals ...	825,180	154,403	302,645	145,951	175,123	...	47,058	825,180

Comparison of Results for the Five Years ended 30th June, 1903, and 30th June, 1908.

In view of the completion during the year of the liquidation of the Extraordinary Liabilities above mentioned, we now submit the following statement of the Results obtained during the last five years in contrast with those obtained during the five years preceding the 30th June, 1903:—

	Last Five Years.	Preceding Five Years.	Increase.	Decrease
	£	£	£	£
Gross Revenue ...	18,694,035	15,651,389	3,042,646	...
Working Expenses ...	10,035,042	9,358,863	676,179	...
Net Revenue ...	8,658,993	6,292,526	2,366,467	...
Special Expenditures and Charges in Liquidation of Extraordinary Liabilities ...	698,390	160,630	537,760	...
Balance of Net Revenue...	7,960,603	6,131,896	1,828,707	...
Interest Charges and Expenses	7,417,237	7,333,574	83,663	...
Surplus Credited to Consolidated Revenue ...	543,366	...	...	...
Deficit paid out of Consolidated Revenue ...	...	1,201,678	...	...
Traffic Train Mileage ...	48,007,400	52,459,079	...	4,451,679
Number of Passengers Carried ...	324,149,961	262,105,154	62,044,807	...
Tons of Goods Carried ...	16,942,845	14,445,830	2,497,015	...
Tons of Live Stock Carried ...	1,521,265	1,241,705	279,560	...
Percentage of Working Expenses to Gross Revenue ...	53.68	59.80	...	6.12

Mileage of Railways and Tracks.

The mileage of railways open for traffic at 30th June, and the average mileage of railways open for traffic during the year, were each 3,401·07 miles, the same in both cases as in the previous year.

The mileage of tracks open for traffic at 30th June, 1908, was 4,316·76, and the average mileage of tracks open for traffic during the year was 4,316·37, as compared with 4,316·11 miles and 4,312·08 miles, respectively, in the previous year.

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

Gross Revenue.

The Gross Revenue for the year was less than that for the year 1906-7 by £139,273, equivalent to 3·47 per cent.

The increases and decreases from the different sources of Revenue were as follows:—

INCREASES.				Per cent.	Per cent.
Passengers—Country	...	£26,723	2·70	...	...
" Suburban	...	40,614	6·29	£67,337	4·12
Parcels	...	...	...	2,826	1·86
Horses, Carriages, and Dogs	...	...	...	596	4·07
Mails	...	...	...	1,842	2·98
Live Stock	...	...	...	49,558	22·50
Rentals	...	...	...	902	1·61
Miscellaneous	...	...	...	672	9·36
DECREASES.				Per cent.	
Goods	...	...	...	£262,632	14·11
Telegraph	...	...	...	374	7·30

The improvement in the Revenue from live stock traffic was due to the unusual movement of stock which took place in consequence of the dry weather which prevailed during a large portion of the year. The continued improvement in the Revenue from passenger traffic is an indication of the prosperity of the people generally.

The marked falling off in the Revenue from goods traffic was due to a partial failure of the grain and other crops owing to the unfavorable season and to reductions in rates made during the year and the relinquishment of the balance of the allowance due in accordance with the provisions of Section 14, Act No. 1439, to off-set the loss of Revenue owing to the carriage of agricultural produce at reduced rates. £188,003 of the total decrease in the Revenue from goods traffic, viz., £262,632, was in connexion with grain and its products, and £20,184 in dairy produce.

The Gross Revenue per train mile was 7s. 5·53d., being 6·43d. less than 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 59·02 as compared with 51·75 in the previous year.

The increase in the Working Expenses, viz., £209,224, is mainly due to the additional train mileage run, higher average price of fuel, construction of new locomotives and boilers and of carriage stock for replacement purposes, large additional number of sleepers put into the track, more relaying, advance in the minimum and other wages, and the payment of £15,667 into the Railway Accident and Fire Insurance Fund.

The percentage of Working Expenses to Gross Revenue was, of course, further adversely affected by the decrease in the latter, and by the reductions in rates and fares made during the year.

Net Revenue.

The Net Revenue, after the payment of Working Expenses, was, including the St. Kilda and Brighton Electric Street Railway, equivalent to 3·97 per cent. on the Railway Debt of the State. After deducting £47,058 for Special Expenditures and Charges (see page 4) it was sufficient to meet the Interest Charges and Expenses and return £52,681 to the Consolidated Revenue.

Reductions in Rates and Fares.

In view of the satisfactory financial results obtained during the last three years and the entire liquidation of the Extraordinary Liabilities taken over by us at 30th June, 1903, it was deemed advisable to make reductions during the year in the charges for the carriage of goods and in the fares for the conveyance of passengers, equivalent respectively to approximately £47,000 and £67,000, a total of approximately £114,000 per annum.

In making these reductions, special consideration was given to the requirements of the country districts, and the producing interests have nearly all received some benefit.

The reductions which have been made in rates and fares since we took office, together with the relinquishment since then by us of the payments due under Section 14 of Act 1439, for the carriage of agricultural produce at reduced rates, which were made in accordance with the direction of the Government, represent a total loss of revenue of over £250,000 per annum.

Transportation Branch.

The increase in the expenses of the Transportation Branch was mainly due to additional payments for Personal Injury, to more train mileage run for the accommodation of passengers, and to an advance in the minimum wage of those engaged in labouring avocations.

There was an increase of 226,320 train miles run in Country passenger service, 161,548 miles in Suburban passenger service, and 142,350 miles in Mixed train service, and a reduction of 182,724 miles in Goods and Live Stock service.

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 1903-4.	Year 1904-5.	Year 1905-6.	Year 1906-7.	Year 1907-8.
Expenditure ...	£448,959	£502,022	£572,297	£589,452	£648,589
Per mile of railway	133	148	169	174	191
Per mile of track					
Average mileage	121	135	154	158	174
open for traffic					

The increase in the expenditure on the Maintenance and Renewal of Way and Works, viz., £59,137, is mainly due to the larger number of sleepers put into the track, to additional relaying, and to a higher minimum wage paid to those engaged in labouring avocations.

73·78 miles of track were re-laid with steel rails, as follows:—3 miles with new 100-lb. rails, 28·5 miles with new 80-lb. rails, and 4 miles with new 95-lb., 86-lb., and 78-lb. rails; 5·6 miles with serviceable 80-lb. rails, and 32·68 miles with serviceable 60-lb., 66-lb., and 75-lb. rails, which had been replaced by heavier rails on other lines.

389,219 sleepers were renewed, and 38,767 additional sleepers were put into the track, and 272·5 miles of fencing were renewed during the year.

Seventy-nine interlocking levers were installed at eight places. The total number of interlocking levers in use at 30th June, 1908, was 7,054 at 518 places, and the proportion of interlocked places 61·23 per cent. Five sets of staff or Annetts lock gear were provided at four intermediate non-staff stations.

A system of semi-automatic signalling has been installed between East Richmond and Hawthorn, and is now being thoroughly tested.

A new Station Building has been constructed, and the yard and other accommodation has been improved at Korumburra, and a new Station Building has been built at Koroit.

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

A number of the employé's residences belonging to the Department were improved during the year by the addition of another room, and by fencing, &c. It is the intention, as funds become available, to add another room to a number of the remaining smaller residences.

To enable repairing gangs to travel more quickly, and with less exertion over the lines, 177 additional light trollies, 86 additional tricycles, and 14 additional 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 lines from Ballarat *via* Maryborough to Castlemaine, Footscray to Bendigo, and Newport to Geelong.

Supply of Steel Rails.

The contract which was entered into in August, 1907, for the supply of 8,485 tons of 80-lb. and 100-lb. steel rails at £6 17s. per ton, exclusive of duty, delivered into Departmental trucks at Williamstown Pier, has been nearly completed, and the quality of the rails which have been received is excellent.

In order to provide 60-lb second-hand rails for new light lines, a further contract for sufficient 80-lb. rails for 55 miles of track was entered into in April with Messrs. R. W. Cameron and Company, at £6 3s. 6d. per ton, exclusive of duty, delivered into Departmental trucks at Williamstown Pier. These rails will be rolled at the same mills—at Lorain, Ohio—as the rails received under the last contract above referred to, and the price of them, it will be observed, is 13s. 6d. per ton lower than under that contract. It is the intention to use these rails for relaying on existing lines, and to release a corresponding length of 60-lb. steel rails for new light lines, and provision has been made for this relaying in the Estimates for the year 1908-9.

Flinders-street Station.

The cost of the new Station and Yard at Flinders-street (including the building now under contract ; additions, regrading, and other alterations to lines of way in the vicinity of the Station and between the Viaduct to the West and Jolimont to the East ; platforms ; platform-roofs ; subways ; ramps ; interlocking ; signals ; widening and lengthening of Prince's-bridge, &c.) was estimated at £440,000, and construction is now so far advanced that we anticipate that the works submitted to Parliament in August, 1904, at the above estimated cost will be completed for about that amount.

The expenditure at the 30th June, 1908 (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	...	...	...	...	£363,902
Leaving a balance to be expended of	...	...	...	...	76,098
Towards which Funds are available under Item 13 of Act No. 2117 amounting to...	...	...	...	...	49,595
So that additional Funds have yet to be provided to the extent of	...	...	...	...	26,503

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 :—

	Year 1903-4.	Year 1904-5.	Year 1905-6.	Year 1906-7.	Year 1907-8.
For Working ...	£455,543	£488,240	£481,483	£521,083	£573,990
Per Traffic train mile ...	11'92d.	12'99d.	12'30d.	12'46d.	13'27d.
For Repairs and Renewals...	£263,987	£274,931	£306,842	£323,858	£382,477

The increase in the cost of Working, viz., £52,907, was mainly due to additional train mileage run and higher average price of fuel.

The increase in the expenditure for Repairs and Renewals, viz., £58,619, is mainly accounted for by the construction of new locomotives and carriage stock for replacement purposes, and by an unusual amount of re-boiling having been done during the year, and by an advance in the minimum and other wages.

Inventories of Rolling-Stock in existence at 30th June, 1908, based on numbers and capacity respectively, will be found in Appendices Nos. 8 and 9.

In addition to the Rolling-Stock which was put out of existence during the year being removed from the Register (Appendix No. 8) and written off (Appendix No. 9), the Rolling-Stock remaining in service at 30th June, 1908, was further written down as follows:—18 carriages by one-half their floor area and 3 locomotives, waiting to be scrapped, by their full tractive power.

The amount at the credit of the Rolling-Stock Replacement Fund at 30th June, 1908, available for the replacement of Rolling-Stock, was £38,323.

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

Locomotives.		Carriages.		Van and Sundry.		Trucks (additional and replacement).
12	...	21	...	26	...	240

In addition 8 electric tram cars were provided for the St. Kilda-Brighton Electric Street Railway, the bodies of which were constructed at the Newport Workshops. There are now on this line 10 combination motor cars, and 7 open and 4 closed trailer cars, making a total of 21 cars.

Up-to-date equipment of a similar type to that provided for the Melbourne-Albury express service, consisting of 6 first class, 6 second class, and 4 sleeping cars (each 71 feet long), and 2 mail sorting vans, 1 mail baggage van, and 4 luggage vans (each 60 feet long), was completed and put into use during the year on the Melbourne-Adelaide express trains. Of this stock the 6 second class cars and the 4 luggage vans were built by the South Australian Railways at the Islington Workshops. One mail baggage van 60 feet long was also provided for the Melbourne-Albury service during the year.

Forty-five 71-ft. cars of a similar type to the new express stock above referred to are under construction for use on some of the principal country trains; 18 of these will shortly be put into running.

Ten combined smoking cars and vans for suburban service were completed and put into use during the year.

Three 71-ft. dining cars for service on the Melbourne-Albury and Melbourne-Adelaide express trains are in hand, and one of the sleeping cars released from South Australian joint stock service is being converted into a sleeping and dining car for use on the Mildura line.

Ten 71-ft. combined mail sorting vans and second class cars, specially designed to meet the requirements of the Postal authorities, and ten 60-ft. luggage vans are also being provided for the principal country services.

It has been decided that the best way to provide the additional carriage stock required for the Melbourne suburban traffic is to lengthen the 45-ft. bogie suburban carriages by two compartments each, making them 57 feet long, at the same time strengthening and otherwise improving the bogies, underframes, &c. Four carriages so altered during the year have proved very satisfactory. These lengthened and strengthened carriages will be suitable for electric trains should the suburban lines be electrified, and as additional suitable carriage accommodation for the suburban traffic is much needed, not only to deal with the increasing business, but for the replacement of the old short fixed wheel base stock in ordinary service, this work of lengthening and improving the 45-ft. bogie suburban carriages should be proceeded with as fast as the funds can be made available and the capacity of the shops will permit.

The construction of locomotives at the Newport Workshops has been continued, and 9 locomotives for passenger and goods service ("DD" class), 1 heavy suburban locomotive ("DDE" class), 1 heavy express passenger locomotive ("A2" class), and 1 narrow gauge locomotive, were completed and put into use during the year, making a total of 56 locomotives constructed at Newport since 1903.

As stated in our last Annual Report, it has been found necessary to construct passenger locomotives with considerably increased power to provide for the continued expansion of the express and other passenger traffic, so as to obviate the necessity of using two locomotives to draw the heavier trains. The pattern locomotive of the "A2" class, which had been designed for this traffic, was completed and placed in running in December last, and has proved satisfactory in every way. Nine more locomotives of this class are now under construction, and 5 of them are expected to be in running in December next. Thirty of these locomotives should be provided.

In order to deal with the increasing number and weight of trains on the Melbourne suburban lines, it has become necessary to provide additional and more powerful locomotives for suburban traffic. In view of the possible early electrification of the suburban lines we were reluctant to incur any considerable expenditure in adding to the stock of locomotives of the suburban type, and therefore, in order to meet the requirements for more suburban motive power, it has been decided to adapt the "DD" type of locomotive for suburban service by the addition of a pair of trailing wheels and suitable water tanks and coal bunkers. In the event of the electrification of the suburban lines being carried out, these locomotives can be converted to "DD" tender locomotives with very little loss.

During the year 50 new boilers of increased capacity were constructed at Newport and fitted to locomotives, in addition to 12 made for new locomotives.

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

Eight obsolete locomotives were broken up during the year, making a total of 121 broken up, sold, &c., since 1st April, 1904.

One hundred and thirty-nine trucks were equipped with the Westinghouse Brake during the year, and the total number so fitted at the 30th June, 1908, was 9,262, or 86 per cent., and with brake-pipes 1,558.

Forty carriages were equipped for Pintsch gas lighting during the year, and the total number so equipped at 30th June, 1908, was 930, or 74 per cent.

The use of incandescent mantles on Pintsch gas lamps in carriages has been continued with satisfactory results, and 220 carriages have been equipped during the year with these mantles in addition to the Melbourne-Albury and Melbourne-Adelaide express trains. It is anticipated that 300 additional carriages will be fitted with these mantles during the year 1908-9.

In order to provide accommodation and facilities for the increasing work at the Newport Shops, it has been found necessary to provide a considerable addition to the Blacksmiths' shop, to re-arrange and add to the sidings and turntables, to increase the motive power, and also to provide a further number of modern labour-saving machines, all of which are in progress.

On account of existing and anticipated difficulties in obtaining suitable seasoned timber for carriage-building purposes, it has become necessary to largely increase the stocks of Commonwealth and other timbers for seasoning purposes.

The construction and equipment of a dining-room for the employés at the Newport Workshops was practically completed during the year. It is the intention to lease this dining-room at a nominal rent to a committee representing the employés, who will make their own arrangements for catering. It is hoped that it will be possible to provide a substantial three-course meal with tea, coffee, &c., at 2d. per course, or 6d. per full meal. This will certainly be a great boon to the employés, and will be much appreciated by them.

Stores Branch.

The value of the Stock of Stores at 30th June, 1908, as per certificate from the Chief Storekeeper (see Appendix No. 4), was £379,983, being a reduction of £267,020 as compared with the value of the Stock of Stores as at 1st July, 1903.

St. Kilda and Brighton Electric-street Railway.

The capital expenditure at 30th June, 1908, on account of the construction of the Line was £42,050, and for Rolling-Stock was £15,473, a total of £57,523.

The revenue of the line for the year was £10,374, an improvement of £784 as compared with the previous year.

The Working Expenses amounted to £10,988, an increase of £3,537 as compared with the previous year, due to extraordinary repairs of the line, rolling-stock, equipment, and plant.

The result was a loss after paying Working Expenses of £614, but to this must be added the sum of £3,311 expended during the year for the completion of the replacement of the Rolling-Stock, Car Shed, Equipment, &c., destroyed by the fire, which took place in March, 1907, so that the net loss for the year, exclusive of interest on the Capital invested, was £3,925, and, including such Interest, was £6,065. The results of the working of this line for the year will be found in Appendix No. 21.

It is estimated that the Gross Revenue from this line for the year 1908-9 will be about £11,000, and the total Working Expenses about £8,000.

Carriage of Mails.

After prolonged negotiations, the Postmaster-General and the Victorian and other Australian State Railways have reached an understanding as to additional remuneration for the carriage of mails and the provision and running of mail sorting vans, which, in view of the increase in the volume of mail matter and the extension of the railway lines and services, the Railway administrations were fairly entitled to receive.

The new arrangement, which became effective as from the 1st January last, will remain in force for eight years from that date, subject to a re-adjustment at the end of the first four years, based on a re-weighing of the mails then to be made, and will continue thereafter, subject to twelve months' notice of termination.

The agreed scale of remuneration for the various lines is based, for the carriage of mails, on both the weight and the distance carried—in other words, on the ton mileage of mail matter—and for the provision and running of mail sorting vans (including the conveyance therein of mail sorters) on the floor area of the vans provided and the distance which they are run. As this basis constitutes an equitable method of calculating the services rendered by the Railways for the Postal Department, and as it has been adopted uniformly throughout the Commonwealth, it is confidently anticipated that the adjustment of the amount of the remuneration to be paid for those services from time to time in the future will not be accompanied by such complications and difficulties as in the past.

We have also arranged that, commencing 1st January, 1908, we shall be paid the full scale rates for the provision and conduct of Post-offices at Railway stations.

Under these new arrangements, the payments which will be received by us for services performed for the Postal Department will be increased by approximately £6,000 per annum as from 1st January, 1908.

Electrification of Melbourne-Suburban Lines.

In pursuance of an arrangement made in London, England, in June, 1907, with your approval, between the Chairman, acting on behalf of the Commissioners, and Mr. Charles H. Merz, M.I.C.E., the latter visited Melbourne in November last to inquire into the electrification of the Melbourne suburban lines, and a complete report from him on the subject, with plans, drawings, specifications, estimates of costs, and financial results, &c., will shortly be available.

In a report made to you on the 10th September, 1907, on his return from a visit to Europe and America, the Chairman gave the details of the arrangement entered into with Mr. Merz, and also some information obtained by him in the course of his travels in reference to the conversion of steam railways to electric traction, and some observations in regard thereto and in respect to the question of electrifying the suburban lines of Melbourne.

Accident at Sunshine Junction.

A deplorable accident occurred on the night of the 20th April—Easter Monday—at Sunshine Junction, the train due to leave Bendigo at 6.50 p.m. running into the rear end of the train due to leave Ballarat at 7.10 p.m., whilst the latter was at the platform under the protection of the home and distant signals.

It was holiday time, and both trains were full of passengers. Forty-four of those on the train from Ballarat were killed, and a large number of the passengers on both trains were more or less seriously injured.

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 Victorian coal at reduced rates 	£5,578 16 5
For decrease in the Revenue due to the conveyance of miners in the Maryborough District at reduced fares	81 16 6
For decrease in the Revenue due to the conveyance at reduced rates of members of the Police Force whilst on leave 	61 9 1

and under the provisions of the same section, the Treasury reimbursed us the sum of £1,962 11s. 4d., 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.

The Revenue for the year does not include any payment on account of the carriage of agricultural produce at reduced rates under the provisions of Section 14 of Act No. 1439, any further payment on that account having been relinquished by us as from 30th June, 1907.

Railway Accident and Fire Insurance Fund.

Section 46 of the *Railways Act* 1250, 1st January, 1892, prescribed that—

1. The Commissioners shall establish a permanent Fund to be kept in the Treasury and to be called the Railway Accident Fund ;
2. The Commissioners shall pay into such Fund the sum of 10s. for every One hundred pounds sterling received by the Commissioners for fares for the conveyance of passengers and for charges for the conveyance of animals, goods, and parcels ;

and Act 2119, 16th December, 1907, altered the title of this Fund to "Railway Accident and Fire Insurance Fund," and provided that the payments into the Fund should be Ten shillings for every One hundred pounds sterling of the revenue of the Victorian Railways.

In accordance with this legislation, the Treasury established such a Fund, and made payments into it, and paid claims therefrom for personal injury, &c., but it has been the practice in the past for the Commissioners to charge the amounts paid in settlement of such claims direct to the Working Expenses of the Railways, and therefore the contributions to the Fund, equivalent to Ten shillings per cent. of the Revenue, have not hitherto been taken into account in the books of the Commissioners.

From the 1st July, 1908, however, the Working Expenses of the Railways will be debited and the Fund will be credited every month with a sum equivalent to Ten shillings per cent. of the Railway Revenue, and the amounts paid in settlement of claims for personal injury, &c., will be debited to and paid out of the Fund.

At the 30th June, 1908, the amount standing at the credit of the Fund at the Treasury was £45,085 18s., no part of which had been taken to debit in the Commissioners' accounts. In order that all amounts paid in future for the settlement of claims for personal injury, &c., may be debited directly against the Fund by the Commissioners, and that their books and those of the Treasury may in respect of this Fund hereafter be in accord, we have charged this amount, viz., £45,085 18s. to the Working Expenses for the year. Of this sum £15,666 11s. 10d. accumulated since 30th June, 1903, so that the balance, £29,419 6s. 2d. should be added to the Extraordinary Liabilities taken over by us at that date and now liquidated.

Legislation.

Copies of two Acts, Nos. 2119 and 2133, passed at the last session of Parliament will be found in Appendices Nos. 24 and 25.

ACT No. 2119.

This Act provides, *inter alia*—

That any officer or employé of the Commissioners who becomes insolvent, or applies to take the benefit of any Act for the relief of insolvent debtors, or compounds with his creditors, or assigns his salary for their benefit, shall forfeit his office unless he satisfies the Commissioners that such embarrassment has not been caused by any fraud, extravagance, or dishonorable conduct :

That the salaries and wages of officers and employés shall not be attached nor be legally assigned :

That the Railway Accident Fund, under the title of the " Railway Accident and Fire Insurance Fund," shall apply to loss or damage by fire to any property of the Commissioners, to loss or damage to any property in the custody or under the control of the Commissioners for the safe-keeping of which they are responsible, and to loss or damage by fire to property other than that of the Commissioners caused by locomotives or by the neglect of employés whilst burning off :

That the sale, exchange or transfer of railway tickets in the State shall be restricted to persons duly authorized, and the counterfeiting or unauthorized alteration of railway tickets is prohibited, and fixes penalties for the contravention of these provisions :

That all officers and employés shall be exempt from acting as jurors.

ACT No. 2133.

Under this Act two Funds are to be established as from 1st July, 1908, viz. :—

A Railway Interest Reserve Fund, limited to £300,000, which shall be available and used only for the payment of interest on Railway Loan Funds to the extent to which the Net Revenue may be insufficient to do so.

A Railway Additions and Improvements Fund, limited to £200,000, which shall be available and used only for such additions and improvements on existing lines as may be sanctioned by Parliament.

Each of such Funds is to be credited with one-half of any Surplus Revenue earned by the Railways after the interest on the Railway Loan Funds and the pensions and gratuities have been provided for until its authorized limit is reached, and in the event of either or both of these Funds being drawn upon, Surplus Revenue subsequently earned is in like manner to be paid into them to the extent required to restore them to their authorized limit.

The existence of an Interest Reserve Fund of £300,000 to meet a deficit (in, for instance, a drought year) in the interest charges on the Railway Debt, which constitutes nearly four-fifths of the debt of the State, will afford a much desired stability in the finances, and will, it is anticipated, render it unnecessary in the future to take such drastic measures as have had to be taken in the past in order to meet the interest obligations, viz., to increase rates and fares at a time when the producers and consumers and other patrons of the Railways can least afford to pay such increased charges, and to subject the officers and employés to short time working and percentage deductions of their salaries and wages. The existence of such a Fund will, it is hoped, in the future enable some further reductions to be made in the Railway charges without the fear that in an unfavorable year there will not be sufficient Funds to meet the interest obligations of the Railways.

The Additions and Improvements Fund will permit of many of the additions and improvements to the existing Railway property and equipment, which it is continually necessary to make in order to cope with the development of traffic and for safe and efficient working, being carried out without increasing the Railway Loan Debt or the annual interest charges thereon. The investment of additional Loan Funds in respect of the existing railways will thus be restricted to important and substantial improvements, such as double tracking, regrading, additional rolling-stock, &c.

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 Peshurst (dismantled) ...	15·87	£50,000
Canterbury Loop Line (dismantled) ...	0·20	160,000
Ashburton to Oakleigh ...	2·37	
Fairfield Park to Deepdene ...	3·34	
Darling to Waverley ...	0·84	7,000
Lancefield to Kilmore ..	18·10	117,207
Fawkner Cemetery to Somerton ...	5·28	53,217
Totals ...	46·00 miles	£387,424
Surveys of lines not constructed ...	...	326,724
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		£714,148

Pensions and Gratuities.

The amounts paid in pensions and gratuities, which are not included in the Working Expenses, were £96,807 and £6,257 respectively, a total of £103,064, as compared with £94,926 and £15,955 respectively, a total of £110,881 in the previous year. The number of officers and employes in the service at 30th June, 1908, entitled to pension or compensation on retirement was 1,886, a reduction of 100 as compared with the preceding year (see Appendix No. 18).

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 employes generally.

Appendices.

In the Appendices, a list of which is given on page 18, will be found the Balance-Sheet for the year, and Capital, Revenue, and Expenditure Accounts and Statements, also statistical and other information, maps, photographs, and statistical diagrams.

We have the honour to be, Sir,

Your obedient servants,

THOS. TAIT, Chairman,

W. FITZPATRICK,

C. HUDSON,

} Victorian Railways
Commissioners.

A P P E N D I C E S .

Number.	Page.	—
1	19	List of Heads of Branches.
2	19	Certificate of the Chief Mechanical Engineer.
3	19	Certificate of the Chief Engineer of Way and Works.
4	19	Certificate of the Chief Storekeeper.
5	20	General Balance-sheet.
6	22	Statement of Expenditure charged to Capital Account.
7	23	Statement of Loans allocated to the Railways and of Interest Charges and Expenses.
8	26	Inventory of Rolling-Stock. Numbers.
9	27	Inventory of Rolling-Stock. Capacity, &c.
10	28	Statement of Funds Advanced by the Treasury and Repaid.
11	29	Railway Stores Suspense Account.
12	30	Comparative Analysis of Passenger Traffic and Revenue.
13	31	Comparative Analysis of Goods and Live Stock Traffic and Revenue.
14	32	General Comparative Statement for Fifteen Years.
15	35	Statement of Expenditure charged to Capital Account for Twenty Years.
16	36	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	39	Statement showing Date of Opening, Length, and Authority for Construction of each Line.
18	42	Statement of Number of Officers and Employés entitled to Pension or Compensation.
19	43	Return of Persons Killed or Injured.
20	44	Detailed Statement of Working Expenses for Years 1906-7 and 1907-8.
21	47	Detailed Statement of Results of Working of the St. Kilda and Brighton Electric Street Railway for Years 1906-7 and 1907-8.
22	48	Mileage of Railways and Tracks.
23	49	Return of Traffic at each Station.
24	66	Act 2119.
25	68	Act 2133.
		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 1907-8, 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 1907-8, 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 the Stock of Stores has been carefully and systematically inspected during the year, and that its value at 30th June, 1908, was £379,982 16s. 7d.

GEO. H. SUTTON,

Chief Storekeeper.

APPENDIX

Dr.

GENERAL BALANCE-SHEET AT

	No.		£	s.	d.	£	s.	d.	£	s.	d.
	Appendix.	Page.									
To Funds provided for the Construction, Equipment, Stores, &c., of the Railways—											
INTEREST BEARING.											
Proceeds of Current State Loans	7	25	38,630,691	1	1						
Surplus Revenue ... ..	...	...	63,540	15	7				38,694,231	16	8
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 ... ..	...	...	186,441	14	9						
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 ... ..	...	...	431,714	4	9				3,809,715	5	7
Replacement of Rolling-Stock Account ... ..	...	...	...								42,503,947 2 3
Railway Accident and Fire Insurance Account ... ..	...	...	...								38,322 19 10
Sundry Creditors ... ..	...	...	...								45,085 18 0
Interest Charges and Expenses for the Year	7	25	...								142,562 2 7
Surplus credited to Consolidated Revenue ... ..	...	3	...								1,483,807 0 0
											52,681 11 3
Total ... ..	...	...	...								44,266,406 13 11

Audited and found correct,

F. H. BRUFORD,
Auditor-General.

No. 5.

30TH JUNE, 1908.

Cr.

	No. of		£	s.	d.	£	s.	d.	£	s.	d.
	Appendix.	Page.									
By Railways, Existing Rolling- Stock, and Equipment ...	16	38	...			41,659,366	17	9			
„ Surveys for proposed Rail- ways. ... ..	...	...	...			326,723	17	4			
									41,986,090	15	1
„ Stores and Materials on hand	11	29	...			379,932	16	7			
Less amount at credit of Stores Depreciation Ac- count	11	29	...			806	2	10			
									379,176	13	9
„ Balance at credit of Railway Stores Suspense Account ...	11	29	...			140,732	14	10			
„ Balance in hands of Agent- General, London... ..	11	29	...			73,189	7	2			
									213,922	2	0
„ Balance at credit of Rolling- Stock Replacement Fund ...	9	27	...			...			38,322	19	10
„ Balance at credit of Railway Loans Repayment Fund ...	...	...	...			679	12	11			
„ Balance at credit of Trust Fund—Surplus Railway Land	...	...	...			2,525	5	0			
									3,204	17	11
„ Balance at credit of Railway Accident Fund ... ..	...	...	...			...			45,085	18	0
„ Balance at credit of the follow- ing Accounts :—											
Sundry Repayments to Treasury ... ..	...	...	...			4,255	1	10			
Preliminary Deposits ...	...	...	...			932	10	6			
Bills Receivable ... ..	...	...	...			3,347	4	4			
Trust Funds—Cash and Securities ... ..	...	...	...			40,590	15	0			
									49,125	11	8
„ Balance at credit of Railway Capital Funds ... ..	...	...	...			...			9,299	7	9
„ Sundry Debtors ... ..	...	...	...			...			5,073	2	4
„ Suspense Account.—Amount to be subsequently borne by Consolidated Revenue ...	...	...	...			...			616	14	4
„ Net Revenue for the Year after payment of Work- ing Expenses and Special Expenditures and Charges	...	4	...			...			1,536,488	11	3
Total ... ..	...	...	...			...			44,266,406	13	11

JOHN W. HACKER,

Chief Accountant.

APPENDIX No. 6.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING 30TH JUNE, 1908.

	Loan Application Acts, &c.		Surplus Revenue Acts.		Public Works Department's Votes.		Total.		Total Amount.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
SURVEYS AND CONSTRUCTION OF NEW LINES.										
Strathmerton-Tocumwal Extension	16,209	17 0	...	...	162	0 0	16,371	17 0	...	...
Moe-Walhalla Line	450	13 0	841	13 0	10,198	0 0	11,490	6 0	...	...
Surveys...	10,236	11 11	...	...	26	12 0	10,263	3 11	...	...
Totals	26,897	1 11	841	13 0	10,386	12 0	38,125	6 11	38,125	6 11
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES.										
Provision of new and additions and improvements at existing stations, offices, yards, docks, piers, and works, including tracks, buildings, road approaches, trucking yards, weighbridges, safety appliances, drainage, sanitation, &c.	30,364	6 8	397	8 4	...	...	30,761	15 0	...	...
Additions and improvements to accommodation for locomotives and cars, including shops, sheds, ash-pits, turn-tables, water supply, coaling plants, &c.	8,438	13 9	...	...	...	...	8,438	13 9	...	...
Bridges, including additions and improvements and strengthening	9,980	4 3	Cr. 5	8 11	...	...	9,974	15 4	...	...
Relaying various lines with heavier rails (cost of increase in weight only)	4,886	1 6	...	...	...	...	4,886	1 6	...	...
Additional sleepers and ballast for strengthening various lines	19,085	3 0	...	...	...	...	19,085	3 0	...	...
Level crossings—additions and improvements, including cattle pits and stops...	437	4 6	...	...	...	...	437	4 6	...	...
Additional cars for repair gangs and shelters for gang cars	3,122	15 7	...	...	...	...	3,122	15 7	...	...
Additional and improved dwelling accommodation for employes	3,671	8 8	...	...	...	...	3,671	8 8	...	...
Melbourne—Additional electric lighting and power	398	4 4	...	...	...	...	398	4 4	...	...
Additional Pintsch gas plant	1,092	16 4	...	...	...	...	1,092	16 4	...	...
Additional fencing	1,563	9 2	...	...	...	...	1,563	9 2	...	...
Melbourne—Additional accommodation and facilities for goods traffic	1,086	17 3	...	...	...	...	1,086	17 3	...	...
Melbourne—Towards new station and other improved accommodation at Flinders-street	75,404	12 1	2,106	7 1	...	...	77,510	19 2	...	...
Korumburra—New station and improved yard and other accommodation	5,182	19 9	...	...	...	...	5,182	19 9	...	...
Melbourne (Spencer-street)—Paving and draining yard and other accommodation	838	17 0	...	...	...	...	838	17 0	...	...
Towards additional weighbridges and sidings	3,289	11 6	...	...	...	...	3,289	11 6	...	...
Additional and improved station accommodation at Burnley and East Camberwell	2,664	15 5	...	...	...	...	2,664	15 5	...	...
Ballast crushing and loading plants	4,165	1 8	...	...	...	...	4,165	1 8	...	...
Towards equipping Melbourne Suburban Lines with track locking	930	19 1	...	...	...	...	930	19 1	...	...
St. Kilda to Brighton Electric Street Railway—additional car sheds, &c.	3,413	9 10	1	17 6	...	...	3,415	7 4	...	...
Newport Workshops—Additions and extensions of shops, sidings, &c.	2,570	3 7	...	...	...	...	2,570	3 7	...	...
Protection from fire of railway buildings and other property	3,037	10 4	...	...	...	...	3,037	10 4	...	...
Improvements of facilities for watering locomotives at North Melbourne	1,674	15 1	...	...	...	...	1,674	15 1	...	...
Additional telegraph and telephone lines	1,632	0 11	...	...	...	...	1,632	0 11	...	...
Melbourne—Enlargement and equipment of Way and Works Shops	1,183	13 0	...	...	...	...	1,183	13 0	...	...
Wangaratta—Improved station-yard and other accommodation	607	1 2	...	...	...	...	607	1 2	...	...
Equipping Ararat to Hamilton Line for Electric Staff Working	1,008	6 9	...	...	...	...	1,008	6 9	...	...
Newport Workshops Machinery—Loco. Shops, £5,607 13s. 4d ; Signal Shops, £739 13s...	6,347	6 4	...	...	...	...	6,347	6 4	...	...
Sundry other expenditures	6,055	1 2	46	11 0	...	...	6,101	12 2	...	...
	204,133	9 8	2,546	15 0	...	...	206,680	4 8	...	...
Less credits on account of sales of land, materials, &c., originally charged to Capital Account	...	...	...	...	...	...	9,985	5 9	196,694	18 11
ROLLING-STOCK:										
Locomotives	1,276	3 4	...	...	...	...	1,276	3 4	...	...
Carriage stock	27,155	19 1	...	...	...	...	27,155	19 1	...	...
Van and sundry stock	7,386	2 1	...	...	...	...	7,386	2 1	...	...
Truck stock	7,169	17 2	...	...	...	...	7,169	17 2	...	...
Other equipment	1,302	16 8	...	...	...	...	1,302	16 8	...	...
Rolling-Stock for the St. Kilda and Brighton Electric Street Railway...	1,168	11 1	...	...	...	...	1,168	11 1	...	...
	45,459	9 5	...	...	...	...	45,459	9 5	45,459	9 5
Add amount at credit of Rolling-Stock Replacement Fund at 30th June, 1907, taken credit for in that year in Liquidation of Deficiency in Rolling-Stock at 1st July, 1903. See Annual Report for 1906-7. Appendix No. 9)	...	...	...	...	...	...	...	...	280,279	15 3
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)	...	...	...	...	...	...	137,373	19 7	...	...
	...	...	...	...	...	...	17,638	16 0	119,735	3 7
Net Expenditure charged to Capital Account for the year	...	...	...	...	...	...	...	...	400,014	18 10

APPENDIX No. 7.

STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1908, 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	...			55,380	0	0	323	0	0	55,703	0	0	
46 Viet. No. 739	4	2,000,000	0	0	80,000	0	0	437	0	0	80,437	0	0	Redeemed—See page 24.
47 Viet. No. 76c	4	3,758,788	0	3	150,352	0	0	785	0	0	151,137	0	0	In London—1st October, 1913
48 Viet. No. 805	4	3,251,172	4	3	130,047	0	0	666	0	0	130,713	0	0	In London—1st October, 1919
49 Viet. No. 845	4	4,610,110	6	11	184,404	0	0	1,043	0	0	185,447	0	0	In London—1st October, 1920
56 Viet. No. 1287	4	2,107,000	0	0	84,280	0	0	481	0	0	84,761	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	110,250	0	0	708	0	0	110,958	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	172,012	0	0	1,105	0	0	173,117	0	0	In London—1st October, 1923
54 Viet. No. 1196	3½													
55 Viet. No. 1217	3½	1,666,666	13	4	58,333	0	0	375	0	0	58,708	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	155	0	0	21,155	0	0	In London on or after 1st January, 1929, upon notice; if not sooner redeemed, on 1st January, 1949
60 Viet. No. 1451	3½	6,638	19	9	216	0	0	...			216	0	0	Payable out of Consolidated Revenue in amounts of £25,000 each year, commencing 1st January, 1899
62 Viet. No. 156c	3	3,080,389	7	4	92,412	0	0	649	0	0	93,061	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	41,465	0	0	...			41,465	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	24,426	18	10										
63 Viet. No. 1623	3	229,305	11	7										Payable out of Consolidated Revenue in amounts of £10,000 each year, commencing 1st July, 1901. See Act 1564, Section 5
Carried forward	...	31,094,158	14	3	1,198,738	0	0	6,727	0	0	1,205,465	0	0	

APPENDIX No. 7—continued.

STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1908, 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	...	31,094,158 14 3	1,198,738 0 0	6,727 0 0	1,205,465 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	284,464 1 2	7,402 0 0	...	7,402 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 No. 1560	3½	541,958 5 11	9,484 0 0	...	9,484 0 0	Redeemed. See below
4 Edw. VII. No. 1901	3	36,890 2 3	1,107 0 0	...	1,107 0 0	1st October, 1929, or at any time thereafter to 1st October, 1949
Treasury Bonds Act 1982	3½	5,345,513 14 8	106,288 0 0	...	106,288 0 0	1st January, 1934, or at any time thereafter to 1st January, 1954
5 Edw. VII. No. 1990	3½	258,966 13 10	9,065 0 0	...	9,065 0 0	{ Bonds, 1st April, 1916 { Stock, 1st April, 1926
6 Edw. VII. No. 2026	3½	1,045,000 0 0	17,583 0 0	...	17,583 0 0	Payable out of Consolidated Revenue at any time after twenty years, but not later than thirty-five years from date of issue
Edw. VII. No. 2041	3½	6,784 15 10	...	...	...	{ Stock, 1st October, 1917. { Debentures. At any time after 20 years from date of Debenture, upon 6 months' previous notice being given, but not later than 35 years from date of issue
7 Edw. VII. No. 2116	3½	150,000 0 0	...	...	...	Debentures. At any time after 20 years from date of Debenture, upon 6 months' previous notice being given, but not later than 35 years from date of issue
42 Vic., 617 Melbourne and Hobson's Bay Railway Debentures		42,443,863 1 11	1,475,971 0 0	7,358 0 0	1,483,329 0 0	
		1,000 0 0				
Deduct amounts under— Act 739, redeemed, £2,000,000 0 0 Act 1800, £541,958 5 11		42,444,863 1 11	1,475,971 0 0	7,358 0 0	1,483,329 0 0	
		2,541,958 5 11				
		39,902,904 16 0	1,475,971 0 0	7,358 0 0	1,483,329 0 0	

APPENDIX No. 7—continued.

STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1908, 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.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward ...	39,902,904	16 0	1,475,971	0 0	7,358	0 0	1,483,329	0 0
Interest charged on certain items under Surplus Revenue Acts	...		4,430	0 0	...		4,430	0 0
Interest on Moneys advanced from Revenue (Treasurer's Advance) pending provision of Loan Funds	...		290	0 0	...		290	0 0
	39,902,904	16 0	1,480,691	0 0	7,358	0 0	1,488,049	0 0
Less Interest on the balances at credit of Railway Funds	...		4,242	0 0	...		4,242	0 0
Total amount of current loans allocated to the Railways at 30th June, 1908	39,902,904	16 0	1,476,449	0 0	7,358	0 0	1,483,807	0 0
Less Discount and Expenses on the Sale of Debentures— £1,726,142 9 5 Deduct Net Premiums on Debentures— £453,928 14 6								
	1,272,213	14 11						
Total Net Proceeds of Current Loans allocated to the Railways at 30th June, 1908	38,630,691	1 1						

Note.—The total interest, exclusive of expenses incurred in connexion with the payment of interest, viz., £1,475,971, is equivalent to 3·70 per cent. on the total amount of current loans allocated to the Railways at 30th June, 1908.

Note.—The total interest, exclusive of expenses incurred in connexion with the payment of interest, viz., £1,475,971, is equivalent to 3·82 per cent. on the total net proceeds of loans allocated to the Railways at 30th June, 1908.

APPENDIX No. 8.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1908.—NUMBERS.

LOCOMOTIVES.

Class Letter	A		AA	A ²	B	C	D	Dd	DDe	E	Ee	F	H	J	M	O	P	R		T	V	W	X	Y	Z	Combined Shunting Engine and Steam Crane.	Unclassified.	Narrow-Gauge.	Total.
	Old	New.																	Old.	New									
In existence, as per Register of Rolling-stock, at 30th June, 1908	10	15	20	1	7	4	20	60	1	67	9	21	3	2	22	24	5	64	25	19	16	13	15	31	2	1	3	8	488

CARRIAGE, VAN, AND SUNDRY STOCK.

Class Letter	PASSENGER STOCK.																								NARROW-GAUGE STOCK.			Total.				
	Carriages.																		Carriages and Vans combined.							Carriages.	Carriages and Vans Combined.					
	1st Class.						Composites.						2nd Class.						1st Class.	Composites.		2nd Class.										
	Bogie Vestible Corridor	Bogie Vestible Express	Bogie.	Bogie Sleeping Cars.	Bogie Dining, & Sleeping Car.	6 wheels	4 wheels.	Bogie Corridor.	Bogie Corridor.	Bogie Vestible Express	Bogie.	6 wheels	4 wheels.	Bogie.	Bogie Vestible Corridor.	Bogie Vestible Express	6 wheels	4 wheels	Bogie.	6 wheels.	6 wheels.	4 wheels.	Bogie.	Bogie 2nd Class, and Mail Vans.	Special Cars.	P plot and Observation.	BE		AB	AB		
In existence as per Register of Rolling-stock at 30th June, 1908	36	4	198	1	1	41	3	11	58	2	80	38	4	73	26	6	235	189	81	1	5	13	57	11	28	2	7	2	9	2	6	1,228
Joint Stock ... ..	...	6	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
																																1,246

Class Letter	VAN STOCK.							SUNDRY STOCK.										Total.	Electric Tramway Stock.			Motor Buses.
	Bogie Bulk Mail Vans.	Bogie Mail Sorting Vans.	Mail Vans.	Bogie.	6 wheels.	4 wheels.	Bogie Vestible.	Bogie Vestible Express.	Hearse.	Horse Boxes.	Bogie Horse Boxes.	Workmen's Sleeping Cars or gindly Passenger Carriages replaced.	Breakdown Vans.	Dynamograph Van.	Travelling Booking-office.	Combination Type.	Open Trailers.		Closed Trailers.			
In existence as per Register of Rolling-stock at 30th June, 1908	1	1	15	48	243	4	7	2	9	46	13	6	111	3	1	1	511	10	7	4	6	
Joint Stock	1	2	...	...	...	...	4	...	...	...	...	...	...	...	...	...	7	...	...	...	...

APPENDIX No. 8—continued.

TRUCK STOCK.

Class Letter	BROAD-GAUGE.																			NARROW-GAUGE.				Total.	PRIVATE STOCK.			
	High-sided Covered.	Medium.	Low-sided.	Sheep.	Cattle.	Ballast.	Bogie Ballast Rail and Hopper.	Hopper Coal (Iron).	Bogie Hopper Coal.	Powder.	Bogie Low-sided.	Bogie Boiler and Timber.	Bogie Medium Adjustable sides.	Bogie Medium.	Bogie High-sided Covered.	Refrigerators.	Bogie Refrigerators.	Meat.	Carriage Trucks.	Water Tank Trucks.	Weightbridge Testing Trucks.	Bogie Live Stock.	Bogie Medium.		Bogie Refrigerator.	Bogie Meat.	Oil Tanks.	
In existence, as per Register of Rolling-stock, at 30th June, 1908	117	7,579	239	556	402	317	46	187	6	24	20	1	201	11	5	190	10	31	590	17	94	6	4	93	1	8	10,764	4

(1) Includes one 70-ft. Corridor Car with no vestibule—(2) Includes 133 Holiday Cars.—(3) Includes 1 Holiday Car.—(4) "State Cars, Nos. 1, 2, 3," "Edinburgh," "Victoria," "York," "Inspection."—(5) Holiday Vans.

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

T. H. WOODROFFE, Chief Mechanical Engineer.

APPENDIX No. 9.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1908.—CAPACITY, ETC.

	Built or purchased and charged to Capital from the inception of the Railways up to 30th June, 1908.	In existence at 30th June, 1908 (a).	Deficiency.	Surplus.	Cost of making good Deficiency.	Value of Surplus.
					£	£
Locomotives (tractive power)	8,143,111 lbs.	8,052,584 lbs. (b)	90,527 lbs.	...	13,579	...
Carriage Stock (floor area)	353,393 sq. ft.	341,234 sq. ft. (c)	12,159 sq. ft.	...	48,636	...
Van and Sundry Stock (floor area)	95,456 sq. ft.	92,473 sq. ft. (d)	2,983 sq. ft.	...	9,873	...
Truck Stock (carrying capacity)	108,938 tons	115,580 tons (e)	...	6,642 tons	...	73,062
					72,088	73,062

Amount at Credit of Rolling-stock Replacement Fund at 30th June, 1908, available for replacement of Rolling-stock £38,323

(a) Equivalent tractive power, floor area, and tonnage is included in these figures to represent the expenditure charged to Working Expenses and Rolling-stock Replacement Fund on Rolling-stock under construction, but not completed at 30th June, 1908. (b) Tractive power of 11 old locomotives out of service and awaiting scrapping at 30th June, 1908, written off: 2 old locomotives to be scrapped shortly, written down to the tractive power, represented by their value as scrap materials. (c) 222 old vehicles written down to half internal floor area. Only 60 per cent. of internal floor area of 16 cars, and 50 per cent. of 2 sleeping cars included, on account of these vehicles being owned jointly with the South Australian Railways. (d) 87 vehicles written down to half internal floor area. Only 60 per cent. of internal floor area of 4 luggage vans and 3 mail vans, included on account of being owned jointly with the South Australian Railways. (e) 95 old "I" and 158 old "N" trucks written down to half tonnage.

T. H. WOODROFFE, Chief Mechanical Engineer.

APPENDIX No. 10.

STATEMENT SHOWING FUNDS ADVANCED IN PREVIOUS YEARS BY THE TREASURY FOR RENEWALS OF WAY AND WORKS AND REPLACEMENT OF ROLLING-STOCK, AND THE REPAYMENTS THEREOF.

Act.	Repayable as under.	Expenditure.			Amount Repaid to 30th June, 1908, out of Votes for Working Expenses.			Balance of Expenditure to be Repaid out of Surplus Railway Revenue at 30th June, 1908.					
		Year.	Renewals of Way and Works.	Replacement of Rolling-stock.	Total.	Year.	Renewals of Way and Works.	Replacement of Rolling-stock.	Total.	Renewals of Way and Works.	Replacement of Rolling-stock.	Total.	
			£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1451 Section 3, 21st September, 1896	In nine yearly instalments of £7,500, and one of £5,175 11s. 6d.	1896-7	3,234 0 10	31,775 17 5	35,009 18 3	1898-9	1,500 0 0	6,000 0 0	7,500 0 0	Nil	Nil	Nil	
		1897-8	5,418 1 4	12,417 16 2	17,835 17 6		1899-0	1,500 0 0	6,000 0 0				7,500 0 0
		1898-9	4,723 9 4	2,386 18 9	7,110 8 1		1900-1	1,500 0 0	6,000 0 0				7,500 0 0
		1899-0	Nil	11,135 3 2	11,135 3 2		1901-2	1,500 0 0	6,000 0 0				7,500 0 0
		1900-1	Nil	Nil	Nil		1902-3	1,500 0 0	6,000 0 0				7,500 0 0
		1901-2	Nil	1,584 4 6	1,584 4 6		1903-4	1,500 0 0	6,000 0 0				7,500 0 0
							1904-5	4,375 11 6	18,124 8 6				22,500 0 0
							1905-6	Nil	5,175 11 6				5,175 11 6
				13,375 11 6	59,300 0 0		72,675 11 6		13,375 11 6				59,300 0 0
1566 Section 2, 19th October, 1898 ...	Out of Revenue as the finances admit.	1899-0	54,430 18 10	1,380 1 10	55,811 0 8	1900-1	10,000 0 0	4,000 0 0	14,000 0 0	Nil	Nil	Nil	
		1900-1	15,197 7 9	15,881 18 1	31,079 5 10		1901-2	10,000 0 0	4,000 0 0				14,000 0 0
		1901-2	5,962 8 0	19,394 0 1	25,356 8 1		1902-3	10,000 0 0	4,000 0 0				14,000 0 0
		1902-3	536 9 3	10 0 0	546 9 3		1903-4	10,000 0 0	4,000 0 0				14,000 0 0
							1904-5	10,000 0 0	4,000 0 0				14,000 0 0
							1905-6	10,000 0 0	4,000 0 0				14,000 0 0
							1906-7	10,000 0 0	4,000 0 0				14,000 0 0
							1907-8	6,127 3 10	8,666 0 0				14,793 3 10
				76,127 3 10	36,666 0 0		112,793 3 10		76,127 3 10				36,666 0 0
1766 Section 2, 23rd December, 1901		1901-2	Nil	17,991 18 8	17,991 18 8	1902-3	Nil	2,217 0 0	2,217 0 0	Nil	Nil	Nil	
		1902-3	Nil	3,782 7 0	3,782 7 0		1903-4	Nil	2,217 0 0				2,217 0 0
							1904-5	Nil	17,340 5 8				17,340 5 8
		Nil	21,774 5 8	21,774 5 8		Nil	21,774 5 8	21,774 5 8					
1805 Section 2, 9th December, 1902 ...		1902-3	2,845 12 2	21,497 7 10	24,343 0 0	1903-4	Nil	4,929 0 0	4,929 0 0	Nil	Nil	Nil	
							1904-5	Nil	4,929 0 0				4,929 0 0
							1905-6	Nil	4,929 0 0				4,929 0 0
							1906-7	Nil	6,710 7 10				6,710 7 10
							1907-8	2,845 12 2	Nil				2,845 12 2
		2,845 12 2	21,497 7 10	24,343 0 0		2,845 12 2	21,497 7 10	24,343 0 0					
Totals ...		92,348 7 6	139,237 13 6	231,586 1 0		92,348 7 6	139,237 13 6	231,586 1 0					

NOTE.—The interest, &c., on the Funds Advanced is included in the Treasury Debit to the Railways for Interest and Expenses, which appears in Appendix No. 7.

APPENDIX No. 11.

Dr.

RAILWAY STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1908.

Cr.

	£	s.	d.		£	s.	d.	£	s.	d.
To Stores and Materials on hand when Account was authorized at 30th June, 1896 (Act 1439, Section 20)	559,440	16	2	By Stores issued for Belated Repairs (in accordance with Act 1820, Section 3) ... ..	...	...	...	50,000	0	0
„ Cash Advanced by Treasury	180,000	0	0	„ Cash in Treasury	140,732	14	10			
„ Sundry Outstanding Accounts at 30th June, 1908	83,657	19	7	„ Cash with Agent-General in London	73,189	7	2	213,922	2	0
				„ 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, 1908... ..	379,982	16	7			
				Less Amount at Credit of Stores Depreciation Account	806	2	10	379,176	13	9
								£823,098	15	9
	£823,098	15	9							

29

APPENDIX No. 12.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEAR
ENDING 30TH JUNE, 1907 AND 1908.

	Year ending 30th June, 1907.		Year ending 30th June, 1908.	
	Number of Journeys.	Revenue.	Number of Journeys.	Revenue.
		£		£
Country Passengers, 1st Class	853,189	283,964	895,411	292,531
do. do. 2nd do.	3,839,288	606,420	4,023,553	621,675
do. Season Tickets, 1st Class	690,689	81,799	722,111	83,579
do. do. 2nd do.	282,061	15,740	319,542	16,248
do. Weekly Workmen's, 2nd Class	93,012	1,362	147,128	1,975
Totals for COUNTRY PASSENGERS	5,758,239	989,285	6,107,745	1,016,008
Metropolitan—Suburban Passengers { 1st } within 20 miles of Melbourne { Class }	15,236,387	225,013	16,356,756	241,632
do. do. 2nd Class	19,990,332	198,095	20,743,834	205,387
do. Season Tickets, 1st do.	15,361,645	124,803	16,746,626	134,041
do. Building Tickets (Free), 1st Class	186,440	...	418,434	...
do. Season Tickets 2nd Class	9,233,471	47,822	9,444,025	49,257
do. Building Tickets (Free), 2nd Class	63,066	...	159,348	...
do. Weekly Workmen's, 2nd Class	3,532,895	25,895	4,072,857	29,860
Totals for METROPOLITAN—SUBURBAN PASSENGERS	63,604,236	621,628	67,941,880	660,177
Race and Special Picnic } Traffic, within 20 } Passengers, 1st Class miles of Melbourne } do. 2nd do.	340,754 466,860	12,813 11,007	365,154 492,646	14,164 11,721
Totals for RACE AND SPECIAL PICNIC TRAFFIC	807,614	23,820	857,800	25,885
Total	70,170,089	1,634,733	74,907,425	1,702,070
ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY	1,030,242	9,514	1,146,484	10,350
Grand Totals	71,200,331	1,644,247	76,053,909	1,712,420

APPENDIX No. 13.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE
FOR YEARS ENDING 30TH JUNE, 1907 AND 1908.

Kind of Goods.	Year ending 30th June, 1907.		Year ending 30th June, 1908.	
	Tons carried.	Revenue. £	Tons carried.	Revenue £
3rd Class	26,877	64,367	22,204	51,481
2nd Class	37,683	76,389	39,213	78,666
1st Class	57,553	78,625	56,098	73,348
"C" Class	52,616	67,703	49,018	56,784
"B" Class	61,910	51,778	67,600	54,433
"A" Class	73,093	50,695	72,010	49,898
Miscellaneous Class	128,237	23,937	151,275	26,758
Fish	3,215	4,653	3,393	5,267
Fruit and Vegetables	39,914	27,465	35,123	24,985
Butter	28,850	41,069	26,285	28,632
Other Dairy Produce	29,691	31,625	22,645	23,878
Wine	7,565	6,805	7,801	7,010
Wool	74,280	113,171	73,037	103,163
Sugar	23,256	31,777	23,621	29,623
Kerosene	14,937	13,114	11,405	10,202
Flour, Bran, Sharps, and Pollard	182,852	81,456	163,188	67,529
Wheat	553,641	282,848	272,205	115,699
All other Grain	71,675	26,947	54,929	20,020
Hay, Straw, and Chaff	165,420	46,285	267,624	84,923
Potatoes	72,669	28,001	86,912	35,205
All other Agricultural Produce	144,924	52,787	85,811	32,353
Hides, Skins, and Tallow	19,618	17,919	19,762	18,776
Fertilizers	85,000	24,918	95,259	27,582
Coal	190,617	48,797	163,194	38,521
Firewood	647,570	151,653	603,842	137,539
Timber	247,236	104,826	235,058	95,125
Bark	4,887	3,242	4,056	2,614
Stone, Lime, and Bricks	242,239	38,069	281,851	44,568
Machinery and Castings	16,738	27,784	16,658	22,902
All other Goods	345,775	224,334	338,683	214,112
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Un- loading, and Weighing ... ..	...	18,181	...	16,992
Total Tonnage of Goods carried and Total Revenue derived therefrom	3,650,538	1,861,220	3,349,760	1,598,588
Live Stock	315,254	220,295	405,101	269,853
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom	3,965,792	2,081,515	3,754,861	1,868,441

APPENDIX No. 14.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1893, TO 30TH JUNE, 1908.

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.
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	70,170,089	3,965,792	1,931,126	2,081,515	4,012,641	1,182	7/11.96
1907-08	3,396	3,396	41,928,567	12,346	488	1,246	10,764	518	10,383,408	74,907,425	3,754,861	2,004,927	1,868,441	3,873,368	1,141	7/5.53

* 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, 1893, TO 30TH JUNE, 1908.

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES (INCLUDING COMPENSATION.)			EXPENDITURE: WAY AND WORKS BRANCH.				EXPENDITURE: ROLLING-STOCK BRANCH.					GENERAL EXPENSES.			RAILWAY ACCIDENT AND FIRE INSURANCE FUND.			
	Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Maintenance and Renewals.	Per Average Mile open.	Per Train Mile run.	Per Cent. of Gross Revenue.	WORKING.			REPAIRS AND RENEWALS.		Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.	Per Train Mile Run.	Per Cent. of Gross Revenue.	
								Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Repairs and Renewals.	Per Train Mile run.							Per Cent. of Gross Revenue.
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	s. d.		£	s. d.	
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	131	0/10'62	15'67	366,303	0/9'52	14'04	204,802	0/5'32	7'85	51,280	0/1'33	1'97			
1898-9 ...	550,365	1/1'60	19'16	479,292	154	0/11'84	16'68	398,807	0/9'85	13'87	228,615	0/5'65	7'96	51,862	0/1'28	1'80			
1899-00 ...	571,770	1/1'57	18'89	496,959	156	0/11'80	16'43	432,850	0/10'28	14'31	241,129	0/5'73	7'97	57,093	0/1'35	1'89			
1900-01 ...	616,945	1/1'38	18'48	506,988	157	0/11'00	15'19	520,527	0/11'29	15'60	262,818	0/5'70	7'87	56,018	0/1'21	1'68			
1901-02 ...	671,588	1/2'28	19'94	490,438	150	0/10'43	14'56	576,921	1/0'27	17'13	268,543	0/5'71	7'98	† 43,385	0/0'93	1'29			
1902-03 ...	592,897	1/1'83	19'46	437,840	131	0/10'21	14'37	521,090	1/0'16	17'10	241,625	0/5'65	7'93	† 42,498	0/0'99	1'40			
1903-04 ...	586,015	1/3'33	17'04	448,959	133	0/11'75	13'06	455,543	0/11'92	13'25	263,987	0/6'91	7'68	† 47,807	0/1'25	1'39			
1904-05 ...	562,370	1/2'96	15'70	502,022	148	1/1'35	14'01	488,240	1/0'99	13'63	274,931	0/7'31	7'67	† 43,575	0/1'16	1'22			
1905-06 ...	588,123	1/3'03	15'53	572,297	169	1/2'62	15'11	481,483	1/0'30	12'71	306,842	0/7'84	8'10	† 50,278	0/1'29	1'33			
1906-07 ...	593,248	1'2'19	14'78	589,452	174	1/2'10	14'69	521,083	1/0'46	12'99	323,858	0/7'74	8'07	† 49,032	0/1'17	1'22			
1907-08 ...	612,719	1/2'16	15'82	648,589	191	1/2'99	16'75	573,990	1/1'27	14'82	382,477	0/8'84	9'88	† 52,455	0'1'22	1'35	15,667	0/0'36	0'40

Exclusive of St. Kilda and Brighton Electric Street Railway.

† Stores Branch Expenses have been apportioned to the other Branches as follows:—Year 1901-2, £12,214 18s. 6d.; 1902-3, £11,958 19s. 4d.; 1903-4, £12,318 18s. 1d.; 1904-5, £11,901 18s. 5d.; 1905-6, £13,242 8s. 8d.; 1906-7, £13,862 2s.; 1907-8, £14,747 0s. 3d.

APPENDIX No. 14—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1893, TO 30TH JUNE, 1908.

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.	Per Cent.	Per Cent.	£		£	Deficit. Surplus.	
																							£	£
1893-4	1,557,566	522	3'085	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	3'070	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	...	...	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	1,516,274	3'68	3'84	1,515,755	...	519	100,536			
1904-05	1,871,138	553	4/1'77	52'23	1,711,128	506	3/9'51	4'15	4'34	54,752	58,769	83,448	51,516	248,485	1,462,643	3'54	3'71	1,461,994	...	649	102,656			
1905-06	1,999,023	589	4/3'08	52'78	1,788,596	527	3/9'71	4'32	4'51	5,617	24,104	87,821	...	117,542	1,671,362†	4'03†	4'22†	1,472,397†	...	198,965†	99,637			
1906-07	2,076,673	612	4/1'66	51'75	1,935,968	570	3/10'30	4'66	4'88	...	20,710	145,039	...	165,749	1,762,417†	4'24†	4'44†	1,483,284†	...	279,133†	110,881			
1907-08	2,285,897	673	4/4'84	59'02	1,587,471	468	3/0'69	3'79	3'98	...	17,639	...	29,419	47,058	1,536,488†	3'66†	3'85†	1,483,807†	...	52,681†	103,064			

* Railway Accident Fund, see page 15.

† Inclusive of St. Kilda and Brighton Electric Street Railway.—7th May till 30th June, 1906, Net Revenue, £308. Year 1906-7, Net Loss £7,802, inclusive of £9,941 on account of Damage by Fire. Year 1907-8, Net Loss £3,925, inclusive of £3,311 on account of Damage by Fire.

APPENDIX No. 15.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDING 30TH JUNE, 1908.

Year ending 30th June.	New Lines and Surveys.	Additions and Improvements on Existing Lines.	Rolling-Stock.	Total.
	£	£	£	£
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†
1908	38,125	187,722†	174,168†	400,015†
Total ...	6,553,417†	4,208,563†	3,012,047†	13,774,027†

* 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, 1908.

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.
Melbourne to Bendigo (exclusive of works, Melbourne to Essendon Junction) ...	100.89	...	100.89	1,902	18	1 in 50	4,832,243	10 10	47,896
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	699,898	13 8	12,494
* Bendigo Cattle-yards Branch ...	...	0.89	0.89	732	707	1 " 61			
Lancefield Junction to Lancefield ...	...	14.50	14.50	1,075	1,072	1 " 40			
† Lancefield to Kilmore ...	...	18.10	18.10	1,734	1,160	1 " 40	65,388	3 10	4,510
Kilmore Junction to Bendigo (Cattle Siding) ...	...	67.82	67.82	1,450	526	1 " 50	117,097	9 2	6,469
Carlsruhe to Daylesford ...	0.38	22.17	22.55	2,469	1,791	1 " 50	392,930	19 10	5,794
Daylesford Junction to North Creswick ...	...	23.11	23.11	2,292	1,429	1 " 40	176,568	3 8	7,830
Kyneton (Redesdale Junction) to Redesdale ...	...	16.25	16.25	1,636	973	1 " 50	181,467	14 1	7,852
Castlemaine to Dunolly ...	0.38	46.46	46.84	948	579	1 " 40	89,764	2 11	5,524
Dunolly to St. Arnaud (including cost of Carapooee Ballast Pits Tramway) ...	0.28	32.73	33.01	943	611	1 " 50	394,741	1 6	8,427
St. Arnaud to Donald ...	...	23.86	23.86	868	374	1 " 50	170,554	18 9	5,167
Donald to Birchip ...	...	32.30	32.30	394	330	1 " 100	100,942	11 5	4,231
Birchip to Cronomby (Woomelang) ...	...	26.45	26.45	351	260	1 " 75	76,426	19 5	3,366
Woomelang to Mildura ...	...	110.15	110.15	334	128	1 " 75	38,700	7 0	1,463
Dunolly to Inglewood ...	...	24.24	24.24	794	457	1 " 50	248,850	18 4	2,259
Castlemaine (Maldon Junction) to Maldon ...	...	10.24	10.24	1,177	890	1 " 40	95,777	12 0	3,951
Maldon (Laanecoorie Junction) to Shelbourne ...	...	9.89	9.89	1,126	649	1 " 50	61,853	18 5	6,040
Maryborough to Ballarat ...	0.26	41.47	41.73	1,525	732	1 " 40	68,347	4 1	6,911
Waubra Junction to Ballarat Race-course ...	...	2.10	2.10	1,508	1,466	1 " 50	285,881	19 11	6,851
Pisgah Junction to Waubra ...	...	13.74	13.74	1,533	1,341	1 " 60	7,426	0 4	3,336
Maryborough to Avoca ...	...	14.93	14.93	885	721	1 " 40	71,703	4 9	5,219
Avoca to Ararat ...	...	39.04	39.04	1,215	763	1 " 50	63,509	4 1	4,254
Bendigo to Inglewood ...	0.80	28.13	28.93	779	443	1 " 70	173,656	4 10	4,448
Inglewood to Charlton ...	...	42.82	42.82	639	422	1 " 50	188,564	11 9	6,518
Charlton to Wycheproof ...	...	16.48	16.48	521	356	1 " 50	185,536	6 10	4,333
Wycheproof to Sea Lake ...	...	47.89	47.89	357	172	1 " 94	87,971	9 10	5,338
Wedderburn Junction to Wedderburn ...	...	4.86	4.86	660	554	1 " 50	72,055	9 5	1,505
Korong Vale to Boort ...	...	17.86	17.86	459	296	1 " 50	18,594	12 1	3,826
Boort to Quambatook ...	...	21.96	21.96	419	287	1 " 75	75,799	12 8	4,244
Quambatook to Ultima ...	...	30.31	30.31	371	256	1 " 100	43,170	15 8	1,966
Eaglehawk to Kerang ...	...	72.99	72.99	742	255	1 " 70	47,842	3 10	1,578
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ...	...	35.16	35.16	286	225	1 " 100	302,059	11 8	4,138
Footscray to Williamstown (including cost of piers at Williamstown) ...	5.50	0.37	5.87	66	8	1 " 100	162,005	10 0	4,609
* Newport to Braybrook Junction ...	...	4.29	4.29	110	48	1 " 92	528,088	9 4	89,964
Newport to Geelong (including cost of Geelong Pier) ...	2.90	35.61	38.51	113	11	1 " 81	27,080	2 2	6,312
* Williamstown Race-course Branch ...	...	0.69	0.69	21	10	1 " 95	1,192,753	15 11	30,427
Geelong to Colac ...	1.13	49.11	50.24	469	10	1 " 50			
* Geelong Race-course Branch ...	...	1.96	1.96	43	10	1 " 50			
Colac to Camperdown ...	...	28.11	28.11	569	405	1 " 50	373,208	1 0	7,150
Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ...	0.90	41.81	42.71	550	13	1 " 50	141,356	4 4	5,029
Warrnambool to Koroit ...	...	9.36	9.36	245	19	1 " 50	368,353	17 8	8,625
Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) ...	...	11.34	11.34	208	11	1 " 60	86,919	18 7	9,286
Geelong (Queenscliff Junction) to Queenscliff ...	...	20.72	20.72	264	10	1 " 50	96,972	8 1	8,551
* Mount Moriac to Wensleydale ...	...	10.92	10.92	752	361	1 " 50	114,069	4 9	5,505
Birregurra to Forrest ...	...	19.85	19.85	579	363	1 " 40	39,284	18 5	3,598
Irrewarra to Beac ...	...	8.70	8.70	432	390	1 " 66	147,319	9 6	7,422
† Colac to Beech Forest ...	...	29.66	29.66	1,748	225	1 " 30	47,232	4 11	5,429
Camperdown (Curdie's River Junction) to Timboon ...	...	22.32	22.32	673	52	1 " 40	70,252	15 0	2,369
Terang to Mortlake ...	...	12.16	12.16	447	414	1 " 60	112,592	16 8	5,044
North Geelong to Ballarat ...	4.1.45	11.76	53.21	1,725	47	1 " 52	55,545	2 1	4,568
* North Geelong Loop Line ...	...	0.22	0.22	53	46	1 " 57	1,898,687	3 9	35,683
Ballarat to Ararat ...	4.33	52.84	57.17	1,517	960	1 " 50	419,612	14 0	7,340
Ararat to Stawell ...	...	18.85	18.85	1,086	761	1 " 100	181,305	6 8	9,618
Stawell to Horsham ...	1.18	52.26	53.44	761	423	1 " 100	347,684	1 3	5,019
* Stawell to Grampians ...	...	15.84	15.84	815	621	1 " 30			
Horsham to Dimboola ...	0.36	21.10	21.46	477	361	1 " 50			
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	107,567	8 5	5,012
Braybrook Junction to Parwan ...	...	21.65	21.65	466	119	1 " 50	400,975	5 0	6,343
Parwan to Gardons ...	...	27.46	27.46	1,877	341	1 " 48	267,820	16 5	12,370
Gardons to Warrenheip ...	0.09	12.78	12.87	1,940	1,707	1 " 50	352,575	19 3	12,840
* Bungaree Junction to Race-course Reserve ...	...	1.53	1.53	1,884	1,848	1 " 50	128,595	6 0	9,992
* Lal Lal Race-course Branch ...	...	2.00	2.00	1,539	1,532	1 " 112	3,330	15 11	2,177
* Ballarat East to Buninyong ...	...	6.84	6.84	1,626	1,436	1 " 40	11,489	15 0	5,745
* Ballarat Cattle-yards Branch ...	...	2.92	2.92	1,523	1,446	1 " 60	66,143	5 6	9,670
Ballarat (Linton Junction) to Scarsdale ...	...	13.12	13.12	1,516	1,157	1 " 50	12,911	6 10	4,422
Scarsdale to Linton ...	...	7.97	7.97	1,189	1,022	1 " 40	59,828	7 4	4,560
* Burrumbeet Race-course Junction to Burrumbeet Race-course ...	...	1.14	1.14	1,297	1,256	1 " 50	77,415	14 11	9,713

Carried forward ...

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ aft. 6in. gauge.

164.24	1,601.10	1,765.34	17,337,747	5 4	
--------	----------	----------	-----	-----	-----	------------	-----	--

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	164'24	1,601'10	1,765'34	...	...	...	17,337,747 5 4	
Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant) ...	...	66'06	66'06	1,028	572	1 in 50	331,044 8 5	5,011
Hamilton to Portland (including cost of sidings to piers at Portland) ...	...	53'82	53'82	606	11	1 " 40	294,369 18 11	5,470
† Dunkeld to Koroit ...	...	48'99	48'99	834	207	1 " 60	169,377 12 4	3,457
Hamilton to Penhurst (including cost of Penhurst Ballast Crushing Plant) ...	...	18'10	18'10	727	590	1 " 60	79,978 18 6	4,419
Hamilton (Coleraine Junction) to Coleraine ...	...	23'01	23'01	668	301	1 " 40	110,344 9 11	4,796
Braxholme to Casterton ...	...	32'09	32'09	572	149	1 " 40	177,457 11 1	5,530
Lubeck to Rupanyup (including portion of cost of the Warranook Ballast Pits Tramway) ...	...	9'77	9'77	487	455	1 " 147	44,757 14 10	4,581
Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway) ...	...	31'20	31'20	464	360	1 " 66	146,228 16 3	4,687
Warracknabeal to Beulah ...	...	21'92	21'92	359	288	1 " 80	53,516 7 8	2,441
Beulah to Hopetoun ...	...	16'01	16'01	290	258	1 " 100	34,142 6 10	2,133
Horsham to Noradjuha ...	...	19'95	19'95	488	395	1 " 50	79,827 11 5	4,001
Natimuk (East Natimuk) to Goroke ...	...	28'32	28'32	624	394	1 " 50	64,197 19 8	2,267
Dimboola to Jeparit ...	...	21'59	21'59	387	268	1 " 75	40,667 5 9	1,884
Jeparit to Albacutya (Rainbow) ...	...	18'47	18'47	388	263	1 " 75	31,093 7 11	1,683
Essendon Junc. to Essendon ...	3'50	...	3'50	148	14	1 " 67	168,604 12 5	33,721
* Flemington Race-course Branch ...	1'50	...	1'50	70	42	1 " 96		
Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway) ...	61'12	120'87	181'99	1,147	105	1 " 50	2,251,400 7 9	12,371
Wodonga to River Murray (including portion of cost of Bridge over River Murray) ...	1'94	...	1'94	538	312	1 " 75	50,425 3 3	25,992
North Melbourne to Coburg ...	5'07	...	5'07	202	13	1 " 50	209,872 11 6	41,395
† Coburg to Somerton ...	...	7'16	7'16	530	202	1 " 50	71,998 5 2	10,056
Royal Park (Junction) to Clifton Hill ...	2'28	0'11	2'39	136	103	1 " 50	155,842 6 2	65,206
Fitzroy Branch ...	0'07	0'88	0'95	119	85	1 " 79	76,973 11 4	81,025
Fitzroy (Whittlesea Junction) to Whittlesea ...	0'94	21'12	22'06	639	119	1 " 50	251,347 15 10	11,394
Northcote Loop Line ...	0'13	...	0'13	128	118	1 " 70	8,467 7 11	65,134
Tallarook to Yea ...	...	23'69	23'69	698	488	1 " 40	152,953 4 3	6,456
Yea to Mansfield and Alexandra-road ...	...	55'82	55'82	1,304	557	1 " 40	336,347 15 11	6,026
Mangalore to Shepparton ...	0'29	44'96	45'25	499	372	1 " 100	268,510 17 5	5,934
Shepparton to Numurkah ...	2'16	18'60	20'76	376	348	1 " 206	84,059 7 0	4,049
Numurkah to Cobram ...	0'20	21'45	21'65	376	355	1 " 165	83,825 19 3	3,872
Murchison East to Rushworth ...	...	12'87	12'87	476	391	1 " 80	69,705 13 0	5,416
Toolamba to Tatura ...	...	6'83	6'83	385	371	1 " 108	28,478 3 4	4,170
Tatura to Echuca ...	...	34'07	34'07	377	320	1 " 122	155,107 15 10	4,553
Shepparton to Dookie ...	...	14'84	14'84	500	372	1 " 100	54,135 16 5	3,648
Dookie to Katamatite ...	...	17'02	17'02	490	383	1 " 69	38,900 19 6	2,286
Numurkah to Nathalia ...	...	13'79	13'79	356	335	1 " 330	52,029 12 4	3,773
Nathalia to Picola ...	...	6'75	6'75	335	325	1 " 264	13,409 16 6	1,987
Strathmerton to Tocumwal ...	...	9'85	9'85	390	358	1 " 330	17,791 9 1	1,806
Strathmerton to Tocumwal Extension ...	...	...	...	...	...	...	18,382 7 7	In progress.
Benalla to St. James ...	...	20'33	20'33	583	450	1 in 75	78,610 2 7	3,867
St. James to Yarrowonga ...	...	19'86	19'86	514	414	1 " 50	97,155 13 9	4,892
¶ Wangaratta to Whitfield ...	...	30'49	30'49	811	481	1 " 80	38,856 19 0	1,274
Wangaratta (Beechworth Junction) to Beechworth ...	...	22'26	22'26	1,831	502	1 " 30	164,339 6 5	7,383
Beechworth to Yackandandah ...	...	12'84	12'84	1,912	981	1 " 30	96,759 16 10	7,536
Everton to Myrtleford ...	...	16'56	16'56	989	581	1 " 40	77,107 17 3	4,656
Myrtleford to Bright ...	...	18'54	18'54	1,004	688	1 " 50	111,731 12 1	6,027
Springhurst to Wahgunyah ...	...	13'95	13'95	623	454	1 " 50	73,791 19 1	5,290
Wodonga to Tallangatta ...	...	25'71	25'71	726	530	1 " 40	188,063 11 6	7,315
Spencer-street to Flinders-street ...	0'76	...	0'76	33	17	1 " 40	14,317 6 4	185,944
Hobson's Bay Lines (Flinders-street to Port Melbourne, St. Kilda, Brighton, Hawthorn, and including works, Prince's-bridge to Chapel-street, and pier at Port Melbourne) ...	16'33	...	16'33	53	9	1 " 66	2,331,973 4 10	142,803
Prince's-bridge to Collingwood ...	2'22	...	2'22	85	23	1 " 62	194,235 0 0	87,493
Collingwood to Heidelberg ...	0'92	4'57	5'49	196	68	1 " 50	201,340 0 0	36,674
Heidelberg to Eltham ...	...	8'35	8'35	303	110	1 " 40	56,288 14 3	6,741
Brighton Beach to Sandringham ...	2'20	...	2'20	58	20	1 " 97	76,807 15 5	34,913
South Yarra to Oakleigh ...	7'05	...	7'05	184	22	1 " 50	292,654 6 1	41,511
Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branch to the Great Morwell Coy's mine) ...	11'76	106'46	118'22	513	8	1 " 50	1,098,692 18 8	9,294
Sale to Stratford (Junction) ...	...	8'97	8'97	64	33	1 " 66	42,739 14 0	4,765
† Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines) ...	0'20	10'10	10'30	249	72	1 " 50	297,365 15 0	28,870
‡ Caulfield to Frankston ...	9'86	10'02	19'88	166	10	1 " 50	196,757 15 1	9,897
Frankston to Stony Point (including cost of sidings to pier at Stony Point) ...	...	18'85	18'85	327	10	1 " 50	104,569 15 11	5,547
Mornington Junction to Mornington ...	...	7'67	7'67	194	60	1 " 50	63,448 16 1	8,272
Frankston Cemetery Line ...	...	...	...	...	...	...	330 16 11	
* Spring Vale Cemetery Line ...	...	1'60	1'60	231	145	1 in 50	9,158 15 11	5,724
Dandenong (Great Southern Junction) to Port Albert ...	0'17	117'11	117'28	746	10	1 " 40	965,786 5 6	8,235
Korumburra to Coal Creek ...	...	0'89	0'89	735	630	1 " 30	5,761 7 11	6,473
Carried forward	294'91	2,916'21	3,211'12	...	...	...	30,618,968 5 0	

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Including portion since dismantled.

¶ att. 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	294·91	2,916·21	3,211·12	...	...	...	30,618,968	5	0	
Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line) ... ..	...	2·25	2·25	765	573	1 in 30	11,541	8	9	5,130
Korumburra (Jumbunna Junction) to Jumbunna	...	3·74	3·74	796	619	1 ,, 30	20,155	0	4	5,389
Jumbunna to Outtrim ... ..	...	2·40	2·40	649	539	1 ,, 40	28,127	2	7	11,720
Welshpool to Welshpool Jetty ... ..	...	3·23	3·23	57	6	1 ,, 100	2,960	14	6	917
Warragul to Neerim South ... ..	...	13·49	13·49	681	349	1 ,, 40	123,852	4	7	9,181
Moe (Junction) to Thorpdale ... ..	...	10·67	10·67	798	219	1 ,, 40	116,186	11	7	10,889
Moe to Walhalla ... ..	...	...	...	...	...	...	48,000	11	4	In progress.
Morwell to North Mirboo ... ..	...	20·16	20·16	784	184	1 in 40	152,726	0	8	7,576
Traralgon to Heyfield ... ..	...	22·06	22·06	262	93	1 ,, 50	121,803	7	9	5,521
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0·52	49·30	49·82	296	9	1 ,, 50	277,960	9	4	5,579
Maffra to Briagolong ... ..	...	11·79	11·79	238	109	1 ,, 50	60,524	10	7	5,134
Burnley to Waverley Road ... ..	...	5·23	5·23	111	33	1 ,, 60	171,045	6	8	32,795
Hawthorn to Lilydale	11·82	8·20	20·02	484	41	1 ,, 40	376,224	7	3	18,792
Lilydale to Healesville	0·26	15·11	15·37	351	230	1 ,, 40	215,936	8	1	14,049
Hawthorn (Kew Junction) to Kew ... ..	...	0·96	0·96	119	41	1 ,, 40	76,125	3	9	79,297
Ringwood to Upper Ferntree Gully ... ..	...	7·44	7·44	436	314	1 ,, 40	61,606	16	5	8,280
Ferntree Gully to Gembrook ... ..	...	18·22	18·22	1,057	412	1 ,, 30	57,915	12	4	3,179
Lilydale to Warburton ... ..	...	23·97	23·97	738	289	1 ,, 37½	101,180	16	10	4,221
St. Kilda and Brighton Electric Street Railway, St. Kilda Station to Brighton Beach ... ..	...	5·13	5·13	59	7	1 ,, 21½	42,050	7	10	8,197
Total mileage of lines constructed§	307·51	3,139·56	3,447·07	...	...	...	32,684,891	6	2	
Less mileage closed for traffic at 30th June, 1908 :										
Dunkeld to Peshurst (dis-										
mantled 19th February,										
1898)	15·87	15·87								
Lancefield to Kilmore	18·10	18·10								
Fawknor Cemetery to Somer-										
ton	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, 1908—	307·31	3,093·76	3,401·07							
Works, Melbourne to Essendon Junction ... ..	...	...	...	...	...	...	1,616,144	14	5	
Railway Offices, Spencer-street ... ..	...	...	...	...	...	...	161,501	8	1	
Sheds and Workshops, Williamstown ... ..	...	...	...	...	...	...	154,054	10	9	
Sheds and Workshops, Newport (including cost of Machinery and Equipment) ... ..	...	...	...	...	...	...	397,463	3	11	
General Construction Account (Capital Expenditure common to all lines) ... ..	...	...	...	...	...	...	378,547	17	7	
Rolling-stock, Broad-gauge ... ..	...	...	...	...	...	...	6,211,239	15	0	
Rolling-stock, Narrow-gauge ... ..	...	...	...	...	...	...	40,051	2	6	
Rolling-stock, Electric Street Railway ... ..	...	...	...	...	...	...	15,472	19	4	
Grand Total	307·31	3,093·76	3,401·07	...	...	...	41,659,166	17	9	

† 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 in Appendix No. 22.

APPENDIX No. 17.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act—
				Number.
1854—Sept. 13	Flinders-street ...	Port Melbourne	16.33	20.1.53
1857—May 13	Flinders-street ...	St. Kilda		19.3.56
1859—Feb. 8	Prince's-bridge ...	Richmond		43
" Dec. 12	Richmond ...	Cremorne		43
" " 19	Windsor ...	North Brighton		42
1860—Sept. 24	Richmond ...	Pic-nic Station		43
" Dec. 22	Cremorne ...	Windsor ...		43
1861—April 13	Pic-nic Station ...	Hawthorn...		43
" Dec. 21	North Brighton ...	Brighton Beach		127
1857—June 17	Williamstown Junction ...	Geelong ...		38.51	36
1859—Jan. 17	Footscray ...	Williamstown Pier	5.87	150
" Feb. 10	Melbourne ...	Sunbury ...	23.95	36
1860—Oct. 21	Essendon Junction ...	Essendon ...	3.50	331
1861—July 8	Sunbury ...	Woodend ...	24.70	36
1862—April 11	North Geelong Junction ...	Ballarat ...	53.21	36
" " 25	Woodend ...	Kyneton ...	8.32	36
" Oct. 21	Kyneton ...	Bendigo ...	43.90	36
1864—Sept. 19	Bendigo ...	Echuca ...	55.13	36
1867—Nov. 30	Newmarket Junction ...	*Race-course ...	1.50	331
1872—April 18	Essendon ...	Schoolhouse lane ...	54.00	331
" Aug. 26	Schoolhouse-lane ...	Seymour ...	2.29	331
" Nov. 20	Seymour ...	Longwood ...	23.39	331
1873—March 20	Longwood ...	Violet Town ...	20.54	331
" Aug. 18	Violet Town ...	Benalla ...	16.14	331
" Oct. 28	Benalla ...	Wangaratta ...	24.04	331
" Nov. 21	Wangaratta ...	Wodonga ...	41.60	331
1874—July 7	Castlemaine ...	Maryborough ...	33.02	415
" " 11	Ballarat ...	Creswick ...	11.05	415
" Aug. 7	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	671
		Carried forward	1193.81	

* Trains run only as required for traffic.

APPENDIX No. 17—continued.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.	
				Number.	
		Brought forward ...	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	Canfield ...	Mordialloc ...	9'85	682	
1882—Jan. 26	St. Arnaud ...	Cope Cope ...	16'33	682	
" April 3	Hawthorn ...	Camberwell ...	2'09	682	
" " 15	Inglewood ...	Korong Vale ...	20'20	682	
" " 22	Cope Cope ...	Donald ...	7'52	682	
" July 1	Horsham ...	Dimboola ...	21'45	682	
" Aug. 1	Mordialloc ...	Frankston ...	10'02	682	
" Dec. 1	Camberwell ...	Lilydale ...	17'94	682	
" " 15	Eaglehawk ...	Raywood ...	13'42	682	
1883—April 20	Korong Vale ...	Charlton ...	22'62	682	
" June 14	Wodonga ...	River Murray ...	1'94	682	
" " 21	Raywood ...	Mitiamo ...	22'44	682	
" July 2	Korong Vale ...	Boort ...	17'86	682	
" " 2	Colac ...	Camperdown ...	28'10	682	
" Aug. 1	Ballarat ...	Scarsdale ...	13'11	682	
" Sept. 3	Benalla ...	St. James ...	20'33	682	
" Oct. 1	Charlton ...	Wycheproof ...	16'47	682	
" Nov. 13	Traralgon ...	Heyfield ...	22'06	682	
" " 16	Tallaroek ...	Yea ...	23'69	682	
" Dec. 17	Everton ...	Myrtleford ...	16'56	682	
1884—Feb. 12	Mitiamo ...	Pyramid Hill ...	12'59	682	
" " 15	Branxholme ...	Henty ...	23'19	682	
" April 2	Braybrook Junction ...	Melton ...	15'64	682	
" June 16	Castlemaine ...	Maldon ...	10'24	682	
" Sept. 1	Henty ...	Casterton ...	8'90	682	
" " 9	North Melbourne ...	Coburg ...	5'07	682	
" Oct. 25	Pyramid Hill ...	Kerang ...	24'54	682	
1885—April 10	Morwell ...	Boolarra ...	12'11	682	
" " 6	Race-course Junction ...	*Williamstown Race-course	0'69	860, 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 ...	Sandringham ...	2'20	821 " 1381	
" " 24	Braybrook Junction ...	*Newport ...	4'29	821 " 1381	
" Nov. 8	Maffra ...	Stratford ...	6'11	821 " 1381	
" Dec. 19	Hawthorn ...	Kew ...	0'96	821 " 1381	
1888—May 8	Royal Park Junction ...	Clifton Hill ...	2'39	821 " 1381	
" " 8	Nicholson-street ...	Fitzroy ...	0'95	821 " 1381	
" " 8	Clifton Hill ...	Collingwood ...	0'90	821 " 1381	
" " 8	Clifton Hill ...	Alphington ...	2'35	682	
" " 8	Alphington ...	Heidelberg ...	2'24	821 and 1381	
" " 8	Moe Junction ...	Thorpdale ...	10'67	821 " 1381	
" " 8	Sale Junction ...	Stratford Junction ...	8'97	821 " 1381	
" " 8	Stratford ...	Bairnsdale ...	32'79	821 " 1381	
" " 15	Lilydale ...	Yarra Flats ...	7'35	821 " 1381	
" Oct. 1	Numurkah ...	Nathalia ...	13'79	821 " 1381	
" " 1	Numurkah ...	Cobram ...	21'65	821 " 1381	
" " 1	Shepparton ...	Dookie ...	14'84	821 " 1381	
" " 1	Kilmore Junction ...	Kilmore ...	9'51	821 " 1381	
" " 1	Bendigo ...	Heathcote ...	27'64	821 " 1381	
" " 1	Pisgah Junction ...	Waubra ...	13'74	821 " 1381	
" " 1	Frankston ...	Mornington Junction ...	5'02	821 " 1381	
" " 1	Dandenong (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. 17—continued.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.
				Number.
		Brought forward ..	2,179'32	
1889—March 1	Yarra Flats ...	Healesville ...	8'02	821 and 1381
" Aug. 7	Maffra ...	Briagolong ...	11'79	821 " 1381
" " 7	Irrewarra ...	Beeac ...	8'70	821 " 1381
" Sept. 10	Mornington Junction ...	Mornington ...	7'67	821 " 1381
" " 10	Mornington Junction ...	Hastings ...	8'09	821 " 1381
" " 10	Wodonga ...	Huon-lane ...	14'07	821 " 1381
" " 12	Ballarat East ...	Buninyong ...	6'84	821 " 1381
" Oct. 8	Whittlesea Junction ...	Preston Reservoir ...	4'78	821 " 1381
" " 8	Coburg ...	†Somerton ...	7'16	821 " 1381
" Nov. 12	Yea ...	Molesworth ...	10'68	821 " 1381
" Dec. 3	Heathcote ...	Tooborac ...	10'56	821 " 1381
" " 4	Bacchus Marsh ...	Ballan ...	17'54	821 " 1381
" " 4	Ringwood ...	Upper Fern Tree Gully ...	7'44	821 " 1381
" " 17	Hastings ...	Stony Point ...	5'74	821 " 1381
" " 23	Preston Reservoir ...	Whittlesea ...	17'29	821 " 1381
1890—Feb. 4	Terang ...	Mortlake ...	12'16	821 " 1381
" " 4	Terang ...	Warrnambool ...	28'82	821 " 1381
" " 4	Koroit ...	Warrnambool ...	9'36	821 " 1381
" " 4	Koroit ...	Port Fairy ...	11'34	821 " 1381
" March 17	Mount Moriac ...	*Wensleydale ...	10'92	821 " 1381
" " 24	Burnley ...	†Oakleigh ...	6'29	821 " 1381
" May 12	Warragul ...	Rokeby ...	8'12	821 " 1381
" " 30	Kerang ...	Swan Hill ...	35'16	821 " 1381
" " 30	Camberwell ...	†Waverley Road ...	4'25	821 " 1381
" June 17	Molesworth ...	Cathkin ...	2'74	821 " 1381
" July 18	Huon-lane ...	Bolga ...	6'61	821 " 1381
" Aug. 22	Kilmore ...	Tooborac ...	20'10	821 " 1381
" " 22	Dunkeld ...	‡Koroit ...	48'99	821 " 1381
" " 22	Hamilton ...	Penshurst ...	18'11	821 " 1381
" Sept. 1	Murchison East ...	Rushworth ...	12'87	821 " 1381
" " 16	Cathkin ...	Alexandra Road ...	4'41	821 " 1381
" Oct. 10	Scarsdale ...	Linton ...	7'97	821 " 1381
" " 17	Myrtleford ...	Bright ...	18'54	821 " 1381
" Nov. 10	Cathkin ...	Merton ...	15'47	821 " 1381
" " 11	Footradin ...	Loch ...	23'53	821 " 1381
" " 18	Ararat ...	Avoca ...	39'04	821 " 1381
1891—Jan. 15	Kyneton (Redesdale Junction) ...	Redesdale ...	16'25	821 " 1381
" March 24	Fairfield Park ...	†Riversdale (including ‡Canterbury loopline)	4'99	821 " 1381
" " 24	Maldon (Laanecoorie Junction)	Shelbourne ...	9'89	821 " 1381
" May 7	Merton ...	Maindample ...	13'86	821 " 1381
" June 2	Loch ...	Korumburra ...	9'89	821 " 1381
" " 5	Birregurra ...	F Forrest ...	19'85	821 " 1381
" July 23	Beechworth ...	Yackandandah ...	12'84	821 " 1381
" " 24	Bolga ...	Tullaghatta ...	5'02	821 " 1381
" Oct. 6	Maindample ...	Mansfield ...	8'64	821 " 1381
" Nov. 23	Spencer-street ...	§Flinders-st. (Viaduct)	0'76	821 " 1187
" Dec. 17	Korumburra ...	Leongatha ...	0'19	821 " 1381
1892—Jan. 13	Leongatha ...	Port Albert ...	58'75	821 " 1381
" March 18	Rokeby ...	Necrim South ...	5'36	1030 " 1300
" April 5	Curdie's River Junction ...	Timboon ...	22'32	821 " 1381
" " 6	Lancefield ...	†Kilmore ...	18'10	821 " 1381
" Oct. 28	Korumburra ...	Coal Creek ...	0'89	1240 " 1255
" Nov. 22	Pookie ...	Katamatite ...	17'02	1529
1893—Jan. 5	Warracknabeal ...	Beulah ...	21'92	1273
" March 28	Donall ...	Birehip ...	32'30	1273
1894—March 6	Beulah ...	Hopetoun ...	16'01	1316
" May 7	Korumburra (Jumbunna Junction)	Jumbunna ...	3'74	1240 and 1294
" " 14	Bendigo Cattle-yards Junction ...	*Bendigo Cattle-yards	0'89	1030 " 1381
" June 1	Korumburra (Strezlecki Junction)	Strezlecki ...	2'25	1240 " 1294
" " 19	Dimboola ...	Jeparit ...	21'59	1312
" July 31	Natimuk (East Natimuk)	Goroke ...	28'32	1292
" Aug. 7	Boort ...	Quambatook ...	21'66	1312
1895—March 8	Wycheproof ...	Sea Lake ...	47'89	1383
1896—Feb. 5	Jumbunna ...	Outtrim ...	2'40	1371 and 1420
" Dec. 15	Nathalia ...	Picola ...	6'74	1293
1899—March 14	Wangaratta ...	¶Whitfield ...	30'49	1492
" Sept. 18	Birehip ...	Woomelang ...	26'45	1550
" Nov. 2	Jeparit ...	Rainbow ...	18'47	1558
1900—March 1	Quambatook ...	Ultima ...	30'30	1555
" Dec. 18	Upper Fern Tree Gully ...	¶Glenbrook ...	18'22	1549
" " 26	Bungaree ...	*Race-course ...	1'53	1682
1901—Oct. 21	Melbourne ...	Collingwood ...	2'22	1590
" Nov. 13	Lilydale ...	Warburton ...	23'97	1584
1902—March 1	Colac ...	¶Beech Forest ...	29'66	1594 and 1760
" June 5	Heidelberg ...	Eltham ...	8'35	1299
		Carried forward ...	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. ¶ 2ft. 6in. gauge.

APPENDIX No. 17—*continued.*STATEMENT SHOWING DATES OF OPENING AND LENGTH IN MILES OF THE DIFFERENT SECTIONS OF THE VICTORIAN RAILWAYS—*continued.*

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.	
				Number.	
		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	Stawell	¶ Welshpool Jetty	3.23	1911	
1906—May 7	St. Kilda	*Grampians	15.84		
		§ 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, 1908—	Miles.		
		Dunkeld to Peshurst (Dismantled), 19th February, 1898 ...	15.87		
		Lancefield to Kilmore	18.10		
		Fawkner Cemetery to Somerton	5.28		
		Oakleigh to Fairfield Park—			
		Fairfield Park to Deepdene	3.34		
		Ashburton to Oakleigh	2.37		
		Canterbury Loop Line (Dismantled)	0.20	591	
		Burnley to Waverley Road—			
		Darling to Waverley Road	0.84		
			46.00		
		Total mileage open for Traffic, at 30th June, 1908 ...	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 in Appendix No. 22.

* Trains run only as required for traffic.

§ 5ft. 3in. gauge.

¶ 2ft. 6in. gauge.

APPENDIX No. 18.

RETURN SHOWING THE NUMBER OF OFFICERS AND EMPLOYEES IN THE RAILWAY SERVICE AT 30TH JUNE, 1907, COMPARED WITH THE NUMBER AT 30TH JUNE, 1908, ENTITLED TO COMPENSATION, OR PENSION, ON RETIREMENT.

Branch.	At 30th June, 1907.	At 30th June, 1908.	Decrease.
Secretary's	10	10	...
Rolling Stock	678	640	38
Way and Works	525	492	33
Transportation and Traffic	697	668	29
Accountancy	34	34	...
Telegraph	24	24	...
Stores	15	15	...
Total (Commissioners' Staff)	1,983	1,883	100
Railway Construction Branch (Board of Land and Works)	3	3	...
Grand Total	1,986	1,886	100

APPENDIX No. 19.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1st JULY, 1898, TILL 30th JUNE, 1908.

Year.	Passengers Killed or Injured.				Employés Killed or Injured whilst in the Execution of their Duty.				Employés proceeding to or from Duty within the Railway boundary.		Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.			
	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.	Killed.	Injured.	Killed.	Injured.												
1898-9	...	14	4	86	...	42	9	125	...	1	6	11	14	10	3	43	36	332		
1899-00	...	14	2	115	4	98	4	107	...	4	10	15	14	14	3	54	37	421		
1900-1	...	15	3	136	8	95	3	112	1	1	6	7	20	15	5	71	46	452		
1901-2 ^a	2	200	2	155	3	109	5	140	1	5	5	9	14	14	8	72	40	704		
1902-3	...	32	2	145	6	123	3	159	1	3	4	12	21	16	3	57	40	547		
1903-4	1	84	1	232	3	148	2	140	1	...	3	4	10	10	7	39	28	657		
1904-5	...	23	4	184	3	131	2	118	...	2	4	10	9	11	3	21	25	500		
1905-6 ^b	...	195	9	162	4	144	5	161	...	2	9	23	25	7	8	26	60	720		
1906-7	...	31	6	200	1	144	10	140	1	2	7	18	14	13	16	47	55	595		
1907-8 ^c	44	466	2	278	4	141	2	151	...	...	5	22	19	12	14	35	90	1,105
Totals	47	1,074	35	1,693	36	1,175	45	1,353	5	20	59	131	160	122	70	465	457	6,033		

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

APPENDIX No. 20.

DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1907-8 COMPARED WITH THE YEAR 1906-7, EXCLUSIVE OF THE ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY.

	1906-7.	1907-8.
	£	£
TRANSPORTATION BRANCH.		
General Superintendence and Staff	35,835	38,156
Stationery, Printing, and Advertising	21,308	23,815
Stores Expenses	1,648	1,023
STATION, YARD, AND SIGNAL SERVICE—		
Salaries, Wages, and Expenses of Staff	406,493	413,288
Fuel	1,096	1,411
Light	12,015	12,318
Uniforms	3,472	3,106
Other Supplies	15,023	14,326
Sanitary and Other Expenses	4,228	4,414
TOTAL COST OF STATION, YARD, AND SIGNAL SERVICE	£442,327	£448,863
Guards and Conductors—Wages and Expenses	62,307	65,863
„ „ Uniforms and Supplies	1,057	1,248
Gatekeeping	18,179	17,795
Loss and Damage to Property and Goods	3,344	3,720
Injury to Persons	4,680	9,766
Other Expenses	2,563	2,470
TOTAL EXPENSES OF TRANSPORTATION BRANCH	£593,248	£612,719
Percentage of Gross Revenue	14.78	15.82
Per Traffic Train Mile	14.19d.	14.16d.
WAY AND WORKS BRANCH.		
	£	£
General Superintendence and Staff	26,034	28,936
Stationery, Printing, and Advertising	2,645	3,223
Stores Expenses	6,529	4,635
	£35,208	£36,794
MAINTENANCE OF WAY—		
	£	£
Superintendence and Staff	13,166	13,850
General Labour	239,573	254,253
Track Materials	76,786	115,911
Fences, Gates, Cattle Guards, Roadways, Signs, &c.	29,418	31,654
Tools and Supplies	7,328	10,919
Flood and Fire Claims	766	2,719
Other Expenses .. .. .	..	..
TOTAL COST OF MAINTENANCE OF WAY	£367,037	£429,306
Per Mile of Railway worked	£108.11	£126.42

APPENDIX No. 20—*continued.*DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1907-8, ETC.—*continued.*

	1906-7.	1907-8.
WAY AND WORKS BRANCH—<i>continued.</i>		
MAINTENANCE OF WORKS—		
	£	£
Superintendence and Staff	8,229	8,678
Bridges, Culverts, and Drains	37,676	46,472
Piers and Wharfs	3,357	4,425
Weighbridges, Scales, Lifting Cranes, Turntables, Traversers, Grain Conveyors, &c.	4,929	6,965
Buildings, Platforms, and Fixtures	69,351	67,769
Stock Yards	3,832	4,059
Water Supply	8,655	10,370
Signals and Interlocking	17,860	19,231
Telegraph Lines	9,616	10,432
Machinery, Tools, and Supplies	3,515	3,907
Other Expenses	187	181
Flinders-street New Station	20,000	..
TOTAL COST OF MAINTENANCE OF WORKS	£187,207	£182,489
TOTAL EXPENSES OF WAY AND WORKS BRANCH	£589,452	£648,589
Percentage of Gross Revenue	14·69	16·75
Per Mile of Railway worked	£173·62	£190·99
Per Traffic Train Mile	14·10 <i>d.</i>	14·99 <i>d.</i>
ROLLING STOCK BRANCH.		
	£	£
General Superintendence and Staff	11,603	12,352
Stationery, Printing, and Advertising	2,587	2,735
Stores Expenses	10,332	11,224
LOCOMOTIVE WORKING—		
Superintendence and Staff	13,088	13,511
Running Sheds { Staff	34,829	36,520
{ Supplies	2,643	1,841
Drivers and Firemen	187,305	194,785
Coal, Wood, and Kindlers for Locomotives	177,537	214,005
Handling and Inspection of Coal, Wood, and Kindlers for Locomotives	14,836	16,573
Water for Locomotives and Running Sheds	14,897	14,559
Oil, Tallow, Waste, and other Running Supplies for Locomotives	9,669	9,984
Fire Claims	735	2,692
Other Expenses	54	56
TOTAL COST OF LOCOMOTIVE WORKING	£455,593	£504,526
Per Locomotive Mile	9·22 <i>d.</i>	9·77 <i>d.</i>
Per Traffic Train Mile	10·90 <i>d.</i>	11·66 <i>d.</i>
INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS—		
	£	£
Labour	27,088	27,931
Lubricants	1,211	1,171
Light	10,268	11,376
Ice	956	1,056
Other Expenses	1,445	1,619
TOTAL COST OF INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS	£40,968	£43,153
Per 1,000 Car Miles	73·11 <i>d.</i>	75·25 <i>d.</i>
TOTAL COST OF WORKING ROLLING STOCK BRANCH	£521,083	£573,990

APPENDIX No. 20—*continued.*DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1907-8, ETC.—*continued.*

	1906-7.	1907-8.
ROLLING STOCK BRANCH—<i>continued.</i>		
REPAIRS AND RENEWALS OF ROLLING STOCK—	£	£
Superintendence and Staff	6,804	7,445
Repairs and Renewals of Locomotives	133,581	174,227
" " Passenger Cars and Vans	69,383	86,289
" " Trucks	78,187	66,451
" " Covers	6,033	11,602
" " Machinery and Tools	13,027	14,828
Power, Heat, Light, &c., for Shops	15,905	20,331
Other Expenses	938	1,304
TOTAL COST OF REPAIRS AND RENEWALS OF ROLLING STOCK	£323,858	£382,477
Per Traffic Train Mile	7·74 <i>d.</i>	8·84 <i>d.</i>
TOTAL EXPENSES OF ROLLING STOCK BRANCH	£844,941	£956,467
Percentage of Gross Revenue	21·06	24·70
Per Traffic Train Mile	20·21 <i>d.</i>	22·11 <i>d.</i>
GENERAL EXPENSES.		
	£	£
Salaries and Expenses, Commissioners' and Secretary's Offices	13,576	13,580
" " Chief Accountant's Office	13,557	14,994
" " Auditor of Receipts' Office	13,855	14,767
Estate Office	1,511	1,677
General Office Expenses	1,192	1,273
Legal and Medical Expenses	2,434	2,555
Stationery, Printing, and Advertising (General)	1,468	1,411
Other General Expenses	1,439	2,198
TOTAL GENERAL EXPENSES	£49,032	£52,455
Percentage of Gross Revenue	1·22	1·35
Per Traffic Train Mile	1·17 <i>d.</i>	1·22 <i>d.</i>
Payment into Railway Accident and Fire Insurance Fund .. .. .	..	£15,667
Percentage of Gross Revenue .. .. .	..	0·40
Per Traffic Train Mile .. .. .	..	0·36 <i>d.</i>
TOTAL WORKING EXPENSES	£2,076,673	£2,285,897
Percentage of Gross Revenue	51·75	59·02
Per Traffic Train Mile	49·66 <i>d.</i>	52·84 <i>d.</i>
Per Mile of Railway Worked	£612	£673

APPENDIX No 21.

RESULTS OF WORKING OF THE ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY FOR THE YEAR 1907-8, COMPARED WITH THE YEAR 1906-7.

	1906-7.	1907-8.
Average Mileage of Railway Worked...	4.62	5.13
Car Mileage	303,777	335,007
Number of Passengers carried	1,030,242	1,146,484
Average Fare paid per Passenger	2.21d.	2.16d.
GROSS REVENUE—	£	£
Passengers	9,514	10,350
Parcels	1	1
Miscellaneous	75	23
TOTAL GROSS REVENUE	£9,590	£10,374
Per Passenger Car Mile	7.58d.	7.43d.
Per Mile of Single Track	£2,075.76	£2,022.22
ORDINARY WORKING EXPENSES—	£	£
Transportation Account	3,061	3,413
Way and Works Account	496	863
Rolling-Stock Account	810	2,338
Power Account	1,958	2,980
General Expenditure	906	1,394
Motor Omnibus Temporary Service	220	...
TOTAL WORKING EXPENSES	£7,451	£10,988
Per cent. of Gross Revenue	77.70	105.92
Per Passenger Car Mile	5.89d.	7.87d.
Per Mile of Single Track	£1,612.77	£2,141.91
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£2,139	Loss £614
SPECIAL EXPENDITURES—		
Replacement of Rolling-Stock, Car Shed, and Equipment, destroyed by fire, and contingencies in connexion therewith	£9,941	£3,311
NET DEFICIT FOR YEAR, EXCLUSIVE OF INTEREST, AS BELOW	£7,802	£3,925
INTEREST ON THE TOTAL CAPITAL COST	£1,980	£2,140
NET LOSS FOR YEAR, INCLUSIVE OF INTEREST, AS ABOVE	£9,782	£6,065

APPENDIX No. 22.

MILEAGE OF RAILWAYS AND TRACKS.

		Mileage open for Traffic at 30th June.								
		Railways.						Tracks.		
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Main Tracks.	Sidings.	Total.
Year 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
Year 1908	5' 3" gauge ...	3'15	2'22	2'45	299'49	3007'03	3314'34	3641'14	583'12	4224'26
	2' 6" gauge ...	...	...	...	...	81'60	81'60	81'60	4'94	86'54
	Total ...	3'15	2'22	2'45	299'49	3088'63	3395'94	3722'74	588'06	4310'80
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	5'13	5'13	5'13	'83	5'96
	Grand Total ...	3'15	2'22	2'45	299'49	3093'76	3401'07	3727'87	588'89	4316'76
		Average Mileage open for Traffic during the Year.								
		Railways.						Tracks.		
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Main Tracks.	Sidings.	Total.
Year 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
Year 1907-8	5' 3" gauge ...	3'15	2'22	2'45	301'14	3005'38	3314'34	3642'79	581'21	4224'00
	2' 6" gauge ...	...	...	...	...	81'60	81'60	81'60	4'89	86'49
	Total ...	3'15	2'22	2'45	301'14	3086'98	3395'94	3724'39	586'10	4310'49
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	5'13	5'13	5'13	'75	5'88
	Grand Total ...	3'15	2'22	2'45	301'14	3092'11	3401'07	3729'52	586'85	4316'37

The mileage of Sidings as shown does not include 50½ miles of Sidings which are not owned by the Department, about 6 miles of which are maintained by us and at our expense, and about 77½ miles of which are maintained by us, but cost of maintenance is repaid to the Department.

Owing to alterations between Gheringhap and Bannockburn 39½ miles of Double Track has been converted into Single Track.

APPENDIX No. 23.

RETURN OF TRAFFIC AT EACH STATION.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS AND TELEGRAPH.	RENTALS.	MISCELLANEOUS.	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.
Addington	2,047	£ 126 6 0	£ 6 18 8	£ 16 16 8	£ 0 5 6	£ 0 3 3	£ ..	£ 4 6 7	£ ..	2,132	£ 972 3 3	141	£ 64 8 6	£ 4 15 5	£ 12 2 0
Adelaide Lead	247	14 6 2		1 12 10									0 1 6		
Agnes	541	35 14 1	2 6 1	9 2 11	0 4 0								38 8 10		3 0 1
Alberton	5,686	2,078 0 1	110 19 11	330 19 5	34 11 3	50 0 9		20 3 2		47	42 9 2	55			
Albert Park	1,741,028	12,099 13 3	289 15 4	640 3 3	2 13 0	0 3 6		29 4 0		1,767	1,903 3 3	4,646	3,027 4 7	2,967 3 11	676 11 7
Albion Siding	102	1 16 8													
Alexandra Road	2,635	923 9 4	63 3 2	204 12 4	8 7 6	12 9 0		19 4 10		10,504	1,102 10 5	56	7 3 2		
Allansford	4,382	564 1 4	35 13 0	63 11 4	29 11 0	11 0 3		23 15 9		1,841	1,363 5 11	1,850	2,157 16 8	588 10 10	182 19 2
Allendale	13,512	885 18 8	44 10 1	149 1 7	5 6 3	5 15 9		7 7 2		2,216	1,497 6 4	888	450 14 10	352 15 0	51 19 3
Alphington	123,438	1,206 17 9	1 6 7	17 19 10	0 16 9			4 15 0		1,253	630 13 5	20,725	4,666 6 11	230 6 9	13 15 4
Alphington — Building										14,686	1,335 2 9	364	76 14 4	0 13 0	
Tickets (Free)	10,690														
Amphitheatre	1,841	147 13 2	16 1 4	46 2 5	0 4 0	0 5 0		5 14 11							
Angle-side	439	27 1 1								2,019	966 19 11	570	442 19 5		8 7 3
Angliss' Siding															
Antwerp	1,088	61 2 9	7 6 7	34 10 1		0 2 0				3,859	489 15 4	650	81 0 11		
Arapiles	266	20 11 1	0 7 1	3 2 2		0 1 0		32 6 8		3,155	1,547 11 9	867	582 6 2		6 3 6
Ararat	35,281	8,044 7 8	480 3 1	832 10 1	81 3 8	91 14 0		7 0 0		519	173 0 11	114	50 10 5		
Arcadia	3,558	535 9 6	40 1 7	68 19 9	8 17 6	5 3 0		554 7 11	1 15 10	4,081	2,705 5 0	9,932	7,330 3 7	800 17 9	476 6 8
Arden-street								64 4 5		12,738	5,372 4 7	3,435	1,320 6 6	407 15 6	60 11 9
Armadale	1,301,932	14,911 19 5	225 4 4	292 5 3	13 6 9	1 0 6		558 9 0		7,634	1,714 13 9	61,148	21,041 7 7		
Armstrong	880	65 18 11	7 18 8	9 10 0	0 8 0	0 0 6		42 6 0	0 16 8						
Arnold	551	31 18 2	8 6 0	19 10 6	0 1 0	0 2 3				1,217	328 19 0	125	75 2 11		
Ascot Vale	1,787,386	14,857 19 0	135 13 0	211 14 1	6 18 4	1 19 3		2 7 1		7,057	1,525 15 8	248	175 1 4	1 12 0	0 10 0
Ashburton	24,244	318 6 4	6 14 7	8 0 9		0 2 0		19 7 6	1 4 0						
Aspendale	19,900	453 13 5	8 14 8	33 8 3	1 7 6	159 3 9		3 6 8							
Auburn	1,569,575	16,383 10 7	189 7 3	218 18 0	8 19 2	0 10 9						29	6 19 2		
Auburn — Building															
Tickets (Free)	2,700														
Aura	1,169	74 3 0	47 11 8	34 15 1	0 6 0	0 3 9		9 12 6		596	153 9 5	214	112 5 0		0 18 3
Avenel	5,401	633 4 10	46 3 11	119 4 1	36 13 3	50 11 9		14 13 1		3,616	1,893 15 1	1,546	855 7 6	333 17 11	27 15 0
Avoca	7,536	1,082 12 1	105 1 0	267 8 4	6 2 3	5 1 9		16 6 3	0 4 6	10,628	3,955 7 3	3,251	2,898 0 2	139 9 1	39 4 3
Axedale	2,601	182 5 9	9 18 7	28 17 8	0 13 6	4 9 3		13 15 10	0 0 3	8,461	1,198 12 9	491	239 1 10	5 19 0	18 15 0
Baarnutha	288	8 17 5						9 6 9							
Bacchus Marsh	23,507	1,971 9 5	715 17 8	325 1 5	192 4 4	209 6 0		453 14 0	1 12 0	9,634	2,468 14 4	4,526	1,723 11 1	887 8 6	211 11 4
Baddaginnie	3,059	267 1 5	36 9 10	66 12 9	13 5 6	5 11 6		40 15 8		13,811	6,208 6 1	1,016	521 17 3	212 0 10	31 9 0
Bagshot	1,359	71 10 1	1 19 0	9 13 0	0 1 6	0 2 6		2 0 0		1,913	357 13 3	169	89 4 4		5 19 9
Bairnsdale	16,530	6,527 10 8	378 0 11	900 4 7	93 12 3	70 4 5		58 14 7	0 16 9	5,823	5,077 5 1	8,247	5,193 0 5	2,413 18 5	995 15 6
Balaclava	1,178,758	10,537 16 6	210 13 4	295 5 7	8 19 2	0 19 6		19 19 2	1 0 10						
Bald Hills	2,630	64 19 7	0 1 0	6 16 9	0 4 6	0 3 9					0 11 0	4	3 14 8		
Balham															
Ballan								0 15 0							
Ballarat	11,188	1,180 19 1	176 0 1	186 15 10	26 4 3	28 16 9		40 4 9	101 13 1	6,247	1,259 11 9	2,065	1,041 12 6	1,637 6 8	362 6 4
Ballarat East	296,088	41,719 17 5	4,784 15 11	5,249 12 5	336 11 7	454 5 11		2,152 16 9	42 14 8	37,921	26,808 3 10	118,098	47,921 19 5	3,289 13 6	12,043 5 4
Balmattum	29,199	2,554 4 5	299 19 7	675 8 2	15 9 0	3 13 0		255 16 8	0 5 0	2,475	1,171 3 4	46,083	14,638 10 1		15 7 4
Balwyn	356	16 6 0	2 9 1	10 0 1				6 5 0		2,561	1,056 7 5	89	48 14 0		
Balwyn — Building	41,350	462 5 0		5 13 9				4 4 6							
Tickets (Free)	3,060														
Bannockburn	7,840	839 16 8	89 3 5	167 13 4	4 6 7	6 8 1		13 2 0							
Barongarook	1,007	31 14 4	0 6 5	4 17 2	0 1 0			9 6 6		5,156	1,090 2 8	2,758	756 9 6	157 2 0	228 15 10
										560	89 7 9	34	10 1 11		

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

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS AND TELEGRAPH.	RENTALS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.	Revenue.	Revenue.	Revenue.	Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Banool	326	24 11 11	0 16 0	7 8 8	0 6 9	1 3 3	..	2 7 6	..	78	22 2 5	31	17 1 10	..	0 11 0	
Bartold	342	21 10 4	6 7 1	18 0 3	0 6 9	1 3 3	..	8 5 5	0 10 0	1,919	645 6 3	200	82 9 2	81 1 6	3 6 0	
Barnawartha ..	4,012	616 4 10	25 1 7	106 2 4	3 0 3	18 15 9	..	9 3 6	..	1,549	954 11 6	1,192	1,219 1 6	767 15 4	120 3 9	
Barker	248,350	2,618 17 3	33 5 2	32 5 6	0 10 6	0 2 6	..	25 1 2	0 10 7	..	..	..	..	..	..
Barker's Creek Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Barrakee	621	98 15 6	7 16 2	19 18 9	0 3 0	..	..	0 15 0	..	1,401	628 4 3	371	336 19 10	182 0 10	24 18 10
Barraport	172	28 18 2	2 11 1	26 16 4	0 1 0	..	..	13 10 2	..	1,459	701 1 1	372	211 15 7	..	2 9 6
Barwo	9	0 4 8	..	..	..	..	..	0 12 0	..	..	..	..	..	..	..
Barwon	1,243	52 1 6	9 18 6	43 7 5	1 12 9	0 11 6	..	55 18 6	..	7,295	2,844 6 1	668	304 6 7	12 14 0	4 8 6	
Bayswater	16,462	583 9 6	165 0 9	137 2 5	1 5 0	1 8 9	..	5 14 2	6 14 1	2,008	288 12 1	1,646	437 17 0	4 13 5	32 15 9	
Beach	429,143	5,703 0 0	57 12 9	86 9 6	3 17 2	0 5 0	..	19 4 2	1 0 5	..	..	..	..	..	..
Beaconsfield ..	5,507	403 18 11	76 0 6	99 1 1	3 11 6	7 13 0	..	0 14 2	2 2 0	..	613	143 12 10	792	272 7 5	0 19 3	7 15 6
Bealiba	4,400	562 18 8	47 3 1	132 1 11	1 1 0	4 2 3	..	32 4 0	..	16,693	4,560 12 0	1,899	1,506 0 4	111 9 2	130 8 4	
Beaufort	13,226	2,039 7 6	146 7 8	323 3 5	33 4 0	16 18 0	..	15 0 9	..	16,229	3,543 3 6	3,531	2,445 6 3	775 10 6	96 7 7	
Beacac	3,903	553 19 9	65 11 8	208 19 6	10 3 3	14 2 5	..	76 8 8	0 2 6	5,868	1,726 18 9	5,868	2,224 1 0	210 5 9	56 4 5	
Beech Forest ..	3,752	639 2 10	28 2 1	137 5 8	0 5 6	2 18 0	..	34 13 3	18 12 0	8,709	5,382 17 10	1,648	1,406 9 2	102 13 0	74 10 6	
Beechworth Junction	1,001	115 12 4	6 9 0	9 13 5	0 2 0	0 11 6	..	29 18 9	..	1,260	386 13 10	446	223 13 11	..	..
Beechworth	11,900	2,693 16 5	231 11 5	574 9 0	14 11 6	46 10 7	..	89 19 8	10 13 9	4,428	2,121 7 0	7,545	6,973 16 11	19 9 8	62 11 10	
Belgrave	3,223	129 16 7	36 2 7	75 0 4	0 18 3	1 16 9	..	14 0 0	..	884	187 1 5	346	186 5 10	..	..
Bell	287,637	2,275 4 1	92 1 3	48 19 7	2 5 8	0 8 6	..	13 7 7	0 0 3	1,850	428 13 8	4,382	1,101 5 4	11 3 6	2,588 16 9	
Bell — Building Tickets (Free)	7,500	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bena	4,355	368 7 10	63 19 11	56 16 6	9 16 2	8 9 9	..	50 15 7	..	465	324 14 9	1,215	465 15 9	1,167 7 1	376 5 1	
Benalla	30,539	6,641 4 8	663 12 6	786 16 6	77 15 3	117 10 4	..	141 15 6	1 16 3	9,875	5,564 6 2	7,718	7,640 13 8	1,677 17 11	583 9 5	
Bendigo	183,708	32,442 14 5	2,716 5 1	4,824 4 4	340 9 10	344 0 0	..	1,084 12 8	3 18 7	27,817	16,377 7 10	129,974	59,045 2 11	3,934 15 8	6,905 5 0	
Bennison	2,244	107 4 7	39 1 5	36 10 8	0 8 0	0 8 0	..	0 15 0	..	267	303 12 8	290	198 3 11	..	2 1 2	
Bentleigh	67,292	1,016 6 7	26 0 9	46 10 3	2 9 6	0 16 6	..	1 2 0	0 5 2	334	90 18 2	3,064	497 3 5	1 19 3	1 14 6	
Berrillock	1,033	209 17 1	17 16 1	79 15 1	..	0 5 6	..	1 11 2	..	986	661 8 6	1,783	1,417 14 2	77 19 11	6 19 6	
Berwick	13,671	940 9 6	314 4 0	225 11 5	30 4 3	9 4 3	..	9 0 10	0 0 6	12,792	1,433 11 8	2,746	905 4 0	219 18 7	246 6 9	
Bet Bet	2,240	87 18 0	13 2 2	28 7 6	2 4 3	1 6 0	..	0 9 4	..	1,218	648 16 10	1,021	530 11 0	4 18 2	2 10 3	
Bethanga	3,202	353 6 6	33 7 8	111 2 8	1 0 0	5 9 0	..	29 12 9	..	1,322	1,492 17 7	3,590	3,070 8 4	1,038 4 1	28 11 5	
Beulah	4,077	907 3 5	53 9 3	178 4 9	3 16 9	14 13 0	..	55 10 8	0 5 9	5,626	3,598 15 2	3,355	3,772 17 11	776 5 3	202 12 2	
Beveridge	2,243	138 10 8	47 4 10	28 12 3	2 3 3	5 13 6	..	13 12 1	..	195	97 8 8	188	64 0 10	11 16 11	125 14 11	
Birehip	5,196	1,783 4 11	130 9 5	256 5 11	13 0 9	18 2 9	..	44 3 1	0 5 3	3,045	1,968 3 6	4,686	4,618 19 6	1,056 11 4	126 10 10	
Birregurra	11,459	1,401 12 6	114 5 1	163 0 11	68 19 9	32 9 3	..	89 10 0	..	1,201	595 11 11	2,039	839 10 4	367 4 9	398 18 4	
Bittern	2,655	388 7 10	127 14 0	149 19 5	12 16 3	42 5 9	..	26 7 6	..	2,756	590 13 5	574	334 18 7	225 5 0	348 15 4	
Blackburn	91,961	1,261 10 1	24 5 9	42 18 3	0 9 9	0 12 0	..	10 4 0	0 5 3	93	26 5 4	2,005	276 5 2	..	..
Blackburn — Building Tickets (Free)	4,332	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bloomfield	3,871	213 18 6	35 14 2	51 4 0	1 2 6	2 12 3	..	13 16 8	..	2,047	741 17 5	1,130	405 15 5	..	6 7 3	
Blowhard	5,552	271 4 11	10 10 3	33 17 8	0 1 3	2 13 0	..	5 11 6	..	6,704	3,001 4 10	2,146	531 2 4	20 7 1	9 18 7	
Bochara	95	4 2 2	0 2 5	1 1 9	..	0 0 6	..	6 3 0	..	42	3 2 11	..	0 1 0	..	..
Boigbeat	164	38 2 11	2 0 10	12 9 10	0 0 6	0 3 0	..	1 3 8	..	403	235 19 1	240	141 4 0	..	8 13 0	
Boisdale	278	66 10 2	15 17 7	26 15 7	0 3 0	0 4 0	..	19 12 5	..	449	509 4 6	472	232 14 7	156 2 0	5 6 4	
Bolga	254	47 3 3	0 10 5	12 1 8	..	..	..	5 3 9	..	60	39 18 2	34	24 14 2	..	13 7 3
Bolinda	640	62 0 1	1 10 3	12 3 2	..	0 7 0	..	0 19 2	..	1,634	286 1 1	55	20 17 7	20 13 10	0 5 9	
Bonegilla	35	1 5 3	..	..	..	..	..	..	..	..	..	..	0 3 6	..	..
Bonnie Doon ..	2,415	387 2 10	23 13 11	86 18 10	6 1 6	1 6 9	..	26 5 0	..	715	499 7 4	905	915 5 9	234 7 6	6 16 6	
Boolarra	4,390	503 2 8	36 4 0	135 8 10	12 8 3	7 7 6	..	39 3 6	1 6 7	1,635	1,004 1 9	1,810	1,238 5 5	248 17 2	88 6 2	
Booran	688	27 4 7	5 3 5	11 11 1	..	2 5 6	..	15 2 6	..	160	201 15 2	135	65 6 9	586 5 6	76 10 1	
Boort	4,186	1,071 12 8	110 9 1	223 17 8	10 16 3	36 11 11	..	66 7 0	..	4,521	2,425 14 10	2,552	2,309 2 0	1,168 8 2	91 14 4	
Borung	949	128 4 6	16 13 6	40 19 1	1 12 0	1 14 0	..	3 4 0	..	1,723	701 0 6	553	459 16 4	190 17 11	118 10 1	
Bowman	987	85 8 0	8 7 5	31 18 11	..	0 7 0	..	12 2 3	0 0 6	1,431	448 16 1	378	343 8 10	158 4 6	5 14 1	
Box Hill	381,610	5,907 18 11	259 11 10	184 2 3	7 9 4	5 19 8	..	19 5 0	1 6 0	484	175 8 1	9,282	1,707 15 4	36 4 0	208 4 8	
Box Hill — Building Tickets (Free)	81,744	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Boyle's Siding	..	..	..	..	..	..	..	..	..	..	677	215 15 7	..	..	..	..	9 12 8
Boys	8	0 8 2	0 3 7	6 8 4	..	..	..	..	..	..	73	32 19 7	..	..	..	..	..
Bradford	5	0 3 4	..	0 4 2	..	..	..	..	..	..	..	..	..	..	..	..	..
Bradshaw	456	36 5 5	0 4 11	2 14 2	..	..	..	..	..	..	7	5 10 7	..	..	..	..	..
Braxholme	7,128	935 7 0	47 7 1	134 8 2	10 14 3	..	..	..	..	..	505	401 11 4	846	592 2 10	849 2 11	199 10 10	..
Bravington	288	8 15 11	0 4 6	1 9 0	..	..	..	..	..	..	26	21 8 2	..	..	..	..	..
Brighton Beach	305,811	4,465 9 8	62 0 7	115 1 6	2 3 9	0 4 0	..	..	..	..	..	..	..	..	..	..	..
Brighton Beach—Building Tickets (Free)	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Briagolong	474	129 8 5	15 4 1	63 18 9	0 0 9	0 4 0	..	..	..	..	565	392 13 10	758	416 17 4	155 12 8	5 9 6	..
Bridgewater	6,183	769 10 3	39 14 8	117 8 2	10 10 6	15 16 9	..	..	..	..	14,876	5,212 7 4	10,247	3,307 18 3	1,263 17 5	338 14 4	..
Bright	5,414	2,001 17 1	140 0 4	504 11 5	3 5 6	21 7 6	..	..	..	..	436	490 14 2	3,856	5,929 2 2	149 14 8	93 19 9	..
Brim	2,077	255 18 1	10 2 9	57 9 9	0 13 0	0 5 6	..	..	..	..	4,297	2,122 19 4	1,153	763 0 1	529 13 3	34 17 5	..
Broadford	10,101	1,309 16 5	85 4 7	265 15 11	16 4 3	11 14 10	..	..	..	..	5,310	1,667 15 8	5,935	2,546 9 8	..	..	..
Broadmeadows	16,737	357 7 5	185 15 0	97 14 4	9 17 6	..	..	..	..	..	180	51 3 2	1,451	334 13 5	62 1 0	66 2 0	..
Brookfield	220	7 0 2	0 1 3	0 16 5	..	..	..	..	..	..	..	..	..	..	..	..	..
Broomfield	2,882	117 10 7	0 2 3	13 4 1	0 2 0	0 1 9	..	..	..	..	..	..	..	..	..	..	..
Brown's Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Brunswick	465,696	2,407 7 1	189 5 7	121 9 2	2 11 11	1 3 3	..	..	..	..	51 1 0	0 17 6	2,328	639 2 8	12,086	3,247 5 11	..
Buangor	4,058	560 3 10	37 9 7	96 1 3	19 18 9	12 19 3	..	..	..	..	17 3 6	0 8 5	4,319	1,391 5 5	823	454 4 6	64 19 8
Buckley	1,586	133 17 4	13 5 7	19 19 11	3 9 0	2 19 3	..	..	..	..	10 3 1	0 3 0	1,594	261 15 10	310	94 5 6	..
Buckrabanyule	1,126	180 6 1	13 12 4	47 4 0	3 1 6	0 12 9	..	..	..	..	14 8 3	..	1,534	666 1 0	449	297 15 4	202 14 9
Buffalo	1,641	213 4 3	15 9 3	67 3 8	6 14 0	0 18 9	..	..	..	..	5 10 0	..	906	307 3 10	263	228 4 8	267 18 8
Bullabul	71	3 16 9	0 7 0	2 8 9	..	..	..	..	..	..	0 5 0	..	1,199	195 1 1	63	25 16 3	..
Bullarto	6,616	304 8 10	16 11 1	36 2 3	0 2 6	0 2 6	..	..	..	..	1 9 2	..	5,017	1,152 10 7	317	150 2 9	..
Buln Buln	1,819	53 3 1	1 4 5	48 19 3	..	..	..	..	..	..	0 14 8	..	1,116	542 5 7	1,062	430 6 0	32 10 0
Bungaree	5,289	395 19 2	16 19 6	36 9 6	1 3 0	18 17 6	..	..	..	..	63 18 4	..	13,830	5,048 16 0	2,312	739 0 1	9 9 6
Bung Bong	319	15 13 7	14 6 5	7 1 3	6 1 0	..	..	..	..	..	..	..	738	333 12 5	64	41 15 5	9 12 0
Buninyong	65,191	1,217 9 4	74 19 3	107 14 2	2 0 3	1 15 6	..	..	..	..	3 1 4	..	2,332	1,018 19 6	1,625	817 13 5	..
Bunyip	7,547	781 9 11	74 1 1	195 16 0	1 13 9	8 4 3	..	..	..	..	27 7 0	0 0 4	5,921	1,853 4 7	1,996	1,040 1 4	6 18 5
Burnley	904,618	6,348 8 11	115 13 4	197 9 6	2 0 6	0 14 3	..	..	..	..	96 18 0	..	6,160	3,024 11 9	62,085	18,790 6 3	..
Burrumbet	4,226	289 8 5	50 17 5	54 14 9	22 4 0	91 0 5	..	..	..	..	37 18 1	..	3,780	1,930 2 3	534	201 0 9	239 1 1
Bushy Park	37	24 6 0	1 8 5	4 10 10	..	..	..	..	..	..	14 12 4	..	718	483 5 3	112	46 10 7	..
Bylands	567	28 9 0	14 0 5	11 9 3	0 1 6	0 7 0	..	..	..	..	1 19 0	..	648	179 0 4	62	24 0 4	..
Byrne	399	23 16 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Byrneside	850	137 1 9	11 2 8	21 13 8	3 15 0	1 19 6	..	..	..	..	8 13 0	..	698	398 9 10	143	158 12 0	241 18 8
Caldermeade	2,800	236 1 9	123 11 7	41 3 2	7 7 6	7 0 6	..	..	..	..	9 18 6	..	292	110 6 9	399	206 3 5	449 6 5
California Gully	52	1 1 11	..	..	..	..	..	..	..	..	11 2 1	..	4,483	497 11 4	36,879	6,562 7 4	..
Camberwell	1,405,971	17,356 19 5	294 3 10	294 6 5	15 12 5	6 5 0	..	..	..	..	165 15 2	1 6 8	653	413 0 8	29,429	4,865 13 3	3 19 9
Camberwell—Building Tickets (Free)	3,060	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Campbell	2,783	101 0 9	16 11 9	18 15 6	0 5 6	0 8 0	..	..	..	..	3 1 11	..	204	153 7 1	247	96 12 3	1 2 0
Camperdown	28,035	5,620 5 4	403 19 10	853 18 2	155 12 3	271 9 3	..	..	..	..	154 19 3	0 12 6	3,845	3,312 19 6	9,627	5,833 17 6	2,362 9 11
Canadian	6,574	53 14 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cannie	160	38 15 5	2 6 8	24 11 5	0 3 0	0 2 0	..	..	..	..	4 16 0	..	745	416 12 11	294	132 17 7	6 8 6
Canterbury	649,023	8,156 16 11	145 1 8	229 10 8	6 11 7	2 9 6	..	..	..	..	108 6 0	0 11 3	23	6 9 10	10,122	1,572 7 11	..
Canterbury—Building Tickets (Free)	6,000	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Carapoece	721	148 2 8	12 12 10	13 3 7	2 14 9	7 17 6	..	..	..	..	8 1 0	..	5,032	1,568 11 4	250	184 9 7	1 0 6
Cardigan	929	23 16 2	10 4 1	5 15 5	0 2 9	0 4 3	..	..	..	..	0 5 0	..	..	..	..	..	..
Carisbrook	37,300	859 16 4	37 10 0	68 14 10	3 12 9	18 3 0	..	..	..	..	6 6 7	..	1,021	473 16 8	5,441	1,683 2 3	83 19 1
Carlsruhe	1,820	121 8 7	6 5 2	11 4 3	0 1 9	0 2 0	..	..	..	..	15 0 0	..	640	220 8 1	69	30 6 4	34 11 8
Carrum	21,280	733 8 0	330 15 1	158 17 11	2 5 3	6 17 4	..	..	..	..	1 0 0	..	12,371	1,344 2 2	2,261	558 19 8	4 7 6
Casterton	9,105	2,685 19 6	149 5 11	556 1 0	81 5 9	93 9 9	..	..	..	..	152 2 4	..	5,616	4,785 2 2	4,792	5,072 6 10	15 10 1
Castlemaine	63,817	8,636 19 4	641 2 8	984 13 7	25 18 3	16 6 0	..	..	..	..	233 14 9	0 15 5	6,902	5,982 14 2	18,931	11,090 18 8	61 12 1
Cathkin	1,436	232 15 9	11 5 5	22 15 6	1 1 6	0 14 0	..	..	..	..	21 12 10	..	350	189 8 4	131	79 18 8	11 14 1
Caulfield	763,505	11,037 9 4	190 8 0	292 16 6	1,450 15 4	959 19 9	..	..	..	..	50 15 0	0 19 8	234	82 8 11	9,741	1,524 13 5	212 5 8
Caulfield—Building Tickets (Free)	900	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Chalk Mines	382	4 15 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Charlton	5,318	1,484 5 2	117 17 1	310 14 5	8 16 9	18 7 0	..	..	..	..	32 14 10	0 3 9	4,740	3,121 14 2	3,818	4,417 12 7	798 16 5
Chelsea	2,377	58 14 3	0 1 8	4 9 0	..	..	..	..	..	..	..	..	..	..	..	..	..
Cheltenham	146,385	2,430 14 2	240 0 3	175 7 2	1 6 8	0 19 9	..	..	..	..	15 5 0	0 13 4	367	84 4 1	5,193	849 8 5	2 2 6
Cheltenham—Building Tickets (Free)	3,886	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cheviot	246	8 19 11	3 3 11	17 2 2	0 3 6	0 4 6	..	..	..	..	5 15 0	0 10 0	7,612	3,150 3 7	667	290 8 0	..
Chewton	7,905	664 10 4	45 18 5	56 11 0	5 16 9	1 5 0	..	..	..	..	..	..	516	239 10 3	3,094	716 3 7	1 7 9
Chiltern	9,577	1,850 13 4	110 6 8	337 4 5	37 3 6	37 16 11	..	..	..	..	16 3 7	0 17 9	1,886	854 11 10	6,123	4,530 13 11	57 3 2
Claremont	396	27 9 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Clayton	34,261	624 2 9	74 8 6	65 0 5	0 16 6	0 8 3	..	..	..	..	0 15 0	0 4 2	81	18 11 9	2,091	211 2 8	..
Clayton—Building Tickets (Free)	1,090	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

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

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS AND TELE- GRAPH.	RENTALS.	MISCEL- LANEOUS.	GOODS.				LIVE STOCK.	
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.	Inwards.	Tons.	Revenue.	Tons.	Revenue.	Outwards.	Inwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
Clifton Hill	1,041,988	£ 8,221 8 6	£ 207 11 1	£ 134 18 0	£ 4 6 1	£ 0 14 0	£	£ 40 5 0	£ .. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
Clunes	13,423	1,498 0 5	151 3 8	230 13 2	10 9 0	9 1 0	.. ..	25 8 11	0 5 0	3 667	1,926 8 5	3 552	1 493 10 9	315 4 5	405 4 1
Clyde	3,769	296 16 2	296 18 6	76 16 4	5 12 0	3 13 11	.. ..	6 10 9	.. ..	644	237 8 10	446	154 7 8	4 7 7	168 1 1
Coalville	1,538	29 15 2	6 1 1	49 14 6	0 1 3	0 0 6	.. ..	26 14 7	.. ..	394	143 7 7	164	113 7 7	.. ..	.. ..
Cobden	507	43 18 1	60 12 8	138 16 5	0 3 6	11 15 3	.. ..	9 16 0	.. ..	1,073	1,119 11 11	2,298	1,747 10 10	64 6 1	38 5 9
Cobram	4,122	1,836 7 3	96 14 10	345 14 2	20 6 9	36 1 9	.. ..	71 16 0	.. ..	3,168	2,885 11 5	4,200	4,363 4 6	2,691 9 9	1,851 6 8
Coburg	585,570	4,178 14 4	67 16 5	75 11 9	7 11 3	1 0 6	.. ..	63 14 5	1 1 7	368	210 6 9	2,904	847 18 1	4 10 0	0 11 6
Coburg — Building Tickets (Free)	3,060	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
Cockatoo	2,355	201 6 5	50 9 8	61 16 5	0 5 9	0 11 3	.. ..	7 10 0	.. ..	.. ..	4,310	1,024 4 8	281	150 4 8	.. ..
Colac	33,794	6,481 0 3	1,236 1 4	923 12 2	150 1 10	141 0 6	.. ..	436 14 4	3 6 9	10,601	4,802 2 10	13,283	7,329 11 4	2,616 12 7	1,923 7 3
Coldstream	2,869	165 14 2	254 6 7	54 14 0	.. ..	12 12 7	.. ..	0 17 2	.. ..	965	157 19 7	669	157 7 4	4 8 9	24 4 11
Coleraine	6,607	1,658 4 6	87 19 7	313 13 0	19 1 9	23 7 0	.. ..	82 6 6	0 3 9	3,153	2,649 1 1	2,669	2,689 5 5	1,752 0 5	403 0 11
Collingwood Town	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
Hall	448,800	3,615 0 7	107 13 10	113 8 3	1 14 6	0 5 3	.. ..	5 0 1	0 12 11	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
Condah	3,735	487 0 3	20 19 3	81 15 4	6 12 0	4 1 9	.. ..	41 14 11	0 3 0	1,304	759 11 1	638	414 1 8	711 7 0	172 6 9
Congupna	564	29 10 11	2 2 4	9 3 1	0 0 9	0 12 6	.. ..	11 6 9	.. ..	887	383 19 5	55	42 8 9	0 17 6	3 13 1
Cope Cope	1,836	372 0 5	20 8 9	70 16 8	3 12 6	1 14 3	.. ..	20 17 0	.. ..	6,336	3,661 2 0	1,207	892 0 11	1,026 4 6	129 16 9
Coram	658	16 15 10	.. ..	0 1 2	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
Coromby	724	21 4 9	.. ..	11 7 2	0 1 0	0 11 3	.. ..	17 4 8	.. ..	2,807	1,536 8 10	201	123 0 8	.. ..	.. ..
Cosgrove	994	151 0 8	11 11 3	40 10 4	.. ..	6 18 3	.. ..	5 5 0	.. ..	1,767	1,076 16 7	982	620 11 4	268 2 7	29 13 8
Cowie	678	42 0 1	23 1 11	2 8 10	0 2 0	.. ..	.. ..	7 6 8	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
Cowwarr	2,863	414 10 3	25 15 11	82 12 3	17 1 0	9 4 6	.. ..	3 19 8	.. ..	312	304 6 10	1,355	1,187 8 3	644 7 0	56 15 6
Craigieburn	6,158	275 19 1	168 0 6	69 4 1	7 17 3	2 8 4	.. ..	1 3 8	0 4 6	2,179	440 15 11	1,566	312 19 1	86 13 5	55 19 1
Cranbourne	7,389	507 1 5	217 3 2	127 9 3	6 7 3	11 8 0	.. ..	11 19 2	.. ..	4,348	834 16 1	2,091	606 9 10	373 18 8	283 19 6
Creighton	305	5 15 11	2 1 8	5 6 5	0 4 10	0 1 3	.. ..	6 0 0	.. ..	5,638	2,110 9 9	128	42 16 6	.. ..	.. ..
Creswick	44,214	1,937 12 9	104 5 4	201 3 8	10 7 0	10 1 3	.. ..	9 1 3	0 9 3	729	326 19 2	4,797	1,824 13 11	1 5 0	12 12 6
Crib Point	102	13 7 10	0 1 0	7 12 2	.. ..	0 5 9	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
Crossley	868	13 7 10	.. ..	2 15 11	.. ..	0 4 6	.. ..	20 10 3	.. ..	1,316	718 6 2	52	14 18 2	.. ..	4 14 1
Crossover	2,191	64 11 2	0 6 7	26 13 1	.. ..	0 4 0	.. ..	.. ..	.. ..	1,786	507 1 0	92	48 6 9	.. ..	2 10 9
Crowlands	206	24 10 1	1 8 3	17 10 10	11 19 9	29 2 3	.. ..	9 0 0	.. ..	711	618 12 9	423	322 11 11	13 3 9	17 19 9
Croxton	455,992	2,923 11 11	34 14 1	73 3 10	2 2 2	1 11 6	.. ..	12 10 9	.. ..	45	16 17 4	4,052	836 1 3	.. ..	.. ..
Croydon	32,643	1,086 19 3	182 13 4	150 14 4	3 12 3	2 9 3	.. ..	39 3 8	8 10 0	2,015	299 7 11	2,492	547 15 0	0 7 6	23 13 9
Cudgee	2,016	119 2 3	10 2 5	18 2 6	0 12 6	0 3 6	.. ..	18 4 10	.. ..	355	191 3 5	75	52 2 4	1 17 3	8 13 10
Curvo	550	34 18 5	2 15 8	26 17 5	.. ..	0 8 0	.. ..	12 0 0	.. ..	448	364 19 2	565	312 1 3	119 14 4	54 13 7
Daisy	50	1 5 5	.. ..	0 14 5	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
Dandenong	132,033	4,874 4 1	806 4 10	509 11 5	80 1 3	31 4 6	.. ..	278 3 6	0 8 4	3,827	865 5 0	8,547	1,973 17 2	1,541 18 10	1,517 2 2
Darlimurla	2,194	86 13 0	7 4 10	28 13 5	.. ..	0 4 0	.. ..	2 3 0	.. ..	728	187 19 6	78	85 9 2	.. ..	5 1 0
Darling	8,317	139 15 4	0 15 10	1 13 10	.. ..	.. ..	.. ..	13 3 2	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
Darling — Building Tickets (Free)	3,240	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
Darnum	4,266	319 2 11	279 5 1	93 3 1	3 2 9	3 0 0	.. ..	17 18 6	.. ..	483	219 7 7	1,403	406 0 0	304 3 5	162 14 0
Dawson	838	34 9 0	0 19 11	4 7 1	.. ..	.. ..	.. ..	0 8 4	.. ..	7	12 6 1	29	15 8 1	.. ..	5 1 0
Daylesford	23,914	3,500 2 7	337 17 8	543 8 10	30 10 6	32 1 0	.. ..	53 1 4	30 3 9	4,993	2,209 10 10	6,997	4,269 3 7	145 0 5	118 10 5
Dean Marsh	1,934	317 3 8	30 18 8	123 12 6	1 3 3	1 16 6	.. ..	13 14 9	.. ..	1,341	413 5 0	596	364 5 1	10 12 5	11 8 6
Deepdene	37,869	470 1 1	43 16 4	12 8 11	.. ..	.. ..	.. ..	12 15 0	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
Deep Lead	447	51 12 10	2 14 4	7 13 2	0 5 4	0 4 0	.. ..	8 3 6	.. ..	1,357	187 8 11	49	58 14 3	.. ..	.. ..
Deep Leads Mines	2,618	81 3 6	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
Deer Park	5,743	138 14 4	71 9 0	27 4 5	0 8 6	0 10 6	.. ..	14 19 11	.. ..	9	3 11 8	358	69 14 4	.. ..	6 2 4
Dennington	103	7 9 9	0 0 9	6 0 4	.. ..	4 17 6	.. ..	25 13 6	.. ..	54	6 1 7	206	85 6 0	.. ..	7 4 4
Derby	1,578	114 2 11	8 14 7	22 3 10	0 9 9	1 6 8	.. ..	7 5 0	.. ..	4,903	1,076 16 7	355	163 10 3	122 2 10	49 10 1
Derrinal	753	82 5 1	4 9 4	11 13 8	.. ..	0 7 3	.. ..	5 1 10	.. ..	5,552	1,033 14 9	222	105 2 7	103 12 10	10 4 7
Devenish	3,418	423 11 6	36 4 4	73 7 10	6 11 0	8 12 3	.. ..	11 4 0	.. ..	3,646	1,908 15 4	1,097	815 13 0	399 10 10	17 7 5
Diapur	1,812	158 11 10	11 0 4	54 4 4	0 8 6	0 8 0	.. ..	36 5 9	.. ..	5,173	2,070 3 4	994	768 18 2	1 1 0	3 4 5
Diggers' Rest	4,558	208 15 7	36 3 7	29 1 8	1 18 3	14 5 3	.. ..	16 17 2	.. ..	308	70 16 2	507	132 2 5	2 10 6	23 19 11
Dimboola	18,871	3,604 13 5	166 9 11	372 4 10	19 11 9	17 4 3	.. ..	111 0 11	0 10 0	6,900	3,693 19 3	4,079	5,618 16 1	438 17 8	69 13 4

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

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS AND TELE-GRAPH.	RENTALS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Revenue.	Outwards.		Inwards.		Outwards.	Inwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.					Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
Gardiner—Building Tickets (Free) ..	6,720															
Garfield ..	5,295	598 1 3	51 12 7	111 7 5	5 7 0	13 6 0	..	14 10 11	..	2,754	845 9 11	882	469 16 4	137 17 4	303 11 0	
Garvoc ..	3,466	209 3 10	30 14 9	53 6 6	..	10 12 6	..	26 19 7	..	1,827	711 4 1	734	402 18 8	197 12 6	37 10 0	
Geelong ..	165,784	22,951 1 5	2,160 6 5	1,833 16 5	206 13 2	122 8 2	..	1,352 5 1	..	92,512	40,787 1 7	93,305	48,202 12 4	548 2 10	3,559 1 3	
Gellibrand ..	1,905	169 10 5	2 16 8	43 14 11	..	0 16 6	..	15 0 0	..	1,039	290 16 3	216	144 6 9	2 17 6	6 4 7	
Gelliondale ..	1,630	363 11 2	14 10 8	56 6 4	..	1 12 6	..	9 0 0	..	277	307 13 0	390	363 13 7	1 18 9	48 12 4	
Gembrook ..	1,937	219 15 5	61 15 2	128 6 1	..	1 4 6	..	23 5 0	6 0 0	5,246	1,473 13 10	594	362 0 1	..	..
Gerangamete ..	420	12 15 0	2 10 8	14 3 10	..	0 5 0	..	128 6 1	..	1,495	445 19 1	57	27 6 4	3 6 6	1 4 0	
Gerang ..	1,272	70 12 2	12 8 3	42 14 9	..	0 8 6	..	30 16 0	..	4,230	2,114 12 5	746	497 1 1	..	9 16 0	
Germantown ..	777	58 14 9	2 4 4	4 7 9	..	0 8 0	..	1 1 0	..	..	..	..	0 1 7	..	..
Gherang ..	..	..	..	0 10 0	..	..	..	..	..	1,589	265 0 0	21	8 8 5	..	..
Gheringhap ..	2,520	64 4 8	4 6 11	5 15 1	0 2 6	0 16 6	..	22 11 0	..	1,115	323 5 6	104	34 11 1	..	2 0 0	
Gisborne ..	9,333	941 11 1	105 11 11	176 7 11	10 3 0	32 14 9	..	18 13 0	0 0 3	8,562	2,337 17 6	1,535	677 6 9	248 11 11	225 0 8	
Gladstone Siding ..	..	..	..	..	..	..	..	10 0 5	..	4,291	718 19 1	11	2 11 10	..	..
Glenalbyn ..	972	74 19 4	13 16 8	11 3 0	..	0 6 6	..	9 12 8	0 1 4	6,191	1,040 11 6	65	33 19 0	1 12 3	6 15 2	
Glenferrie ..	1,589,313	15,899 12 10	221 11 8	301 2 11	10 6 0	1 1 9	..	65 15 2	4 0 10	..	..	..	..	..	..
Glenfyne ..	354	36 5 2	10 15 4	9 13 6	..	0 15 0	..	8 10 6	..	583	106 13 10	50	36 8 4	..	..
Glengary ..	2,048	247 18 6	18 12 6	59 11 0	5 8 3	16 9 9	..	6 0 0	0 0 3	710	358 7 0	504	480 14 1	355 16 8	51 16 3	
Glen Huntly ..	100,596	1,351 16 4	27 12 7	42 18 4	1 19 9	0 1 6	..	21 10 0	..	177	26 4 5	6,094	673 11 6	..	..
Glen Huntly—Building Tickets (Free) ..	39,894	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Glen Iris ..	10,899	185 10 8	5 9 7	9 9 2	0 5 6	..	..	5 0 0	..	..	..	..	..	..	..
Glen Iris—Building Tickets (Free) ..	2,220	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Glenloch ..	1,068	164 16 6	10 13 4	46 1 8	1 0 0	0 11 6	..	13 16 4	..	697	584 12 8	593	330 10 0	825 6 11	294 7 10	
Glenorchy ..	2,909	398 5 8	36 14 4	89 7 11	3 0 0	4 9 0	..	12 4 3	..	2,397	1,155 15 11	1,894	1,072 1 11	441 5 9	61 12 10	
Glenrowan ..	5,584	756 17 0	46 12 6	102 18 0	38 16 0	11 1 9	..	18 9 3	0 2 0	4,037	1,542 16 7	1,160	857 7 9	453 0 2	22 16 11	
Glenroy ..	42,660	680 15 7	12 10 3	40 9 7	1 10 0	0 0 6	..	0 11 0	..	6	1 18 6	686	127 6 3	..	..
Glen Thompson ..	4,814	882 19 8	58 12 2	137 15 3	24 9 10	17 16 6	..	34 0 8	4 19 0	3,687	1,460 17 10	1,306	1,068 5 6	561 17 4	426 1 0	
Golden Square ..	11,340	1,419 3 8	80 10 5	157 4 6	1 9 9	0 10 0	..	6 1 8	0 0 5	6,588	857 0 8	22,996	4,910 7 4	3 4 5	448 10 8	
Goldsbrough ..	2,350	104 10 5	13 3 11	16 18 5	0 4 9	..	..	..	..	11,742	1,862 16 9	250	94 17 4	..	..
Goorambat ..	2,662	306 12 7	21 4 8	81 17 1	3 17 9	0 12 3	..	18 17 2	..	4,623	2,181 9 2	1,832	900 2 0	215 14 3	0 15 6	
Goornong ..	5,689	537 9 7	14 4 10	75 14 9	18 13 6	5 7 0	..	21 17 2	..	8,947	1,830 11 2	1,189	596 15 3	302 12 8	40 17 3	
Gordon ..	10,921	1,026 10 5	46 17 8	115 6 4	5 5 9	12 11 6	..	13 19 9	..	2,522	815 14 8	1,482	670 12 0	0 7 6	8 16 3	
Goroke ..	2,095	472 2 9	24 16 9	167 0 3	2 2 9	2 19 9	..	0 6 3	..	1,214	1,457 19 4	973	1,613 13 11	26 11 0	94 5 11	
Goyura ..	742	60 1 4	3 4 10	15 14 5	0 11 6	0 10 0	..	11 12 3	..	355	155 6 10	172	107 6 7	..	5 14 9	
Goyura ..	569,256	3,800 11 6	58 18 10	96 7 7	0 14 3	..	..	13 13 6	..	..	..	..	..	..	..
Graham-street ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Granite Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Grampians ..	..	..	..	..	..	..	..	..	..	048	577 8 4	..	4 18 10	..	..
Grassdale ..	1,266	198 8 10	9 17 0	25 7 4	0 9 0	0 7 0	..	17 6 7	..	578	401 3 3	471	216 7 5	452 16 8	12 15 3	
Gravelside ..	..	..	..	..	..	..	..	..	..	7	1 18 3	..	..	..	..
Great Southern Con- sels Siding ..	..	..	..	..	..	..	..	..	..	..	..	2,799	639 7 8	..	..
Great Western ..	3,069	299 4 0	23 16 9	58 11 7	2 17 0	3 19 0	..	4 0 7	0 5 0	1,031	1,035 16 8	1,054	868 16 6	14 19 7	0 11 3	
Gredgwin ..	114	27 2 9	1 4 5	9 15 1	..	0 4 6	..	8 0 4	..	264	166 4 4	544	112 0 2	196 19 9	..	
Green Hill ..	92	3 5 11	1 13 8	3 8 1	..	..	..	1 10 0	..	137	60 7 10	34	7 12 2	0 8 3	..
Green Vale Siding ..	372	19 10 3	0 10 6	12 18 8	..	1 2 0	..	5 2 2	..	3,071	1,746 8 9	748	363 0 1	2 12 6	18 2 4	
Greensborough ..	19,929	641 0 8	9 9 6	42 12 1	..	0 8 6	..	1 3 9	..	254	73 19 11	816	231 7 2	1 13 9	..	
Gritjurk ..	97	7 11 11	0 1 6	0 14 3	..	..	..	1 0 0	..	..	..	3	2 12 6	..	..
Guildford ..	4,015	252 0 10	26 7 10	39 5 11	0 5 0	0 14 6	..	9 16 7	0 2 6	351	285 3 11	771	491 8 2	..	16 3 2	
Gymbowen ..	1,015	126 0 3	6 12 0	42 14 0	0 9 9	0 5 9	..	18 6 9	..	1,163	337 0 4	462	363 14 9	2 3 8	13 2 0	
Haddon ..	2,682	94 10 11	15 10 5	8 0 10	0 1 0	0 2 9	..	0 10 0	..	127	102 3 6	247	95 18 10	..	..
Hallam ..	2,711	134 1 9	294 16 4	53 12 1	0 15 9	1 4 5	..	..	..	120	36 4 9	252	68 4 8	..	1 15 2
Hamilton ..	37,550	9,511 1 11	700 9 11	1,008 15 7	153 15 6	171 7 9	..	473 6 3	1 14 7	5,855	4,518 7 6	15,775	9,989 6 3	2,703 8 8	2,107 13 6	
Hammond ..	..	..	..	1 16 7	..	..	..	3 8 10	..	5,638	2,258 2 11	6	3 10 4	..	..

10

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

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES AND DOGS.		MAILS AND TEL.-GRAPH.	RENTALS.	MISCELLANEOUS.	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.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Kerrisdale ..	878	77 18 8	6 13 1	26 1 4	1 1 0	2 0 9	..	0 1 0	0 3 9	396	220 7 6	190	106 3 11	11 10 9	4 19 6
Kew ..	837,546	8,717 9 8	176 3 9	227 1 8	7 3 4	1 13 0	..	167 17 0	1 7 0	178	143 19 9	13,456	2,792 10 4	6 13 6	..
Kew—Building Tickets (Free) ..	5,450	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kiata ..	1,152	85 16 8	7 3 7	26 15 0	0 16 6	0 13 6	..	34 1 2	..	2,032	761 8 10	628	428 4 6	0 9 0	..
Killara ..	957	88 14 0	263 14 11	43 0 5	2 5 0	1 5 0	..	419	89 5 1	419	89 5 1	168	59 12 10	3 0 0	45 4 7
Kilmore ..	3,986	433 18 1	74 13 9	207 13 0	27 1 9	27 0 6	..	59 13 9	0 4 9	1,885	695 4 4	3,217	1,481 19 9	140 4 1	206 10 3
Kilmore East ..	10,626	1,341 16 3	81 19 3	64 1 0	45 3 0	14 8 6	..	40 6 0	0 11 0	1,009	242 15 8	154	64 10 7	496 14 3	155 7 4
Kilmore Junction ..	846	72 16 2	3 16 10	7 6 1	..	0 3 0	..	0 15 0	..	..	..	..	..	455 6 11	180 7 0
Kingston ..	3,682	276 11 3	14 8 6	51 7 3	5 3 3	1 17 9	..	24 1 6	..	8,540	3,976 6 0	6,100	1,215 3 8	11 10 10	4 8 9
Kinabulla ..	188	12 0 5	1 35 8	14 8 0	..	0 8 6	..	12 18 6	..	378	228 0 11	..	121 18 10	..	..
Kirkstall ..	409	13 4 2	..	2 7 4	..	0 0 6	..	20 11 6	..	152	71 5 0	..	10 7 9	..	..
Knowsley ..	2,378	191 18 8	11 6 11	92 5 8	2 12 6	13 7 1	..	24 15 3	..	12,290	2,478 2 8	..	191 19 6	89 0 4	12 0 7
Koonwara ..	1,309	119 6 4	24 2 6	56 8 3	4 0 0	1 2 11	..	8 5 1	..	511	289 13 6	..	184 1 7	179 1 10	84 12 7
Koo-wee-rup ..	4,782	507 9 7	89 14 0	107 12 4	7 7 3	4 11 6	..	24 0 6	..	3,305	995 15 3	1,557	626 6 0	27 19 0	28 4 0
Koo-wee-rup West ..	101	2 1 3	7 13 6	1 16 5	0 6 6	0 15 0	..	..	..	568	146 9 3	..	44 14 9	28 4 11	52 0 7
Kooyong ..	21,271	290 13 6	4 9 4	6 1 5	..	..	..	10 6 11	..	..	..	..	..	..	..
Kooyong—Building Tickets (Free) ..	12,346	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Korong Vale ..	4,979	862 5 9	53 12 2	119 10 11	8 1 11	1 7 6	..	208 12 3	0 5 6	3,747	1,287 3 0	1,528	893 14 9	382 13 1	129 10 9
Korot ..	16,425	2,441 4 0	117 10 6	264 9 10	90 19 6	30 12 3	..	164 0 2	..	14,559	9,132 11 5	3,183	1,852 11 4	1,292 3 6	140 9 4
Korumburra ..	31,722	3,793 6 8	398 17 7	378 12 7	48 18 5	25 15 9	..	952 7 4	-0 10 6	6,237	2,848 16 9	7,712	3,801 13 7	997 1 0	1,688 5 8
Koyuga ..	287	30 15 4	3 11 3	10 10 11	0 19 0	6 2 3	..	0 15 0	..	180	192 0 9	..	501	223 12 7	438 10 3
Kurtzing ..	338	63 3 1	10 6 3	13 18 1	..	0 8 0	..	0 3 0	..	8,179	1,317 17 0	..	158	82 11 11	254 16 0
Kyabram ..	8,743	1,769 1 8	135 7 3	371 15 6	28 17 6	38 19 6	..	48 14 2	0 15 3	5,719	3,023 8 0	6,297	4,109 3 3	828 19 2	115 3 3
Kyneton ..	38,758	4,804 15 8	450 1 3	692 14 11	80 3 9	113 9 6	..	949 5 5	1 7 3	13,846	5,396 15 10	9,835	4,510 3 2	1,390 11 8	1,366 17 9
Laesby ..	40	1 15 11	..	..	..	..	..	..	..	..	..	..	..	..	..
Lah ..	488	39 18 8	2 8 5	8 14 10	0 2 0	0 1 0	..	16 8 6	..	1,385	758 19 8	..	418	157 14 9	..
Lake Boga ..	3,046	555 3 1	43 7 2	142 16 8	8 0 0	1 19 6	..	25 8 3	0 4 1	1,271	1,018 8 2	1,663	1,432 2 3	298 12 6	12 15 6
Lake Buloke ..	30	7 8 11	0 0 6	0 4 10	..	..	..	6 17 4	..	79	50 3 2	..	88	53 4 3	..
Lake Charm ..	2,406	136 15 1	11 15 3	58 13 1	0 7 6	0 19 0	..	11 17 3	..	884	666 5 1	..	412	399 6 9	657 9 7
Lalbert ..	614	188 13 8	15 5 0	50 3 8	0 10 6	1 12 9	..	6 0 0	..	1,231	367 7 7	1,494	1,154 6 9	591 14 5	51 11 11
Lal Lal ..	4,928	267 2 8	21 2 1	25 2 3	0 7 0	19 12 0	..	28 14 6	..	4,017	609 16 10	..	267	104 2 8	7 5 3
Lamrock ..	..	..	..	..	..	..	..	..	..	1,412	166 12 0	..	8	5 12 0	..
Lancefield ..	8,660	1,022 9 8	69 2 4	167 8 11	41 0 0	37 15 9	..	101 12 3	0 5 0	8,175	2,566 3 7	1,958	1,083 4 7	368 15 3	101 17 1
Lancefield Junction ..	6,843	358 13 8	29 15 3	34 4 2	3 15 9	11 9 3	..	27 0 4	..	1,009	275 13 4	..	249	72 19 1	351 10 4
Lang Lang ..	5,762	844 8 10	90 14 7	194 9 10	17 13 6	44 11 4	..	30 17 7	..	1,267	623 13 8	1,471	873 0 7	535 1 10	443 17 8
Langwarrin ..	8,905	184 18 11	6 12 10	39 12 8	0 9 6	33 4 0	..	1 18 8	..	341	135 17 5	..	261	177 14 8	21 1 0
Lara ..	9,771	719 15 4	70 16 7	119 2 6	10 10 9	13 7 3	..	97 12 2	..	16,035	3,154 9 1	3,578	890 13 3	252 14 6	88 6 8
Larport ..	1,737	239 6 5	19 5 9	27 1 2	2 0 9	0 16 6	..	2 12 0	..	5,523	2,744 8 2	..	960	170 12 8	29 16 3
Lascelles ..	619	205 16 6	9 13 6	16 11 8	2 11 6	0 12 0	..	25 18 6	..	693	462 12 1	..	365	370 7 3	9 18 9
Launching Place ..	2,185	209 6 6	42 4 11	44 9 6	1 0 0	3 16 3	..	6 13 9	..	2,619	566 12 9	..	260	140 14 5	216 14 2
Laurie ..	33	1 5 7	0 3 3	0 18 1	..	..	..	..	..	5,815	1,166 4 1	..	13	5 13 9	..
Laverton ..	7,873	192 0 0	52 6 3	33 0 0	3 3 6	0 13 0	..	39 6 0	0 0 6	3,192	2,628 9 1	803	169 9 4	2 1 6	..
Layard ..	..	..	..	..	..	..	..	..	..	142	22 16 0	..	4	1 12 10	..
Learnmonth ..	7,862	452 1 11	17 3 11	76 9 8	3 1 6	2 9 6	..	25 15 0	..	6,933	3,037 9 3	1,576	632 5 8	6 14 3	3 11 0
Lecon ..	..	..	..	..	..	..	..	11 19 10	..	..	..	..	..	..	..
Leichardt ..	1,036	70 4 1	3 11 6	10 11 0	0 2 0	0 16 2	..	..	..	1,224	438 6 4	228	100 18 1	0 8 2	2 14 8
Leonard ..	3,028	183 14 4	20 18 5	19 13 9	0 6 9	0 0 6	..	0 10 0	..	9,430	1,364 12 1	298	105 12 7	0 13 8	0 19 3
Leongatha ..	16,028	2,750 16 9	257 9 1	396 13 1	30 4 6	40 3 6	..	105 17 0	0 11 9	7,472	2,210 11 0	3,173	2,635 3 10	2,807 1 0	2,168 17 10
Leopold ..	757	37 6 3	12 4 2	3 0 8	0 4 0	0 9 0	..	..	..	535	142 7 5	..	91	23 13 0	1 6 9
Leslie ..	54	2 1 5	0 13 1	2 2 3	..	..	..	..	..	262	49 13 10	..	11	6 9 0	3 3 5
Leithbridge ..	5,285	411 10 8	22 18 5	53 8 5	0 19 0	0 10 0	..	42 10 9	..	4,013	698 7 6	598	168 0 10	2 9 6	9 19 0
Llandilo ..	..	..	..	..	..	..	..	0 6 0	..	5,028	949 10 3	..	..	0 6 3	..
Lilloo ..	684	12 9 9	0 6 9	2 7 10	..	..	..	..	..	215	88 18 6	204	40 19 9	..	..

56

Lillimur ..	469	44 2 7	11 11 4	53 5 11	0 18 6	1 9 6	16 19 0	2,627	1,242 5 1	503	378 5 0	1 4 9	8 9 0	
Liliput ..	1,042	23 19 7	0 12 8	2 1 2		0 4 0	1 3 10	182	110 12 1	51	28 1 11			
Llydale ..	40,201	2,143 1 9	396 3 5	292 2 11	40 4 2	28 1 4	102 17 2	15,080	3,030 17 3	3,785	1,214 19 0	212 4 5	418 9 10	
Lisadeno ..	10,095	1,185 0 9	42 5 3	112 4 3	41 7 6	24 15 9	20 16 8	4,030	2,375 7 0	1,659	867 18 5	433 14 8	547 9 7	
Lisaton ..	9,333	1,210 8 11	113 2 8	297 4 2	61 19 4	32 11 8	11 6 9	3,019	1,899 18 5	2,869	1,505 18 6	435 19 6	169 9 4	
Lischfield ..	607	42 15 9	1 10 8	21 18 10	0 0 9	0 0 9	11 17 0	1,992	1,095 12 1	411	230 13 9	183 8 0		
Little River ..	7,433	488 3 5	74 4 6	91 6 4	7 8 5	6 0 6	45 10 4	3,161	693 18 4	1,577	447 7 3	141 6 8	125 11 11	
Light Wood ..								1,415	233 8 7	11	11 12 2			
Llanelly ..	860	54 13 5	11 15 6	30 12 9			1 4 0	6,400	1,448 13 2	427	311 2 7			
Loch ..	10,072	1,140 3 1	103 0 2	204 0 8	29 13 0	24 2 8	64 18 3	1,358	693 9 0	1,868	933 13 1	1,041 13 8	506 18 3	
Locksley ..	1,701	172 17 9	9 5 1	25 16 9	0 11 0	0 10 6	11 10 0	5,112	1,823 0 4	308	124 10 3	100 4 11	3 15 11	
Loddon ..														
Londrigan ..	981	44 14 8	2 16 8	13 3 11		0 4 6	3 0 1	177	109 18 10	230	105 10 3	1 3 6		
Longlea ..	464	20 1 10	1 13 10	5 9 11		0 0 9	1 13 0	1,409	194 17 4	119	42 6 5		1 0 0	
Longwarry ..	5,939	474 3 3	41 7 3	88 7 5	2 10 9	3 1 6	58 18 10	5,356	1,183 7 10	702	422 6 2	196 6 1	226 10 7	
Longwood ..	3,624	507 11 8	35 10 5	101 1 10	4 11 3	13 2 6	41 5 11	11,693	4,461 12 0	1,404	878 15 1	337 11 7	48 7 2	
Lowat ..	329	20 10 9	3 19 1	9 19 4				195	65 4 0	31	18 16 5			
Lower Ferntree Gully ..	8,947	355 14 3	205 14 6	97 2 8		0 19 4		779	104 19 8	600	144 16 3	0 10 0	18 13 11	
Lowry ..								231	69 19 10	8	4 0 7			
Loy Yang ..	1,232	28 8 0	2 1 6	5 13 4	0 3 0	0 1 6	7 16 0	98	33 19 0	29	17 17 4			
Lubeck ..	3,595	515 10 2	38 7 6	90 15 7	30 0 6	6 2 0	25 3 4	6,497	2,335 6 0	1,071	803 16 8	548 13 3	67 13 6	
Lynchhurst ..	1,565	69 15 6	805 19 5	101 0 10		7 12 8	3 6 8	670	127 9 0	1,113	186 7 4	5 0 9	20 13 0	
Lyonville ..	3,529	180 15 8	8 13 1	21 19 0	0 6 6	0 5 6	3 3 8	10,233	1,585 12 0	193	113 8 8			
Macaulay Road ..	125,166	782 0 2	20 15 2	27 19 2	1 2 0	0 3 0	42 15 0							
MacDougall ..								3,141	1,801 19 5	2,720	1,033 10 2			
Macdevitt ..				1 12 11										
Macedon ..	10,884	1,126 6 9	291 15 1	299 13 3	20 11 9	11 7 10	31 5 6	5,351	1,030 9 2	1,819	830 6 10	12 17 1	59 5 2	
Macorras ..	3,490	703 19 11	57 13 10	132 18 10	3 12 3	3 9 0	14 16 8	1,289	1,727 11 5	1,739	1,768 12 11	1,253 15 10	83 1 5	
Maindample ..	1,566	177 15 2	10 9 6	38 4 6	0 12 9	3 0 0	19 11 4	1,376	791 17 1	247	190 0 9	73 7 6	17 6 10	
Maffescioni's Siding ..								3,932	1,163 18 3	25	5 18 9			
Maffra ..	7,525	1,547 2 5	245 18 3	289 7 0	39 12 6	77 17 6	58 16 5	1,841	993 0 11	2,891	2,060 19 4	1,460 4 2	245 0 5	
Maldon ..	19,854	2,374 10 0	178 12 0	433 11 10	17 4 9	12 3 9	32 14 0	1,054	720 5 1	6,959	4,197 2 4	105 11 9	55 3 11	
Malmesbury ..	9,181	809 17 9	107 3 8	116 4 9	5 19 0	8 8 0	22 11 11	4,933	1,109 10 2	1,070	536 15 9	179 9 10	153 11 7	
Malvern ..	1,519,147	17,980 12 2	281 19 1	821 17 10	16 9 5	3 0 6	32 9 10	378	89 17 4	19,156	3,926 13 3		0 7 6	
Manjalore ..	5,099	77 12 2	15 0 7	31 6 9	1 17 3	3 15 0	43 17 1	3,395	787 3 4	294	157 0 7	20 9 1	6 2 7	
Mannorim ..	769	43 7 1	1 5 4	4 19 0			19 4 0	1,053	159 2 11	293	79 10 4	1 10 0		
Manzfield ..	5,143	1,920 19 3	120 8 0	404 3 5	24 16 6	42 4 9	19 10 4	3,003	2,517 3 7	3,841	4,844 0 0	1,916 15 5	582 1 4	
Marcus ..	1,047	107 5 2	3 7 6	4 5 1	43 8 3	13 17 9	5 9 0	690	358 2 2	822	272 13 0	1 15 6	29 8 0	
Marong ..	5,423	321 7 8	19 15 0	46 11 5	13 6 3	37 12 6	15 10 0	6,537	3,593 13 5	1,701	948 8 6	734 14 0	351 10 1	
Maroons ..	1,568	254 10 4	26 9 7	91 1 4	1 2 0	2 4 9	52 15 0	1,162	171 6 0	1,157	289 3 4		5 0 9	
Marshall ..	1,260	45 9 3	62 17 4	19 1 5		0 4 6	1 5 0	7,461	3,356 13 2	14,171	8,969 0 2	186 10 4	205 3 7	
Maryborough ..	171,954	9,915 10 4	684 8 9	980 11 4	36 16 3	53 6 9	317 17 5	474	232 16 0	242	85 18 3			
Massey ..	235	15 13 1	0 10 11	8 12 5			7 7 7	58,375	14,914 11 4	571	117 5 7			
McIvor Siding ..														
McKinnon ..	41,544	570 9 11	9 4 2	7 15 10	0 2 0	0 4 0	1 18 0							
Meatlan ..	269	98 8 11	4 4 11	19 7 8		0 1 6	9 17 0	405	302 18 1	478	280 15 1	3 17 6	1 7 6	
Meenyan ..	2,949	440 10 0	45 12 9	96 16 1	5 6 0	6 4 6	18 1 10	700	524 6 11	839	709 14 8	550 9 1	217 6 10	
Melbourne, Flinders-street (Country) ..	399,224	18,618 12 5	4,237 14 8	2,583 9 9	80 6 11	266 10 9	2,202 19 5							
Melbourne, Flinders-street (Suburban) ..	5,610,275	71,662 6 3												
Melbourne, Prince's-Bridge (Country) ..	409,091	52,491 1 2	9,723 14 11	5,880 0 6	333 4 11	234 2 8	697 19 4							
Melbourne, Prince's-Bridge (Suburban) ..	1,328,630	15,554 2 8												
Melbourne, Spencer-street, (Country) ..	1,665,170	309,602 0 9	63,253 0 10	32,781 2 2	2,141 18 0	2,038 4 10	14,649 19 5	5,956 10 10	463,787	474,461 18 3	553,372	282,403 9 1	1,476 13 4	8,459 12 7
Melbourne, Spencer-street (Suburban) ..	695,183	8,783 14 7												
Mellis ..				1 1 8										
Melton ..	17,896	998 18 7	271 8 8	143 7 6	55 11 4	84 15 3	0 9 2	127	66 19 7	22	11 3 1			
Mentona ..	147,265	3,091 4 11	95 19 7	189 5 9	53 10 9	163 13 6	48 19 9	4,258	852 10 10	2,455	797 18 9	166 10 9	70 4 4	
Mentona Building Tickets (Free) ..	11,040						14 4 6	456	102 13 0	4,964	930 0 8	14 2 9	49 11 10	
Meredith ..	8,146	904 4 7	73 10 1	143 17 4	1 18 6	2 17 9	88 8 9	4,346	889 2 3	1,308	596 0 11	239 1 0	35 13 5	
Merrigum ..	2,352	410 19 0	38 18 9	67 18 9	6 12 6	2 7 9	40 4 4	4,840	2,900 17 5	1,692	1,197 16 0	251 0 5	25 15 2	
Merri ..	241,029	1,682 13 1	28 14 5	43 14 7	4 8 2	0 8 0	17 5 1							
Merino ..	3,651	701 12 7	70 9 2	139 17 7	2 6 9	21 7 9	68 12 0	850	632 9 3	1,111	1,069 15 8	319 2 6	18 10 6	
Merton ..	947	173 0 5	17 7 7	40 17 0	2 9 0	1 12 0	23 6 5	419	367 8 11	296	223 2 10	131 6 1	36 17 5	
Miakiti ..							7 16 9							
Milas ..	845	55 3 4	0 12 0	3 3 5	86 18 9	14 15 3	13 17 6	32	22 6 8	123	41 5 1	0 10 0	0 18 9	
Middle Brighton ..	704,272	9,198 17 10	136 13 5	195 15 0	6 16 3	1 8 9	27 19 8	108	43 17 9	7,691	1,602 12 3			

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

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS AND TELEGRAPH.	RENTALS.	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.	£ s. d.	
Middle Brighton—Building Tickets (Free)	1,380														
Middle Creek	2,528	291 7 9	14 3 3	36 17 9	0 10 6	0 5 9		19 1 7		2,341	784 17 2	251	128 10 11	156 19 7	35 1 5
Middle Footscray	198,933	1,428 11 10	58 17 6	8 8 5	1 9 11	0 2 9		3 15 10							
Middle Park	1,070,558	7,792 7 7	198 1 5	158 7 4	1 15 0	0 6 0		15 11 9	0 12 8						
Mildura	3,450	4,212 17 8	399 4 0	814 10 8	7 11 0	18 7 6		80 17 5	0 9 0	3,204	4,823 7 1	6,423	10,530 1 9	559 14 11	464 19 8
Millbrook	3,895	376 0 11	11 1 3	19 12 7	2 0 3	0 2 9		1 6 0		1,966	567 19 3	222	84 6 6	96 2 8	13 16 1
Millgrove	3,494	331 17 2	11 18 11	58 4 3	0 12 9	0 19 6		0 17 8		15,597	5,696 1 1	625	295 18 3	0 13 3	30 19 11
Milltown	1,169	103 8 8	5 8 5	27 5 1	0 5 0	0 4 0		0 7 6		1,773	320 12 2	94	46 16 3		
Milne	1,027	91 1 0													
Mincha	961	87 11 8	18 16 9	19 8 4	0 15 0	4 10 9		10 12 7		341	374 15 4	686	239 4 7	834 7 2	16 0 6
Minhamite	283	57 10 8	4 3 7	29 1 6	0 1 0	5 1 6		9 2 3		439	286 8 5	176	76 11 5	5 12 0	
Minyip	6,528	1,218 16 8	73 3 11	277 6 8	52 2 6	22 2 9		63 1 2	0 5 0	7,553	4,617 9 7	10,581	5,350 9 10	966 17 3	123 19 10
Miram	1,057	81 16 11	5 14 10	39 8 10	1 16 3	9 10 0		59 3 3		3,278	1,398 16 4	858	509 11 4	10 6 6	13 0 0
Mitcham	66,110	1,203 6 11	63 15 1	85 17 2	0 12 0	0 4 3		0 1 0		3,222	623 11 2	7,336	1,236 4 0	2 0 3	0 7 6
Mitre Lake	880	86 3 4	3 16 10	28 2 6	0 1 9	0 13 3		17 18 7		2,509	949 7 2	631	303 11 6		
Mitiamo	2,438	487 6 1	28 15 2	114 3 9	12 8 3	4 1 0		167 8 3	0 1 9	1,226	785 5 9	1,153	745 4 0	900 4 7	166 14 1
Moe	13,376	1,901 13 4	111 14 10	238 13 4	9 16 6	9 18 0		31 8 5	0 1 9	669	486 16 3	2,659	1,613 10 9	103 4 7	133 11 8
Mologa	1,262	225 10 5	11 9 7	59 1 8	2 13 6	0 19 9		7 17 4		940	413 9 3	342	208 8 10	207 11 4	23 5 11
Motesworth	722	127 2 5	15 18 0	48 13 5	6 13 3	3 9 6		8 0 10		356	274 17 6	404	321 11 11	259 6 6	121 16 0
Monea	604	41 0 10	2 5 10	9 8 6	0 4 6	0 3 0		1 3 0		35	38 16 2	93	43 3 5	2 14 0	1 7 6
Monegatta	810	88 15 3	4 16 5	11 13 3		1 4 9		7 0 4		177	73 17 8	104	46 4 7		1 10 8
Montgomery's and Bradshaw's Siding				12 4 6						1,476	234 4 0	56	24 10 8		
Monomeith	1,858	226 16 9	18 1 7	35 2 8	2 17 5	7 18 3		15 5 0		206	107 15 8	426	163 12 7	571 10 8	284 13 6
Montague	216,514	1,501 9 10	22 15 0	25 2 0	1 2 3	0 4 0		4 0 0							
Mont Albert	158,221	2,038 6 6	10 1 3	26 0 2	2 0 8			3 8 10							
Mont Albert—Building Tickets (Free)	2,820														
Montgomery				0 3 2		0 0 6				1,674	535 13 2	130	53 17 10	221 13 2	2 19 0
Moolap	372	21 13 6	14 7 6	2 8 10	0 2 0			0 12 4			0 10 0		0 11 0		
Moolort	6,510	511 8 9	32 16 3	78 6 11	8 1 0	8 7 9		10 5 0		4,859	2,149 15 10	14,951	2,974 7 11	11 5 11	24 2 2
Moonee Ponds	1,271,628	12,332 17 8	204 5 5	260 1 9	20 19 5	144 1 6		14 5 8	1 0 0						
Moorabool	1,112	70 8 5	10 7 7	15 5 5	0 3 0	0 11 3		21 16 10		78	14 16 3	162	38 7 2	4 10 3	2 18 0
Moorabbin	55,374	905 14 4	151 8 7	57 12 7	0 18 11	0 8 3		7 10 11		196	49 3 3	3,662	549 19 9		
Moorabbin—Building Tickets (Free)	360														
Moorooduc	250	4 0 2	6 13 11	5 2	0 16 0	2 19 3		11 15 0		430	72 19 4	52	20 11 2	150 7 0	140 9 10
Mooroolbark	5,915	203 8 10	139 15 7	40 18 8	0 7 0	2 15 8		0 2 0		1,103	166 11 6	249	68 9 2	1 18 6	12 16 9
Mooroopna	5,420	1,083 7 10	96 5 8	166 2 9	15 19 9	18 4 3		31 17 3	0 4 9	7,532	4,784 6 10	3,112	2,094 1 5	377 19 0	124 0 1
Morandng	339	10 2 5	2 15 8	11 10 7	0 2 0			1 19 6		202	71 0 9	72	35 19 10		1 18 4
Mordialloc	137,032	3,231 10 9	224 1 5	318 17 5	427 9 6	342 10 8		31 10 6	4 6 11	849	146 12 8	4,210	691 4 7	13 12 3	22 17 3
Mordialloc—Building Tickets (Free)	11,820														
Moreland	408,321	2,056 16 5	77 16 3	54 7 7	2 17 7	0 13 9		106 15 1	0 13 4	2,139	398 19 11	6,581	2,252 13 6		
Moriac	2,348	216 9 7	25 10 6	135 12 8	5 17 6	3 5 2		30 1 7		2,997	476 10 7	479	125 2 9	69 13 11	15 14 11
Mornington Junction	4,401	255 18 6	22 19 2	21 3 7	0 10 9	0 14 6		10 16 0		745	164 11 7	111	47 10 3	3 17 0	121 10 6
Mornington	10,842	1,171 18 10	225 0 1	410 16 8	10 2 0	13 9 6		28 18 0	2 7 9	309	179 9 3	2,345	833 4 9	24 17 11	80 18 8
Mortlake	5,907	1,175 18 10	100 1 9	270 7 3	130 9 11	40 4 8		51 3 10	0 3 9	2,383	1,938 7 1	4,241	2,605 14 9	807 13 6	179 9 10
Morton Plains	65	7 10 6	1 17 6	10 13 10		0 2 0		1 8 4		626	346 1 9	112	95 3 10	253 19 0	
Morwell	18,247	2,368 8 5	168 7 5	276 3 2	22 2 3	30 14 6		70 3 1		2,726	1,119 19 5	2,358	1,857 3 0	750 15 8	820 16 10
Mount Clear	1,640	15 16 10	0 0 8	0 4 3		0 1 6		1 3 4					11 8 2		
Mount Helen	1,215	21 1 0				0 0 6									
Moutajup	402	23 5 6	1 15 5	14 3 0		0 11 0				467	224 18 2	198	101 8 5		
Moyhu	3,913	283 11 3	21 11 11	58 11 8	0 8 0	7 6 3		5 4 0		1,032	417 4 4	1,037	785 14 1	38 1 0	15 2 3
Moyne	607	16 3 3		2 6 5		0 5 0				232	128 17 3	53	22 19 2		

Muckleford ..	507	19 14 1	3 17 1	5 10 11	..	0 0 6	..	0 6 0	..	136	53 12 11	83	46 2 1	..	4 12 0
Munro ..	1,917	138 14 3	3 16 7	21 15 3	..	0 17 3	..	1 9 2	..	564	185 16 0	117	48 15 1	..	2 5 6
Murchison ..	1,043	54 17 8	12 8 11	119 12 7	..	4 6 3	..	14 4 9	0 2 3	1,849	803 11 8	1,739	1,165 16 3	0 12 6	..
Murchison East ..	8,012	1,386 0 1	83 15 9	133 15 1	34 14 9	21 7 9	..	84 14 5	0 19 1	3,851	1,756 12 9	747	562 8 0	990 17 2	177 9 8
Murray ..	166,471	1,458 8 11	34 6 9	28 13 8	1 1 6	0 4 6	..	5 18 11	..	..	..	..	..	..	..
Murray — Building Tickets (Free) ..	3,690	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Murroon ..	442	19 3 10	4 5 0	23 16 7	0 6 0	0 7 9	..	12 9 4	..	1,019	368 2 5	162	81 16 8	40 14 5	7 6 0
Murrumbidgee ..	157,207	1,940 18 6	40 6 9	63 11 3	3 1 0	0 12 0	..	17 5 10	..	30	4 16 3	2,001	307 19 2	..	..
Murrumbidgee—Building Tickets (Free) ..	16,380	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Murton ..	15,561	3,250 4 5	105 8 0	277 17 9	7 16 3	16 11 4	..	98 5 11	1 0 0	7,843	3,788 4 9	9,899	4,033 15 3	752 4 3	109 15 5
Musk ..	2,679	85 0 0	7 2 8	13 19 0	0 2 0	0 8 6	..	3 7 0	..	1,666	691 6 5	78	51 0 4	..	..
Myamyn ..	921	83 7 1	3 6 10	19 0 4	..	..	..	7 14 9	..	32	31 8 6	127	96 8 7	..	..
Myer ..	735	12 15 3	3 16 1	6 7 11	..	0 0 6	..	7 11 4	..	..	..	..	..	..	..
Mystic Park ..	2,637	200 14 7	11 10 4	57 4 0	1 3 0	1 12 8	..	26 6 2	..	849	502 7 7	612	349 0 11	349 3 4	4 18 6
Mywee ..	6	0 4 4	..	0 3 0	..	..	..	60	..	60	32 17 10	34	19 3 3	..	..
Mysia ..	872	177 4 5	16 0 7	65 5 4	6 11 0	1 14 0	..	30 17 6	..	809	804 16 5	523	358 11 11	319 9 0	72 1 0
Myrtleford ..	5,480	1,240 15 4	77 1 8	197 11 11	17 12 0	4 19 6	..	43 9 1	..	2,211	839 9 7	1,704	2,113 1 6	801 13 6	91 2 3
Nagambye ..	9,960	1,575 11 1	121 10 5	294 3 4	7 17 3	21 8 9	..	61 10 10	0 2 6	20,154	7,117 7 8	3,054	2,151 0 0	801 1 4	142 2 2
Nambrok ..	..	..	..	..	..	..	..	..	..	574	170 13 2	202	61 19 6	..	..
Nar-Nar-Goon ..	4,159	441 2 7	83 11 0	111 18 2	12 12 6	18 7 0	..	23 3 1	..	3,537	903 19 9	1,061	448 1 4	120 4 9	274 4 9
Narracon ..	1,292	44 8 9	19 12 11	60 16 5	0 10 0	2 3 0	..	16 7 6	..	717	294 2 10	382	206 18 8	102 4 8	17 9 6
Narre Warren ..	5,877	339 17 5	263 6 6	120 4 3	2 11 0	5 12 0	..	10 16 9	..	1,024	360 16 3	976	289 15 10	42 0 2	41 5 6
Naroghid ..	90	14 6 0	0 0 10	1 8 0	..	..	..	15 0 7	..	..	5 9 6	..	3 3 3	..	..
Nathalia ..	5,672	1,346 3 8	115 14 5	306 5 2	8 4 3	21 17 1	..	49 14 6	0 1 9	4,191	2,925 12 8	3,250	3,554 2 10	1,242 19 10	59 12 11
Natimik ..	6,048	746 10 11	84 0 0	159 10 1	0 19 0	1 9 3	..	22 14 7	0 4 6	8,436	5,217 19 7	8,152	3,930 16 7	175 0 0	36 19 0
Navigator ..	2,212	69 6 6	1 1 0	2 11 10	..	0 2 0	..	4 11 1	..	..	..	..	..	..	..
Neerim South ..	5,486	647 18 7	53 4 5	168 19 0	3 5 9	3 19 0	..	50 14 0	..	2,517	1,229 16 11	1,392	1,074 6 8	406 2 10	131 11 2
Newlyn ..	2,471	237 6 6	22 1 9	45 12 4	0 9 0	7 15 3	..	54 0 8	..	12,966	5,937 1 5	1,119	545 1 3	217 10 11	53 7 2
Newmarket ..	1,158,098	9,959 4 11	122 13 9	208 18 6	1,539 5 7	1,175 8 2	..	64 15 8	0 15 6	14,535	2,719 13 7	32,045	25,969 7 0	14,430 1 2	135,201 6 0
Newmarket Show Grounds ..	..	..	0 2 8	5 2 11	0 1 6	148 13 9	..	0 10 0	..	69	156 16 4	222	110 14 3	329 9 10	547 10 6
Newport ..	588,194	3,153 8 7	82 0 5	101 5 10	12 15 9	3 7 0	..	706 1 10	1 0 0	109,130	11,301 17 9	20,295	7,241 17 11	..	3,827 9 9
Newstead ..	6,077	704 1 9	63 2 2	159 19 10	35 3 3	60 3 9	..	5 6 10	2 1 9	1,351	807 12 9	1,247	863 6 1	443 2 9	305 11 11
Newtown ..	10,874	749 13 6	28 5 0	62 5 5	16 16 3	4 13 0	..	11 17 8	..	1,165	298 12 11	4,396	1,755 17 4	..	5 1 0
New Havilah G. M. Co.'s Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Null ..	12,907	3,121 4 8	240 2 11	536 4 7	12 6 3	29 1 3	..	91 18 6	0 6 6	558	225 19 6	16,952	3,103 1 0	..	..
Nuntingbool ..	695	25 11 1	..	0 0 8	..	0 0 9	..	..	..	23,819	15,697 10 7	19,946	11,550 18 0	1,401 18 11	150 15 8
Nooramunga ..	1,276	82 4 11	1 17 9	7 10 0	..	..	..	9 11 2	..	604	292 4 6	43	22 3 5	16 6 0	..
Noradjuha ..	1,510	210 17 8	15 3 9	96 4 10	0 9 0	1 12 6	..	10 12 6	..	3,352	1,861 13 11	1,501	1,226 16 3	39 8 0	16 11 3
North Ballarat ..	4,183	308 0 1	..	1 7 10	..	0 0 9	..	..	..	..	..	..	..	..	..
North Brighton ..	810,152	10,047 12 3	189 16 11	214 15 5	4 7 3	1 2 9	..	25 0 2	2 2 11	124	76 11 9	13,193	2,547 16 11	..	..
North Brighton — Building Tickets (Free) ..	11,580	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Northcote ..	311,637	2,156 8 2	102 4 8	75 14 6	3 17 3	0 2 0	..	12 2 5	0 13 4	18,383	4,114 3 1	6,520	1,713 13 1	..	2 18 2
North Carlton ..	6,133	146 13 4	34 9 5	170 8 8	1 18 9	0 2 6	..	13 4 10	0 2 11	3,037	303 6 9	14,034	4,219 5 7	..	..
North Creswick ..	16,097	871 12 8	85 3 9	49 8 0	2 6 9	3 8 6	..	8 13 3	0 0 3	512	133 5 10	275	81 4 9	0 7 6	..
North Essendon ..	12,865	134 16 6	..	0 5 5	..	0 1 6	..	10 7 9	..	..	..	..	..	..	..
North Essendon — Building Tickets (Free) ..	900	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Fitzroy ..	314,854	2,378 2 10	209 3 1	364 4 8	4 6 8	0 5 3	..	50 12 9	1 15 10	929	542 7 0	6,952	2,139 4 5	67 18 3	..
North Geelong ..	4,072	390 2 1	33 2 0	27 15 6	1 8 0	1 8 9	..	78 16 9	..	782	183 8 1	7,134	1,007 8 1	1,063 17 6	2,291 8 5
North Learmonth ..	32	1 7 2	..	..	..	..	..	..	..	..	..	..	..	..	..
North Melbourne ..	768,204	8,461 2 0	639 19 7	430 14 6	25 10 3	6 18 9	..	56 19 8	0 17 6	..	..	..	..	..	..
North Mirboo ..	4,644	871 17 10	74 9 9	182 14 5	6 14 3	11 17 9	..	94 17 2	..	619	754 3 1	1,564	1,587 13 0	1,273 8 1	410 9 6
North Monegatta ..	415	41 8 7	1 2 7	2 2 6	..	0 3 0	..	..	..	4	4 0 8	..	0 4 4	..	..
North Port ..	560,219	3,857 16 3	51 0 9	134 10 6	0 7 6	0 1 6	..	4 15 0	..	..	..	..	..	..	..
North Richmond ..	487,706	3,924 17 11	130 10 4	94 18 10	4 17 5	0 5 3	..	6 3 4	0 7 1	..	..	..	..	..	..
North Shore ..	867	31 17 9	..	0 5 1	..	0 0 6	..	0 1 6	..	..	..	..	..	..	1 13 6
North Williamstown ..	645,352	8,092 10 5	119 4 5	164 18 8	3 10 9	0 13 6	..	85 11 6	0 19 2	846	105 3 8	7,826	1,660 7 4	..	..
Kowling ..	18	4 2 6	13 5 2	1 1 10	..	..	..	9 6 2	..	132	17 8 8	14	6 2 0	..	..
Nullan ..	414	23 19 2	0 5 3	9 8 5	0 1 6	0 5 0	..	1 10 4	..	781	351 13 3	58	45 4 0	..	..
Nullawil ..	390	56 2 10	6 15 0	28 1 9	0 19 3	0 11 9	..	9 14 8	..	524	401 5 9	883	498 14 10	..	..
Nunmurkah ..	13,162	2,525 7 6	163 8 9	402 2 6	26 7 0	24 0 3	..	52 9 7	14 8 11	2,689	1,413 16 10	4,634	4,137 10 3	872 13 11	235 6 9
Nyora ..	3,409	571 18 7	36 4 6	111 13 7	6 9 6	3 5 3	..	15 10 6	4 12 2	948	510 4 10	1,616	713 5 0	584 14 4	664 1 0
Oakleigh ..	393,344	6,269 3 4	223 11 10	228 15 2	77 1 11	39 16 6	..	84 8 5	0 11 10	387	150 0 10	11,333	1,988 16 1	11 6 8	36 6 4
Oakleigh — Building Tickets (Free) ..	34,680	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Oak Vale ..	173	30 9 3	2 5 11	17 19 1	..	0 0 9	..	7 16 0	..	863	458 13 2	987	173 5 4	..	..

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

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS AND TELEGRAPH.	RENTALS.	MISCELLANEOUS.	GOODS.		LIVE STOCK.			
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.	Inwards.	Tons.	Revenue.	Tons.	Revenue.	Outwards.	Inwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Officer	2,476	193 15 7	175 8 1	49 5 6	0 13 6	2 19 3	..	1 2 0	..	742	184 2 3	394	147 4 6	3 12 0	10 19 0
Ondit	490	17 15 1	16 16 5	18 2 2	7 2 6	4 3 9	..	14 10 0	..	2,591	1,026 14 11	523	118 12 4	5 7 9	30 2 7
Ormond	87,355	1,126 18 6	73 4 10	48 18 1	1 7 4	0 5 9	..	0 7 11	..	29	12 16 2	899	187 7 2	..	..
Ormond—Building Tickets (Free)	1,380	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ostrim North	4,065	107 19 2	..	..	..	..	..	..	..	..	..	..	..	..	..
Ostrim	3,899	511 17 2	82 1 4	132 9 8	1 17 0	8 9 0	..	12 9 8	..	21,034	5,496 1 0	1,156	961 7 8	..	0 13 9
Ouyen	172	40 19 4	5 8 0	19 3 2	..	0 13 6	..	15 19 0	..	112	38 0 3	348	340 4 11	..	7 7 2
Ovens	559	27 4 11	5 14 3	25 10 5	..	0 4 0	..	4 1 0	..	827	365 17 0	184	151 2 6	..	3 5 0
Oxley	992	47 10 11	2 15 3	9 1 1	..	0 1 0	..	1 8 6	..	118	34 2 7	84	36 12 3	..	..
Painswick	16	1 15 8	0 0 6	..	..	..	..	0 0 0	..	3,946	681 14 10	6	3 2 6	..	..
Pakenham	9,860	946 5 5	155 18 5	164 14 10	12 1 6	14 16 5	..	23 0 7	0 0 6	3,191	884 3 0	1,947	799 7 9	047 0 6	1,120 0 7
Palmerston	657	29 12 3	4 5 7	18 4 1	..	0 2 0	..	12 9 0	0 3 6	496	134 14 9	56	45 18 10	1 13 0	1 16 6
Pannure	3,749	361 10 4	17 6 3	45 14 8	9 14 6	10 0 9	..	18 13 9	..	3,795	1,048 4 8	406	220 1 6	3 8 4	7 15 0
Paradise Valley	703	41 2 6	3 18 7	16 9 5	0 1 6	0 19 11	..	..	..	..	..	2	1 17 7	..	..
Parwan	1,286	90 2 10	39 1 11	17 9 2	1 5 3	3 18 0	..	11 18 11	..	775	175 19 8	591	163 2 4	1 16 6	34 2 8
Pascoe Vale	42,807	495 19 4	0 1 0	17 11 1	0 4 3	0 4 6	..	11 1 0	..	..	..	..	..	..	..
Pascoe Vale—Building Tickets (Free)	2,160	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Pennyroyal	360	14 14 1	6 14 10	17 5 4	0 3 0	0 1 6	..	15 16 9	..	516	197 2 6	147	67 14 5	9 4 1	0 18 3
Penshurst	6,295	1,075 11 0	79 12 4	225 12 9	100 11 3	43 9 0	..	86 10 5	..	1,430	1,478 1 3	2,583	1,444 2 2	1,224 15 5	87 9 11
Peltavel	639	54 5 2	4 19 8	4 16 0	0 2 0	0 8 0	..	9 10 0	..	355	77 10 3	165	44 14 8	..	8 4 6
Picola	1,340	342 13 9	80 6 3	100 12 10	5 18 6	2 16 0	..	23 13 1	..	3,969	2,542 14 7	1,356	819 17 3	274 11 11	28 2 0
Pieper	273	30 1 4	..	..	..	..	..	..	..	..	..	..	..	..	..
Pimpino	4,199	293 11 0	16 3 4	48 6 11	1 3 6	1 9 6	..	39 19 10	..	3,340	1,940 13 5	775	489 9 4	173 13 2	2 13 3
Pine Lodge	314	14 2 0	4 2 1	10 9 10	..	..	..	4 12 0	..	1,982	512 17 11	251	92 4 5	24 11 6	0 10 9
Pirron Yallock	4,038	422 9 3	23 17 4	51 6 2	1 7 6	4 15 2	..	56 6 1	..	678	397 9 3	795	374 14 0	330 18 10	251 15 4
Pisgah	382	14 6 5	0 1 0	1 5 8	20 5 6	69 16 9	..	3 15 7	..	..	..	..	..	..	..
Pomborneit	3,862	333 10 1	151 9 1	69 8 8	5 19 3	6 0 10	..	12 15 1	..	413	487 17 11	577	330 13 1	90 5 6	195 0 3
Porcupinkah	1,869	141 0 3	21 6 11	120 8 9	..	1 5 0	..	4 0 1	..	1,164	419 12 10	800	1,307 15 5	0 10 6	22 9 4
Portland North	942	161 5 6	..	..	..	..	..	..	..	..	..	..	..	..	..
Portland	4,469	1,404 17 8	546 8 4	296 14 8	11 18 0	8 10 0	..	59 7 3	..	5,026	3,777 13 4	3,971	2,820 2 10	18 1 0	2,210 18 6
Port Albert	928	145 11 2	34 7 4	43 17 10	0 11 0	2 6 6	..	18 5 6	..	413	423 4 7	194	164 3 6	0 7 6	4 5 0
Port Fairy	6,509	1,666 19 7	356 15 8	335 9 5	5 2 6	40 17 3	..	34 8 0	0 6 9	2,725	1,977 10 10	2,768	1,257 4 9	552 15 10	180 0 0
Port Melbourne	241,407	2,424 10 9	189 13 5	189 2 8	1 19 0	1 1 6	..	571 17 2	378 19 0	128,942	27,469 4 6	145,967	47,218 1 4	3 15 6	907 10 10
Prahran	1,256,266	10,984 6 9	1,319 9 4	683 19 5	5 1 4	0 8 6	..	14 14 0	..	..	..	..	..	..	..
Prairie	1,716	297 12 8	13 3 5	68 14 10	4 8 6	5 19 6	..	11 10 3	0 15 0	1,376	918 8 9	2,375	759 3 0	379 0 9	63 6 4
Pullut	38	4 6 8	..	..	..	..	..	..	0 3 4	1,467	750 3 2	258	100 13 11	..	..
Purdeet	509	89 8 4	5 3 5	19 0 6	0 3 0	0 5 3	..	9 2 9	..	152	114 3 1	111	83 9 9	..	3 18 9
Pyalong	1,409	161 13 8	2 6 0	49 4 6	2 13 9	5 13 9	..	9 8 11	..	515	243 6 1	321	189 3 3	164 15 2	90 1 5
Pyramid	4,548	1,189 16 3	87 12 9	213 8 7	9 10 10	18 5 0	..	46 5 2	0 1 2	1,768	1,335 2 4	2,660	2,604 18 8	1,495 2 8	210 14 8
Quembarook	1,245	354 8 7	43 14 9	100 3 1	1 4 9	8 7 3	..	21 9 3	0 4 3	1,890	980 4 4	1,972	1,715 5 4	633 4 10	43 6 2
Quantong	1,885	97 6 11	2 4 10	15 17 9	0 9 6	1 2 0	..	0 1 3	..	707	505 14 1	264	285 15 5	..	..
Queenscliff	8,281	1,444 19 1	170 7 4	370 17 5	6 5 3	4 5 3	..	35 6 8	0 2 9	5,827	395 19 10	2,698	932 16 7	10 16 10	19 17 5
Rainbow	3,103	829 11 9	60 15 3	253 11 9	7 1 0	4 15 9	..	78 9 5	0 0 3	9,727	6,042 14 11	5,141	6,081 10 1	54 8 2	87 7 4
Ravenwood	3,250	192 9 6	13 13 0	23 17 0	0 15 6	0 15 9	..	29 14 5	..	2,068	392 10 0	345	105 13 1	148 5 11	26 0 4
Raywood	5,234	462 10 7	80 15 11	84 19 7	2 12 6	1 5 9	..	3,920	0 2 0	3,920	1,217 12 1	1,560	845 10 7	172 5 9	116 4 9
Redesdale Junction	1,013	34 17 7	5 14 5	10 8 6	0 11 0	1 8 3	..	30 7 0	..	505	157 18 11	279	143 18 11	2 10 0	0 2 6
Redesdale	1,381	198 10 8	30 6 2	87 19 5	0 19 3	4 0 0	..	47 12 6	0 10 0	3,090	1,220 16 1	621	387 1 10	2 11 4	8 15 6
Redy Lake	388	12 5 6	2 13 8	10 16 2	..	0 1 6	..	2 14 0	..	103	120 12 5	84	66 4 11	160 15 6	20 18 3
Regent	173,601	1,619 16 6	47 14 0	30 14 9	0 14 5	0 5 9	..	6 10 3	..	..	..	..	..	..	..
Regent—Building Tickets (Free)	11,256	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Reid	1,840	23 13 7	1 2 9	0 4 8	..	..	..	..	..	..	..	..	..	..	..
Reservoir	26,486	369 6 8	20 0 8	29 12 7	103 9 4	11 1 9	..	3 7 4	1 10 0	162	29 17 5	2,986	450 10 7	67 9 6	33 5 6
Richards' Siding .. .. .	..	..	..	..	..	..	..	2 0 0	..	7,805	1,773 7 7	801	323 5 6	..	..
Richmond	2,238,654	20,395 19 9	909 3 6	805 9 7	17 3 4	2 16 6	..	7 19 10	..	..	..	..	..	..	..
Riddell	5,485	530 17 4	33 16 11	88 9 5	8 17 6	6 9 0	..	11 0 9	..	2,976	1,058 10 8	756	286 10 8	143 8 0	5 10 3

Ringwood ..	97,144	1,875 15 9	119 18 0	119 17 5	8 14 3	2 14 6	..	14 15 0	0 8 1	315	74 14 2	2,517	506 12 7	3 18 0	30 6 11
Riversdale ..	25,173	260 17 6	0 0 5	0 7 9	..	..	..	3 0 0	..	..	..	..	..	..	..
Riversdale—Building Tickets (Free) ..	780	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Rochester ..	11,710	2,386 17 7	188 0 3	429 9 11	27 0 9	29 8 3	..	60 5 11	0 5 0	5,486	3,273 19 8	32,929	9,492 1 7	1,674 9 4	414 18 10
Rockbank ..	4,391	169 1 3	57 3 5	26 10 10	3 13 9	8 13 0	..	22 7 11	..	1,071	182 1 10	621	134 16 3	..	24 0 4
Rocky Lead ..	2,748	154 2 1	10 0 5	22 15 7	0 13 0	0 12 3	..	5 3 7	..	2,398	340 16 8	209	99 13 8	..	0 7 6
Rokby ..	1,354	48 8 11	0 12 0	26 1 5	..	0 5 6	..	8 10 3	..	724	353 4 6	235	112 6 0	41 3 0	..
Romsey ..	5,982	781 8 4	81 4 8	161 11 5	11 0 0	36 3 3	..	28 13 1	0 3 0	6,754	1,898 3 7	1,617	860 12 5	267 13 10	85 13 11
Rosanna ..	1,309	9 10 2	..	..	..	..	..	..	..	..	..	..	..	..	..
Rosanna — Building Tickets (Free) ..	1,980	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Rosbrook ..	247	9 14 10	0 0 6	4 3 10	..	1 1 6	..	5 0 2	..	..	..	..	0 5 4	..	1 2 9
Rosbery ..	899	99 16 6	7 12 8	31 6 5	1 7 0	1 5 6	..	21 2 4	..	1,397	650 14 6	1,132	793 12 3	297 0 0	23 5 1
Rosdale ..	5,826	852 9 2	54 16 11	184 3 9	9 5 0	24 7 6	..	43 13 6	..	767	725 3 1	1,143	896 3 2	1,307 0 7	333 5 6
Rosdown ..	105,442	1,187 14 10	31 15 4	33 13 0	0 14 2	0 1 0	..	10 6 8	0 4 2	..	..	..	..	..	..
Rosdown — Building Tickets (Free) ..	8,266	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Rowley ..	411	30 3 2	6 14 7	8 17 9	0 2 0	1 1 6	..	7 11 1	..	699	141 11 1	168	60 7 4	..	..
Rowal Park ..	54,345	403 18 11	15 18 10	17 2 7	2 8 0	8 0 6	..	46 19 5	..	..	..	..	..	..	1 2 3
Ruby ..	2,443	191 9 7	49 15 10	42 3 11	0 8 0	0 7 6	..	15 16 10	2 0 0	338	234 11 3	954	244 15 1	394 18 4	48 8 3
Rupanyap ..	2,792	623 0 4	49 6 8	188 18 9	4 16 3	6 5 0	..	58 4 3	0 4 6	12,219	7,845 14 9	7,428	3,739 7 7	935 6 4	31 11 1
Rushworth ..	5,580	1,360 13 11	121 14 9	350 5 2	8 9 0	18 13 4	..	36 13 1	0 3 9	18,143	7,726 2 6	6,717	5,024 12 1	646 12 10	156 2 8
Rutherglen ..	15,322	3,411 11 0	243 10 8	669 17 11	30 5 3	29 4 0	..	68 9 2	4 16 9	5,091	4,716 6 8	17,003	12,695 0 5	149 1 2	47 13 1
Sailors' Falls ..	1,050	37 7 4	3 12 7	7 14 4	..	..	..	9 10 6	..	1,498	220 19 3	86	33 7 10	..	..
Sale ..	21,389	4,969 5 8	366 5 3	779 18 3	114 13 5	138 13 3	..	193 19 6	5 16 2	7,188	4,602 17 9	6,132	3,958 12 4	2,574 2 7	260 1 2
Salisbury ..	417	41 18 9	8 4 4	9 9 4	0 15 0	0 3 6	..	30 17 4	..	2,776	1,320 1 0	387	156 10 8	..	..
Sandford ..	3,274	394 19 1	62 15 11	53 11 0	40 16 9	0 15 0	..	35 15 1	..	812	615 19 4	269	324 16 4	2,165 6 3	65 4 11
Sandown Park ..	192	7 15 11	..	..	1 0 0	280 7 0	..	..	..	..	..	..	..	..	..
Sandringham ..	403,822	7,425 2 11	129 7 9	292 11 1	4 11 8	1 9 6	..	56 14 7	0 8 4	106	53 3 7	7,929	1,542 6 9	..	6 14 2
Sandringham—Building Tickets (Free) ..	91,586	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Scarborough ..	300	25 1 6	2 5 4	2 17 10	0 0 6	0 0 6	..	1 4 0	..	..	..	..	..	..	..
Scarsdale ..	15,262	1,046 1 0	24 5 0	75 0 3	2 4 6	2 7 3	..	17 19 9	..	112	86 5 2	942	442 11 6	19 0 6	8 17 3
Sea Lake ..	1,251	615 15 7	39 12 3	175 11 9	5 8 6	13 14 6	..	7 11 8	..	3,341	2,165 19 6	3,185	3,805 13 2	313 14 9	31 10 5
Sebastian ..	3,214	174 12 1	8 12 1	36 14 3	0 7 6	0 5 6	..	10 9 2	..	1,839	556 0 7	503	266 6 4	..	2 14 0
Seby ..	244	10 0 7	2 0 7	2 15 5	0 2 6	0 4 6	..	..	..	..	..	..	..	..	..
Seelton ..	563,509	4,603 0 3	39 1 0	26 17 6	1 6 1	0 2 6	..	14 14 3	..	..	..	..	..	..	..
Seykston ..	5,196	1,375 5 0	38 4 0	80 10 2	4 7 9	12 1 6	..	442 4 10	0 12 6	1,545	798 8 7	814	843 7 11	111 14 3	60 14 6
Savilla ..	2,843	210 13 4	40 6 3	35 3 10	0 1 6	1 1 6	..	13 11 7	..	2,238	416 0 4	725	214 6 7	1 2 0	7 12 3
Seymour ..	32,332	5,383 10 7	327 16 10	549 8 11	63 4 11	55 18 5	..	2,280 12 7	3 11 10	10,948	3,418 19 1	6,031	3,415 18 11	969 10 11	752 0 2
Sheep Hills ..	2,482	409 13 11	17 13 11	72 9 4	4 13 3	1 3 0	..	38 5 0	..	4,628	2,955 10 10	1,210	1,106 14 8	631 10 2	16 11 5
Shelbourne ..	454	121 0 2	10 17 4	32 7 0	4 0 0	2 4 0	..	32 13 3	..	9,619	3,934 1 3	1,429	1,018 15 6	22 5 6	6 14 6
Shenley ..	24,074	239 0 3	..	0 3 3	..	..	..	8 17 0	..	..	..	..	..	..	..
Shenley — Building Tickets (Free) ..	1,800	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Shepparton ..	27,546	4,905 13 5	403 18 6	686 6 8	100 1 10	94 1 11	..	287 6 3	0 13 3	6,320	3,798 13 11	7,702	7,281 10 8	1,560 14 8	674 16 6
Simson ..	729	25 8 5	..	..	..	..	..	..	..	..	..	..	..	..	..
Skehan ..	98	3 1 1	..	..	..	..	..	..	..	..	..	..	..	..	..
Smythesdale ..	7,045	454 1 4	25 13 8	59 17 4	2 15 9	1 2 6	..	9 14 6	..	121	115 4 10	450	221 6 1	..	..
Somerton ..	3,325	194 13 4	11 0 2	17 8 1	0 9 0	0 9 2	..	36 12 2	..	..	..	..	..	..	..
Somerville ..	5,780	490 0 5	85 3 3	102 12 8	1 16 0	0 13 3	..	9 5 0	..	2,464	877 5 9	2,080	622 7 11	4 11 3	14 15 4
South Brunswick ..	292,185	1,662 0 4	93 12 8	97 14 5	1 14 11	0 9 0	..	120 19 1	1 0 5	21,589	5,033 13 10	16,468	3,880 6 9	..	..
South Elmore ..	1,313	100 15 3	6 0 8	16 3 1	0 10 0	3 9 3	..	12 16 2	..	4,878	750 16 3	238	99 19 10	1 2 0	8 9 9
South Geelong ..	29,888	1,694 19 8	300 9 4	143 15 8	4 1 2	2 18 3	..	42 4 2	0 5 0	1,186	390 14 7	10,624	2,837 8 7	..	1 8 0
South Heathcote ..	1,628	234 9 11	15 14 2	36 13 6	0 4 0	0 13 0	..	6 11 3	..	14,976	2,956 6 8	552	328 13 0	4 17 3	0 11 6
South Kensington ..	192,187	1,346 5 0	3 6 10	9 5 6	1 19 9	0 15 9	..	2 15 0	0 2 9	15,088	2,648 16 10	41,828	44,534 18 3	..	3 15 0
South Kerang ..	799,197	5,514 1 4	256 14 7	119 1 3	2 9 6	0 7 3	..	128 6 5	0 10 5	33	17 17 11	44	14 8 7	..	26 10 7
South Melbourne ..	6,557	189 13 10	240 13 7	71 10 1	0 13 6	22 8 11	..	9 11 1	0 5 0	149	39 8 5	1,127	233 14 9	1 18 3	68 15 4
South Morang ..	10,108	337 2 3	333 17 11	120 17 2	0 15 0	18 14 0	..	1 15 9	..	307	77 6 5	892	279 7 11	31 11 6	23 1 2
South Yarra ..	1,901,595	17,327 16 8	542 12 6	661 6 10	23 9 4	6 0 9	..	203 0 9	1 1 8	..	..	..	..	..	..
Speed ..	63	8 8 7	0 3 2	6 19 3	..	..	..	..	..	54	38 18 2	200	58 14 6	..	4 8 0
Spencer Crossing ..	3,050	27 7 2	0 1 0	..	..	..	..	..	..	..	..	..	..	..	..
Spotswood ..	177,869	1,603 3 5	179 15 1	57 5 7	0 17 3	..	..	..	..	..	..	..	..	..	..
Springhurst ..	7,179	928 19 10	30 7 6	72 1 11	4 19 9	13 8 9	..	20 1 9	0 5 3	1,085	1,607 1 7	24,396	3,117 2 1	..	..
Springvale Cemetery ..	277	7 7 11	..	130 5 6	..	..	..	..	..	2,144	804 3 3	1,024	595 8 1	97 6 9	51 13 8
Springvale ..	38,511	811 7 10	103 18 8	61 0 6	7 6 5	6 0 4	..	18 19 2	0 5 6	646	99 12 8	4,114	500 0 10	..	8 3 6
Springvale—Building Tickets (Free) ..	900	..	..	..	..	..	..	..	..	..	..	..	..	..	..
St. Albans ..	29,232	498 9 7	44 6 11	21 6 9	0 13 6	0 8 6	..	20 18 2	..	188	5 14 5	487	91 8 9	0 7 6	..
St. Arnaud ..	17,083	4,652 5 4	324 2 1	827 13 6	54 11 3	48 15 6	..	125 3 0	0 9 3	11,340	6,509 12 1	10,161	10,613 3 11	870 1 6	363 7 6
Stoughton ..	..	..	..	..	..	..	..	..	..	1,312	225 3 6	183	56 2 11	..	..

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

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS AND TELEGRAPH.	RENTALS.	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.	£ s. d.	£ s. d.
Stawell ..	22,130	5,797 15 8	443 2 1	842 8 5	61 17 7	49 1 10	..	44 0 3	0 13 9	25,126	8,853 7 0	13,878	10,197 4 6	223 3 11	533 18 7
St. James ..	3,556	591 14 6	41 8 9	112 7 8	3 0 6	13 4 6	..	46 15 2	..	3,536	1,960 17 5	1,617	1,140 15 5	539 8 10	19 19 6
St. Kilda ..	1,663,257	14,194 17 7	214 12 3	301 1 4	4 19 6	1 12 6	..	240 9 0	1 3 4	134	58 11 0	12,276	2,429 14 7	..	..
Stranzway ..	2,241	86 15 2	3 14 6	8 4 10	0 3 0	0 0 6	..	..	..	15	20 9 3	10	4 19 6	..	..
Stratford ..	10,003	1,260 15 7	98 15 5	206 0 1	32 16 3	21 1 0	..	59 8 0	18 10 0	1,894	1,094 16 3	1,420	978 7 7	987 2 4	24 11 4
Strathmerton ..	2,512	436 15 0	32 11 5	92 16 1	5 12 6	6 0 3	..	15 19 7	..	1,138	769 10 7	1,530	919 3 4	1,265 4 3	77 13 6
Stoneyford ..	1,739	145 5 11	16 11 7	28 12 0	0 18 3	1 2 6	..	6 11 7	..	143	155 6 10	314	135 4 11	..	0 16 8
Stony Creek ..	1,745	305 19 11	33 2 11	77 18 11	14 12 3	14 4 6	..	1 10 3	..	269	286 17 11	623	503 4 1	415 10 8	129 2 11
Stony Point ..	3,292	351 2 7	171 8 8	167 2 9	2 6 9	7 2 9	..	10 13 0	..	575	297 7 7	797	312 15 5	3 17 3	19 5 7
Sully ..	1,802	44 12 5	0 1 3	4 14 8	4 11 6	8 10 6	..	8 11 0	..	79	36 7 0	46	15 11 8	..	0 10 0
Sunbury ..	24,000	1,403 7 1	193 3 5	273 7 5	48 13 6	81 6 0	..	56 6 11	0 4 5	824	284 9 10	5,149	1,217 7 10	106 16 10	306 11 1
Sunshine ..	59,450	1,000 13 10	124 15 2	52 16 9	2 7 6	3 1 3	..	38 15 9	..	3,598	3,048 9 3	9,784	2,045 4 0	..	2 9 4
Sunshine — Building Tickets (Free) ..	4,200	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Surrey Hills ..	409,238	5,506 8 1	92 4 10	124 1 1	6 16 11	1 8 9	..	23 4 10	0 13 4	143	80 17 10	6,205	1,142 2 10	..	7 11 9
Surrey Hills — Building Tickets (Free) ..	7,020	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Sutherland ..	181	9 13 9	0 2 8	9 18 10	..	..	..	0 12 0	..	2,790	1,151 14 0	345	173 14 10	167 9 6	129 13 6
Swan Hill ..	8,356	3,378 13 1	203 15 1	651 9 2	45 19 2	68 1 3	..	101 6 10	0 9 3	1,752	2,077 9 2	5,820	7,587 5 7	7,871 12 9	612 14 3
Swanwater ..	231	15 19 9	0 1 4	17 8 6	..	0 1 0	..	8 18 0	..	1,468	632 18 8	176	97 14 11	13 16 0	2 8 6
Sydenham ..	4,444	167 10 4	14 6 10	25 19 1	0 10 0	0 17 1	..	17 15 8	..	215	42 13 9	617	113 1 1	1 10 3	21 19 4
Sydney Flat ..	408	14 18 2	4 15 10	4 19 10	0 1 0	0 7 0	..	0 10 0	..	2	1 4 11	3	4 6 4	..	..
Tabilk ..	1,639	229 2 7	22 19 8	35 12 8	18 9 0	13 15 3	..	36 3 10	..	3,226	1,202 17 10	591	250 5 8	87 2 1	11 12 10
Tabor ..	295	18 9 3	0 13 7	2 14 3	..	0 5 0	..	9 3 11	..	113	66 1 9	107	47 7 7	..	..
Talbot ..	10,554	953 2 0	104 1 8	194 3 9	5 11 3	5 4 3	..	31 7 0	..	2,444	1,146 1 4	2,597	1,284 14 0	30 16 4	36 12 1
Tallangatta ..	7,990	2,244 5 1	120 17 0	477 18 2	73 14 9	47 0 11	..	69 16 5	0 1 6	1,813	2,897 2 10	4,396	6,940 19 5	7,481 0 1	1,975 2 7
Tallarook ..	9,998	1,321 3 2	34 12 0	109 9 1	15 8 0	2 9 6	..	114 18 2	0 5 2	3,595	1,132 17 8	562	320 18 7	173 3 2	60 11 0
Tallygaroopna ..	3,081	438 9 0	32 17 10	78 14 3	1 2 9	1 5 6	..	41 19 5	..	3,051	1,392 18 0	1,287	879 2 3	453 16 6	26 6 11
Tandarra ..	2,277	249 16 9	14 14 7	59 2 1	..	0 9 3	..	10 6 8	..	2,466	650 8 5	873	397 15 2	152 18 10	53 16 1
Targoora ..	30	1 1 11	..	..	..	..	..	..	..	..	..	..	..	..	..
Taradale ..	6,777	422 6 6	47 0 7	68 19 7	0 14 6	6 2 9	..	12 18 5	..	755	200 6 6	303	227 19 5	0 8 0	4 0 5
Tarnagulla ..	2,718	604 5 1	45 1 10	149 16 8	0 18 6	6 19 3	..	3 15 0	0 0 6	6,701	1,616 4 4	1,534	1,365 8 4	7 7 8	1 17 6
Tarranginnie ..	202	8 0 2	1 5 8	6 4 11	0 2 6	0 1 0	..	9 17 9	..	1,146	234 16 8	250	101 4 2	6 11 6	7 9 2
Tarranyurk ..	237	17 13 9	1 12 5	12 7 8	..	0 16 6	..	11 7 4	..	1,875	1,053 19 4	390	237 6 6	..	0 7 6
Tarrawarra ..	895	62 5 5	9 0 10	11 10 6	13 5 2	12 1 0	..	0 8 4	..	155	47 16 3	34	10 1 7	0 14 9	2 13 7
Tarrawingee ..	2,028	119 11 7	9 1 3	48 4 10	..	2 1 0	..	12 1 10	..	1,494	553 2 1	677	362 4 10	..	0 9 3
Tarwin ..	1,563	188 17 3	28 9 9	60 13 9	5 7 9	0 17 6	..	10 17 11	..	262	253 12 10	157	111 2 5	406 9 9	138 2 9
Tatonga ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tatura ..	5,950	1,131 9 6	102 11 6	257 13 9	12 9 6	20 9 9	..	75 15 9	0 2 0	4,964	2,038 9 9	2,929	2,438 12 9	546 15 6	230 7 7
Teddywaddy ..	285	15 3 5	1 18 1	8 14 2	..	0 2 0	..	8 2 0	..	590	253 13 7	196	96 3 1	..	..
Telford ..	926	88 1 3	4 14 1	20 19 4	8 3 0	0 15 9	..	17 19 0	..	858	400 2 2	203	148 6 10	170 12 6	15 13 0
Tempy ..	20	3 18 4	0 14 8	1 8 8	..	0 12 0	..	..	..	..	0 9 0	28	6 5 4	..	..
Terang ..	26,492	4,659 6 1	306 9 3	635 7 2	37 9 0	150 0 2	..	132 0 1	..	3,219	3,323 2 0	10,864	5,170 5 1	2,871 6 10	1,243 2 2
Thomastown ..	171	1 16 0	1 11 4	7 8 5	..	0 0 6	..	6 14 7	1 0 0	64	8 3 9	821	175 18 9	..	..
Thornbury ..	254,898	1,817 19 9	16 19 2	24 4 8	1 3 7	0 4 0	..	8 19 9	..	..	..	..	..	..	..
Thornbury — Building Tickets (Free) ..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Thorpdale ..	1,802	280 13 2	27 5 5	131 13 9	0 17 9	0 8 9	..	61 12 0	0 11 3	1,151	630 10 11	994	751 18 4	291 4 10	106 8 3
Timboon ..	886	177 5 8	32 19 0	143 10 2	..	3 13 0	..	8 3 11	..	3,389	854 8 1	489	365 1 0	2 10 0	65 2 6
Tinamba ..	1,873	463 10 5	35 4 2	74 19 9	27 16 7	7 1 6	..	37 2 1	..	548	534 3 6	581	424 12 7	1,180 14 2	43 17 6
Toomwal Bridge ..	2,243	1,070 13 8	52 5 11	227 14 1	20 0 0	14 5 6	..	9 13 5	0 4 9	1,694	3,102 1 4	4,857	4,990 6 1	4,476 11 10	565 7 8
Tongala ..	2,105	239 15 7	26 4 10	72 3 3	17 1 3	18 17 9	..	35 1 8	..	1,058	562 13 1	1,196	686 1 4	644 16 6	23 19 4
Tooborac ..	3,271	454 3 1	10 15 9	79 2 2	2 7 0	3 15 9	..	54 13 6	0 10 0	10,229	2,229 2 6	2,114	937 0 10	179 3 6	37 4 4
Toolamba ..	7,929	935 19 2	32 8 11	64 17 8	27 16 0	10 12 9	..	74 13 1	..	3,313	1,552 11 0	882	608 3 8	368 12 2	100 14 9
Toongabbie ..	3,684	618 15 8	35 4 11	116 18 4	27 15 6	29 14 9	..	21 19 0	..	1,343	656 19 1	2,400	2,347 11 6	3 5 6	3 3 9
Toora ..	4,332	710 11 6	43 15 4	163 19 8	10 2 0	4 8 6	..	27 10 9	..	660	510 2 2	1,200	1,001 12 0	440 11 3	264 11 9

Tooradin ..	3,355	279 17 2	46 18 7	71 0 0	0 8 9	5 16 1	..	20 6 0	1,097	335 8 8	858	262 16 1	183 15 4	108 9 0	
Toorak ..	770,291	8,225 14 4	337 6 7	719 5 7	8 13 2	1 18 9	..	184 13 9	1,237	768 7 0	33,615	7,666 17 3	..	..
Tooronga ..	25,972	349 13 2	1 13 3	3 8 4	..	..	..	16 12 8	40	11 17 10	6,250	739 7 8	..	..
Tooronga — Building Tickets (Free) ..	1,620	..	..	..	..	..	..	..	..	..	..	..	..	..
Toittenham ..	13,782	111 3 0	..	..	..	..	..	..	..	..	..	..	..	..
Tourello ..	1,210	106 4 6	24 8 6	19 14 1	1 4 6	0 18 9	..	8 6 0	682	860 13 9	277	81 12 8	110 14 0	40 7 0	
Trawool ..	1,004	113 12 9	12 7 0	34 6 7	0 8 0	4 4 9	..	17 18 3	97	95 10 0	188	119 3 10	..	2 7 5	
Trafalgar ..	11,533	1,377 12 11	151 7 9	219 11 1	19 0 6	24 6 5	..	130 9 1	4,976	2,310 0 6	4,608	1,965 14 3	697 7 10	565 18 3	
Tragowel ..	957	92 7 8	15 0 10	43 12 7	0 2 0	0 5 0	..	9 10 4	222	276 12 9	749	300 13 0	427 7 8	32 6 8	
Traralgon ..	21,990	3,603 14 7	278 16 9	408 12 11	61 1 6	50 2 3	..	275 14 5	1,812	1,522 9 10	5,370	4,760 16 0	1,556 10 11	1,021 12 9	
Trawalla ..	1,635	237 4 7	24 0 6	39 15 6	3 10 0	12 13 3	..	16 0 5	4,019	695 15 4	309	158 7 6	2 12 10	32 3 2	
Trentham ..	7,869	879 8 0	70 3 8	197 7 5	3 11 6	9 5 3	..	22 3 9	9,650	2,684 11 10	2,074	1,378 0 4	43 17 3	44 4 3	
Trunk Lead ..	1,302	36 19 11	0 6 9	1 8 8	..	..	..	8 12 6	2	1 8 7	8	2 0 2	..	..
Tulloh ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tungamah ..	3,161	672 4 5	52 9 7	136 8 2	6 14 6	7 15 0	..	58 6 8	2,298	1,414 3 5	2,266	1,902 16 4	311 5 1	94 15 2	
Tunstall ..	57,964	857 12 8	90 5 1	44 13 4	0 4 8	0 4 5	..	..	..	..	7	5 13 7	..	..
Tunstall — Building Tickets (Free) ..	1,260	..	..	..	..	..	..	..	..	..	..	..	..	..
Turriff ..	88	9 12 8	0 10 0	14 19 3	..	0 5 6	..	37 12 0	..	113	74 18 10	488	144 18 2	..	4 6 7
Tyabb ..	1,827	142 2 3	27 16 7	30 18 0	0 1 6	1 1 6	..	11 9 11	1,409	383 12 1	389	123 0 7	..	3 6 10	
Tylden ..	1,048	123 14 11	8 17 8	14 13 4	38 5 3	3 2 8	..	15 13 6	1,234	399 0 8	151	74 5 9	7 1 2	26 17 1	
Tynong ..	1,731	182 12 5	22 5 2	42 4 7	1 2 0	8 10 6	..	13 17 9	1,422	370 9 4	439	238 5 0	0 16 3	25 15 5	
Ultima ..	881	286 7 3	13 9 10	69 18 5	2 0 6	2 0 8	..	6 6 9	669	434 14 11	1,598	1,554 11 4	289 14 8	120 9 8	
Upper Ferntree Gully ..	18,936	783 0 4	120 4 5	127 9 4	6 13 6	8 12 7	..	42 12 1	627	7 3 4	937	364 5 10	42 11 3	69 12 1	
Upwey ..	1,118	22 11 9	7 8 3	5 5 2	0 3 0	0 8 10	..	0 5 0	..	..	1	0 7 9	..	..
Veetis ..	873	38 2 2	0 1 4	7 13 8	..	0 7 0	..	10 5 6	2,270	913 5 9	270	136 14 0	3 19 8	5 6 4	
Victoria Park ..	577,248	4,762 0 3	341 0 8	122 15 1	2 4 0	0 5 3	..	204 2 3	4,234	1,647 6 2	37,177	14,255 10 4	..	0 12 3	
Violet Town ..	6,479	1,056 0 0	75 19 5	186 12 7	38 8 6	33 6 9	..	62 9 10	11,913	5,497 16 0	2,567	1,886 4 5	542 3 5	90 11 9	
Waala ..	1,093	74 9 1	15 10 1	35 13 0	0 5 0	0 16 0	..	7 6 8	1,805	1,033 2 7	516	282 11 9	457 0 11	35 11 9	
Wahgunyah ..	12,181	2,935 7 11	102 11 4	426 15 0	79 16 9	43 18 0	..	118 7 10	7,048	7,994 15 1	11,379	11,762 12 7	1,907 5 0	789 19 6	
Wahring ..	2,437	370 9 6	44 5 11	69 10 2	8 15 9	1 16 6	..	59 9 1	10,173	3,753 8 3	2,882	606 10 7	125 2 6	20 13 8	
Wall ..	1,801	103 14 0	3 17 10	15 17 3	0 2 9	6 1 9	..	25 1 10	3,179	1,373 5 10	392	246 18 10	2 18 0	1 14 10	
Wallace ..	5,823	376 8 7	43 16 4	143 3 0	1 0 6	1 16 0	..	15 12 2	5,159	1,865 5 3	981	445 2 6	104 16 2	11 2 4	
Wallan ..	8,662	751 5 7	70 9 4	84 12 9	6 12 6	13 0 6	..	56 17 4	2,313	549 18 4	871	365 14 3	716 6 2	525 11 10	
Wal-Wal ..	911	54 8 7	6 0 8	25 1 10	..	0 14 9	..	9 11 5	3,797	618 0 6	306	157 19 7	..	3 13 6	
Wandin ..	4,793	285 2 2	125 19 1	81 11 1	0 4 0	1 1 9	..	7 10 0	3,394	779 3 5	1,261	453 0 8	1 0 0	3 12 0	
Wandong ..	4,801	346 12 10	24 8 0	59 7 11	0 16 0	1 7 9	..	0 6 3	2,586	485 9 3	596	295 9 11	1 11 0	2 14 10	
Wangarratta ..	38,968	7,948 13 8	636 2 8	1,017 19 5	152 3 0	92 2 5	..	117 14 2	12,468	5,939 11 8	16,084	12,766 4 0	1,366 5 1	775 9 3	
Wannon ..	1,131	66 8 10	6 8 5	49 3 11	..	0 14 6	..	24 8 1	85	98 17 7	128	95 9 11	..	13 2 4	
Waranga ..	578	34 18 4	2 2 10	13 12 8	..	..	..	6 1 3	2,369	1,001 3 0	57	26 17 5	3 11 6	3 11 9
Warburton ..	8,223	1,110 3 11	80 17 0	274 16 8	3 1 0	5 17 3	..	69 11 9	17,899	4,991 18 0	2,265	1,358 7 3	11 0 2	124 17 5	
Warnoort ..	1,091	152 19 5	12 3 3	22 10 0	0 15 9	0 5 3	..	15 17 11	..	874	452 5 1	191	92 9 4
Warne ..	48	5 3 4	0 2 9	0 13 1	..	..	..	..	190	123 0 0	33	24 17 1	..	..
Warracknabeal ..	13,891	3,733 1 0	222 18 3	576 18 0	25 6 3	40 6 0	..	139 4 4	15,941	10,518 3 2	14,987	12,523 19 0	1,496 18 5	394 4 5	
Warragul ..	34,193	4,047 19 4	364 7 10	497 5 4	42 18 1	59 3 6	..	703 5 11	3,516	1,782 18 10	7,470	3,534 1 3	1,218 4 9	1,438 12 0	
Warra Yadin ..	47	3 13 2	..	1 5 3	..	0 1 6	..	2 8 0	103	84 16 7	35	34 1 7	..	..
Warrenheip ..	6,361	237 7 11	10 0 8	17 11 1	0 11 0	0 8 6	..	53 11 2	618	358 16 1	453	277 14 5	..	4 2 0	
Warrnambool ..	38,312	8,126 10 1	759 10 1	1,231 5 8	258 13 3	230 19 3	..	714 10 2	27,497	8,933 8 10	31,116	6,700 12 11	2,003 15 7	575 18 4	
Warrong ..	69	8 13 0	..	0 11 8	..	0 10 0	..	10 9 0	4	2 16 2	27	9 13 4	..	..
Watchem ..	2,175	441 2 1	32 4 10	115 1 6	4 12 3	0 15 6	..	20 15 5	2,045	1,429 6 7	1,511	1,353 11 8	821 17 2	83 3 1	
Watchupga ..	691	62 5 2	4 14 0	40 1 6	0 4 0	0 9 6	..	22 14 10	948	553 15 7	1,110	714 12 2	3 2 4	17 0 7	
Waubra ..	6,213	580 6 11	23 19 3	83 13 3	9 12 5	2 10 3	..	71 7 9	10,228	4,016 1 9	968	427 10 0	24 7 10	9 16 1	
Waubra Junction ..	2,932	82 19 10	2 14 1	2 12 3	0 3 3	0 0 9	..	8 4 0	..	..	..	..	..	..
Wedderburn Junction ..	2,634	510 7 9	19 17 4	14 18 5	6 6 0	1 14 6	..	25 9 0	4,308	903 7 0	137	78 3 3	7 13 11	8 9 9	
Wedderburn ..	3,400	665 4 6	67 18 8	253 5 7	6 15 6	1 10 0	..	31 4 0	16,786	4,862 13 1	2,831	2,607 6 9	133 16 0	41 18 3	
Weeapoinah ..	306	27 0 1	0 2 5	12 4 10	..	..	..	3 2 6	1,861	756 8 8	85	53 11 3	..	..
Weerite ..	1,897	264 5 5	133 3 0	54 7 11	0 5 0	6 3 6	..	10 4 0	381	344 15 1	606	284 11 4	587 6 1	46 19 0	
Wellsford ..	728	41 7 10	1 0 4	2 8 10	0 4 0	0 1 0	..	..	1,849	222 5 3	58	24 10 11	..	..
Welshpool ..	4,239	563 5 7	43 17 1	112 12 3	24 2 9	11 7 6	..	40 19 9	417	287 6 5	922	696 9 9	347 2 11	196 4 11	
Welshpool Jetty ..	1,414	35 4 3	67 10 0	16 13 6	..	..	..	0 7 2	272	572 9 8	227	93 2 0	..	..
Wendouree ..	263	7 4 9	0 14 3	0 8 11	..	0 0 9	..	..	..	..	..	..	..	..
Wensleydale ..	..	..	0 15 11	..	..	..	..	..	2,087	371 13 11	72	39 15 1	..	..
Worribee ..	46,014	2,240 18 2	176 16 8	332 19 10	51 13 0	29 7 6	..	278 5 5	26,514	5,191 0 0	12,462	3,220 6 9	1,188 13 4	1,408 17 11	
Westgarth ..	406,010	2,842 4 9	69 6 0	110 3 11	1 12 5	0 1 6	..	56 2 2	..	..	..	..	..	..
Westgarth — Building Tickets (Free) ..	23,054	..	..	..	..	..	..	..	..	..	..	..	..	..
West Richmond ..	529,590	3,882 0 0	128 7 9	54 5 0	2 16 6	0 10 6	..	249 7 5	..	..	..	..	..	..
West Warburton ..	3,129	314 16 10	11 17 0	48 15 10	0 10 6	0 12 0	..	17 4 0	6,175	1,368 0 10	581	312 7 1	1 3 6	31 17 0	
Whitelaw ..	62	8 6 11	..	3 9 8	..	..	..	29 4 7	17	11 18 7	94	39 13 7	..	..
Whitfield ..	3,948	507 0 3	28 0 6	109 13 9	5 6 0	0 13 0	..	10 11 9	4,134	1,192 11 7	720	607 4 7	48 2 5	48 0 0	
Whittlesea ..	10,817	650 12 4	422 17 6	163 5 9	10 4 3	10 8 6	..	34 9 1	3,148	543 0 3	1,508	563 10 3	167 1 4	61 14 5	
White Hills Siding ..	..	..	..	..	..	..	..	..	305	240 15 6	11	8 14 5	..	..

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

STATIONS.	PASSENGERS.			PARCELS.			HORSES, CARRIAGES, AND DOGS.		MAILS AND TELEGRAPH.	RENTALS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.				
	Outwards.		Revenue.	Outwards.		Revenue.	Inwards.					Revenue.	Outwards.		Revenue.	Inwards.		Revenue.	Inwards.	
	Number of Passenger Journeys.	Revenue.		Revenue.	Revenue.		Revenue.	Revenue.					Tons.	Revenue.		Tons.	Revenue.		Revenue.	Revenue.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.				
Whoorel	6	1 1 9	0 0 6	0 11 10								270	105 16 6	91	25 9 9	0 16 6				
Willaura	6,385	1,460 9 0	106 13 1	361 17 6	35 12 6	77 10 9						13,591	7,812 2 2	4,727	3,516 8 8	85 14 9				
Williamstown ..	344,337	4,641 15 3	67 19 1	105 14 5	2 7 4	1 17 0						25,541	5,986 16 3	98,223	42,443 17 6	1 12 11				
Williamstown Pier ..	22,804	373 14 6	23 12 2	15 9 8	0 1 6							1,039	286 1 4	116	33 10 9	1 2 0				
Willowmavin	70	1 3 7	1 7 6	2 12 1		2 18 0						3	5 19 1	23	20 3 1	1 6 6				
Wimba	379	30 12 11	0 6 6	6 16 8								4,326	949 1 9	1,894	750 12 10	190 13 9				
Winchelsea	6,979	995 1 9	86 18 4	219 1 7	21 14 6	16 12 8						4,359	1,908 12 6	480	166 15 4	170 15 7				
Windermere	2,922	169 15 5	17 4 11	23 13 3	2 16 6	5 1 3						983	737 16 2	46,598	12,072 19 4	4 4 1				
Windsor	1,167,280	10,681 0 9	529 19 4	238 2 8	7 10 8	1 19 6						7,758	3,771 9 5	167	90 19 4	6 18 9				
Winton	1,000	74 8 9	9 15 10	17 2 4	0 2 0	0 1 6						2,502	1,091 0 0	5,139	6,238 18 5	12,071 14 9				
Woodonga	19,688	3,226 12 9	335 14 9	296 16 9	99 14 6	99 5 3						5,199	681 18 2	141	38 17 5	7,433 13 7				
Wombat	1,354	72 8 6	3 11 1	9 11 8	0 0 9	0 3 0						109	13 11 3	6	0 18 0					
Woodburn	541	11 11 4		0 14 0								8,883	2,691 17 11	3,502	1,536 3 4	436 15 1				
Woodend	21,960	2,037 11 6	135 4 1	249 7 0	25 8 9	75 9 3						149	161 11 5	98	68 18 0	624 6 9				
Woodfield	816	115 11 6	6 9 1	16 10 0	4 8 9	4 16 0						1,104	156 9 5	86	37 10 0	61 12 4				
Woolsthorpe	239	33 5 9	0 7 11	6 12 11		0 16 6						1,181	733 2 0	1,148	1,055 6 4	3 8 4				
Woomelang	1,905	510 17 6	19 9 10	60 16 4	0 9 6	1 14 6						2,634	464 12 7	196	105 2 0	37 19 11				
Woori Yallock	2,280	172 10 9	89 0 4	37 10 5	0 12 0	3 11 5						67	55 10 9	42	28 5 7	128 15 3				
Woorrazeae	186	7 14 6	0 1 3	5 12 8								3,402	588 18 1	14	6 1 10					
Wormbete				0 7 0								146	31 17 11							
Wondallah																				
Wright	415	25 6 1	0 0 10	0 1 6																
Wunghnu	3,107	392 9 10	24 13 6	62 18 9	0 15 3	1 2 6						1,417	826 18 6	746	518 3 2	607 6 11				
Wycheproof	5,643	1,260 17 9	106 19 8	195 12 7	8 0 8	18 7 11						3,189	1,695 9 0	2,815	2,650 17 0	1,692 11 2				
Wychitella	951	121 18 1	8 8 2	39 19 1	0 0 9	0 6 9						1,701	648 1 2	510	385 12 6	335 2 9				
Yabba North	247	15 10 5	0 18 0	17 13 4	0 5 0	0 9 0						1,094	825 15 7	349	230 16 4	66 19 9				
Yabba South	85	4 16 2		0 0 9								135	67 10 1	27	4 17 4	2 0 6				
Yackandandah	3,396	498 12 7	32 2 5	146 3 1	0 2 9	1 0 9						1,688	641 16 10	1,556	2,025 17 6	2 8 9				
Yan Yean	4,269	177 11 9	199 19 2	51 16 9	0 1 6	18 11 9						775	143 10 11	560	161 3 3	0 9 3				
Yarek	1,691	307 13 2	19 19 2	92 6 8	3 2 6	14 5 0						970	635 12 2	879	698 2 7	6 8 8				
Yarra Glen	9,368	690 15 4	177 11 0	180 15 7	15 16 6	29 2 0						4,943	926 0 11	3,063	924 0 2	508 9 6				
Yarra Junction	5,486	574 18 3	44 11 9	120 8 1	1 9 0	4 14 9						6,829	1,604 19 0	849	516 2 2	299 5 11				
Yarragon	9,182	1,011 3 9	104 19 2	171 11 7	6 5 6	6 16 8						888	619 1 10	3,327	1,285 17 3	343 6 6				
Yarraville	749,088	6,412 4 7	66 3 7	97 17 5	5 9 5	0 11 9						66,357	32,682 4 10	10,598	3,073 17 2	57 3 6				
Yarrowongra	6,922	2,459 16 9	116 10 7	486 19 8	40 10 6	50 14 0						9,362	6,480 15 5	7,419	6,774 17 11	324 6 4				
Yarroweyah	1,283	328 5 3	16 9 5	37 19 5	2 13 9	2 8 3						448	351 17 9	699	468 2 7	236 17 7				
Yatchaw	188	14 0 8	1 12 6	4 19 8		0 6 9						42	18 6 4	84	26 2 5	18 14 4				
Yatpool	21	9 9 4	0 15 9	0 4 8								130	16 5 0	5	4 16 11	16 2 9				
Yaughter	304	15 1 1	0 0 10	6 8 2								77	65 11 10	30	17 9 10					
Yea	9,641	1,666 18 9	166 3 8	280 14 3	22 4 2	45 1 3						1,549	1,300 12 9	3,439	2,430 10 0	546 2 2				
Yering	3,836	246 19 6	556 4 10	163 8 8	5 0 6	7 32 0						709	252 9 7	753	171 4 3	466 11 5				
Yendon	4,292	240 8 1	20 18 7	25 12 11	14 0 6	0 18 6						518	191 19 5	230	114 17 7	39 4 5				
York Street	1,304	8 16 5													22 1 0	6 4 6				
Yousnrite	195	18 2 4	0 6 3	22 16 9		0 4 0						781	458 19 11	363	287 6 10					
Yinnar	2,994	308 3 5	31 13 6	90 17 9	1 6 3	3 14 9						789	550 0 9	968	702 10 3	217 14 5				
Traffic derived from Denitiquin and Moami Stations ..	2,854	1,977 4 0	141 16 3	392 6 11	71 4 9	39 0 6						580 4 11	6,694	9,436 17 8	9,827	9,207 14 10				
Traffic derived from South Australian Stations	32,808	35,332 7 5	2,902 8 6	4,375 4 5	24 18 2	205 12 10						89 12 11	5,597	4,937 2 5	5,312	4,880 16 9				
Traffic derived from New South Wales Stations	65,254	39,383 16 6	2,502 12 6	3,136 11 11	826 13 5	508 6 3							7,386	12,268 8 10	19,542	24,283 12 3				
Traffic derived from Queensland Stations ..	1,542	1,303 11 3	20 16 9	77 11 6												150 13 2				

Flinders-street (Central) ..	49,098	22,286 5 6	..	..	..	..	..	..	..	10 5 7	..	..	..	..	..	..
Steamer Queen ..	28,852	629 6 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Thomas Cook and Sons, to New South Wales, South Australia, &c. ..	8,119	3,260 1 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..
St. Kilda and Brighton Electric Street Railway ..	1,146,484	10,350 0 10½	0 19 7	0 19 7	..	..	..	..	..	22 18 6	..	..	..	..	..	..
Telegraph ..	..	..	..	..	..	..	..	4,752 3 11	..	..	..	..	..	..	..	..
Mails ..	..	..	..	..	..	..	..	63,651 19 3	..	..	..	..	..	..	..	..
Total ..	76,053,909	1,712,420 1 4	154,292 0 4	154,292 0 4	15,248 10 7	15,248 10 7	68,404 3 2	57,063 0 4	7,874 0 0½	3,349,760	1,598,587 10 7½	3,349,760	1,598,587 10 7½	269,852 18 11	269,852 18 11	

* Open only for portion of year.

APPENDIX No. 24.

Act No. 2119.

To further amend the Laws relating to the Victorian Railways.

[16th December, 1907.]

BE it enacted by the King's Most Excellent Majesty by and with the advice and consent of the Legislative Council and the Legislative Assembly of Victoria in this present Parliament assembled and by the authority of the same as follows (that is to say):—

Short title and construction. Nos. 1135, 1250, 1439, 1825, 1946, 2034.

1. This Act may be cited as the *Railways Act 1907*, and shall be read and construed as one with Part II. of the *Railways Act 1890* which Act and any Acts amending the same and this Act may be cited together as the *Railways Acts*.

Officers, &c. becoming insolvent.

2. If any officer or employé of the Commissioners become insolvent or apply to take the benefit of any Act now or hereafter to be in force for the relief of insolvent debtors, or by any deed or other writing compound with his creditors, or make an assignment of his salary for their benefit he shall be deemed to have forfeited his office unless he satisfies the Commissioners that such embarrassment has not been caused or attended by any fraud extravagance or dishonorable conduct.

Railway Accident and Fire Insurance Fund.

Repeal.

3. Sections forty-five and forty-six of the *Railways Act 1891* and section three of the *Railways Act 1904* are hereby repealed.

Limit of damage &c. recoverable against Commissioners as carriers. No. 1250 s. 45 (1).

4. In any action brought against the Commissioners or any of their officers or employés for any wrongful act neglect or default of the Commissioners as carriers of passengers the court or the jury shall not find or assess nor shall judgment be given or entered for the plaintiff for damages for any sum of money exceeding Two thousand pounds sterling.

Railway Accident and Fire Insurance Fund. 1b. s. 46 (1).

5. (1) The Commissioners shall establish a permanent fund to be kept in the Treasury and to be called the *Railway Accident and Fire Insurance Fund* and all moneys standing to the credit of the *Railway Accident Fund* at the date of the commencement of this Act shall be deemed and taken to be part of the *Railway Accident and Fire Insurance Fund*.

See No. 1250 s. 46 (2).

(2) Subject to this section the Commissioners shall pay into such fund the sum of Ten shillings for every One hundred pounds sterling of the revenue of the Victorian Railways.

No. 1250 s. 46 (3).

(3) No money shall be paid into the said fund when the same amounts to the sum of One hundred thousand pounds sterling, but whenever by payments thereout such fund is at any time reduced below such sum then as often as the same occurs payments pursuant to this section shall be resumed until such sum is again reached.

Application of fund.

6. There shall be paid out of the said fund—

- (a) The amount of damages recovered in any action or actions at law arising out of any injury caused to any person other than an officer or employé of the Commissioners (whether resulting in the death of such person or not) by any wrongful act neglect or default of the Commissioners or any of their officers or employés and the costs of the action, or
- (b) Any amount that may without action at law be allowed by the Commissioners as compensation for any injury caused as aforesaid, or
- (c) Any damages arising out of or in consequence of such injury to any person other than an officer or employé of the Commissioners, or
- (d) Any amount which may from time to time be authorized by the Commissioners as compensation to any officer or employé of the Commissioners for injury sustained while in the execution of his duty and for damages arising out of or in consequence of such injury or in the event of death being caused thereby such compensation as may be allowed by the Commissioners to the widow children or other near relatives dependent upon such officer or employé, or
- (e) The amount of any loss or damage by fire to any buildings plant stores or properties of the Commissioners, or
- (f) The amount of any loss in connexion with or damage to any goods parcels luggage or other property in the custody or under the control of the Commissioners for the safe keeping of which they may be responsible, or
- (g) The amount of any sum allowed or payable by the Commissioners in respect of loss or damage caused by railway engines or by the neglect or default of employés whilst engaged in burning off within railway boundaries.

Temporary advance from the Public Account. No. 1250 s. 45 (2).

7. If at any time the balance to the credit of the said fund is not sufficient for the payment of any amounts authorized to be paid thereout as aforesaid, then the said amounts may be temporarily issued and applied out of the Public Account and the amounts so temporarily issued and applied shall as soon as practicable be refunded and paid back into the Public Account out of the moneys in the said fund.

Restrictions with regard to Pay of Officers and Employés.

8. (1) No order shall be made by any Court Judge or Justice for the attachment of the salary or wages or pay of any officer or employé within the meaning of the Railways Acts. Railway pay not attachable
- (2) No assignment made after the coming into operation of this section by any such officer or employé of the whole or any part of his salary or wages or pay as an officer or employé of the said Board or Commissioners shall have any force or validity anything in any law or practice to the contrary notwithstanding. or assignable. No. 1142 s. 63 (8)
- (3) This section shall come into operation on the first day of January One thousand nine hundred and eight. Commencement.

Sale of Railway Passenger Tickets.

9. In the following sections of this Act—
- (a) "agent" means any agent person firm partnership corporation or association of any kind but does not include officers or employés of the Commissioners, and Meaning of agent.
- (b) "ticket" or "tickets" means any ticket pass symbol or evidence of a right to travel as a passenger upon any railway in Victoria of whatever substance such ticket is made.
10. Nothing contained in this Act shall be deemed to prevent any officer or employé of the Commissioners selling or exchanging or issuing any ticket in the ordinary course of official duty. Sales by officers and employés.
11. (1) Subject to such terms and conditions as the Commissioners think fit they may authorize any agent for any specified time to sell or issue tickets in the State of Victoria. Authority of agent.
- (2) The Commissioners shall provide every agent so authorized with a certificate setting forth the authority of such agent to sell or issue tickets, and such certificate shall be signed and issued by the Secretary for Railways.
- (3) The Commissioners may at any time cancel the authority of any agent to sell or issue tickets and such agent shall on demand deliver up his certificate to the Secretary for Railways.
- (4) No agent shall do any act in connexion with the selling or issuing of tickets unless thereto authorized as aforesaid by the Commissioners.
12. Every agent authorized as aforesaid shall have a fixed office or place of business, and such agent shall keep the said certificate posted up in a conspicuous position in such place of business. Place of business.
13. (1) Unless authorized by the Commissioners so to do no person shall sell or exchange or transfer or offer to sell or exchange or transfer in the State of Victoria the whole or any part of any ticket. Unlawful to sell railway tickets without authority.
- (2) No legal proceedings shall unless expressly authorized in writing by the Attorney-General be taken against any person for a contravention of this section.
14. (1) No person shall—
- (a) set up establish maintain conduct or operate or assist in any office or place of business within Victoria for the sale exchange or transfer of the whole or any part of any ticket; or Or to have place of business for sale, &c., of railway tickets
- (b) occupy or be employed in any office or place of business within Victoria upon or within or in connexion with which is attached or displayed any sign bearing the words "Railway Ticket Office" or "Railway Tickets" or "Ticket Broker" or any word or words or combination of words intended or calculated to advertise or notify to the public that the whole or any part of any railway ticket or pass or evidence of a right to travel as a passenger upon Victorian railways is or may be sold bought or exchanged or transferred therein.
- (2) Sub-section (1) of this section does not apply to an agent authorized under this Act by the Commissioners whilst acting pursuant to such authority or to any servant of such agent.
15. No person shall—
- (a) without lawful authority or excuse make or bring into Victoria or assist in making or bringing into Victoria any ticket; or Prohibition on unlawful importation, &c. of tickets
- (b) counterfeit or assist in counterfeiting any ticket.
16. No person shall without lawful authority or excuse place erase omit or alter or assist in placing erasing omitting or altering any printed written engraved lithographed or stamped word letter mark or figure on or from a ticket.
17. (1) In any prosecution for a contravention of the provisions of section thirteen of this Act the onus of proof that he has not been guilty of such a contravention shall be on the defendant. Onus of proof.
- (2) Any person who is guilty of a contravention of any of the provisions of this Act shall be deemed guilty of an offence and shall on conviction thereof before a court of petty sessions be liable to a penalty for a first offence of not more than Twenty pounds and for a second or subsequent offence to a penalty of not more than Forty pounds or to imprisonment for any term of not more than three months or to both such penalty and imprisonment. Penalties.

Service on Juries.

18. All officers and employés of the Commissioners shall be exempt from serving as juror under any law whatsoever. Exemption from jury service.

APPENDIX No. 25.

Act No. 2133. .

To establish Two Permanent Railway Reserve Funds.

[23rd December, 1907.]

BE it enacted by the King's Most Excellent Majesty by and with the advice and consent of the Legislative Council and the Legislative Assembly of Victoria in this present Parliament assembled and by the authority of the same as follows (that is to say):—

Short title
construction
and
commence-
ment.

Nos. 1135, 1250,
1439, 1825, 1940
2034.

1. (1) This Act may be cited as the *Railway Funds Act* 1907, and shall be read and construed as one with Part II. of the *Railways Act* 1890 which Act and any Acts amending the same and this Act may be cited together as the *Railways Acts*.

(2) This Act shall commence and come into operation on the first day of July One thousand nine hundred and eight.

Interpretation
of terms.

2. In this Act—

- (a) the word "interest" includes all charges and expenses connected therewith ;
- (b) the expression "net railway revenue" for any year means so much of the gross revenue of the railways during that year as remains after the deduction therefrom of the working expenses of the railways for that year ;
- (c) the expression "Railway Loan Funds" means the total amount of outstanding public loans secured on the Consolidated Revenue of Victoria expended for railways and allocated or charged to the Commissioners ;
- (d) the expression "surplus railway revenue" for any year means the net railway revenue in such year after deducting therefrom all interest in respect of that year on Railway Loan Funds ; and
- (e) The word "year" means financial year.

Railway
Interest
Reserve Fund.

Application of
fund.

3. (1) The Commissioners shall establish a permanent fund to be kept in the Treasury and to be called the Railway Interest Reserve Fund.

(2) Any moneys standing to the credit of such fund shall be available and used only for the purpose of paying thereout interest on Railway Loan Funds to the extent to which the net railway revenue for any year may be insufficient to pay such interest.

Railway
Additions and
Improvements
Fund.

Application of
fund.

4. (1) The Commissioners shall also establish a permanent fund to be kept in the Treasury and to be called the Railway Additions and Improvements Fund.

(2) Any moneys standing to the credit of such fund shall be available and used only for the purpose of paying thereout such expenditure as Parliament may authorize for additions and improvements on existing railways and for equipment and rolling-stock.

Application of
surplus
revenue of
railways.

5. The surplus railway revenue for any year after deducting therefrom all superannuation or retiring allowances compensation and gratuities paid for such year in respect of railway service as Commissioners officers or employes shall be placed one-half to the credit of the said Railway Interest Reserve Fund until it amounts to the limit of Three hundred thousand pounds, and one-half to the credit of the said Railway Additions and Improvements Fund until it amounts to the limit of Two hundred thousand pounds.

Payments into
funds.

6. (1) Whenever by payments thereout either of such funds is reduced below the said limit of such fund then as often as the same occurs payments out of the surplus railway revenue into such fund shall subject to the deductions as aforesaid be resumed until the said limit is again reached.

Pro rata
payments.

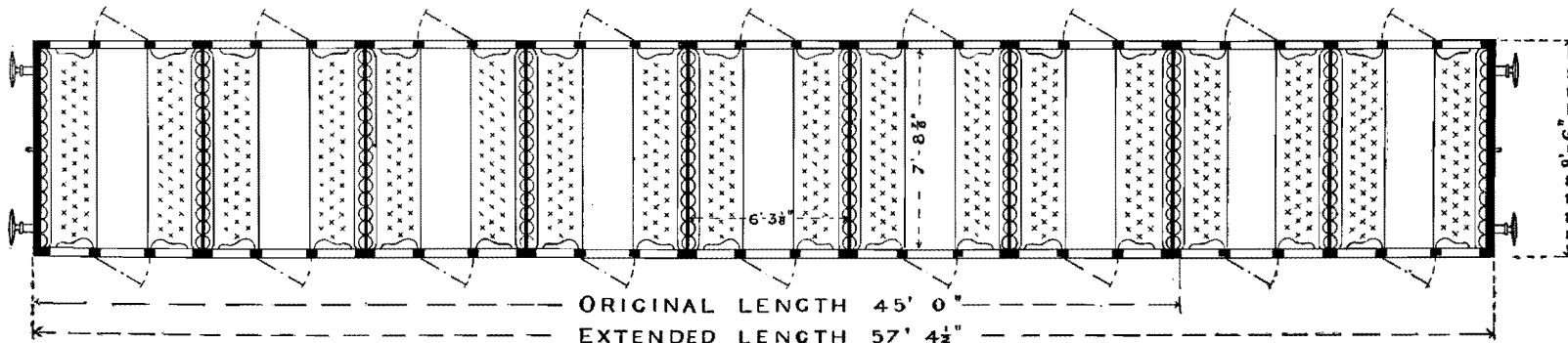
(2) In the event of the surplus railway revenue after deductions as aforesaid for any year not being sufficient to restore each of the said funds to the said limit thereof the payments to be made into each such fund out of the surplus railway revenue shall be *pro rata* to the extent of the amount necessary to reach the limit thereof.

Application
of interest
on funds.

7. All interest accruing from the said two funds shall from time to time be applied towards the payment of interest on the Railway Loan Funds.

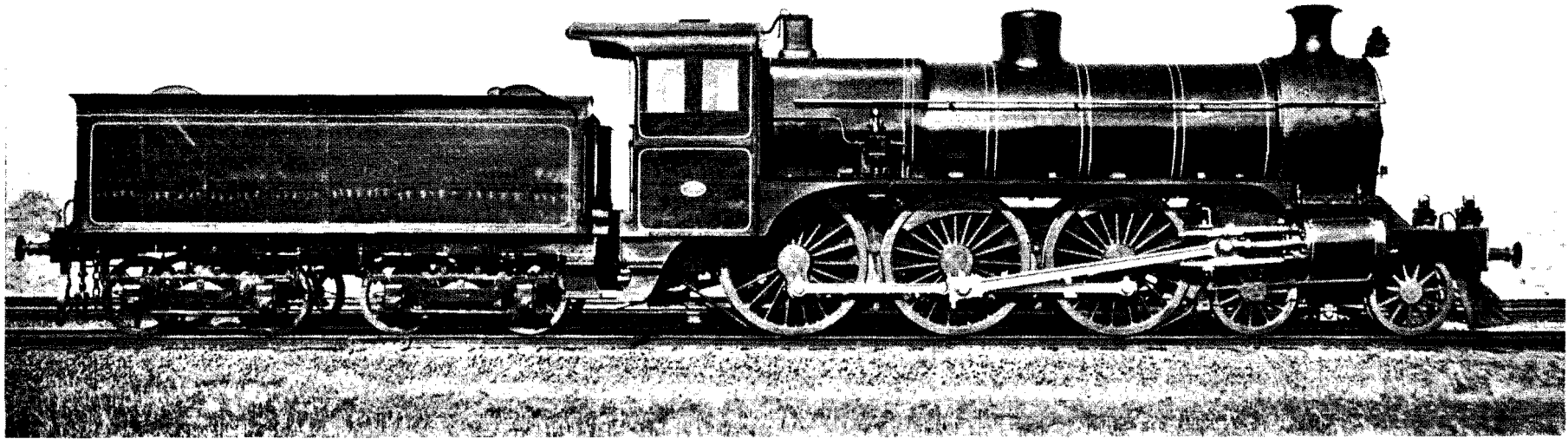
References to
Auditor-
General.

8. The respective amounts for any year of the gross net or surplus railway revenue or working expenses or interest on Railway Loan Funds or of the said superannuation or retiring allowances compensation and gratuities or of the amount at any time of the Railway Loan Funds shall for the purposes of this Act be finally and conclusively determined by the Auditor-General whenever requested by the Treasurer or the Commissioners.

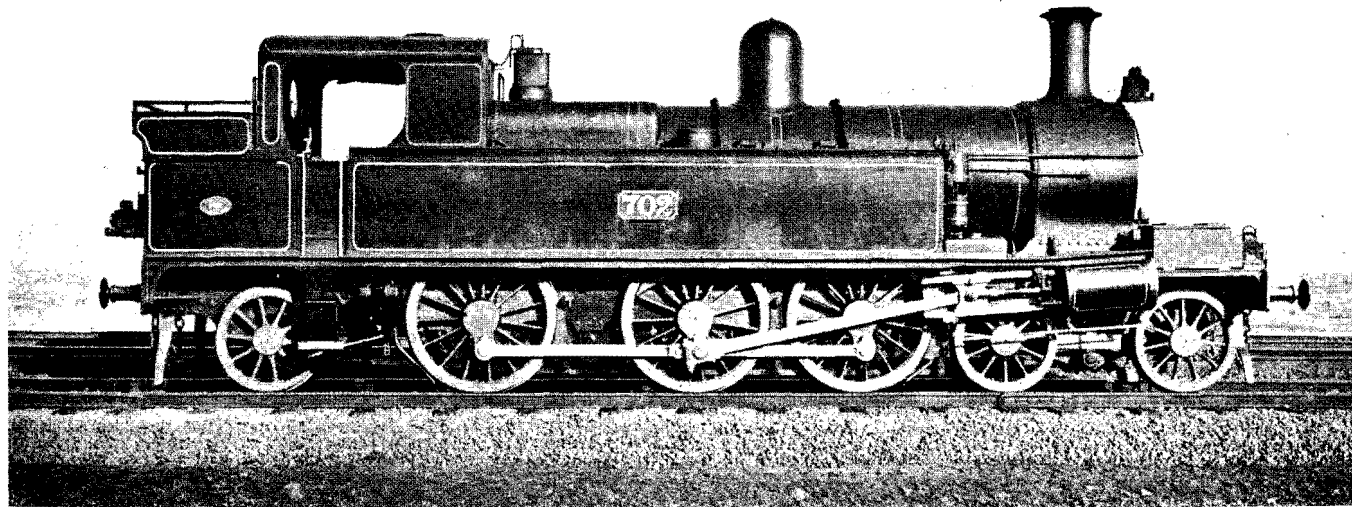


SUBURBAN CAR, FIRST CLASS, LENGTHENED BY TWO COMPARTMENTS.

Original Seating Capacity, 70 Passengers. Altered Seating Capacity, 90 Passengers.

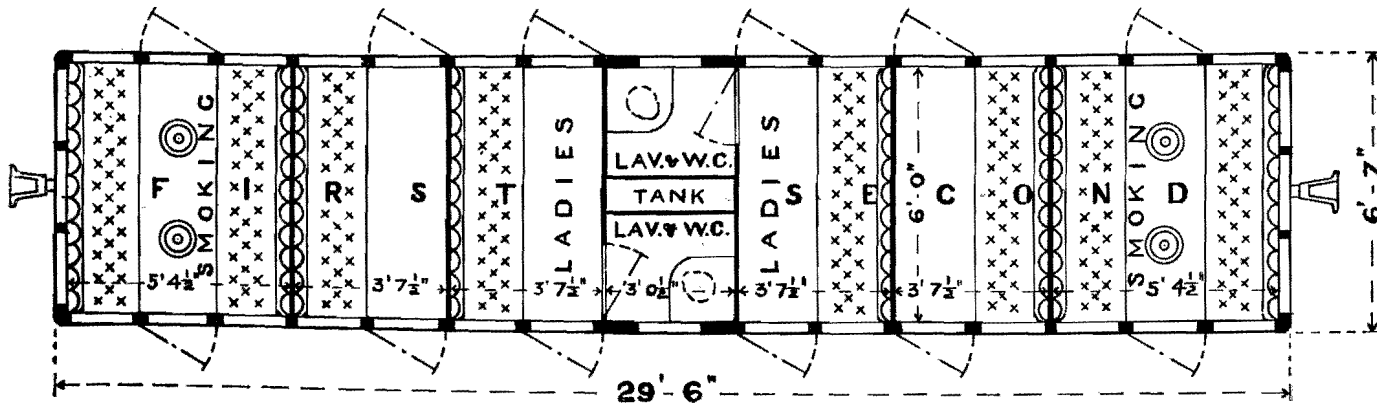
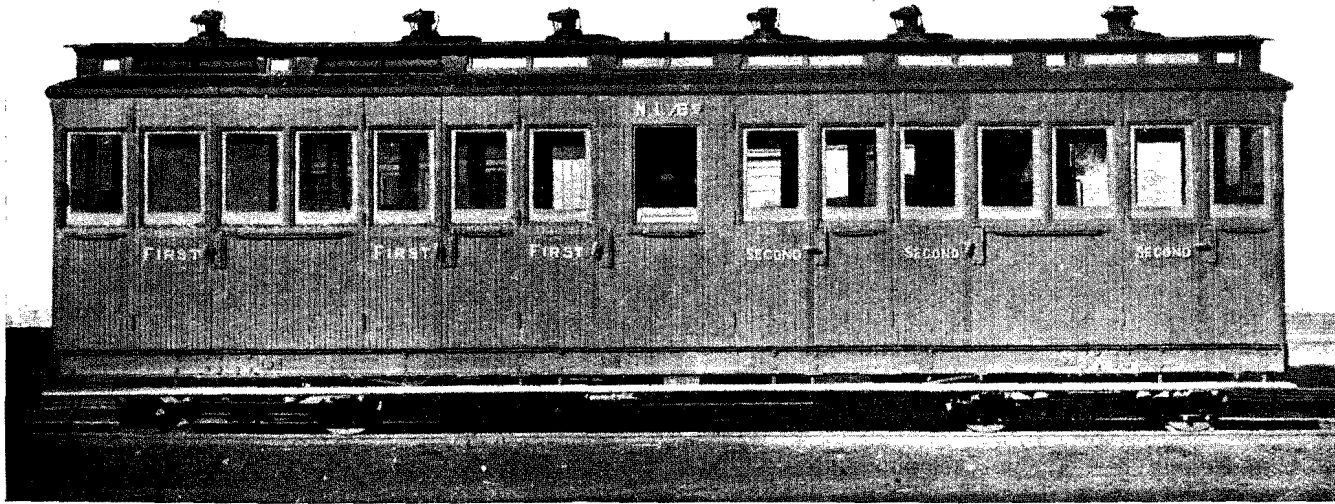


EXPRESS AND PASSENGER LOCOMOTIVE, A2 CLASS. TRACTIVE POWER 25,480 LBS.



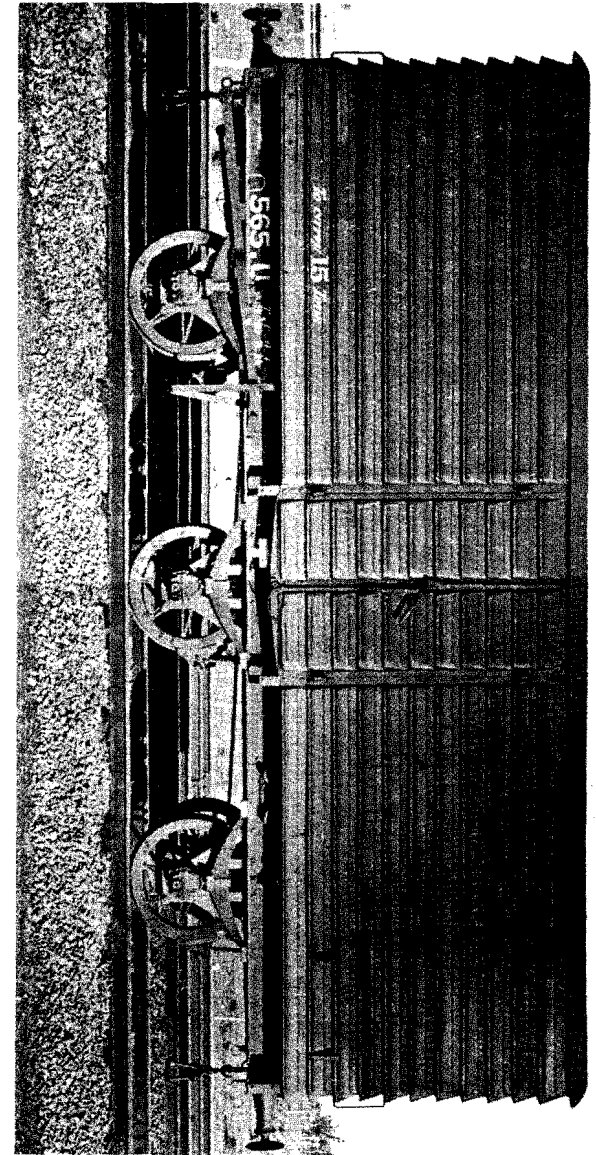
SUBURBAN PASSENGER LOCOMOTIVE, DDE CLASS.

Adapted from Dd Class. Tractive Power 20,780 lbs.



COMPOSITE CAR FOR 2FT. 6IN. GAUGE LINES.

Seating Capacity, 32 Passengers.



LOUVER TRUCK FOR USE ON PASSENGER TRAINS.

DIAGRAM N° 1

AVERAGE MILEAGE WORKED

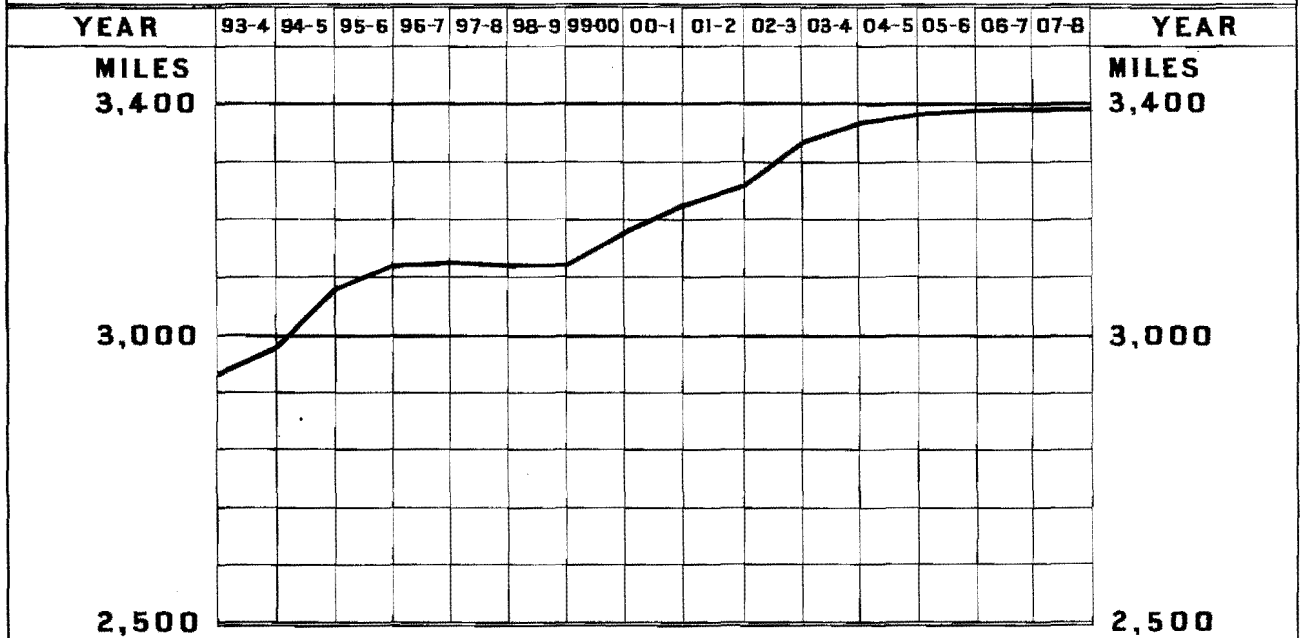


DIAGRAM N° 2

AVERAGE COST PER MILE

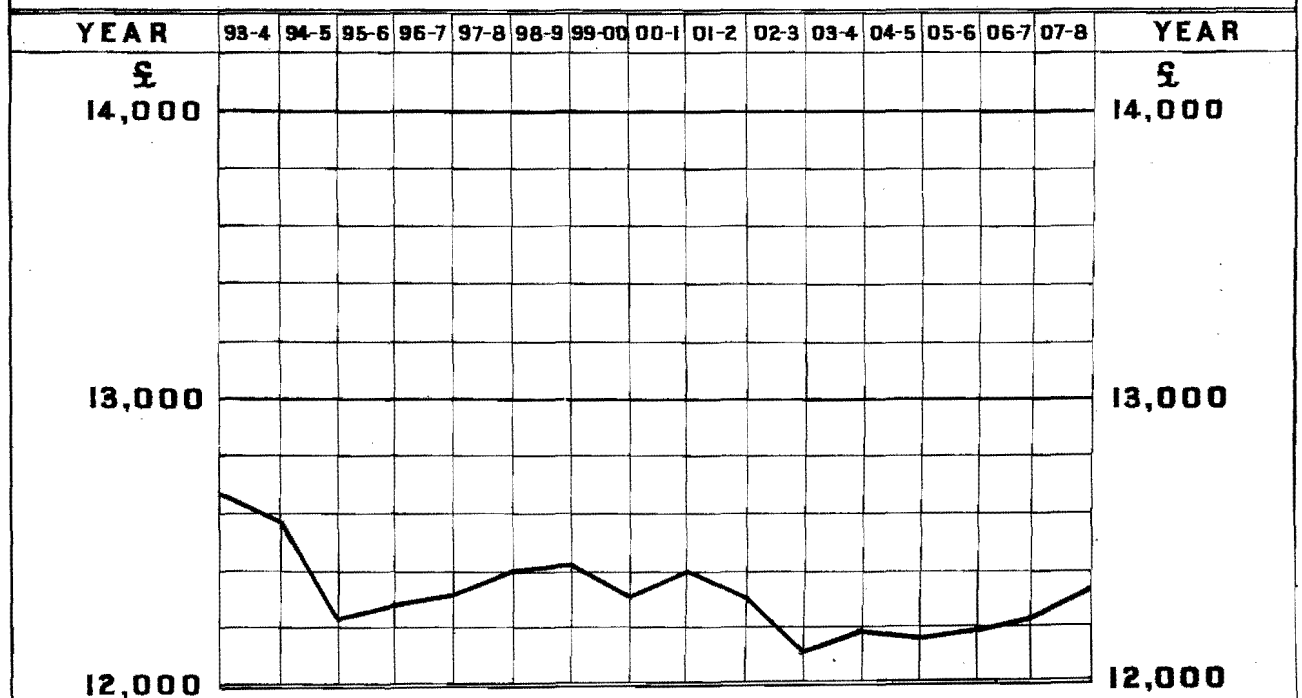


DIAGRAM N° 3

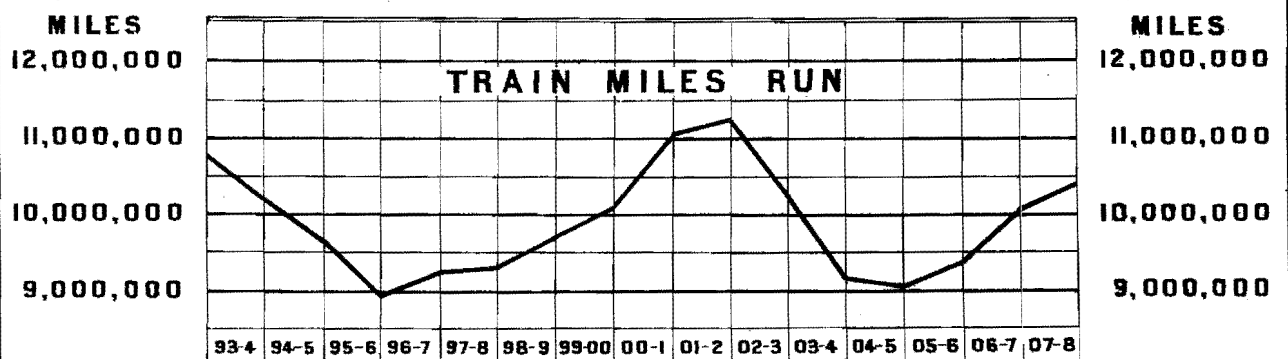
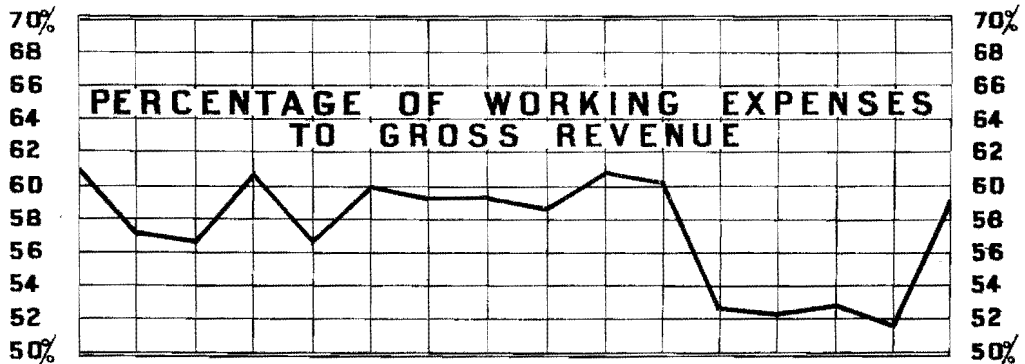
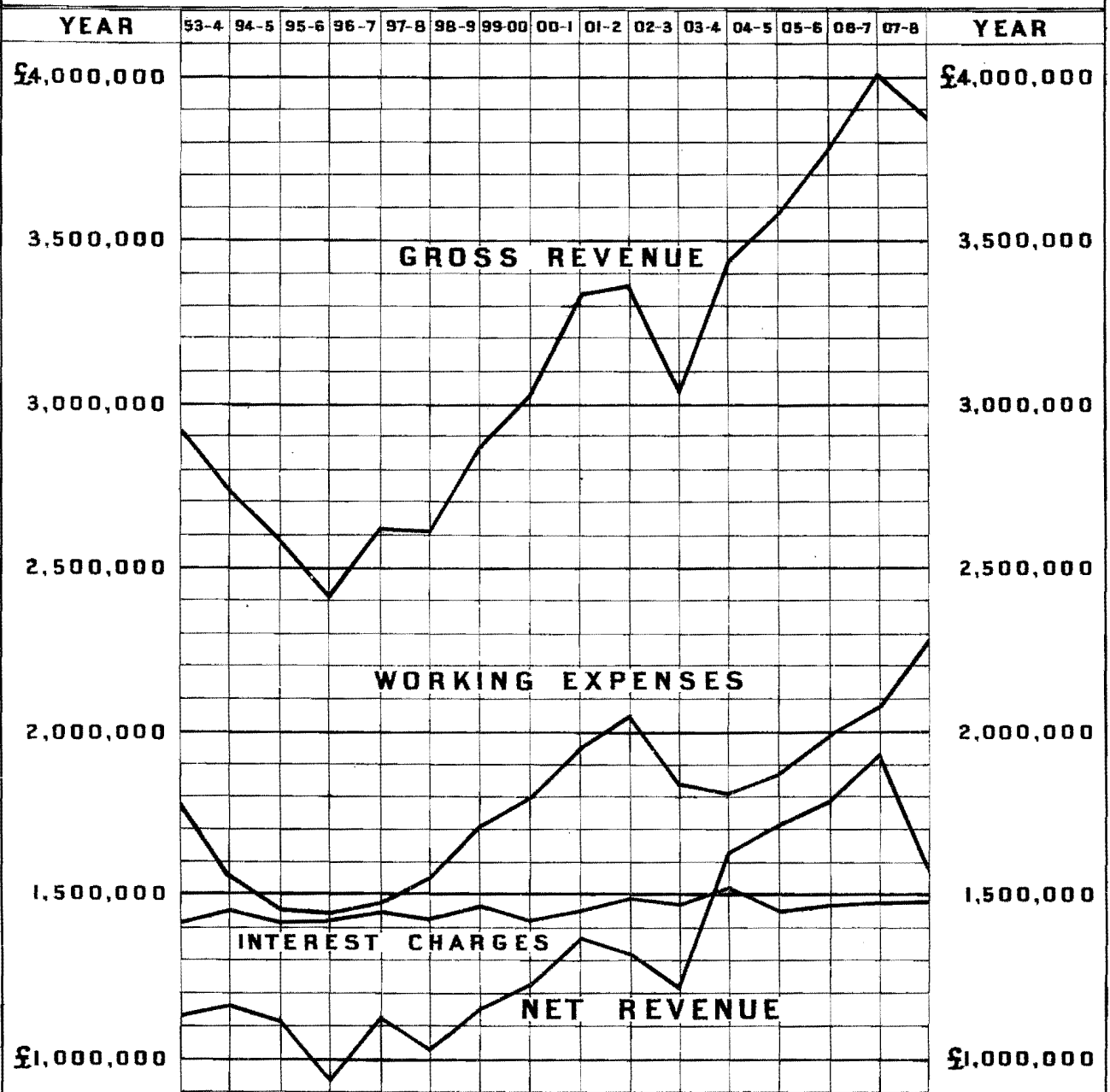


DIAGRAM N° 4

PER AVERAGE MILE OF RAILWAY OPEN

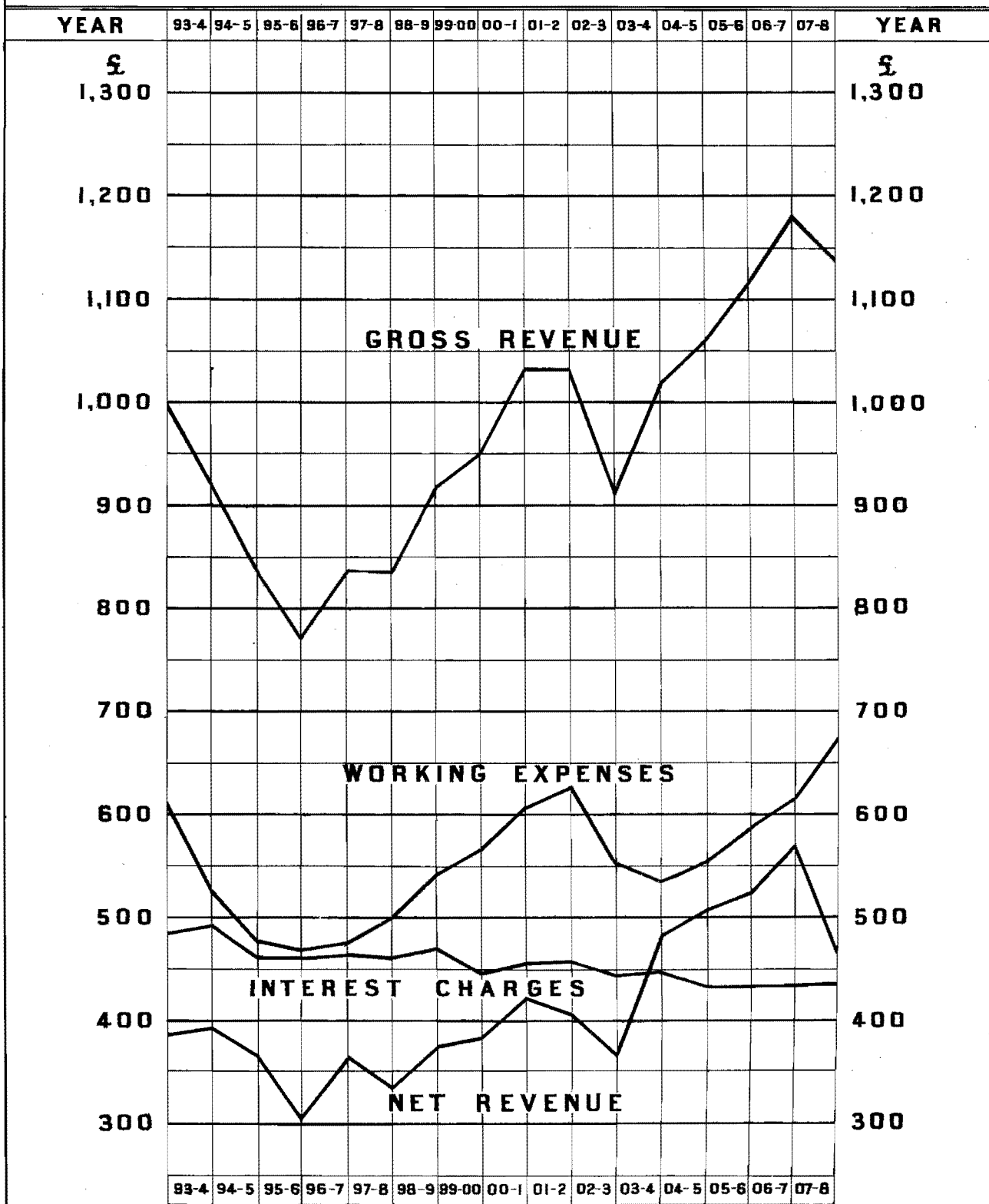
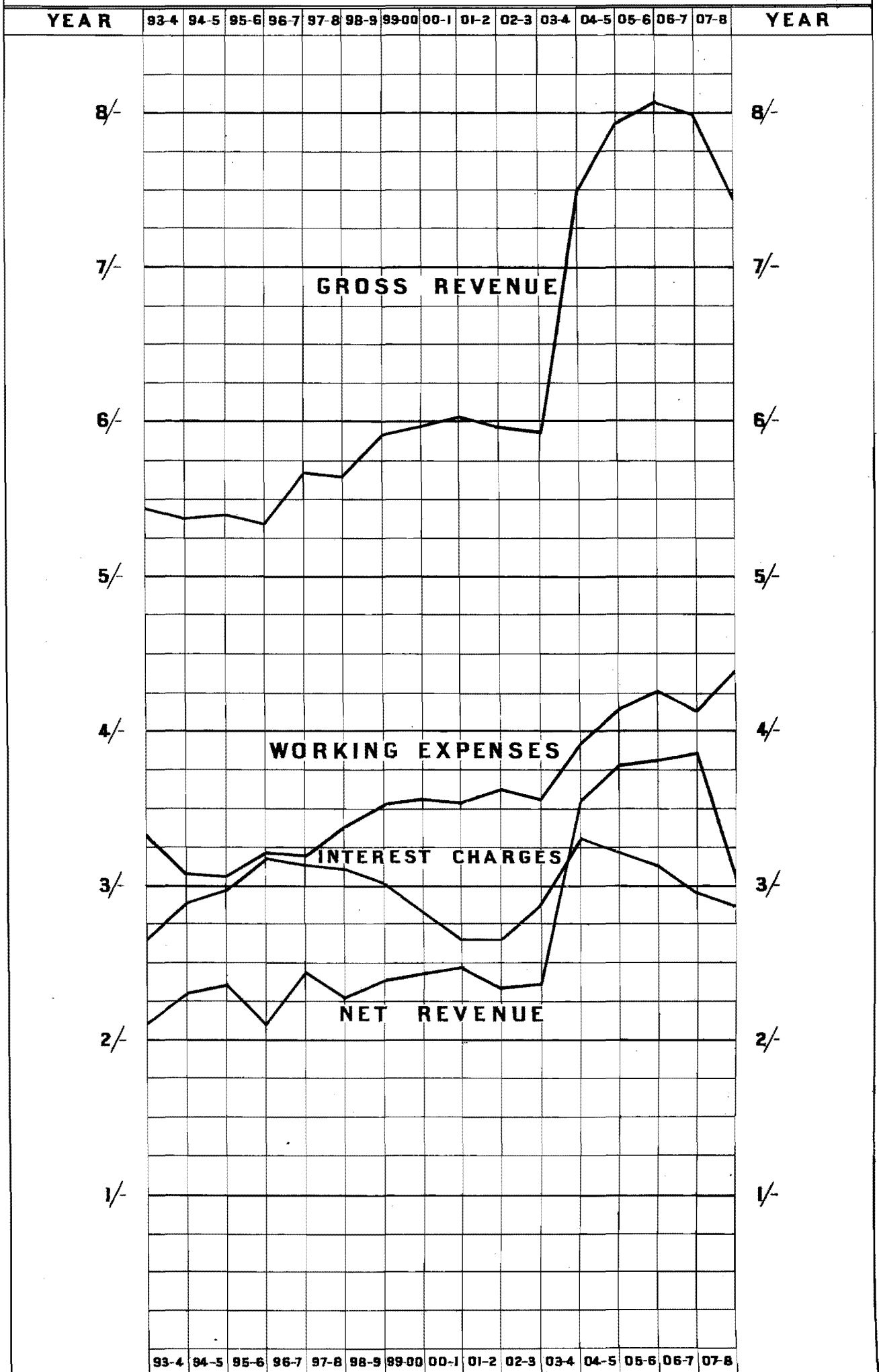


DIAGRAM N° 5

PER TRAIN MILE RUN





N E W S O U T H W A L E S

Railway Map OF VICTORIA Showing Victorian Government Railways (in Red) 1908

SCALE OF MILES 0 10 20 30 40 Miles

O U T H E R N O C E A N



Victorian Railways
 MAP OF
MELBOURNE SUBURBAN LINES
 1908

SCALE OF MILES

MILES 1 2 3 4 5

The map displays a comprehensive network of Victorian Railways suburban lines in Melbourne, 1908. Key features include:

- Major Lines:**
 - North:** Lines to Craigieburn, Somerton, Campbellfield, and Epping.
 - West:** Lines to Sunbury, Digger's Rest, Sydenham, Rockbank, and Werribee.
 - South:** Lines to Werribee, Laverton, and Sandown Park.
 - East:** Lines to Dandenong, Ringwood, and Mitcham.
 - South-East:** Lines to Clayton, Spring Vale, and Cheltenham.
 - Inner Suburbs:** A dense network of lines connecting stations like Footscray, Richmond, and St Albans to the city center.
- Geographical Features:**
 - Waterways:** Yarra River, Mooloom Mooloom Creek, Koonung Koonung Creek, and the Werribee River.
 - Lakes and Reservoirs:** Yan Yean Reservoir, Preston Reservoir, and the Yarra Lake.
 - Coastal Features:** Port Phillip Bay, Hobson's Bay, and the coastline from St Albans to Sandown Park.
- Station Network:**
 - Central Core:** Stations like Melbourne Central, Flinders Street, and Melbourne Station.
 - Outer Stations:** Numerous stations are marked along each line, such as Sunbury, Werribee, Dandenong, and Ringwood.
 - Special Lines:** Lines like the 'UNUSED' line to the north and the 'ELECTRIC' line to the south are also indicated.



SOUTH AUSTRALIA

QUEENSLAND

NEW SOUTH WALES

VICTORIA

Railway Map
OF PART OF
AUSTRALIA

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

1908

SCALE OF MILES
MILES 50 25 0 50 100