

1882.

VICTORIA.

VICTORIAN RAILWAYS.

REPORT

OF THE

BOARD OF LAND AND WORKS

FOR THE YEAR ENDING 31ST DECEMBER

1881.

PRESENTED TO BOTH HOUSES OF PARLIAMENT BY HIS EXCELLENCY'S COMMAND.

By Authority:

JOHN FERRES, GOVERNMENT PRINTER, MELBOURNE.

No. 48.

R E P O R T.

RAILWAY DEPARTMENT,
Melbourne, 9th August 1882.

To His Excellency the Governor in Council.

MY LORD,

In accordance with the requirements of the Public Works Statute, 29 Victoria No. 289, I have the honor to submit to Your Lordship the Report of the Board of Land and Works on the proceedings of the Department of Railways for the year ending 31st December 1881.

Attached to the Report will be found the usual Appendix, showing the amount of the funds raised under Parliamentary sanction for the construction of the various lines throughout the colony, the expenditure from the same, and unexpended balance; together with statements showing the gross Revenue derived from working the lines open for traffic, the expense of working and balance of profit on same, and other accounts and statistical information, to which I beg to draw Your Lordship's attention.

DEBENTURE CAPITAL.

On the 24th December last an Act (45 Vict. No. 717) was passed by the Legislature authorizing the raising of a further Loan for Railway extension and other works to the extent of £4,000,000, of which £2,769,179 is to be applied to Railway purposes.

The following shows the apportionment under the Second Schedule to the Act:—

| | £ |
|--|------------|
| Item 1. For the construction of Railways and works connected therewith (including rolling-stock) already authorized by Parliament, or of such other Railways and works connected therewith (including rolling-stock) as Parliament may by any Act direct, and for the repaying into the Consolidated Revenue or the Railway Loan Account 1878 any sums advanced therefrom expended and to be expended on any such Railways or works connected therewith (including rolling-stock) | 2,732,055 |
| „ 2. For repaying to the Railway Loan Account 1878 certain moneys issued out of said account under the provisions of Act No. 685 in payment of various Waterworks and of Melbourne and Hobson's Bay Debentures. Proportion, Hobson's Bay Railway Debentures | 37,124 |
| Total for Railways | 2,769,179 |
| „ „ Proportion, Waterworks | £39,821 |
| „ 3. Towards Loans for Water Supply in country districts, in such sums as the Governor in Council may direct | 300,000 |
| „ 4. Towards the erection or construction of such Public Buildings or of such Public Works as Parliament has already by any Act authorized or may hereafter by any Act direct to be erected or constructed | 891,000 |
| Total Loan | £4,000,000 |

As, however, this Loan had not been placed on the market at the close of the year, any further allusion to it at this stage will be unnecessary.

DEBENTURE CAPITAL.

The Debenture debt on Railway Account now stands at £17,672,460, of which a sum of £12,193 is due to the conversion of £76,680 worth of 6 per cent. Debentures into Victorian Government Stock at 4 per cent.

The excess of discounts over premiums amounted to £51,059.

The net amount raised on Loans to the 31st December last, and available for Railway construction purposes, after deducting the above-mentioned sum of £12,193, was therefore £17,609,207.

The total expenditure from this sum was £15,918,518, the balance of £1,690,689 being the amount lying to the credit of the Treasury on Railway Account in the several banks where the Public Loan Accounts are kept.

The amount of interest annually due upon the Debenture debt is £918,218, or an average rate of $5\frac{1}{2}$ per cent.

The amount chargeable to the Consolidated Revenue for interest not recouped by the net earnings of the lines is shown in the following :—

| | | | | | |
|--|-----|-----|-----|-----|-----------------|
| Gross earnings | ... | ... | ... | ... | £1,665,209 |
| Deduct working expenses | ... | ... | ... | ... | 913,572 |
| Net earnings | ... | ... | ... | ... | 751,637 |
| Interest on Debentures | ... | ... | ... | ... | 918,218 |
| Amount charged to Consolidated Revenue | ... | ... | ... | ... | <u>£166,581</u> |

It must, however, be borne in mind that during 1881 a sum of about £82,400 was received by the Treasury in the shape of interest allowed by the banks on the unexpected balances of the Railway Loan moneys deposited with them, and as the interest payable is fairly reducible by this sum, it follows that the actual deficit, after paying all working expenditure and interest on capital, was only £84,181.

I think this result may be considered very satisfactory, and that it goes far to prove that the period is not very remote when the Railways will not only pay the interest and all expenses of every kind connected with them, but will leave a margin of profit, increasing every year with the growth of population, and the industrial and commercial progress of all sections of the community.

Whether such profits, when they accrue, should be returned to the people in the shape of reduced freights and fares, or reduced taxation in other ways, or whether they should be set aside to form a redemption fund for the repayment of our Railway debt, will, doubtless, at the proper time, form a subject for careful consideration.

The net Revenue derived from working the lines open for traffic in 1881 was equal to $4\frac{1}{4}$ per cent. upon the total Debenture debt, and 4 per cent. upon the total amount expended on the construction of the lines.

CAPITAL ACCOUNT.

The amount expended on construction and purchase of lines of railway, including rolling-stock, totalled, at 31st December last, £18,603,830 6s. 2d., showing an expenditure during the year of £562,535 2s. 10d., the details of which are shown as follows :—

| <i>General Construction.</i> | | | | £ | s. | d. |
|--|---------|-----|-------|----|----|-------------------|
| Purchase and removal of Exhibition Annexes | £28,594 | 16 | 9 | | | |
| Yarra Bank Workshops | ... | ... | 1,284 | 11 | 0 | |
| Williamstown | .. | ... | 600 | 9 | 10 | |
| Newport | .. | ... | 24 | 10 | 5 | |
| Machinery and Tools | ... | ... | 257 | 2 | 11 | |
| Engineer-in-Chief's Offices | ... | ... | 1,039 | 17 | 7 | |
| Sundries | ... | ... | 4,089 | 13 | 1 | |
| | | | | | | <u>35,891 1 7</u> |

| | <i>Rolling-stock.</i> | £ | s. | d. |
|-------------------------------|-----------------------|---------|----|----|
| Engines | £59,050 | 0 | 11 | |
| Carriages, Wagons, &c. | 55,953 | 8 | 3 | |
| Continuous Brake | 714 | 6 | 10 | |
| | | <hr/> | | |
| | | 115,717 | 16 | 0 |

Northern System.

| | | | | |
|--|---------|---------|----|----|
| Melbourne Terminus | £31,883 | 0 | 4 | |
| Melbourne to Sandhurst | 6,076 | 11 | 8 | |
| Sandhurst to Echuca | 1,569 | 12 | 2 | |
| Lancefield Junction to Lancefield | 47,783 | 5 | 2 | |
| Carlsruhe to Daylesford | 17,051 | 0 | 8 | |
| Castlemaine to Dunolly | 702 | 17 | 4 | |
| Dunolly to St. Arnaud | 2,273 | 11 | 6 | |
| Ballarat to Maryborough | 228 | 13 | 7 | |
| Maryborough to Avoca | 169 | 10 | 10 | |
| Sandhurst to Inglewood | 66 | 19 | 0 | |
| Ballarat Racecourse Branch | 6,470 | 15 | 3 | |
| St. Arnaud to Donald | 30,828 | 5 | 8 | |
| Inglewood to Charlton | 24,754 | 8 | 11 | |
| Charlton to Wycheproof | 775 | 8 | 6 | |
| Korong Vale to Boort | 726 | 5 | 3 | |
| Eaglehawk to Kerang | 7,771 | 5 | 6 | |
| Castlemaine to Maldon | 395 | 6 | 7 | |
| Footscray to Bacchus Marsh | 1,135 | 4 | 11 | |
| | | <hr/> | | |
| | | 180,662 | 2 | 10 |

Western System.

| | | | | |
|--|--------|--------|----|---|
| Footscray to Williamstown | £772 | 7 | 2 | |
| Newport to Geelong | 1,196 | 18 | 3 | |
| West Geelong to Ballarat | 1,881 | 2 | 11 | |
| Geelong to Queenscliff | 888 | 14 | 10 | |
| Geelong to Colac, including Racecourse Branch | 4,274 | 14 | 6 | |
| Warrenheip to Gordons | 16 | 2 | 9 | |
| Ballarat to Ararat | 2,451 | 8 | 6 | |
| Ararat to Stawell | 50 | 4 | 5 | |
| Stawell to Horsham | 1,451 | 9 | 6 | |
| Ararat to Hamilton | 526 | 1 | 0 | |
| Horsham to Dimboola | 17,163 | 5 | 9 | |
| Branxholme to Casterton | 1,803 | 6 | 0 | |
| Ballarat to Scarsdale | 850 | 8 | 5 | |
| Colac to Camperdown | 13,454 | 9 | 9 | |
| | | <hr/> | | |
| | | 46,780 | 13 | 9 |
| Deduct for permanent way materials returned from the Hamilton and Portland Line | 320 | 11 | 3 | |
| | | <hr/> | | |
| | | 46,460 | 2 | 6 |

North-Eastern System.

| | | | | |
|--|--------|--------|----|---|
| Essendon Junction to Essendon, including Racecourse Line | £2,111 | 4 | 8 | |
| Essendon to Wodonga | 11,421 | 5 | 11 | |
| Mangalore to Shepparton | 8,647 | 10 | 6 | |
| Toolamba to Tatura | 713 | 2 | 2 | |
| Wangaratta to Beechworth | 1,149 | 19 | 6 | |
| Springs to Wahgunyah | 356 | 0 | 2 | |
| Shepparton to Numurkah | 51,019 | 9 | 1 | |
| Benalla to St. James | 1,393 | 4 | 4 | |
| Everton to Myrtleford | 682 | 1 | 1 | |
| Tallarook to Yea | 1,577 | 7 | 10 | |
| North Melbourne to Coburg | 883 | 18 | 2 | |
| Wodonga to the Murray | 419 | 14 | 0 | |
| | | <hr/> | | |
| | | 80,374 | 17 | 5 |

| | | <i>Eastern System.</i> | | £ | s. | d. |
|---|--------|------------------------|------|----------|----|----|
| South Yarra to Oakleigh | ... | £2,693 | 9 11 | | | |
| Oakleigh to Sale | ... | 17,530 | 4 6 | | | |
| Traralgon to Heyfield | ... | 1,995 | 4 10 | | | |
| Morwell to Mirboo | ... | 878 | 9 11 | | | |
| Hawthorn to Lilydale | ... | 41,447 | 9 7 | | | |
| Richmond to Alphington | ... | 5,394 | 9 11 | | | |
| Caulfield to Frankston | ... | 37,921 | 8 6 | | | |
| Spencer and Flinders streets | | | | | | |
| Connection | ... | 61 | 7 9 | | | |
| M. and H. B. Railway | ... | 7,718 | 1 10 | | | |
| | | | | 115,640 | 6 | 9 |
| | | | | 574,746 | 7 | 1 |
| Less Preliminary Surveys charged to Lines since constructed | ... .. |  |  | 12,211 | 4 | 3 |
| Total | ... .. |  |  | £562,535 | 2 | 10 |

The amount expended on alterations and additions to the Melbourne Terminus during the year was £31,883 os. 4d., as is shown by the foregoing ; and the following is a summary of the works and their cost:—

| | | | |
|---|---------|----|----|
| Alterations and Additions to Lines of Way, Signals, &c. | £21,320 | 16 | 4 |
| Goods Sheds and Platforms | 9,981 | 9 | 10 |
| New Engine Shed | 580 | 14 | 2 |
| | £31,883 | 0 | 4 |

ROLLING-STOCK.

The expenditure on this item amounted during the year to £115,717 16s., of which £59,050 os. 11d. was for engines, £55,953 8s. 3d. for carriages, wagons, &c., and £714 6s. 10d. was expended on brake power.

The additional stock placed upon the lines was as follows:—

- 13 engines out of the 23 in course of construction at the close of last year.
- 27 passenger vehicles, of which 16 were in course of construction at the end of 1880.
- 213 goods vehicles, being 58 in addition to the 155 in progress at the close of 1880.

On the 31st December last the following additional stock was in course of construction:—

- 26 locomotive engines,
- 202 passenger vehicles,
- 659 goods do.,
- 25 brake vans,
- 2 mail do.

In spite of every effort made by the Department to obtain engines and vehicles at a more rapid rate, the supply during the last year was very limited, and consequently but little diminution was effected in the average amount of work annually performed.

Only an average of 174 miles less than in the previous year was run by each engine, the number being still over 22,000 miles per annum—an amount of work, considering the heavy gradients, the large proportion of goods to passenger traffic, and the shunting done in addition, much too great to admit of the stock being kept in such effective condition as is desirable. During the busy season a large proportion of the engines were running almost continuously, and had scarcely time to cool before they were at work again.

The mileage run and the average number of passengers carried by each passenger vehicle was again in excess of the previous year, while in the case of the goods vehicles, although the miles run per vehicle were slightly less than in 1880, the weight carried was greater by 24 tons.

The stock in use at 31st December last, including that on the South Suburban lines, together with the work performed by the same, is shown in the following return:—

| Date. | Miles Open. | Engines. | | | Passenger Vehicles. | | | Goods Vehicles. | | | | |
|-------|-------------|----------|--------------------|-------------------------|---------------------|--------------------|--------------------------|-------------------------|-------|--------------------|--------------------------|-------------------|
| | | No. | No. per Line Mile. | Train Miles per Engine. | No. | No. per Line Mile. | Train Miles per Vehicle. | Passengers per Vehicle. | No. | No. per Line Mile. | Train Miles per Vehicle. | Tons per Vehicle. |
| 1879 | 1,125 | 184 | 0·164 | 21,753 | 429 | 0·381 | 9,330 | 33,996 | 3,204 | 2·848 | 1,249 | 361 |
| 1880 | 1,198 | 197 | 0·165 | 22,237 | 451 | 0·376 | 9,714 | 35,476 | 3,331 | 2·780 | 1,315 | 391 |
| 1881 | 1,247 | 210 | 0·168 | 22,063 | 468 | 0·376 | 9,879 | 40,541 | 3,539 | 2·837 | 1,309 | 415 |

NEW LINES.

On the 28th December 1880, an Act (No. 682) was passed by the Legislature authorizing the construction of 23 new lines, 17 of which were country and 6 suburban lines.

The limit of expenditure was fixed at £3,725 per mile for the former, and £9,452 per mile for the latter. This was in both cases exclusive of rolling-stock.

The total estimated mileage length was 483½ miles, and for the equipping of these with the necessary rolling-stock the 5th section of the Act provided a sum of £209,760, being at the rate of £434 per mile only.

During the year the following tenders were accepted for the construction of lines under this Act:—

| Date. | Contractors. | Length. | Amount of Contract. | Line. |
|----------|---------------------------------|-------------|---------------------|-------------------------|
| | | M. ch. lks. | £ s. d. | |
| March 12 | J. and C. McCusker ... | 0 58 35 | 2,775 17 6 | Daylesford Extension. |
| April 8 | James Malone ... | 2 10 0 | 3,569 9 10 | Ballarat Racecourse. |
| " 11 | C. and E. Millar ... | 20 58 69 | 23,863 0 3 | Shepparton to Numurkah. |
| " 26 | Grant and Co. ... | 23 68 45 | 36,334 6 5 | St. Arnaud to Donald. |
| May 13 | Falkingham and Bunn ... | 19 53 16 | 40,916 1 2 | Caulfield to Frankston. |
| June 8 | Smith, Thewlis, and Co. ... | 21 26 57 | 28,583 13 0 | Horsham to Dimboola. |
| July 13 | Leslie and Co. ... | 20 10 0 | 29,034 11 3 | Inglewood to Charlton. |
| Sept. 5 | McDermott, McNeil, and Bath ... | 28 10 68 | 47,420 3 6 | Colac to Camperdown. |
| " 15 | C. and E. Millar ... | 20 10 3 | 79,865 10 0 | Hawthorn to Lilydale. |
| Oct. 13 | F. Wilkins ... | 35 72 0 | 44,125 9 0 | Eaglehawk to Mitiamo. |
| | Total ... | 192 57 93 | 336,488 1 11 | |

These give an average rate of £1,746 per mile, which includes clearing and fencing, earthworks, bridges, culverts, drains, forming station grounds, level crossings, sleepers, platelaying, &c. The rails, plates, fastenings, &c., were supplied by the Department.

The undermentioned were the openings which took place during 1881:—

| Date. | Line. | Act. | Mileage Length. |
|---------|----------------------------|------|-----------------|
| June 7 | Lancefield Line ... | 660 | 14½ |
| Aug. 11 | Ballarat Racecourse ... | 682 | 2 |
| Sept. 1 | Shepparton to Numurkah ... | .. | 20½ |
| " 15 | Daylesford Extension ... | 671 | 3 |
| Dec. 19 | Caulfield to Mordialoo ... | 682 | 10¼ |
| | Total ... | ... | 47½ |

On the last-mentioned date (December 19th) the second line of way between South Yarra and Caulfield, a length of $3\frac{3}{4}$ miles, was also opened for traffic.

SURVEYS.

Permanent surveys of the following lines were completed during 1881:—

| | |
|---------------------------|-----------------------------|
| Horsham to Dimboola. | Caulfield to Frankston. |
| Traralgon to Heyfield. | Hawthorn to Lilydale. |
| Inglewood to Korong Vale. | Richmond to Alphington. |
| Korong Vale to Charlton. | Melbourne to Coburg. |
| Eaglehawk to Mitiamo. | Benalla to St. James. |
| Mitiamo to Kerang. | Ballarat Racecourse Branch. |

The following were also commenced, but had not been completed at the close of the year:—

| | |
|-----------------------------|----------------------------------|
| Charlton to Wycheproof. | Ballarat to Scarsdale. |
| Borong to Boort. | Everton to Myrtleford. |
| Branxholme to Casterton. | Wedderburn Junction to Coonooer. |
| Morwell to Mirboo. | Castlemaine to Maldon. |
| Footscray to Bacchus Marsh. | |

In addition, there were also preliminary and trial surveys, either made or in progress, of thirty-one different routes, costing during the year £746 3s. 9d.

REVENUE ACCOUNT.

The most satisfactory feature in connection with this portion of the accounts is the large increase of Revenue which has again taken place during the past year, and this is the more satisfactory when taken in connection with the fact that only an average length of $21\frac{1}{2}$ miles of additional line was opened for traffic during 1881 in excess of the average of 1880.

The increase of Revenue over that of 1880 was £172,291 12s. 11d., the particulars of which appear in the following:—

REVENUE.—ALL SYSTEMS (INCLUDING HOBSON'S BAY LINES).

| — | 1880. (Average miles open 1,193½.) | | | 1881. (Average miles open 1,215.) | | | Increase. | | | Decrease. | | | |
|-----------------------------|---------------------------------------|----|----|--------------------------------------|----|----|-----------|-----|-----|-----------|---------|-----|----|
| | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. | |
| Passengers | 567,192 | 18 | 0 | 654,930 | 10 | 11 | 87,737 | 12 | 11 | ... | ... | ... | |
| Parcels, &c. | 34,747 | 17 | 10 | 37,482 | 3 | 5 | 2,734 | 5 | 7 | ... | ... | ... | |
| Horses, Carriages, and Dogs | 11,767 | 9 | 0 | 11,549 | 14 | 0 | ... | ... | ... | 217 | 15 | 0 | |
| Mails | 33,409 | 6 | 1 | 36,546 | 2 | 2 | 3,136 | 16 | 1 | ... | ... | ... | |
| Rents | 21,004 | 6 | 5 | 22,640 | 7 | 0 | 1,636 | 0 | 7 | ... | ... | ... | |
| Miscellaneous | 6,768 | 10 | 3 | 7,467 | 9 | 7 | 698 | 19 | 4 | ... | ... | ... | |
| Live Stock | 74,604 | 1 | 7 | 76,613 | 11 | 4 | 2,009 | 9 | 9 | ... | ... | ... | |
| Goods | 743,422 | 8 | 4 | 817,978 | 12 | 0 | 74,556 | 3 | 8 | ... | ... | ... | |
| | 1,492,916 | 17 | 6 | 1,665,208 | 10 | 5 | ... | ... | ... | 217 | 15 | 0 | |
| | Balance—Net Increase ... | | | | | | ... | ... | ... | ... | 172,291 | 12 | 11 |
| | | | | | | | 172,509 | 7 | 11 | 172,509 | 7 | 11 | |

The progressive increase of Revenue will be better understood by the succeeding comparative statement embracing the results of the last three years:—

| Year. | Average Length of Line Open for Traffic. | Percentage of Miles Increase on that of previous Years. | Gross Revenue Earned. | Percentage Increase of Revenue on that of previous Years. |
|-------------|--|---|-----------------------|---|
| | Miles. | | £ s. d. | |
| 1879 | 1,091 | ... | 1,383,650 0 0 | ... |
| 1880 | 1,194 | 9'44 | 1,492,917 0 0 | 7'90 |
| 1881 | 1,215 | 1'76 | 1,665,209 0 0 | 11'50 |

This shows that since 1879 the line mileage opened for traffic has increased 11·36 per cent., while the Revenue earned has increased 20·35 per cent.; in other words, the earnings per line mile have increased from £1,268 in 1879 to £1,371 in 1881.

It will be observed that the item of Revenue showing the largest increase is that under the head of "Passengers," which embraces the whole of the receipts derived from the conveyance of the travelling public.

The number of journeys made during 1881 totalled 18,973,070, being in excess of 1880 by 2,973,611. The following shows the increase on each system separately:—

| System. | Total Average Miles Open. | Increase in Miles at 31 December. | Average Increase for Year. | Increase in the Number of Passengers Carried. | Increase of Revenue. | Increase per Average Mile Open. |
|--------------------|---------------------------|-----------------------------------|----------------------------|---|----------------------|---------------------------------|
| | | | | | £ s. d. | £ |
| Northern ... | 355 | 17 | 12½ | 139,589 | 19,912 17 3 | 56 |
| Western ... | 435 | Nil | Nil | 315,055 | 20,003 16 11 | 46 |
| North-Eastern ... | 282 | 21 | 8½ | 172,579 | 21,632 4 9 | 77 |
| Eastern ... | 126 | 10 | ½ | 208,173 | 5,369 15 11 | 43 |
| South Suburban ... | 17 | Nil | Nil | 2,138,215 | 20,818 18 1 | 1,225 |
| | 1,215 | 48 | 21½ | 2,973,611 | 87,737 12 11 | 72 |

The increase in the passenger traffic on the South Suburban lines is what may be expected from the enormous growth of population in and around Melbourne, and the great facilities offered to the public by the large number of trains running to and fro between Flinders-street Station and the districts south of the Yarra, these latter being the principal centres of the excursion traffic, which during the summer months and at holiday times assumes such large proportions, principally among the artisan and laboring classes.

The increase on the other systems has been generally owing to the improved state of trade, which has the effect of stimulating all branches of railway traffic; while on the North-Eastern system a further impetus has been given by the facilities now afforded by the all but continuous railway connection between Melbourne and Sydney, the reasonable rates charged for the through journey, and the time allowed to passengers purchasing return tickets.

The goods business also increased; 163,276 tons of general merchandise having been carried in excess of the quantity during 1880.

The increase in this item of traffic is divided over the systems as follows:—

| System. | Total Average Miles Open. | Increase in Miles at 31 December. | Average Increase for Year. | Increase in Tonnage Carried. | Increase of Revenue. | Increase per Average Mile Open. |
|--------------------|---------------------------|-----------------------------------|----------------------------|------------------------------|----------------------|---------------------------------|
| | | | | Tons. | £ s. d. | £ |
| Northern ... | 355 | 17 | 12½ | 42,552 | 31,499 13 6 | 89 |
| Western ... | 435 | Nil | Nil | 62,210 | 18,468 18 3 | 42 |
| North-Eastern ... | 282 | 21 | 8½ | 9,084 | 15,246 12 9 | 54 |
| Eastern ... | 126 | 10 | ½ | 17,879 | 7,273 5 3 | 58 |
| South Suburban ... | 17 | Nil | Nil | 31,551 | 2,067 13 11 | 122 |
| | 1,215 | 48 | 21½ | 163,276 | 74,556 3 8 | 61 |

The only other item calling for special mention is that of live stock, and this more in connection with the growth of that particular branch of traffic upon the Eastern or Gippsland system.

On both the Northern and North-Eastern systems there has been a decrease in the amounts earned from the carriage of live stock of £3,182 3s. 3d. and £701 16s. 10d. respectively, but on the Western and Eastern lines there has been an increase. That on the former only amounts to £1,859 3s. 11d., but on the latter, or Gippsland line, the increased earnings amount to 42 per cent. on those of the previous year, the total revenue from this source of traffic being £13,511 8s. 5d. as against £9,491 17s. 6d. in 1880, or an increase of £4,019 10s. 11d.

The growth of this traffic on the Eastern system will be seen from the following :—

| Year. | | | | Revenue. | | |
|-------|-----|-----|-----|----------|-----|----|
| | | | | £ | s. | d. |
| 1877 | ... | ... | ... | | Nil | |
| 1878 | ... | ... | ... | 370 | 10 | 5 |
| 1879 | ... | ... | ... | 3,299 | 6 | 6 |
| 1880 | ... | ... | ... | 9,491 | 17 | 6 |
| 1881 | ... | ... | ... | 13,511 | 8 | 5 |

EXPENDITURE ON REVENUE ACCOUNT.

The working expenditure in 1881 reached a total of £913,571 17s. 1d., or 54·86 per cent. of the gross Revenue, being an increase over that of the previous year of £99,497 5s. 1d. This includes the whole cost of working, maintenance, renewals, repairs to rolling-stock, stations, and all and sundry expenses whatsoever, fairly chargeable to Revenue Account.

In this expenditure is included the amount estimated as the sum required to pay claims for compensation on account of the Jolimont accident, which, when finally settled, will be found to have cost the Department about £45,000, and that amount has been debited accordingly. The final rectification of this charge will take place in the accounts of 1882, when the actual amount is ascertained.

A reference to the following table will discover the particulars of the expenditure classified under the usual heads, the details being shown in the Appendix :—

EXPENDITURE.—ALL SYSTEMS (INCLUDING HOBSON'S BAY LINES).

| | 1880. | | | | | | 1881. | | | | | | Increase. | | | Decrease. | | | | | |
|---------------|----------------------|----|----|----------------------|----|-----------------------|---------|----|---------|----------------------|----|-----------------------|-----------|-----|---------|-----------|--------|-----|-------|-----|-----|
| | Amount. | | | Cost per Train Mile. | | Per Cent. to Revenue. | Amount. | | | Cost per Train Mile. | | Per Cent. to Revenue. | £ | s. | d. | £ | s. | d. | | | |
| | £ | s. | d. | s. | d. | | £ | s. | d. | s. | d. | | £ | s. | d. | £ | s. | d. | | | |
| Maintenance | 199,041 | 9 | 5 | 0 | 10 | 90 | 13 | 33 | 219,598 | 17 | 4 | 0 | 11 | 38 | 13 | 19 | 20,557 | 7 | 11 | | |
| Loco. Charges | 258,491 | 7 | 6 | 1 | 2 | 16 | 17 | 32 | 256,989 | 8 | 9 | 1 | 1 | 31 | 15 | 43 | ... | ... | 1,501 | 18 | 9 |
| Traffic „ | 333,248 | 7 | 0 | 1 | 6 | 26 | 22 | 32 | 412,336 | 2 | 6 | 1 | 9 | 36 | 24 | 76 | 79,087 | 15 | 6 | ... | ... |
| General „ | 23,293 | 8 | 1 | 0 | 1 | 28 | 1 | 56 | 24,647 | 8 | 6 | 0 | 1 | 27 | 1 | 48 | 1,354 | 0 | 5 | ... | ... |
| | 814,074 | 12 | 0 | 3 | 8 | 60 | 54 | 53 | 913,571 | 17 | 1 | 3 | 11 | 32 | 54 | 86 | ... | ... | 1,501 | 18 | 9 |
| | Balance—Net Increase | | | | | | | | | | | ... | ... | ... | 99,497 | 5 | 1 | ... | ... | ... | |
| | | | | | | | | | | | | 100,999 | 3 | 10 | 100,999 | 3 | 10 | ... | ... | ... | |

It will be seen from the foregoing that there has been an increase in every branch except the Locomotive. This is owing to the development and large increase of traffic, the opening of new lines, and consequent additions to the staff, and the necessity which has arisen for renewals on a large scale on some of the lines.

The reduction in the Locomotive expenses is owing principally to the difference between the cost of materials issued for the repairs of engines and rolling-stock in 1880, and that in 1881, when the value of issues for that purpose was less by £11,235 5s. 4d.

NORTHERN SYSTEM.

The mileage open for traffic on this system was at 31st December last 363½ miles, and the average for the year 355 miles.

A comparative statement showing the items of revenue and receipts from each for the years 1880 and 1881 is here given, showing the increase of revenue to be £47,131 12s. 10d :—

| | | REVENUE. | | | | | | | | | | | | |
|-----------------------------|--------|----------------------------|----|----|---------------------------|----|-----|-----------|--------|-----|-----------|--------|-----|----|
| | | 1880. | | | 1881. | | | Increase. | | | Decrease. | | | |
| | | (Average Miles open 342½.) | | | (Average Miles open 355.) | | | | | | | | | |
| | | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. | |
| Passengers | ... .. | 144,935 | 12 | 9 | 164,848 | 10 | 0 | 19,912 | 17 | 3 | ... | ... | ... | |
| Parcels, &c. | ... .. | 11,019 | 7 | 4 | 11,186 | 6 | 1 | 166 | 18 | 9 | ... | ... | ... | |
| Horses, Carriages, and Dogs | ... .. | 4,025 | 5 | 10 | 3,561 | 9 | 10 | ... | ... | ... | 463 | 16 | 0 | |
| Mails | ... .. | 8,628 | 13 | 6 | 8,788 | 12 | 0 | 159 | 18 | 6 | ... | ... | ... | |
| Rents | ... .. | 5,866 | 12 | 4 | 5,659 | 6 | 3 | ... | ... | ... | 207 | 6 | 1 | |
| Miscellaneous | ... .. | 4,465 | 4 | 8 | 3,710 | 14 | 10 | ... | ... | ... | 754 | 9 | 10 | |
| Live Stock | ... .. | 32,221 | 5 | 0 | 29,039 | 1 | 9 | ... | ... | ... | 3,182 | 3 | 3 | |
| Goods | ... .. | 287,204 | 18 | 11 | 318,704 | 12 | 5 | 31,499 | 13 | 6 | ... | ... | ... | |
| | | 498,367 | 0 | 4 | 545,498 | 13 | 2 | ... | ... | ... | 4,607 | 15 | 2 | |
| | | Balance—Net Increase | | | | | ... | ... | ... | ... | ... | 47,131 | 12 | 10 |
| | | | | | | | ... | ... | 51,739 | 8 | 0 | 51,739 | 8 | 0 |

It will be seen that the principal items of increase are those of passengers and goods, while in the items showing a decrease that of live stock stands prominent.

The following shows the live stock traffic on this system during the past five years :—

| Year. | Miles open. | Revenue. |
|-------|-------------|----------|
| | | £ |
| 1877 | 291 | 41,425 |
| 1878 | 324 | 29,514 |
| 1879 | 324 | 33,195 |
| 1880 | 346 | 32,221 |
| 1881 | 363 | 29,039 |

The working expenses amounted to £253,698 5s. 3d., or 46·51 per cent of the revenue, or at the rate of 4·06 per cent. less than in the previous year.

The following table shows the working expenditure for the past two years :—

| | | EXPENDITURE. | | | | | | | | | |
|---------------|--------|----------------------|----|----------------------|---------|----|----------------------|-----------------------|-------|-----------|-------|
| | | 1880. | | | 1881. | | | Increase. | | Decrease. | |
| | | Amount. | | Cost per Train Mile. | Amount. | | Cost per Train Mile. | Per Cent. to Revenue. | | | |
| | | £ | s. | d. | £ | s. | d. | £ | s. | d. | |
| Maintenance | ... .. | 59,816 | 2 | 3 | 64,676 | 13 | 8 | 4,860 | 11 | 5 | |
| Loco. Charges | ... .. | 84,127 | 3 | 0 | 80,263 | 1 | 4 | ... | ... | 3,864 | |
| Traffic „ | ... .. | 100,206 | 18 | 5 | 100,952 | 19 | 10 | 746 | 1 | 5 | |
| General „ | ... .. | 7,858 | 15 | 9 | 7,805 | 10 | 5 | ... | ... | 53 | |
| | | 252,008 | 19 | 5 | 253,698 | 5 | 3 | ... | ... | 3,917 | |
| | | Balance—Net Increase | | | | | ... | ... | ... | ... | 1,689 |
| | | | | | | | ... | ... | 5,606 | 12 | 10 |
| | | | | | | | ... | ... | 5,606 | 12 | 10 |

The revenue of this system was higher in 1881 than in any previous year, the next being that for 1877, when its gross revenue reached £523,486 3s. 3d. The five past years' results are shown as under :—

| Year. | Gross Receipts. | | | Expenses. | | | Profit on Working. | | |
|----------|-----------------|----|----|-----------|----|----|--------------------|----|----|
| | £ | s. | d. | £ | s. | d. | £ | s. | d. |
| 1877 ... | 523,486 | 3 | 3 | 259,049 | 16 | 10 | 264,436 | 6 | 5 |
| 1878 ... | 512,953 | 4 | 5 | 241,000 | 3 | 4 | 271,953 | 1 | 1 |
| 1879 ... | 492,729 | 3 | 2 | 238,380 | 13 | 6 | 254,348 | 9 | 8 |
| 1880 ... | 498,367 | 0 | 4 | 252,008 | 19 | 5 | 246,358 | 0 | 11 |
| 1881 ... | 545,498 | 13 | 2 | 253,698 | 5 | 3 | 291,800 | 7 | 11 |

The work done on this system may be summarised as follows :—1,423,091 train miles were run, at a cost for locomotive power of 1s. 1½d. per mile, as against 1,325,001 in the previous year, costing 1s. 3¼d.

There were 906,884 passenger journeys made, or 139,589 more than in 1880.

The tonnage of goods totalled 405,131 tons, and of live stock 17,744 tons, the former showing an increase of 42,552, and the latter a decrease of 1,539 tons.

The cost of the lines comprising this system, and including its proportion of cost of rolling-stock and general construction charges, was £7,963,191, and on this the net revenue was equal to 3.66 per cent.

WESTERN SYSTEM.

The mileage length on this system remains as during the two preceding years, viz., 434½ miles.

The increase of traffic over 1880 was £41,808 1s. 4d., as will be seen from the following comparative statement :—

REVENUE.

| | 1880. (Average Miles open 434½.) | | 1881. (Average Miles open 434½.) | | Increase. | | Decrease. | |
|-----------------------------|-------------------------------------|-------|-------------------------------------|-------|-----------|-------|-----------|-------|
| | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. |
| Passengers ... | 168,234 | 0 8 | 188,237 | 17 7 | 20,003 | 16 11 | ... | ... |
| Parcels, &c. ... | 11,127 | 17 1 | 12,818 | 12 11 | 1,690 | 15 10 | ... | ... |
| Horses, Carriages, and Dogs | 4,429 | 0 11 | 3,798 | 15 4 | ... | ... | 630 | 5 7 |
| Mails ... | 13,242 | 3 0 | 12,808 | 1 6 | ... | ... | 434 | 1 6 |
| Rents ... | 5,632 | 16 9 | 5,586 | 17 9 | ... | ... | 45 | 19 0 |
| Miscellaneous ... | 1,645 | 7 8 | 2,541 | 0 2 | 895 | 12 6 | ... | ... |
| Live Stock ... | 6,280 | 0 6 | 8,139 | 4 5 | 1,859 | 3 11 | ... | ... |
| Goods ... | 203,691 | 4 1 | 222,160 | 2 4 | 18,468 | 18 3 | ... | ... |
| | 414,282 | 10 8 | 456,090 | 12 0 | ... | ... | 1,110 | 6 1 |
| | Balance—Net Increase ... | | | | 41,808 | 4 1 | ... | ... |
| | | | | | 42,918 | 7 5 | 42,918 | 7 5 |

The increase of expenditure on this system was £11,507 17s. 1d., and the balance of revenue remaining, after paying all working expenses, was £194,725 19s. 10d.,

an improvement on last year's results of £30,300 4s. 3d. The subjoined table shows the expenditure under the various heads :—

EXPENDITURE.

| | 1880. | | | | | 1881. | | | | | Increase. | | Decrease. | | | | | |
|---------------|----------------------|----|----|----------------------|-----------------------|---------|---------|----|----------------------|-----------------------|-----------|--------|-----------|--------|--------|-------|-----|----|
| | Amount. | | | Cost per Train Mile. | Per Cent. to Revenue. | Amount. | | | Cost per Train Mile. | Per Cent. to Revenue. | | | | | | | | |
| | £ | s. | d. | s. | d. | | £ | s. | d. | s. | d. | £ | s. | d. | £ | s. | d. | |
| Maintenance | 73,618 | 17 | 0 | 1 | 1'72 | 17'77 | 79,433 | 5 | 3 | 1 | 2'43 | 17'42 | 5,814 | 8 | 3 | ... | ... | |
| Loco. Charges | 76,819 | 14 | 0 | 1 | 2'32 | 18'54 | 72,771 | 11 | 1 | 1 | 1'22 | 15'96 | ... | ... | ... | 4,048 | 2 | 11 |
| Traffic „ | 92,872 | 13 | 5 | 1 | 5'31 | 22'42 | 102,631 | 6 | 1 | 1 | 6'64 | 22'50 | 9,758 | 12 | 8 | ... | ... | |
| General „ | 6,545 | 10 | 8 | 0 | 1'22 | 1'58 | 6,528 | 9 | 9 | 0 | 1'18 | 1'43 | ... | ... | ... | 17 | 0 | 11 |
| | 249,856 | 15 | 1 | 3 | 10'57 | 60'31 | 261,364 | 12 | 2 | 3 | 11'47 | 57'31 | ... | ... | ... | 4,065 | 3 | 10 |
| | Balance—Net Increase | | | | | | | | | | | ... | ... | 11,507 | 17 | 1 | | |
| | | | | | | | | | | | | 15,573 | 0 | 11 | 15,573 | 0 | 11 | |

The per-centage of expenditure to revenue was less by 3 per cent. than in 1880, being only 57'31 as against 60'31, and the per-centage which this system paid upon its capital cost increased from 2'97 to 3'45 per cent.

The total cost of this system at 31st December last was, including rolling-stock, &c., £5,637,635.

The increase in the passenger journeys made amounted to 315,055, and the goods and live stock tonnage were also in excess of those of the previous year by 62,210 and 1,013 tons respectively.

NORTH-EASTERN SYSTEM.

This, the best paying of any division of our lines, has eclipsed all former results by realising an amount of net profit on working equal to 8½ per cent. upon its capital cost.

This latter, with the proportionate cost of rolling-stock, &c., added, amounted to £2,464,436, and the net working profit to £208,616 17s. 2d.

This system, therefore, paid the whole of its working expenditure of every description, interest at 5 per cent. on the capital employed in its construction, and had a balance of £85,396 to its credit. The increase in revenue over that of the previous year was £41,690 8s. 4d., as the following will show :—

REVENUE.

| | 1880. | | | 1881. | | | Increase. | | | Decrease. | | | | | | | |
|-----------------------------|----------------------------|----|----|----------------------------|----|----|-----------|-----|-----|-----------|-----|--------|-----|--------|--------|---|---|
| | (Average Miles open 274½.) | | | (Average Miles open 282½.) | | | | | | | | | | | | | |
| | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. | | | | | |
| Passengers ... | 91,585 | 9 | 9 | 113,217 | 14 | 6 | 21,632 | 4 | 9 | ... | ... | ... | | | | | |
| Parcels, &c. ... | 7,060 | 17 | 9 | 8,473 | 2 | 8 | 1,412 | 4 | 11 | ... | ... | ... | | | | | |
| Horses, Carriages, and Dogs | 2,554 | 9 | 5 | 3,197 | 16 | 9 | 643 | 7 | 4 | ... | ... | ... | | | | | |
| Mails ... | 7,350 | 2 | 1 | 10,410 | 18 | 8 | 3,060 | 16 | 7 | ... | ... | ... | | | | | |
| Rents ... | 3,844 | 5 | 1 | 4,083 | 9 | 11 | 239 | 4 | 10 | ... | ... | ... | | | | | |
| Miscellaneous ... | 260 | 10 | 3 | 418 | 4 | 3 | 157 | 14 | 0 | ... | ... | ... | | | | | |
| Live Stock ... | 26,610 | 18 | 7 | 25,909 | 1 | 9 | ... | ... | ... | 701 | 16 | 10 | | | | | |
| Goods ... | 186,468 | 12 | 5 | 201,715 | 5 | 2 | 15,246 | 12 | 9 | ... | ... | ... | | | | | |
| | 325,735 | 5 | 4 | 367,425 | 13 | 8 | ... | ... | ... | 701 | 16 | 10 | | | | | |
| | Balance—Net Increase | | | | | | | | | | | ... | ... | 41,690 | 8 | 4 | |
| | | | | | | | | | | | | 42,392 | 5 | 2 | 42,392 | 5 | 2 |

The increase of revenue has again been satisfactory, amounting to £16,972 1s. 5d., as shown by the following :—

REVENUE.

| — | 1880. (Average Miles open 125½) | | | 1881. (Average Miles open 126½) | | | Increase. | | | Decrease. | | |
|-----------------------------|------------------------------------|----|----|------------------------------------|----|----|-----------|-----|-----|-----------|-----|-----|
| | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. |
| Passengers | 37,884 | 10 | 2 | 43,254 | 6 | 1 | 5,369 | 15 | 11 | ... | ... | ... |
| Parcels, &c. | 4,155 | 16 | 0 | 3,871 | 1 | 5 | ... | ... | ... | 284 | 14 | 7 |
| Horses, Carriages, and Dogs | 758 | 12 | 10 | 844 | 0 | 4 | 85 | 7 | 6 | ... | ... | ... |
| Mails | 4,188 | 7 | 6 | 4,173 | 10 | 0 | ... | ... | ... | 14 | 17 | 6 |
| Rents | 878 | 2 | 3 | 1,329 | 1 | 3 | 450 | 19 | 0 | ... | ... | ... |
| Miscellaneous | 140 | 19 | 2 | 213 | 14 | 1 | 72 | 14 | 11 | ... | ... | ... |
| Live Stock | 9,491 | 17 | 6 | 13,511 | 8 | 5 | 4,019 | 10 | 11 | ... | ... | ... |
| Goods | 25,115 | 7 | 8 | 32,388 | 12 | 11 | 7,273 | 5 | 3 | ... | ... | ... |
| | 82,613 | 13 | 1 | 99,585 | 14 | 6 | ... | ... | ... | 299 | 12 | 1 |
| Balance—Net Increase ... | | | | | | | ... | ... | ... | 16,972 | 1 | 5 |
| | | | | | | | 17,271 | 13 | 6 | 17,271 | 13 | 6 |

An inspection of the foregoing will show that the advance in the earnings has been pretty generally distributed over the three leading items of traffic, viz., passengers, live stock, and merchandise.

The progressive development of the traffic on this system will be better understood by the subjoined statement :—

| Year. | Average Mileage Open. | Train Miles Run. | Number of Passengers Carried. | Tons of Goods Carried. | Tons of Live Stock Carried. | Revenue Earned. |
|-------------|-----------------------|------------------|-------------------------------|------------------------|-----------------------------|-----------------|
| 1877 | 32½ | 29,955 | 18,031 | 1,794 | Nil | £ 6,354 |
| 1878 | 113 | 141,582 | 98,857 | 14,934 | 261 | 45,919 |
| 1879 | 123½ | 235,431 | 232,268 | 43,292 | 2,063 | 71,275 |
| 1880 | 125½ | 340,504 | 317,310 | 67,225 | 5,819 | 82,614 |
| 1881 | 126½ | 410,579 | 525,483 | 85,104 | 8,307 | 99,586 |

The expenditure was £62,506 12s. 7d., being equal to 62·77 of the gross receipts.

In 1880 the expenditure was 66·49 per cent., with a balance of profit of £27,685 9s. 5d. only, which was equivalent to 2·75 per cent. upon the capital cost at the close of that year.

The balance left last year amounted to £37,079 1s. 11d., and this amount shows a percentage of 3·25 upon the total cost of construction at 31st December 1881, which (including its proportion of rolling-stock) was £1,140,123.

The following shows the expenditure for the two years respectively :—

EXPENDITURE.

| — | 1880. | | | 1881. | | | Increase. | | | Decrease. | | |
|--------------------------|---------|----------------------|-----------------------|---------|----------------------|-----------------------|-----------|-----|-----|-----------|-----|-----|
| | Amount. | Cost per Train Mile. | Per Cent. to Revenue. | Amount. | Cost per Train Mile. | Per Cent. to Revenue. | £ | s. | d. | £ | s. | d. |
| Maintenance | 18,544 | 9 | 2 | 17,088 | 4 | 0 | ... | ... | ... | 1,456 | 5 | 2 |
| Loco. Charges | 16,242 | 3 | 11 | 18,859 | 3 | 10 | 2,616 | 19 | 11 | ... | ... | ... |
| Traffic .. | 18,828 | 5 | 3 | 25,145 | 16 | 1 | 6,317 | 10 | 10 | ... | ... | ... |
| General .. | 1,313 | 5 | 4 | 1,413 | 8 | 8 | 100 | 3 | 4 | ... | ... | ... |
| | 54,928 | 3 | 8 | 62,506 | 12 | 7 | ... | ... | ... | 1,456 | 5 | 2 |
| Balance—Net Increase ... | | | | | | | ... | ... | ... | 7,578 | 8 | 11 |
| | | | | | | | 9,034 | 14 | 1 | 9,034 | 14 | 1 |

MELBOURNE AND HOBSON'S BAY LINES.

A large increase, principally in the passenger traffic, took place on these lines, amounting to no less than £24,689 gs.

The following is a comparative statement of the items of revenue for the last two years :—

REVENUE.

| — | 1880. (Miles open 16½.) | | | 1881. (Miles open 16½.) | | | Increase. | | | Decrease. | | |
|-----------------------------|----------------------------|-----|-----|----------------------------|----|----|-----------|-----|-----|-----------|-----|-----|
| | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. |
| Passengers | 124,553 | 4 | 8 | 145,372 | 2 | 9 | 20,818 | 18 | 1 | ... | ... | ... |
| Parcels, &c. | 1,383 | 19 | 8 | 1,133 | 0 | 4 | ... | ... | ... | 250 | 19 | 4 |
| Horses, Carriages, and Dogs | ... | ... | ... | 147 | 11 | 9 | 147 | 11 | 9 | ... | ... | ... |
| Mails | ... | ... | ... | 365 | 0 | 0 | 365 | 0 | 0 | ... | ... | ... |
| Rents | 4,782 | 10 | 0 | 5,981 | 11 | 10 | 1,199 | 1 | 10 | ... | ... | ... |
| Miscellaneous | 256 | 8 | 6 | 583 | 16 | 3 | 327 | 7 | 9 | ... | ... | ... |
| Live Stock | ... | ... | ... | 14 | 15 | 0 | 14 | 15 | 0 | ... | ... | ... |
| Goods... .. | 40,942 | 5 | 3 | 43,009 | 19 | 2 | 2,067 | 13 | 11 | ... | ... | ... |
| | 171,918 | 8 | 1 | 196,607 | 17 | 1 | ... | ... | ... | 250 | 19 | 4 |
| | Balance, Net Increase ... | | | | | | ... | ... | ... | 24,689 | 9 | 0 |
| | | | | | | | 24,940 | 8 | 4 | 24,940 | 8 | 4 |

The large proportions which the passenger traffic on these lines is now assuming has rendered it absolutely necessary for the public safety to lay down a second line of way on those sections having only a single line; and since the close of the year to which this report more particularly refers, steps have been taken to have this done.

It is with extreme regret that I have to report the occurrence of the most disastrous railway accident which has yet happened in Victoria, as having taken place upon these lines.

On the 30th August last the passenger express train, leaving Brighton for Melbourne at 8.54 a.m., travelled at the ordinary rate in safety as far as Richmond. Shortly after passing that station the tyre of one of the wheels of a first-class smoking carriage in the centre of the train, broke, and the carriage ran off the line close to the Jolimont crossing gate, within half a mile of its destination, dragging with it the succeeding carriage, (the two being overturned into the cutting beside the embankment and totally wrecked.

Unfortunately the accident was attended, for the first time in the history of Victorian Railways, with loss of life, three passengers being taken out dead from among the débris, and a fourth dying shortly afterwards from his injuries. Thirty-nine others also received injuries of a more or less severe character.

There arose consequently a large number of claims for compensation against the Department, some of which were settled by mutual agreement, but in most of the heavier cases it was considered advisable to allow the damages to be assessed by a jury.

The total claims paid by the Department amounted to £45,000, the whole of which has been charged in the accounts for the year.

It will be readily understood, therefore, that the expenditure account on these lines for the past year must be unusually large from this circumstance alone, but other causes have also combined to swell the amount.

The repairs to rolling-stock have been very extensive since the accident.

The Locomotive Branch has been placed under the control of Mr. Locomotive Superintendent Mills, whose endeavors to put the old Company's rolling-stock in good working order have been unceasing. Much has already been, but much more yet remains to be done in this respect.

A considerable portion of the permanent way has been renewed with new rails and sleepers, and extensive renewals have also been effected in the cases of bridges and viaducts.

The pay of the staff formerly employed in the service of the late Company has also been assimilated more closely to that which obtains on the other portions of the Government lines, and this has contributed its quota to the increased working expenses, as has also the compensation paid on their retirement to late officers of the service, all of which has been charged against the revenue.

Under these circumstances the increased expenditure amounts to no less than £71,810 12s. 7d., as the following will show:—

EXPENDITURE.

| | 1880. | | | | 1881. | | | | Increase. | | | | | | |
|-------------------|---------|----|-----------|-----------------------|---------|---------|----------------------|-----------------------|-----------|-------|-------|--------|--------|----|---|
| | Amount. | | per mile. | Per Cent. to Revenue. | Amount. | | Cost per Train Mile. | Per Cent. to Revenue. | | | | | | | |
| | £ | s. | d. | | £ | s. | d. | s. | d. | £ | s. | d. | | | |
| Maintenance ... | 14,257 | 10 | 0 | 6'37 | 3'29 | 25,067 | 15 | 2 | 0 | 10'59 | 12'75 | 10,810 | 4 | 7 | |
| Loco. Charges ... | 31,541 | 4 | 1 | 2'10 | 18'35 | 35,594 | 6 | 0 | 1 | 3'03 | 18'11 | 4,053 | 1 | 5 | |
| Traffic „ ... | 57,136 | 7 | 2 | 1'53 | 33'24 | 112,890 | 18 | 0 | 3 | 11'69 | 57'42 | 55,754 | 10 | 11 | |
| General „ ... | 2,447 | 15 | 9 | 1'09 | 1'42 | 3,640 | 11 | 5 | 0 | 1'54 | 1'85 | 1,192 | 15 | 8 | |
| | 105,382 | 18 | 0 | 3 | 11'09 | 61'30 | 177,193 | 10 | 7 | 6 | 2'85 | 90'13 | 71,810 | 12 | 7 |

The total expenditure of £177,193 10s. 7d. is equal to 90·13 per cent. of the gross receipts, the balance of profit on working being £19,414 6s. 6d., equal to only 1·39 per cent. on the capital cost, including rolling-stock, viz., £1,398,445.

Eliminating the cost of the Jolimont accident, the working expenditure would be 67·24 per cent. of the receipts only, and the profit on working would equal 4·60 per cent. on the cost of the lines.

The increase in the number of passengers carried was 2,138,215. The tonnage of goods exceeded that of the previous year by 31,551 tons, and the train mileage by 31,056 miles.

RECAPITULATION.

The following is a general summary of the leading features of this Report:—

| | |
|---|-------------|
| Total debenture capital raised ... | £17,672,460 |
| Total yearly interest payable ... | 918,218 |
| Unspent balances of Loan moneys ... | 1,690,689 |
| Unspent balances of the Railway Loan Liquidation and Construction Account ... | 42,157 |
| Amount spent on Capital Account during the year ... | 562,535 |
| Total spent in construction at 31st December 1881 ... | 18,603,830 |
| At an average cost per mile open of ... | 14,919 |
| Expenditure from Debenture Capital ... | 15,918,518 |
| Expenditure from Consolidated Revenue ... | 2,544,323 |
| Total mileage open for traffic ... | 1,247 miles |
| Average mileage open for traffic ... | 1,215 „ |
| Total miles in course of construction ... | 159 „ |
| Further length authorized under Act 682 ... | 291 „ |
| Gross revenue earned ... | £1,665,209 |
| Working expenditure ... | 913,572 |
| Profit on working ... | 751,637 |

| | | | | | | | |
|---|-----|-----|-----|-----|-----|-----------------|-----------|
| Amount required from the Consolidated Revenue to pay balance of interest not recouped by net earnings derived from revenue | | | | | | £166,581 | |
| Less interest received from bank on the unexpended railway loan moneys | | | | | | 82,400 | |
| | | | | | | <hr/> | 84,181 |
| Earnings per average mile open | ... | ... | ... | ... | ... | 1,371 | |
| Expenditure per average mile open | ... | ... | ... | ... | ... | 752 | |
| Gross earnings per train mile | ... | ... | ... | ... | ... | 7s. 2½d. | |
| Expenses per train mile | ... | ... | ... | ... | ... | 3s. 11¼d. | |
| Number of passenger journeys | ... | ... | ... | ... | ... | 18,973,070 | |
| Goods tonnage | ... | ... | ... | ... | ... | 1,421,530 | |
| Live stock tonnage | ... | ... | ... | ... | ... | 47,255 | |
| Train mileage | ... | ... | ... | ... | ... | 4,633,267 miles | |
| The Rolling-stock consisted of the following :— | | | | | | | |
| Engines in use | ... | ... | ... | ... | ... | 210 | |
| Engines in course of construction | ... | ... | ... | ... | ... | 26 | |
| Carriages in use | ... | ... | ... | ... | ... | 398 | |
| Carriages in course of construction | ... | ... | ... | ... | ... | 202 | |
| All other vehicles in use | ... | ... | ... | ... | ... | 3,609 | |
| Goods vehicles in course of construction | ... | ... | ... | ... | ... | 659 | |
| Vans in course of construction | ... | ... | ... | ... | ... | 27 | |
| The net revenue paid on the capital cost | | | | | | 4 | per cent. |
| " " debenture debt | | | | | | 4½ | " |
| The different systems gave the following results on their capital cost, including rolling-stock :— | | | | | | | |
| Northern System | ... | ... | ... | ... | ... | 3·66 | per cent. |
| Western System | ... | ... | ... | ... | ... | 3·45 | " |
| North-Eastern System | ... | ... | ... | ... | ... | 8·47 | " |
| Eastern System | ... | ... | ... | ... | ... | 3·25 | " |
| Hobson's Bay Lines | ... | ... | ... | ... | ... | 1·39 | " |

In the Appendix will be found the usual yearly reports of the Engineer-in-Chief, the Locomotive Superintendent, and the Telegraph Engineer, on the working of their respective branches.

I have the honor to be,

Your Lordship's most obedient servant,

THOMAS BENT,

Commissioner of Railways.

APPENDIX.

VICTORIAN RAILWAYS.

APPENDIX TO THE ANNUAL REPORT OF THE BOARD OF LAND AND WORKS ON THE DEPARTMENT OF VICTORIAN RAILWAYS FOR THE YEAR ENDING 31ST DECEMBER 1881.

1. Report of the Engineer-in-Chief.
2. " Locomotive Superintendent.
3. " Telegraph Engineer.
4. Statement showing contracts in progress at 31st December 1881.
5. Statement of funds obtained under various loans for construction and of expenditure charged against the same.
6. Statement showing the amount of interest payable per annum on loans.
7. Statement of receipts and expenditure on capital account.
8. " " " in account with the consolidated revenue.
9. General balance-sheet.
10. Statement of revenue and expenditure—Northern system.
11. " " " Western system.
12. " " " North-Eastern system.
13. " " " Eastern system.
14. " " " Hobson's Bay branch lines.¹
15. Summary of all systems.
16. Statement showing traffic at each station.
17. Return of wool consigned to certain stations.
18. Return of rolling-stock.
19. Detail of locomotive charges.
20. Comparative statement for ten and a half years, ending 31st December 1881.
21. Detail of cost of construction of each line open for traffic, highest and lowest levels, steepest gradients &c.,
22. Return of accidents to persons during 1881.
23. " " " since lines were opened for traffic.

VICTORIAN RAILWAYS.

No. 1.

Engineer-in-Chief's Office, Railway Department, Melbourne, 14th June 1882.

SIR,

I have the honor to report that the permanent way and works of the Victorian Railways were efficiently maintained during the year ending 31st December last.

The total expenditure for the year on account of maintenance on the whole of the lines, exclusive of the Hobson's Bay lines, was £194,531 2s. 2d. for 164½ miles of double and an average of 1,032 miles of single line of way, or a total average length of 1,196½ miles, as against £184,783 18s. 10d. for the previous year for 164½ miles of double and an average of 991½ miles of single line of way, or a total average length of 1,156 miles, being at the rate of £162 11s. 8d. per mile of double and single line of way in 1881 as compared with £159 16s. 11d. per mile in 1880.

During the year extensive renewals of permanent way were made on the lines from Ballarat to Ararat, Ballarat to Maryborough, and from Castlemaine to Dunolly (60 lbs. steel having been substituted for 50 lbs. iron rails), and between Newport and Williamstown.

The number of sleepers used for renewals and repairs during the year was 30,105 as against 29,872 in 1880 and 37,459 in 1879.

The total amount spent for maintenance on the Hobson's Bay Suburban lines was £25,067 15s. 2d., being at the rate of £1,519 5s. 2d. per mile of double and single line of way, as compared with £14,257 10s. 7d. = £864 1s. 10d. per mile in 1880; the increase is principally owing to extensive renewals to the lines, bridges, and viaducts.

During the year contracts were entered into for the construction of the undermentioned lines of railway :—

| No. of Act. | Date. | Line. | Length. | | | Average per Mile. |
|-------------|-------------------|--------------------------------|---------|-----|------|-------------------|
| | | | m. | ch. | lks. | £ |
| 671 | 12th March ... | Daylesford Extension ... | ... | ... | ... | 3,806 |
| 682 | 8th April ... | Ballarat Racecourse Branch ... | ... | ... | ... | 1,680 |
| " | 11th April ... | Shepparton to Numurkah ... | ... | ... | ... | 991 |
| " | 26th April ... | St. Arnaud to Donald ... | ... | ... | ... | 1,523 |
| " | 13th May ... | Caulfield to Frankston ... | ... | ... | ... | 2,081 |
| " | 8th June ... | Horsham to Dimboola ... | ... | ... | ... | 1,340 |
| " | 13th July ... | Ingiewood to Korong Vale ... | ... | ... | ... | 1,443 |
| " | 5th September ... | Colac to Camperdown ... | ... | ... | ... | 1,686 |
| " | 15th September... | Hawthorn to Lilydale ... | ... | ... | ... | 3,968 |
| " | 13th October ... | Eaglehawk to Mitiamo ... | ... | ... | ... | 1,230 |

Contracts were also let during the year for 30 passenger stations, 16 goods sheds, 59 gatekeepers' cottages, and for water supply works, semaphores, water cranes, and sundry other buildings and works.

The following lines were opened for public traffic during the year :—

| | | |
|-----------------------------------|-----|----------------------|
| Lancefield Road to Lancefield ... | ... | 14½ miles—7th June. |
| Ballarat Racecourse Branch ... | ... | 2 " 11th August. |
| Shepparton to Numurkah ... | ... | 20½ " 1st September. |
| Daylesford Extension ... | ... | 3½ " 15th September. |
| Caulfield to Mordialloc ... | ... | 10½ " 19th December. |

The undermentioned lines were maintained by the Department for a portion of the year only :—

| | | |
|-----------------------------------|-----|-------------------------------|
| Lancefield Road to Lancefield ... | ... | from 1st July = 6 months. |
| Ballarat Racecourse Branch ... | ... | " 11th September = 3½ months. |
| Shepparton to Numurkah ... | ... | " 15th September = 3½ months. |
| Daylesford Extension ... | ... | " 15th October = 2½ months. |

The claims made by the contractors for the Shepparton and Numurkah, Lancefield Road and Lancefield, and Ballarat Racecourse lines were settled by the late Engineer-in-Chief.

Progress was made with the surveys of the following lines :—

| | |
|----------------------------------|---|
| Horsham to Dimboola — completed. | Ballarat Racecourse Branch—completed. |
| Traralgon to Heyfield " | Charlton to Whycheproof— not completed. |
| Ingiewood to Korong Vale " | Borong to Boort " |
| Korong Vale to Charlton " | Branxholme to Casterton " |
| Eaglehawk to Mitiamo " | Morwell to Mirboo " |
| Mitiamo to Kerang " | Footscray to Bacchus Marsh " |
| Caulfield to Frankston " | Ballarat to Seardsdale " |
| Hawthorn to Lilydale " | Everton to Myrtleford " |
| Richmond to Alphington " | Wedderburn Junction to Coonoor " |
| Melbourne to Coburg " | Castlemaine to Maldon " |
| Benalla to St. James " | |

I have the honor to be, Sir,

Your most obedient servant,

ROBT. WATSON,

The Honorable Thos. Bent,

Engineer-in-Chief.

Commissioner of Railways and Vice-President of the Board of Land and Works.

VICTORIAN RAILWAYS.

No. 2.

Locomotive, Carriage, and Wagon Branch,
Locomotive Superintendent's Office,
Melbourne, 17th July 1882.

Sir,

I have the honor to report that during the year 1881 the engines and rolling-stock upon the Victorian Railways, were as well maintained as was possible with the limited accommodation available, and the scarcity of stock generally, for conducting the very large traffic which occurred in that year, and which necessitated in many cases the retention of stock requiring repairs longer on the road than was desirable.

The carriages have suffered very severely from exposure in consequence of the absence of shelter sheds for their protection when not running.

The expenses of this Branch were low during the year. The train miles run totalled 4,633,267, and the total cost, including the repairs, &c., to coaching and wagon stock, averaged 1s. 4.18d. per mile. In 1880 the train mileage was 4,380,802 and the cost 1s. 5.14d. per mile, or a difference of one penny less per train mile in 1881, with an extra mileage of 252,465 miles.

During the year the work performed in the repairing shops at Williamstown was as follows :—

ENGINES.

Seventy-six engines received a thorough overhaul, and 15 slight repairs; of the former number 8 had new boilers, 6 have had their boilers almost entirely renewed, and 15 new cylinders.

I find that it is impossible, with the present limited accommodation at my disposal, to get through the necessary boiler repairing and renewing work, and this forms a very important feature in the matter of repairs to the engines, as the destructive character of the water in some parts of the colony tells most severely upon the boilers.

PASSENGER ROLLING-STOCK.

Twenty-seven first-class carriages, 14 composite, 1 first-class American, 30 second-class, 2 second-class American, 7 brake vans, 2 post-office vans, 2 carriage trucks, and 2 horse boxes were extensively repaired. There were also alterations and repairs to 14 first-class, 1 composite (Hobson's Bay), and 7 second-class carriages.

GOODS ROLLING-STOCK.

The repairs effected to this stock were as follows :—136 goods wagons almost entirely renewed, 161 received general repairs, 62 were re-built, 164 renovated, and 278 lifted for repairs or renewals to wheels or tires. One refrigerating car and one pattern medium goods wagon also were constructed.

THE YARRA BANK WORKSHOPS,

which are rented from Mr. W. Williams, have been used for the construction of carriages and vans, and also for repairs. The following vehicles have been repaired in these shops during the year :—

Passenger Rolling-stock.

Forty-nine brake vans, 3 brake carriages, 14 horse boxes, 1 first-class American carriage, 1 second-class ditto, 1 departmental carriage, 1 composite carriage, and 1 post-office van.

Alterations have been effected to 25 second-class carriages, and new running gear has been fitted to 9 carriages and 4 vans formerly belonging to the Hobson's Bay Railway Company.

The following vehicles were also constructed in this workshop :—10 first-class carriages and 6 vans and carriages combined for South Suburban lines, also 5 second-class carriages for Main line.

HOBSON'S BAY LINES.

In September last, in accordance with instructions received, I proceeded to amalgamate the Locomotive Branch of the late Hobson's Bay Railway with that of the Victorian lines.

The state of the rolling-stock at that date has been reported upon already, and I have taken steps to replace the whole of the wheels and axles of the carriages on those lines with others of the best known type.

I hope in a short time to have an uniform wheel and axle in use on all the lines, and the carriages generally available to run anywhere at any required speed.

The wagons on this line are not available for any other.

I am not in a position to report fully upon the locomotive engines, as there does not exist any workshop record of their maintenance. Upon some of the older engines I have ordered the boiler pressure to be reduced, and, as you are aware, 6 additional engines were immediately placed under construction. Until these are received some of the engines cannot be overhauled without partly stopping the traffic.

Additional accommodation is being provided at Sandridge for the necessary repairs to engines on the South Suburban lines.

I have the honor to be, Sir,
Your obedient servant,

S. MIRLS,
Locomotive Superintendent.

The Honorable
The Commissioner of Railways.

VICTORIAN RAILWAYS.

No. 3.

Telegraph Engineer's Office,
Melbourne, 15th June 1882.

SIR,

I have the honor to submit the following report for the year 1881 :—

The telegraph arrangements of the Department have worked fairly well during the year, the number of interruptions being few, and lasting but for a short time.

The experience of each year confirms the efficiency of our system of telegraph lines, the short poles carrying only few wires, enabling repairs to be made by unskilled men quickly, so that the faults are not only of short duration, but are set right at small cost. The chief interruptions occur on the wires we use belonging to the Postal Department.

The second wire to Seymour came into use during the year, and upon it was done the telegraph business of the Goulburn Valley stations. This proved a great convenience—indeed without it the North-Eastern work could not have been done during the busy season.

Besides this wire, telegraph lines were constructed along the railways from Lancefield Junction to Lancefield, Shepparton to Numurkah, and Melbourne to Mordialloc, in all about 120 miles; and a number of short lengths, about 30 miles in all, were fixed for electric signalling near large stations, and between the various signal boxes in Melbourne Yard and suburbs. The signals to which these wires are attached have proved of great convenience to the men engaged in signalling the passage of trains. A very large number of these electric signals are in use about the lines now, and will rapidly increase.

The use of telephones at signal stations was commenced during the year, and it is found that they are a material assistance to other modes of signalling.

The lines, offices, &c., of the late Hobson's Bay Company were joined to the general system of the Department late in the year, and have been thoroughly reorganized.

A number of systems for intercommunication between passengers, guards, and drivers of trains were submitted to the Department by different persons, and several of them tried. Among these was an electric one, which by direction I had fitted to a Sandridge train, and which proved to be workable and efficient.

The statement below will show the telegraph business of the Department for the year, with the mileage of wire, number of offices, &c., open at its close :—

| | |
|---|-------------------|
| Number of miles of wire in use | 1,534 |
| Ordinary telegraph offices open | 110 |
| Instruments in use | 153 sets |
| Other signalling stations | 26 |
| " " instruments in use | 161 |
| Clocks in use | 371 |
| Watches in use | 351 |
| Total number of messages sent | 368,087 |
| " " " received | 329,264 |
| Messages repeated between Postal and Railway Department stations | 118,500 |
| Actual cash received | £3,701 6s. 8d. |
| Value of O.H.M.S telegrams sent | £24,001 10s. 3d. |
| Total money value of business transacted | £27,702 16s. 11d. |

I have the honor to be, Sir,

Your most obedient servant,

K. L. MURRAY,
Telegraph Engineer.

The Honorable
The Commissioner of Railways.

No. 4.—STATEMENT showing Contracts in progress at the 31st December 1880 for Construction of Lines, Stations, Buildings, Rolling-stock, and other works; also the Contracts entered into during the Year ending 31st December 1881—*continued.*

| Contract No. | | Date of Gazette. | Contractor. | Description of Contract. | Line of Railway. | Contract Amount. | Expended to 31st December 1881. | Balance Unexpended. | Remarks. |
|------------------------------|------|-------------------|-----------------------------|--|-------------------------------|------------------|---------------------------------|---------------------|-----------------------------|
| Engineer-in-Chief's Gazette. | | | | | | £ s. d. | £ s. d. | £ s. d. | |
| 1307 | 1815 | 1881. Feb. 25 | Pritchard and Blackwood | Erection of passenger station at Murchison ... | Goulburn Valley ... | 605 3 4 | 663 1 8 | ... | Completed. |
| " | 3168 | Sept. 2 | Pritchard and Blackwood | Extra on ditto ... | " ... | 57 18 4 | | | |
| 1308 | 1841 | Mar. 4 | W. Davies ... | Erection of passenger station at Mooreopna ... | " ... | 595 13 9 | 599 9 10 | ... | " |
| " | 1254 | Sept. 30 | W. Davies ... | Extra on ditto ... | " ... | 3 16 1 | | | |
| 1309 | 947 | 1880. Sept. 24 | J. Summerland ... | Erection of goods shed, &c., at Carlsruhe ... | Carlsruhe to Daylesford ... | 213 3 6 | 234 13 6 | ... | " |
| " | 1913 | 1881. Mar. 25 | J. Summerland ... | Extra on ditto ... | " ... | 21 10 0 | | | |
| 1310 | 948 | Sept. 24 | J. Summerland ... | Erection of goods shed, &c., at Fernhill ... | " ... | 491 18 6 | 468 11 8 | 23 6 10 | " |
| 1311 | 949 | " 24 | J. Summerland ... | " " Trentham ... | " ... | 491 18 6 | 469 15 0 | 22 3 6 | " |
| 1312 | 950 | " 24 | Pritchard and Blackwood | " " Shepparton ... | Goulburn Valley line ... | 533 14 0 | 384 13 6 | 149 1 6 | " |
| 1313 | 978 | Oct. 8 | Humble and Nicholson | Manufacture of five engine turn-tables ... | All lines ... | 1,879 10 0 | 1,824 1 3 | 55 8 9 | " |
| 1314 | 951 | Sept. 24 | Pritchard and Blackwood | Erection of goods shed, &c., at Doon ... | Stawell to Horsham ... | 265 1 4 | 257 10 1 | 7 11 3 | " |
| 1315 | 979 | Oct. 8 | Thos. Dalglish ... | Erection of bridge over Carrapooe Creek ... | Dunolly to St. Arnaud ... | 1,274 3 0 | 691 8 20 | 582 14 2 | " |
| 1318 | 952 | Sept. 24 | J. Sharp and Son ... | Supply of 100,000 blackwood keys ... | All lines ... | 420 0 0 | 420 0 0 | ... | " |
| 1321 | 1019 | Oct. 29 | John Robb ... | Construction of 14 miles 72 chains of railway from Lancefield Road to Lancefield | Lancefield Road to Lancefield | 35,584 11 7 | 32,259 6 0 | 3,325 4 10 | " |
| 1322 | 997 | " 22 | W. T. Wright and Co. | Supply of rubble for Essendon platform ... | Essendon line ... | 115 0 0 | 115 0 0 | ... | " |
| 1324 | ... | " 14 | Powell and Comben | Supply of spalls ... | Melbourne Terminus ... | 86 3 4 | 78 12 6 | 7 10 10 | " |
| 1324A | ... | " 26 | J. Curry ... | Supply of spalls ... | " ... | 84 6 8 | 76 15 1 | ... | " |
| 1325 | ... | " 14 | John James ... | Erection of shelter shed, Queenscliff ... | Geelong to Queenscliff ... | 60 0 0 | 54 10 11 | 5 9 1 | " |
| 1326 | 1254 | Jan. 14 | Wright and Edwards | Manufacture of fishbolts, dogspikes, and pins ... | All lines ... | 6,582 1 0 | 7,079 4 73 | 97 16 1 | " |
| " | 1954 | Apr. 14 | Wright and Edwards | Extra on ditto ... | " ... | 495 0 0 | | | |
| 1327 | 1055 | Nov. 12 | A. Dalglish and Son | Construction of goods platform ... | Melbourne Terminus ... | 1,490 1 3 | 1,456 2 1 | 33 19 2 | " |
| 1329 | 1056 | " 12 | R. R. Dyke ... | Supply of posts and rails ... | All lines ... | 432 14 3 | 393 7 6 | 39 6 9 | " |
| 1330 | 1839 | Mar. 4 | J. Baxter and Son... | Erection of passenger station at Oudit Road ... | Geelong to Colac ... | 633 6 7 | 636 19 3 | 0 17 7 | " |
| " | 1255 | Sept. 30 | J. Baxter and Son... | Extra on ditto ... | " ... | 4 10 4 | | | |
| 1331 | 1057 | 1880. Nov. 12 | J. and W. Robson... | Supply of sleepers ... | All lines ... | 1,638 10 8 | 1,932 8 9 | 152 19 5 | " |
| " | 3023 | 1881. June 3 | J. and W. Robson... | Extra on ditto ... | " ... | 446 17 6 | | | |
| 1332 | 1143 | Dec. 3 | Ralston, Walsh, and Fortune | Supply of gravel ballast ... | Goulburn Valley ... | 332 5 8 | 305 0 1 | 27 5 7 | " |
| 1333 | 1185 | " 17 | J. W. Faul ... | Manufacture of 200 kerosene roof lamps ... | Rolling-stock ... | 615 0 0 | 615 0 0 | ... | " |
| 1334 | 1096 | Nov. 19 | Pritchard and Blackwood | Additions and alterations, Albert Park ... | Hobson's Bay lines ... | 545 0 0 | 554 18 5 | ... | " |
| " | 1811 | 1881. Feb. 25 | Pritchard and Blackwood | Extra on ditto ... | " ... | 9 18 5 | | | |
| 1335 | 1238 | Jan. 7 | P. Bevan ... | Manufacture of 100 medium open goods wagons ... | Rolling-stock ... | 8,137 10 0 | 7,188 15 1 | ... | Not completed at 31 Dec. 81 |

| | | | | | | | | | |
|------|------|------------------|---------------------------|--|---|--------------|------------|----------|-----------------------------|
| 1336 | 1186 | 1880. Dec. 17 | W. Swanson | Alterations, Flinders-street station | Hobson's Bay lines | 488 14 0 | 483 17 11 | 4 16 1 | Completed. |
| 1337 | 1255 | 1881. Jan. 14 | James Mackintosh | Supply of piles and sawn timber at Sandridge | " | 694 8 0 | 630 13 6 | 63 14 6 | " |
| 1338 | 1867 | Mar. 11 | A. Duguid | Alterations, &c., North Sandridge station | " | 643 6 10 | 692 7 3 | " | " |
| " | 1466 | Nov. 25 | A. Duguid | Extra on ditto | " | 49 0 5 | " | " | " |
| 1340 | 1239 | Jan. 7 | M. Ferguson | Manufacture of 150 screw couplings | Rolling stock | 257 10 0 | 257 10 0 | " | " |
| 1341 | 1307 | " 28 | John Foot | Erection of passenger station at Emu | Dunolly to St. Arnaud | 407 12 6 | 397 12 11 | 9 19 7 | " |
| 1342 | 1314 | Feb. 4 | P. Lester and Co. | Erection of timber framing over goods platform | Melbourne Terminus | 128 5 2 | 128 4 7 | 0 0 7 | " |
| 1343 | 1941 | Apr. 1 | Geo. Firmin | Supply of box piles and sawn redgum for Cremorne bridge | Hobson's Bay lines | 294 4 9 | 257 17 6 | 36 7 3 | " |
| 1344 | 1318 | Feb. 11 | Johnson and Co. | Manufacture of 100 medium open goods wagons | Rolling-stock | 7,997 10 0 | 3,960 0 0 | " | Not completed at 31 Dec. 81 |
| 1345 | 1816 | " 25 | Davies and Batty | Erection of passenger station, Oakleigh | Oakleigh to Sale | 724 19 2 | 845 13 3 | " | Completed. |
| " | 3169 | Sept. 2 | Davies and Batty | Extra on ditto | " | 120 14 1 | " | " | " |
| 1346 | 1817 | Feb. 25 | D. Spence | Erection of passenger station, Dandenong | " | 579 14 0 | 647 4 2 | " | " |
| " | 3170 | Sept. 2 | D. Spence | Extra on ditto | " | 67 10 2 | " | " | " |
| 1347 | 1818 | Feb. 25 | Pritchard and Blackwood | Erection of passenger station at Berwick | " | 644 10 0 | 705 1 4 | " | " |
| " | 3135 | July 15 | Pritchard and Blackwood | Extra on ditto | " | 60 11 4 | " | " | " |
| 1348 | 1842 | Mar. 4 | Robert Geddes | Erection of passenger station at Morwell | " | 746 8 2 | 797 10 9 | " | " |
| " | 1256 | Sept. 30 | Robert Geddes | Extra on ditto | " | 18 10 4 | " | " | " |
| " | 1370 | Nov. 4 | Robert Geddes | Extra on ditto | " | 32 12 3 | " | " | " |
| 1349 | 1308 | Jan. 28 | F. Nixon | Erection of passenger station at Beaconsfield | " | 359 17 9 | 330 10 2 | 29 7 7 | " |
| 1350 | 1315 | Feb. 4 | J. Slater and Co. | Supply of cast-iron pipes | Lancefield road to Lancefield | 144 0 0 | 144 0 0 | " | " |
| 1351 | " | " | W. B. Jones and Son | " Tangye's steam pump | " | 55 0 0 | 55 0 0 | " | " |
| 1352 | 1316 | Feb. 4 | J. E. Cottew | Erection of tank, boiler, pump, &c., at Lancefield road | " | 215 13 3 | 209 0 3 | 6 13 0 | " |
| 1353 | 1955 | Apr. 14 | C. and E. Millar | Construction of Shepparton and Numurkah railways | Shepparton to Numurkah | 20,545 1 8 | 23,663 0 3 | " | Not completed at 31 Dec. 81 |
| " | 1576 | Dec. 16 | C. and E. Millar | Extra on ditto | " | 3,317 18 7 | " | " | " |
| 1354 | 1208 | Sept. 9 | Bolckow, Vaughan, and Co. | Supply of 17,500 tons steel rails and 770 tons steel fish-plates | All lines | 130,173 15 0 | " | " | " |
| 1355 | 1891 | Mar. 18 | J. and C. McCusker | Construction of extension of Carlsruhe and Daylesford | Carlsruhe to Daylesford | 2,775 17 6 | 2,500 0 0 | " | " |
| 1356 | 1812 | Feb. 25 | Thompson and Co. | Manufacture of 10 pairs locomotive engine cylinders | Rolling-stock | 840 0 0 | 504 0 0 | " | " |
| 1357 | 1991 | Apr. 29 | Howard and Cooke | " points and crossings | Melbourne Terminus | 811 10 6 | 737 15 0 | 73 15 6 | Completed. |
| 1358 | 1319 | Feb. 11 | A. Day | Laying tarred pavement at Sandhurst station | Sandhurst to Inglewood | 123 15 0 | 106 2 11 | 17 12 1 | " |
| 1359 | 1868 | Mar. 11 | N. Irwin | Erection of passenger station at Drouin | Oakleigh to Sale | 628 5 0 | 720 12 7 | " | " |
| " | 3171 | Sept. 2 | N. Irwin | Extra on ditto | " | 92 7 7 | " | " | " |
| 1360 | 1992 | Apr. 29 | Grant and Co. | Construction of St Arnaud and Donald railway | St. Arnaud to Donald | 36,334 6 5 | 22,554 5 6 | " | Not completed at 31 Dec. 81 |
| 1361 | 1819 | Feb. 25 | Thompson and Co. | Manufacture of 20 cast-iron semaphores | Dunolly to St. Arnaud Carlsruhe to Daylesford South Yarra to Oakleigh Oakleigh to Sale | 415 12 0 | 409 7 5 | 6 4 7 | Completed. |
| 1362 | 3137 | July 15 | P. Bevan | " 35 water cranes | All lines | 1,828 15 0 | 1,207 16 0 | " | Not completed at 31 Dec. 81 |
| 1363 | 1813 | Feb. 25 | Jas. Bradbury | Supply of ballast | Melbourne to Essendon | 179 7 6 | 179 7 6 | " | Completed. |
| 1364 | 1869 | Mar. 11 | Greig and Wilson | Erection of passenger station at Beechworth | Wangaratta to Beechworth | 695 0 0 | 804 7 3 | " | " |
| " | 3172 | Sept. 2 | Greig and Wilson | Extra on ditto | " | 109 7 3 | " | " | " |
| 1365 | 1871 | Mar. 11 | Victoria Iron-rolling Co. | Manufacture of fishbolts and dogspikes | All lines | 1,318 9 9 | 1,317 13 4 | 0 16 5 | " |
| 1366 | 1956 | Apr. 14 | James Malone | Construction of Ballarat Racecourse Branch railway | Ballarat Racecourse Branch | 3,569 9 10 | 3,446 10 1 | 122 19 9 | " |
| 1367 | 1870 | Mar. 11 | Taylor and Shimmin | Erection of passenger station at Avoncl | North Eastern line | 631 4 10 | 722 11 2 | " | " |
| " | 3173 | Sep. 2 | Taylor and Shimmin | Extra on ditto | " | 91 6 4 | " | " | " |
| 1368 | 1892 | Mar. 18 | F. Holyoak | Erection of passenger station at Warrenheip | Geelong to Ballarat | 595 1 9 | 556 17 2 | " | Not completed at 31 Dec. 81 |
| " | 1257 | Sep. 30 | F. Holyoak | Extra on ditto | " | 23 12 11 | " | " | " |

| | | | | | | | | | | | | | | | |
|-------|-------|-------|----|------------------------------|---|--|-----------------------------------|--------|----|----|--------|-----|-----|---------|-----------------------------|
| 1408 | 3090 | " | 30 | James Williams ... | " | gatekeepers' cottages ... | Shepparton to Numurkah ... | 1,797 | 6 | 11 | 1,422 | 0 | 0 | ... | Not completed at 31 Dec. 81 |
| 1409 | 3091 | " | 30 | Ezard and Co. ... | " | passenger station at Rosedale ... | Oakleigh to Sale ... | 767 | 12 | 3 | 369 | 12 | 8 | ... | " |
| 1410 | 1203 | Sept. | 9 | McDermott, McNeil, and Bathe | | Construction of Colac and Camperdown railway ... | Colac to Camperdown ... | 47,420 | 3 | 6 | 10,645 | 11 | 8 | ... | " |
| 1411 | 3092 | June | 30 | J. Cockburn and Co. | | Erection of engine shed, Daylesford ... | Carlsruhe to Daylesford ... | 220 | 15 | 10 | 226 | 19 | 5 | ... | Completed. |
| | 1258 | Sept. | 30 | J. Cockburn and Co. | | Extra on ditto ... | " | 6 | 3 | 7 | | | | ... | |
| 1414 | 1250 | " | 30 | C. and E. Millar ... | | Construction of Hawthorn and Lilydale line ... | Hawthorn to Lilydale ... | 79,865 | 10 | 0 | 17,225 | 9 | 4 | ... | Not completed at 31 Dec. 81 |
| 1415 | 1130 | Aug. | 19 | Thompson and Co. | | Manufacture of points and crossings ... | All lines ... | 2,216 | 16 | 9 | 926 | 8 | 3 | ... | " |
| 1416 | 1324 | Oct. | 21 | Jas. Cockburn ... | | Water-supply works, Daylesford ... | Carlsruhe to Daylesford ... | 756 | 1 | 4 | 139 | 11 | 6 | ... | " |
| 1417 | 470 | July | 22 | Davies and Batty ... | | Erection of closets, &c., St Kilda station ... | Hobson's Bay lines ... | 161 | 10 | 3 | 154 | 16 | 9 | 6 13 6 | Completed. |
| 1418 | 471 | " | 22 | Johnson and Co. ... | | Manufacture of 10 composite carriages ... | Rolling-stock ... | 4,770 | 0 | 0 | ... | ... | ... | ... | Not completed at 31 Dec. 81 |
| 1419 | 3138 | " | 15 | J. E. Cottew ... | | Water-supply works, Caulfield and East Brighton ... | Caulfield to Frankston ... | 876 | 17 | 3 | 785 | 17 | 7 | ... | " |
| 1420 | 481 | " | 22 | Thompson and Co. | | Manufacture of 6 pairs locomotive engine cylinders ... | Rolling-stock ... | 415 | 9 | 0 | 257 | 11 | 6 | ... | " |
| 1422 | 1204 | Sept. | 9 | A. Dalglish and Son | | Extension of goods platform Melbourne ... | Melbourne terminus ... | 1,003 | 19 | 2 | 860 | 11 | 7 | 143 7 7 | Completed. |
| 1423 | 1131 | Aug. | 19 | Isaac Summerland | | Erection of passenger station at Daylesford ... | Carlsruhe to Daylesford ... | 1,387 | 16 | 4 | ... | ... | ... | ... | Not completed at 31 Dec. 81 |
| 1424 | 1132 | " | 19 | W. Swanson ... | | " | South Yarra to Oakleigh ... | 991 | 8 | 0 | ... | ... | ... | ... | " |
| | 1604 | Dec. | 23 | W. Swanson ... | | Extra on ditto ... | " | 81 | 9 | 10 | 990 | 0 | 0 | ... | " |
| 1425 | 1133 | Aug. | 19 | B. Jensen ... | | Erection of passenger station at Carapooee ... | Dunolly to St. Arnaud ... | 398 | 16 | 0 | 297 | 0 | 0 | ... | " |
| 1426 | 482 | July | 29 | John Foot ... | | " | " | 299 | 19 | 8 | 295 | 2 | 3 | 4 16 5 | Completed. |
| 1427 | 3174 | Sept. | 2 | J. and J. Hodgson ... | | Making a water supply dam at Donald ... | St. Arnaud to Donald ... | 1,042 | 14 | 2 | 684 | 0 | 0 | ... | Not completed at 31 Dec. 81 |
| 1428 | 447 | July | 8 | D. Leslie and Co. ... | | Supply of 1,000 sleepers ... | Geelong to Ballarat ... | 175 | 0 | 0 | 175 | 0 | 0 | ... | Completed. |
| 1429 | 1240 | Sept. | 16 | Murray River Sawmill Co. | | " | All lines ... | Rates | | | 467 | 0 | 0 | ... | Not completed at 31 Dec. 81 |
| 1429A | 1240A | " | 16 | Thorpe and Fiedler | | " | " | " | | | 83 | 3 | 3 | ... | " |
| 1429B | 1240B | " | 16 | Forbes and Lewin ... | | " | " | " | | | ... | ... | ... | ... | " |
| 1429C | 1240C | " | 16 | King and Lamont ... | | " | " | " | | | 551 | 8 | 10 | ... | " |
| 1429D | 1240D | " | 16 | Mitchell and Lang ... | | " | " | " | | | 14 | 19 | 1 | ... | " |
| 1429E | 1240E | " | 16 | P. Murren ... | | " | " | " | | | ... | ... | ... | ... | " |
| 1429F | 1240F | " | 16 | James Williams ... | | " | " | " | | | 129 | 16 | 6 | ... | " |
| 1430 | 1136 | Aug. | 26 | Murray River Sawmill Co. | | " | " | 796 | 7 | 2 | 731 | 15 | 6 | 64 11 8 | Completed. |
| 1431 | 1137 | " | 26 | Joseph Considine ... | | " | " | 733 | 6 | 8 | 666 | 13 | 4 | 66 13 4 | " |
| 1432 | 1207 | Sept. | 9 | Thompson and Co. | | Manufacture of points and crossings ... | " | 2,692 | 5 | 10 | 459 | 9 | 1 | ... | Not completed at 31 Dec. 81 |
| 1433 | ... | " | 2 | Dodridge and Robertson | | Erection of engine-house at Bolinda Creek ... | Lancefield Road to Lancefield ... | 47 | 6 | 0 | 44 | 5 | 0 | ... | Completed. |
| 1434 | 1138 | Aug. | 26 | Pritchard and Blackwood | | " | Shepparton to Numurkah ... | 391 | 10 | 6 | 324 | 0 | 0 | ... | Not completed at 31 Dec. 81 |
| 1435 | 1139 | " | 26 | A. Liddicoat ... | | " | " | 393 | 10 | 7 | ... | ... | ... | ... | " |
| 1436 | 1140 | " | 26 | A. Liddicoat ... | | " | " | 393 | 10 | 7 | 118 | 19 | 5 | ... | " |
| 1437 | 1141 | " | 26 | A. Liddicoat ... | | " | " | 393 | 10 | 7 | 180 | 9 | 2 | ... | " |
| 1438 | 1142 | " | 26 | Pritchard and Blackwood | | " | " | 289 | 15 | 10 | 240 | 9 | 4 | ... | " |
| 1439 | 1143 | " | 26 | Pritchard and Blackwood | | " | " | 297 | 3 | 6 | 249 | 7 | 1 | ... | " |
| 1440 | 1144 | " | 26 | Pritchard and Blackwood | | " | " | 434 | 3 | 2 | 403 | 5 | 10 | 30 17 4 | Completed. |
| 1441 | 1145 | " | 26 | Pritchard and Blackwood | | " | " | 429 | 5 | 4 | 360 | 8 | 9 | ... | Not completed at 31 Dec. 81 |
| 1442 | 1452 | Nov. | 25 | Sharp and Campbell | | Construction of second line of way, Windsor to Elsternwick | Hobson's Bay lines ... | 18,975 | 0 | 0 | ... | ... | ... | ... | " |
| 1443 | 1146 | Aug. | 26 | Ezard and Co. | | Erection of passenger station at Traralgon | Oakleigh to Sale ... | 765 | 9 | 9 | 257 | 7 | 8 | ... | " |
| 1444 | 1147 | " | 26 | H. W. Mould ... | | Manufacture of screw couplings | Rolling-stock ... | 175 | 0 | 0 | ... | ... | ... | ... | " |
| | 1259 | Sept. | 30 | H. W. Mould ... | | Extra on ditto | " | 175 | 0 | 0 | 350 | 0 | 0 | ... | Not completed at 31 Dec. 81 |
| | 1575 | Dec. | 16 | H. W. Mould ... | | Extra on ditto | " | 175 | 0 | 0 | ... | ... | ... | ... | " |

No. 4.—STATEMENT showing Contracts in progress at 31st December 1880 for [Construction of Lines, Stations, Buildings, Rolling-stock, and other works; also Contracts entered into during the Year ending 31st December 1881—*continued.*

| Contract No. | Engineer-in-Chief's Gazette. | Date of Gazette. | Contractor. | Description of Contract. | Lines of Railway. | Contract Amount. | Expenditure to 31st Dec. 1881. | Balance Unexpended. | Remarks. |
|--------------|------------------------------|------------------|------------------------------|--|---|------------------|--------------------------------|---------------------|-----------------------------|
| | | | | | | | | | |
| | | 1881. | | | | | | | |
| 1446 | 3175 | Sept. 2 | M. Healy... | Supply of split posts and rails ... | Goulburn Valley line ... | 1,336 10 0 | 315 18 0 | ... | Not completed at 31 Dec. 81 |
| 1447 | 1206 | " 9 | B. Jensen ... | Erection of gatekeepers' cottages ... | Caulfield to Frankston ... | 4,303 10 0 | 1,829 6 6 | ... | " " |
| 1448 | 3177 | " 2 | Malone and Kiely ... | Construction of second line of way, South Yarra to Caulfield | South Yarra to Oakleigh ... | 5,349 15 0 | 3,647 10 9 | ... | " " |
| 1449 | 1205 | " 9 | W. Swanson ... | Erection of passenger station at Queenscliff ... | Geelong to Queenscliff ... | 1,008 18 6 | 456 14 7 | ... | " " |
| 1450 | 1251 | " 30 | J. Humphrys and Co. | Construction of second line of way, Newmarket to Essendon | Essendon line ... | 7,230 9 3 | 863 6 6 | ... | " " |
| 1451 | 1536 | Dec. 9 | P. Denholm ... | Water-supply works, Cope Cope ... | St. Arnaud to Donald ... | 2,145 10 6 | ... | ... | " " |
| 1452 | 3176 | Sept. 2 | H. Maxwell ... | Additions to Engineer-in-Chief's office, Spencer street | Melbourne terminus ... | 731 10 0 | 814 10 10 | ... | Completed. |
| " | 1534 | Dec. 9 | H. Maxwell ... | Extra on ditto ... | " | 83 0 10 | | ... | ... |
| 1456 | 1453 | Nov. 25 | Noonan Bros. ... | Construction of second line of way, Elsternwick to Brighton | Hobson's Bay lines ... | 14,971 7 9 | ... | ... | Not completed at 31 Dec. 81 |
| 1457 | 1316 | Oct. 14 | Johnson and Co. ... | Manufacture of 200 medium open goods wagons ... | Rolling-stock ... | 15,582 10 0 | ... | ... | " " |
| 1458 | 1317 | " 14 | P. Bevan ... | " 20 composite carriages ... | " | 9,400 0 0 | ... | ... | " " |
| 1459 | 1322 | " 21 | Bolger and Tankard | Cartage of materials from Exhibition to Spencer street | Melbourne terminus ... | Rates | 145 7 8 | ... | " " |
| 1460 | 1325 | " 21 | F. Wilkins ... | Construction of railway from Eaglehawk to Mitiamo | Eaglehawk to Kerang ... | 44,125 9 0 | 2,463 1 4 | ... | Completed. |
| 1462 | 1347 | " 28 | Echuca and Moama Sawmill Co. | Supply of piles ... | Geelong to Ballarat ... | 352 12 1 | 320 11 0 | 32 1 1 | |
| 1463 | 1327 | " 21 | Victoria Iron Rolling Co. | " permanent way fastenings ... | All lines ... | 1,109 18 0 | 936 18 0 | ... | Not completed at 31 Dec. 81 |
| 1464 | 1252 | Sept. 30 | W. B. Hoffman ... | " piles ... | Melbourne terminus ... | 252 1 8 | 234 17 11 | ... | Completed. |
| 1469 | 1343 | Oct. 28 | J. and W. Robson ... | " sleepers ... | All lines ... | 513 6 8 | 460 13 4 | 46 13 4 | |
| 1470 | 1338 | " 28 | Victoria Iron Rolling Co. | " permanent way fastenings ... | " | 887 19 6 | 260 14 6 | ... | Not completed at 31 Dec. 81 |
| 1471 | 1339 | " 28 | J. Gamble ... | " ballast ... | Hobson's Bay lines ... | 1,512 10 0 | 267 1 1 | ... | " " |
| 1472 | 1260 | Sept. 30 | W. Griffiths ... | " 2,000 brass door catches ... | Rolling-stock ... | 104 3 4 | ... | ... | " " |
| 1473 | 1336 | Oct. 28 | E. Noble and Co. ... | Manufacture of 1,000 wrought iron buffers | " | 2,275 0 0 | 270 0 0 | ... | " " |
| 1473A | 1335 | " 28 | H. W. Mould ... | " | " | 2,275 0 0 | ... | ... | " " |
| 1475 | 1340 | " 28 | J. and W. Robson ... | Supply of sleepers and crossing timbers ... | Hobson's Bay lines ... | 2,047 7 6 | 845 9 6 | ... | " " |
| 1476 | 1451 | Nov. 25 | Phoenix Foundry Co. | Manufacture of 6 tank locomotive engines | Rolling-stock ... | 16,640 0 0 | ... | ... | " " |
| 1477 | 1348 | Oct. 28 | Alston and Brown ... | Supply of furniture for stations | All lines ... | 403 14 9 | ... | ... | " " |
| 1478 | 1245 | Sept. 23 | Johnson and Co. ... | " boiler for Sandridge workshops | Rolling-stock ... | 165 0 0 | 165 0 0 | ... | Completed. |
| 1480 | 3178 | " 9 | J. and W. Robson ... | " sleepers ... | Melbourne terminus ... | 183 6 8 | 127 19 4 | ... | Not completed at 31 Dec. 81 |
| 1465 | 1465 | Nov. 25 | J. and W. Robson ... | Extra on ditto ... | All lines ... | 80 0 6 | | | |
| 1482 | 1295 | Oct. 7 | T. Gaunt ... | Supply of 2 turret clocks | Melbourne terminus and Hobson's Bay lines | 697 0 0 | ... | ... | " " |
| 1483 | 1537 | Dec. 9 | Victoria Iron Rolling Co. | Manufacture of fishbolts | All lines ... | 7,510 0 0 | ... | ... | " " |
| 1483A | 1446 | Nov. 25 | Victoria Iron Rolling Co. | " dogspikes | " | 11,340 0 0 | ... | ... | " " |
| 1484 | 1449 | " 25 | R. Bain and Son ... | " point connections | Melbourne terminus ... | 198 4 4 | ... | ... | Completed. |
| 1485 | 1345 | Oct. 28 | W. H. Lamond ... | Supply of 400-gallon tanks | Shepparton to Numurkah ... | 250 0 0 | 250 0 0 | ... | Not completed at 31 Dec. 81 |
| 1486 | 1450 | Nov. 25 | A. Braid ... | Manufacture of platelayers' tools and lorries | All lines ... | 1,844 8 6 | ... | ... | |

VICTORIAN RAILWAYS.

No. 5.

STATEMENT of the Funds obtained under various Loans for the Construction of the Victorian Railways, and of the Expenditure charged against the same, to the 31st December 1881.

| Loans Authorized. | | | Expenditure on Construction charged against Loans. | | | | |
|---|-----------|-------|--|-------|--|----------------|--|
| | £ | s. d. | £ | s. d. | £ | s. d. | |
| Loan 21 Victoria No. 36 ... | 7,947,220 | 0 0 | | | Expenditure on construction of Victorian Railways, charged against the Railway Loans, to 31st December 1881, including Rolling-stock, Plant, and Material | | |
| Loan 25 Victoria No. 150 ... | 276,100 | 0 0 | | | | | |
| Loan 29 Victoria No. 287 ... | 250,000 | 0 0 | | | | | |
| Loan 32 Victoria No. 331 ... | 2,107,000 | 0 0 | | | | | |
| Loan 36 Victoria No. 439 * ... | 88,872 | 18 0 | | | | | |
| Loan 37 Victoria No. 468 ... | 1,450,000 | 0 0 | | | | | |
| Loan 39 Victoria No. 531 ... | 1,396,693 | 0 0 | | | | | |
| Loan 42 Victoria No. 608 ... | 4,156,573 | 12 2 | | | | | |
| | | | 17,672,459 | 10 2 | | | |
| Less Discount and Expenses on Sale of Debentures— | | | | | | | |
| Loan 37 Victoria No. 468... | 157,724 | 7 9 | | | | | |
| Loan 39 Victoria No. 531... | 91,286 | 18 0 | | | | | |
| Loan 42 Victoria No. 608... | 36,820 | 5 1 | | | | | |
| | 285,831 | 10 10 | | | | | |
| Deduct Net Premiums on Debentures of— | | | | | | | |
| Loan 21 Victoria No. 36 | 234,772 | 5 1 | | | | | |
| Loan 25 Victoria No. 150 | | | | | | | |
| Loan 29 Victoria No. 287 | | | | | | | |
| Loan 32 Victoria No. 331 | | | | | | | |
| | | | 51,059 | 5 9 | | | |
| | | | 17,621,400 | 4 5 | | | |
| | | | | | £ | 17,621,400 4 5 | |

* £76,680 debentures at 6 per cent. converted into £88,872 18s. od. Victorian Government Stock at 4 per cent. Increased debt, £12,192 18s. od. Decreased interest payable per annum, £1,045 17s. 8d.

Railway Department, Accountant's Office,
1st June 1882.

P. P. LABERTOUCHE,
Secretary.

GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 6.

STATEMENT showing the Amount of Interest payable per annum on Loans for Railway purposes.

| Act. | Principal. | Total Principal. | Interest. | |
|----------------------|------------|------------------|----------------|--------------|
| | | | Rate per cent. | Amount. |
| | £ | s. d. | £ | s. d. |
| 21 Vict. No. 36 ... | 7,947,220 | 0 0 | | |
| 25 Vict. No. 150 ... | 276,100 | 0 0 | | |
| 29 Vict. No. 287 ... | 250,000 | 0 0 | | |
| | | | 8,473,320 | 0 0 |
| 32 Vict. No. 331 ... | ... | ... | 2,107,000 | 0 0 |
| 42 Vict. No. 608 ... | ... | ... | 4,156,573 | 12 2 |
| 37 Vict. No. 468 ... | 1,450,000 | 0 0 | | |
| 39 Vict. No. 531 ... | 1,396,693 | 0 0 | | |
| 36 Vict. No. 439 ... | 88,872 | 18 0 | | |
| | | | 2,935,565 | 18 0 |
| | | | 17,672,459 | 10 2 |
| | | | *5'20 | 918,217 13 0 |

* Average rate of Interest equal to £5 3s. 11d. per cent.

Railway Department, Accountant's Office,
1st June 1882.

P. P. LABERTOUCHE,
Secretary.

GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 7.—RECEIPTS and EXPENDITURE on Capital Account to the 31st December 1881.

| | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. | | |
|---|------------|----|----|------------|----|----|---------|----|----|-----------|----|------------|---|---|
| To Net Amount raised on Loans (for details, see Return No. 5) .. | 17,621,400 | 4 | 5 | | | | | | | | | | | |
| „ Railway Loan Liquidation and Construction Account (Act 630) .. | 2,200,000 | 0 | 0 | | | | | | | | | | | |
| „ Amount from Consolidated Revenue (see Return No. 8) .. | 386,480 | 2 | 4 | | | | | | | | | | | |
| „ Sundry Debenture Holders (late Melbourne and Hobson's Bay Railway Stock) .. | 291,500 | 0 | 0 | | | | | | | | | | | |
| „ Remittances by Treasury to Agent-General on Railway Account .. | 41,134 | 11 | 11 | 20,499,380 | 6 | 9 | | | | | | | | |
| „ Sundry Creditors .. | 13,831 | 7 | 1 | 54,965 | 19 | 0 | | | | | | | | |
| By Construction (General Account) .. | | | | | | | 298,818 | 18 | 10 | | | | | |
| „ Exhibition Annexes .. | | | | | | | 28,594 | 16 | 9 | | | | | |
| | | | | | | | | | | 327,413 | 15 | 7 | | |
| <i>Northern System.</i> | | | | | | | | | | | | | | |
| By Construction— | | | | | | | | | | | | | | |
| Melbourne to Sandhurst .. | 5,199,843 | 10 | 0 | | | | | | | | | | | |
| Sandhurst to Echuca .. | 612,132 | 19 | 4 | | | | | | | | | | | |
| Lancefield Junction to Lancefield .. | 56,256 | 0 | 6 | | | | | | | | | | | |
| Carlsruhe to Daylesford .. | 144,960 | 16 | 6 | | | | | | | | | | | |
| Castlemaine to Dunolly .. | 288,551 | 1 | 9 | | | | | | | | | | | |
| Dunolly to St. Arnaud .. | 155,385 | 13 | 10 | | | | | | | | | | | |
| Ballarat to Maryborough .. | 255,616 | 7 | 6 | | | | | | | | | | | |
| Maryborough to Avoca .. | 60,448 | 2 | 10 | | | | | | | | | | | |
| Sandhurst to Inglewood .. | 151,226 | 10 | 0 | | | | | | | | | | | |
| Ballarat Racecourse .. | 6,471 | 16 | 1 | | | | | | | | | | | |
| St. Arnaud to Donald (in progress) .. | 30,837 | 18 | 2 | | | | | | | | | | | |
| Inglewood to Charlton do. .. | 24,772 | 17 | 11 | | | | | | | | | | | |
| Charlton to Wycheproof do. .. | 782 | 7 | 6 | | | | | | | | | | | |
| Korong Vale to Boort do. .. | 732 | 16 | 3 | | | | | | | | | | | |
| Eaglehawk to Kerang do. .. | 7,803 | 6 | 10 | | | | | | | | | | | |
| Castlemaine to Maldon do. .. | 400 | 4 | 7 | | | | | | | | | | | |
| Footscray to Racebus Marsh do. .. | 1,144 | 16 | 5 | | | | | | | | | | | |
| Bridge over Murray at Echuca .. | 48,111 | 19 | 2 | | | | | | | 7,044,979 | 5 | 2 | | |
| Total Northern System .. | | | | | | | | | | | | | | |
| <i>Western System.</i> | | | | | | | | | | | | | | |
| By Construction— | | | | | | | | | | | | | | |
| Footscray to Williamstown .. | 414,546 | 9 | 11 | | | | | | | | | | | |
| Newport to Geelong .. | 1,057,992 | 14 | 7 | | | | | | | | | | | |
| West Geelong to Ballarat .. | 1,728,146 | 18 | 4 | | | | | | | | | | | |
| Geelong to Queenscliff .. | 105,029 | 19 | 6 | | | | | | | | | | | |
| Geelong to Colac, including Geelong Racecourse .. | 333,519 | 6 | 3 | | | | | | | | | | | |
| Warrenheip to Gordons .. | 79,013 | 0 | 11 | | | | | | | | | | | |
| Ballarat to Ararat .. | 314,320 | 11 | 9 | | | | | | | | | | | |
| Ararat to Stawell .. | 112,316 | 1 | 8 | | | | | | | | | | | |
| Stawell to Horsham .. | 234,481 | 6 | 3 | | | | | | | | | | | |
| Ararat to Hamilton .. | 307,555 | 8 | 2 | | | | | | | | | | | |
| Hamilton to Portland .. | 267,357 | 17 | 7 | | | | | | | | | | | |
| Horsham to Dimboola (in progress) .. | 17,172 | 5 | 9 | | | | | | | | | | | |
| Branxholme to Casterton do. .. | 1,816 | 15 | 0 | | | | | | | | | | | |
| Ballarat to Scarsdale do. .. | 857 | 13 | 1 | | | | | | | | | | | |
| Colac to Camperdown do. .. | 13,466 | 6 | 3 | | | | | | | 4,987,592 | 15 | 0 | | |
| Total Western System .. | | | | | | | | | | | | | | |
| <i>North-Eastern System.</i> | | | | | | | | | | | | | | |
| By Construction— | | | | | | | | | | | | | | |
| Essendon Junction to Essendon, including Racecourse Line .. | 80,321 | 12 | 8 | | | | | | | | | | | |
| Essendon to Wodonga .. | 1,575,289 | 9 | 4 | | | | | | | | | | | |
| Mangalore to Shepparton .. | 223,563 | 4 | 4 | | | | | | | | | | | |
| Toolamba to Tatura .. | 25,495 | 11 | 7 | | | | | | | | | | | |
| Wangaratta to Beechworth .. | 155,173 | 9 | 0 | | | | | | | | | | | |
| Springs to Wabgunyah .. | 65,380 | 15 | 4 | | | | | | | | | | | |
| Shepparton to Numurkah .. | 51,039 | 7 | 7 | | | | | | | | | | | |
| Benalla to St. James (in progress) .. | 1,401 | 19 | 10 | | | | | | | | | | | |
| Everton to Myrtleford do. .. | 689 | 4 | 7 | | | | | | | | | | | |
| Talharook to Yea do. .. | 1,537 | 13 | 10 | | | | | | | | | | | |
| North Melbourne to Coburg do. .. | 885 | 19 | 3 | | | | | | | | | | | |
| Wodonga to Murray do. .. | 420 | 10 | 0 | | | | | | | | | | | |
| Total North-Eastern System .. | | | | | | | | | | 2,181,248 | 16 | 3 | | |
| <i>Eastern System.</i> | | | | | | | | | | | | | | |
| By Construction— | | | | | | | | | | | | | | |
| Spencer and Flinders streets Junction Line .. | 4,652 | 1 | 7 | | | | | | | | | | | |
| South Yarra to Oakleigh .. | 169,580 | 8 | 10 | | | | | | | | | | | |
| Oakleigh to Sale .. | 745,205 | 6 | 9 | | | | | | | | | | | |
| Traralgon to Heyfield (in progress) .. | 2,003 | 15 | 10 | | | | | | | | | | | |
| Murwell to Mirboo do. .. | 887 | 0 | 11 | | | | | | | | | | | |
| Hawthorn to Lilydale do. .. | 41,456 | 0 | 7 | | | | | | | | | | | |
| Richmond to Alphington do. .. | 5,396 | 13 | 5 | | | | | | | | | | | |
| Caulfield to Frankston do. .. | 37,929 | 16 | 0 | | | | | | | | | | | |
| Melbourne and Hobson's Bay Lines .. | 1,007,111 | 3 | 11 | | | | | | | | | | | |
| Total Eastern System .. | 1,237,544 | 16 | 11 | | | | | | | 2,244,656 | 0 | 10 | | |
| <i>Rolling Stock.</i> | | | | | | | | | | | | | | |
| By Engines .. | 727,339 | 14 | 9 | | | | | | | | | | | |
| „ Carriages, Wagons, &c. .. | 1,031,617 | 11 | 0 | | | | | | | | | | | |
| „ Preliminary Surveys of Lines .. | | | | | | | | | | 1,758,957 | 5 | 9 | | |
| | | | | | | | | | | 58,982 | 7 | 7 | | |
| | | | | | | | | | | | | 18,603,830 | 6 | 2 |
| <i>Plant and Materials.</i> | | | | | | | | | | | | | | |
| By Balance on hand .. | | | | | | | | | | 152,214 | 17 | 5 | | |
| „ Amount in hands of Agent-General for purchase of Materials .. | | | | | | | | | | 41,134 | 11 | 11 | | |
| „ Unadjusted Advances .. | | | | | | | | | | | | 193,349 | 9 | 4 |
| „ Sundry Debtors .. | | | | | | | | | | | | 15,000 | 0 | 0 |
| | | | | | | | | | | | | 9,320 | 5 | 9 |
| <i>Unexpended Balances.</i> | | | | | | | | | | | | | | |
| By Balance of Loan (Act 531) .. | 22,034 | 6 | 3 | | | | | | | | | | | |
| „ „ (Act 608) .. | 1,668,654 | 17 | 6 | | | | | | | | | | | |
| „ „ Railway Loan Liquidation and Construction Account .. | | | | | | | | | | 1,690,689 | 3 | 9 | | |
| | | | | | | | | | | 42,157 | 0 | 9 | | |
| | | | | | | | | | | | | 1,732,846 | 4 | 6 |
| | | | | 20,554,346 | 5 | 9 | | | | | | 20,554,346 | 5 | 9 |

VICTORIAN RAILWAYS.

No. 11.

STATEMENT of Revenue and Expenditure on the WESTERN SYSTEM for the Year ending 31st December 1881.

| Dr. | EXPENDITURE. | | | | | Cost per Train Mile. | Per Cent. to Revenue. | REVENUE. | | | | | Cr. | | | | |
|---|--------------|----|----|---------|----|----------------------|-----------------------|-----------|------------------------------|----------------------------|---------------|-------------------------|-----|---|---|----|----|
| | £ | s. | d. | £ | s. | | | d. | Number of Passengers carried | Tons of Live Stock carried | Goods carried | Revenue per Train Mile. | | | | | |
| Miles open | 434 | | | | | | | 2,790,766 | 5,685 | 461,631 | | | | | | | |
| Through Mileage | 450 | | | | | | | | | | | | | | | | |
| Average open for the Year | 434 | | | | | | | | | | | | | | | | |
| Train Miles run | 1,321,376 | | | | | | | | | | | | | | | | |
| MAINTENANCE OF WAY AND WORKS: | | | | | | | | | | | | | | | | | |
| Salaries, Wages, and Services— | | | | | | | | | | | | | | | | | |
| Ordinary | 45,230 | 7 | 8 | | | | | 188,237 | 17 | 7 | | | | | | | |
| Stations | 3,415 | 5 | 3 | | | | | 12,818 | 12 | 11 | | | | | | | |
| Renewals | 7,852 | 5 | 4 | | | | | 3,798 | 15 | 4 | | | | | | | |
| Materials— | | | | 56,497 | 18 | 3 | | | | | | | | | | | |
| Ordinary | 4,324 | 9 | 7 | | | | | 12,808 | 1 | 6 | | | | | | | |
| Stations | 1,602 | 19 | 11 | | | | | 5,586 | 17 | 9 | | | | | | | |
| Renewals | 17,007 | 17 | 6 | | | | | 2,541 | 0 | 2 | | | | | | | |
| | | | | 22,935 | 7 | 0 | | 8,139 | 4 | 5 | | | | | | | |
| | | | | 79,433 | 5 | 3 | 1 | 2 | 43 | 17 | 42 | | | | | | |
| LOCOMOTIVE CHARGES: | | | | | | | | | | | | | | | | | |
| Loco. Superintendent and Clerks | 1,053 | 10 | 6 | | | | | | | | | | | | | | |
| Foremen | 1,567 | 2 | 3 | | | | | | | | | | | | | | |
| Drivers and Firemen | 19,298 | 8 | 8 | | | | | | | | | | | | | | |
| Cleaners | 3,564 | 0 | 0 | | | | | | | | | | | | | | |
| Coalmen and Laborers | 3,042 | 0 | 7 | | | | | | | | | | | | | | |
| Sundries | 4,081 | 17 | 4 | | | | | | | | | | | | | | |
| Coal | 16,350 | 1 | 6 | | | | | | | | | | | | | | |
| Wood | 1,136 | 11 | 1 | | | | | | | | | | | | | | |
| Water | 1,421 | 4 | 7 | | | | | | | | | | | | | | |
| Oil, Tallow, and Waste | 2,898 | 7 | 7 | | | | | | | | | | | | | | |
| Sundry Stores for Cleaners | 1,234 | 7 | 8 | | | | | | | | | | | | | | |
| Repairs of Engines { Wages | 11,932 | 0 | 7 | | | | | | | | | | | | | | |
| { Stores | 3,847 | 18 | 11 | | | | | | | | | | | | | | |
| Tools, &c. { Wages | 824 | 0 | 0 | | | | | | | | | | | | | | |
| { Stores | 519 | 19 | 10 | | | | | | | | | | | | | | |
| | | | | 72,771 | 11 | 1 | 1 | 22 | 15 | 96 | | | | | | | |
| TRAFFIC CHARGES: | | | | | | | | | | | | | | | | | |
| Traffic Manager's Office (proportion of) | 2,104 | 18 | 7 | | | | | | | | | | | | | | |
| Melbourne Terminus, Passenger Station (proportion of) | 6,491 | 6 | 11 | | | | | | | | | | | | | | |
| Melbourne Terminus, Goods Station (proportion of) | 11,169 | 4 | 8 | | | | | | | | | | | | | | |
| North Melbourne Station (proportion of) | 1,102 | 9 | 9 | | | | | | | | | | | | | | |
| Footscray Station (proportion of) | 833 | 5 | 7 | | | | | | | | | | | | | | |
| Ballarat Station (proportion of) | 5,065 | 0 | 5 | | | | | | | | | | | | | | |
| Station Masters | 4,541 | 7 | 2 | | | | | | | | | | | | | | |
| Clerks | 2,018 | 8 | 7 | | | | | | | | | | | | | | |
| Porters, Laborers, &c. | 12,821 | 0 | 5 | | | | | | | | | | | | | | |
| Pointsmen, &c. | 2,187 | 5 | 1 | | | | | | | | | | | | | | |
| Gatekeepers | 10,629 | 11 | 8 | | | | | | | | | | | | | | |
| Guards | 5,504 | 9 | 9 | | | | | | | | | | | | | | |
| Stores for Stations | 3,312 | 6 | 8 | | | | | | | | | | | | | | |
| Compensation | 8,306 | 4 | 1 | | | | | | | | | | | | | | |
| Advertising | 666 | 16 | 7 | | | | | | | | | | | | | | |
| Travelling & Incidental Expenses | 1,190 | 3 | 2 | | | | | | | | | | | | | | |
| Repairs of Carriages and Wagons { Wages | 7,358 | 11 | 4 | | | | | | | | | | | | | | |
| { Stores | 2,797 | 18 | 9 | | | | | | | | | | | | | | |
| Greasing Carriages and Wagons { Wages | 1,645 | 0 | 0 | | | | | | | | | | | | | | |
| { Stores | 2,269 | 4 | 1 | | | | | | | | | | | | | | |
| Sundry Charges | 3,900 | 17 | 9 | | | | | | | | | | | | | | |
| Williamstown Pier Expenses | 6,525 | 15 | 1 | | | | | | | | | | | | | | |
| | | | | 102,631 | 6 | 1 | 1 | 6 | 64 | 22 | 50 | | | | | | |
| GENERAL CHARGES: | | | | | | | | | | | | | | | | | |
| Secretary's Office (proportion of) | 1,279 | 2 | 3 | | | | | | | | | | | | | | |
| Accountant's Office (proportion of) | 2,940 | 6 | 0 | | | | | | | | | | | | | | |
| Superannuation Allowances (proportion of) | 689 | 3 | 6 | | | | | | | | | | | | | | |
| Retiring Allowances and Gratuities (proportion of) | 1,619 | 18 | 0 | | | | | | | | | | | | | | |
| | | | | 6,528 | 9 | 9 | 0 | 1 | 18 | 1 | 43 | | | | | | |
| Total | | | | 261,364 | 12 | 2 | 3 | 11 | 47 | 57 | 31 | | | | | | |
| Balance | | | | 194,725 | 19 | 10 | | | | | | | | | | | |
| | | | | 456,090 | 12 | 0 | | | | | | | | | | | |
| | | | | | | | | | | | | 456,090 | 12 | 0 | 6 | 10 | 84 |

Railway Department, Accountant's Office,
1st June 1882.P. P. LABERTOUCHE,
Secretary.GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 12.

STATEMENT of Revenue and Expenditure on the NORTH-EASTERN SYSTEM for the Year ending
31st December 1881.

| Dr. | EXPENDITURE. | | | | | REVENUE. | | | | | Cr. | | |
|---|--------------|----|----|----------------------|----------------------|------------------------------------|-----------------------------|---------|----|-------------------------|---------|----|----|
| Miles open | 266½ | | | | | Number of Passengers carried | 1,142,540 | | | Revenue per Train Mile. | | | |
| Through Mileage | 397½ | | | | | Tons of Live Stock carried | 15,224 | | | | | | |
| Average open for the Year | 282½ | | | | | „ Goods carried | 250,223 | | | | | | |
| Train Miles run | 910,090 | | | | | | | | | | | | |
| | | | | Cost per Train Mile. | Percent. to Revenue. | | | | | | | | |
| MAINTENANCE OF WAY AND WORKS : | £ | s. | d. | £ | s. | d. | | £ | s. | d. | £ | s. | d. |
| Salaries, Wages, and Services— | | | | | | | | | | | | | |
| Ordinary | 27,126 | 4 | 8 | | | | Passengers | 113,217 | 14 | 6 | | | |
| Stations | 1,760 | 4 | 8 | | | | Parcels, &c. | 8,473 | 2 | 8 | | | |
| Renewals | 413 | 18 | 5 | | | | Horses, Carriages, and Dogs | 3,197 | 16 | 9 | | | |
| | | | | 29,300 | 7 | 9 | Mails | 10,410 | 18 | 8 | | | |
| Materials— | | | | | | | Rents | 4,083 | 9 | 11 | | | |
| Ordinary | 2,430 | 17 | 6 | | | | Miscellaneous | 418 | 4 | 3 | | | |
| Stations | 587 | 2 | 4 | | | | Live Stock | 25,909 | 1 | 9 | | | |
| Renewals | 1,014 | 11 | 8 | | | | Goods | 201,715 | 5 | 2 | | | |
| | | | | 4,032 | 11 | 6 | | | | | | | |
| | | | | 33,332 | 19 | 3 | | | | | | | |
| LOCOMOTIVE CHARGES : | | | | | | | | | | | | | |
| Loco. Superintendent and Clerks | 736 | 0 | 0 | | | | | | | | | | |
| „ Foremen | 847 | 18 | 6 | | | | | | | | | | |
| „ Drivers and Firemen | 13,114 | 5 | 9 | | | | | | | | | | |
| „ Cleaners | 2,245 | 0 | 0 | | | | | | | | | | |
| „ Coalmen and Laborers | 1,390 | 4 | 2 | | | | | | | | | | |
| „ Sundries | 2,724 | 11 | 7 | | | | | | | | | | |
| Coal | 12,614 | 1 | 8 | | | | | | | | | | |
| Wood | 755 | 2 | 5 | | | | | | | | | | |
| Water | 615 | 8 | 8 | | | | | | | | | | |
| Oil, Tallow, and Waste | 2,335 | 9 | 3 | | | | | | | | | | |
| Sundry Stores for Cleaners | 816 | 15 | 7 | | | | | | | | | | |
| Repairs of Engines { Wages | 8,292 | 8 | 4 | | | | | | | | | | |
| { Stores | 2,086 | 8 | 3 | | | | | | | | | | |
| „ Tools, &c. { Wages | 570 | 9 | 10 | | | | | | | | | | |
| { Stores | 357 | 2 | 6 | | | | | | | | | | |
| | | | | 49,501 | 6 | 6 | | | | | | | |
| | | | | | | | | | | | | | |
| TRAFFIC CHARGES : | | | | | | | | | | | | | |
| Traffic Manager's Office (proportion of) | 1,764 | 8 | 3 | | | | | | | | | | |
| Melbourne Terminus, Passenger Station (proportion of) | 5,238 | 6 | 6 | | | | | | | | | | |
| Melbourne Terminus, Goods Station (proportion of) | 13,154 | 0 | 3 | | | | | | | | | | |
| North Melbourne Station (proportion of) | 887 | 5 | 8 | | | | | | | | | | |
| Station Masters | 4,410 | 19 | 7 | | | | | | | | | | |
| Clerks | 1,451 | 2 | 2 | | | | | | | | | | |
| Porters, Laborers, &c. | 8,070 | 0 | 0 | | | | | | | | | | |
| Pointsmen, &c. | 918 | 13 | 0 | | | | | | | | | | |
| Gatekeepers | 6,982 | 16 | 2 | | | | | | | | | | |
| Guards | 3,582 | 13 | 11 | | | | | | | | | | |
| Stores for Stations | 2,769 | 12 | 0 | | | | | | | | | | |
| Compensation | 6,301 | 16 | 4 | | | | | | | | | | |
| Advertising | 537 | 17 | 0 | | | | | | | | | | |
| Travelling & Incidental Expenses | 1,213 | 11 | 10 | | | | | | | | | | |
| Repairs of Carriages and Wagons { Wages | 5,167 | 10 | 0 | | | | | | | | | | |
| { Stores | 1,955 | 3 | 1 | | | | | | | | | | |
| Greasing Carriages and Wagons { Wages | 1,321 | 0 | 0 | | | | | | | | | | |
| { Stores | 1,842 | 0 | 0 | | | | | | | | | | |
| Sundry Charges | 3,146 | 6 | 9 | | | | | | | | | | |
| | | | | 70,715 | 2 | 6 | | | | | | | |
| | | | | | | | | | | | | | |
| GENERAL CHARGES : | | | | | | | | | | | | | |
| Secretary's Office (proportion of) | 1,031 | 13 | 10 | | | | | | | | | | |
| Accountant's Office (proportion of) | 2,371 | 11 | 0 | | | | | | | | | | |
| Superannuation Allowances (proportion of) | 554 | 0 | 0 | | | | | | | | | | |
| Retiring Allowances and Gratuities (proportion of) | 1,302 | 3 | 5 | | | | | | | | | | |
| | | | | 5,259 | 8 | 3 | | | | | | | |
| | | | | | | | | | | | | | |
| Total | | | | 158,808 | 16 | 6 | | | | | | | |
| Balance | | | | 208,616 | 17 | 2 | | | | | | | |
| | | | | 367,425 | 13 | 8 | | | | | 367,425 | 13 | 8 |
| | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | 0 |
| | | | | | | | | | | | | | 89 |

Railway Department, Accountant's Office,
1st June 1882.P. P. LABERTOUCHE,
Secretary.GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 13.—STATEMENT showing the Traffic at each Station for the Year ending 31st December 1881.

Main data table with columns for Stations, Outwards, Inwards, Goods, Live Stock, and Station Traffic. Includes sub-headers for Passengers, Parcels, &c., Tons, and Revenue.

VICTORIAN RAILWAYS.

No. 17.

RETURN of Wool from the undermentioned Stations to Melbourne, Williamstown Pier, Geelong, Portland, Prince's Bridge, and Sandridge Pier, for Year ending 31st December 1881.

| From— | To Melbourne. | To Williamstown Pier. | To Geelong. | To Portland. | To Prince's Bridge. | To Sandridge Pier. | Total. | From— | To Melbourne. | To Williamstown Pier. | To Geelong. | To Portland. | To Prince's Bridge. | To Sandridge Pier. | Total. |
|------------------------|---------------|-----------------------|-------------|--------------|---------------------|--------------------|---------|----------------------|---------------|-----------------------|-------------|--------------|---------------------|--------------------|---------|
| | Bales. | Bales. | Bales. | Bales. | Bales. | Bales. | Bales. | | Bales. | Bales. | Bales. | Bales. | Bales. | Bales. | Bales. |
| Melbourne .. | .. | 72,794 | 99 | .. | .. | 1,204 | 74,097 | Brought forward | 62,546 | 110,251 | 15,980 | .. | .. | 10,939 | 199,716 |
| Keilor Road .. | 746 | 91 | .. | .. | .. | 536 | 1,373 | Murtoa .. | 286 | .. | 728 | .. | .. | .. | 1,014 |
| Digger's Rest .. | 80 | 84 | .. | .. | .. | 63 | 227 | Jung Jung .. | 100 | .. | 494 | .. | .. | .. | 594 |
| Sunbury .. | 23 | .. | .. | .. | .. | .. | 23 | Douch .. | 259 | .. | .. | .. | .. | .. | 259 |
| Lancefield Junction .. | 59 | 465 | .. | .. | .. | 780 | 1,304 | Horslam .. | 372 | .. | 3,141 | .. | .. | .. | 3,513 |
| Riddell's Creek .. | 141 | .. | .. | .. | .. | .. | 141 | Williamstown Pier .. | .. | .. | .. | .. | .. | 498 | 498 |
| Gisborne .. | 217 | .. | .. | .. | .. | .. | 217 | Mount Moriac .. | .. | .. | 55 | .. | .. | .. | 55 |
| Macedon .. | 2 | .. | .. | .. | .. | .. | 2 | Lake Town .. | .. | .. | 40 | .. | .. | .. | 40 |
| Woodend .. | 135 | .. | .. | .. | .. | .. | 135 | Winchelsea .. | .. | .. | 714 | .. | .. | .. | 714 |
| Carlisle .. | 8 | .. | .. | .. | .. | .. | 8 | Birregurra .. | .. | .. | 357 | .. | .. | .. | 357 |
| Kyneton .. | 1,224 | .. | .. | .. | .. | .. | 1,224 | Ondit Road .. | .. | .. | 2,250 | .. | .. | .. | 2,250 |
| Mainsbury .. | 102 | .. | .. | .. | .. | .. | 102 | Cole .. | 202 | 217 | 1,297 | .. | .. | .. | 1,716 |
| Taradale .. | 17 | .. | .. | .. | .. | .. | 17 | Gortons .. | 12 | .. | 46 | .. | .. | .. | 58 |
| Elphinstone .. | 468 | .. | .. | .. | .. | .. | 468 | Macona .. | 81 | .. | 980 | .. | .. | .. | 1,067 |
| Castlemaine .. | 412 | 290 | .. | .. | .. | .. | 712 | Wickliffe Road .. | 183 | .. | 1,137 | .. | .. | .. | 1,320 |
| Harecourt .. | 1 | .. | .. | .. | .. | .. | 1 | Glen Thompson .. | .. | .. | 769 | .. | .. | .. | 769 |
| Kangaroo Flat .. | 142 | .. | .. | .. | .. | .. | 142 | Dunkeld .. | 1,240 | 44 | 2,454 | 55 | .. | 58 | 5,851 |
| Sandhurst .. | 1,278 | .. | 18 | .. | .. | .. | 1,296 | Hamilton .. | 2,522 | .. | 1,877 | 770 | .. | 54 | 5,223 |
| Geelong .. | 385 | .. | .. | .. | .. | .. | 385 | Braunholme .. | 87 | 81 | 222 | 1,446 | .. | .. | 1,836 |
| Elmore .. | 1,530 | 599 | .. | .. | .. | .. | 2,129 | Candah .. | 15 | .. | .. | 415 | .. | .. | 430 |
| Rochester .. | 912 | .. | .. | .. | .. | .. | 912 | Myamyn .. | .. | .. | .. | 10 | .. | .. | 16 |
| Echuca .. | 40,537 | 32,977 | 28 | .. | .. | 8,332 | 81,874 | Heywood .. | .. | .. | .. | 68 | .. | .. | 68 |
| Ronsay .. | 232 | .. | .. | .. | .. | .. | 232 | Crugieburn .. | 23 | .. | .. | .. | .. | .. | 23 |
| Lancefield .. | 99 | .. | .. | .. | .. | .. | 99 | Beveridge .. | 351 | .. | .. | .. | .. | .. | 351 |
| Tylden .. | 28 | .. | .. | .. | .. | .. | 28 | Wallan Wallan .. | 214 | .. | .. | .. | .. | .. | 214 |
| Fern Hill .. | 68 | .. | .. | .. | .. | .. | 68 | Wandong .. | 23 | .. | .. | .. | .. | .. | 23 |
| Trenttham .. | 22 | .. | .. | .. | .. | .. | 22 | Kilmore .. | 523 | .. | .. | .. | .. | .. | 523 |
| Daviesford .. | 70 | .. | .. | .. | .. | .. | 70 | Broadford .. | 487 | .. | .. | .. | .. | .. | 487 |
| Guildford .. | 23 | .. | .. | .. | .. | .. | 23 | Talbarook .. | 1,574 | 465 | .. | .. | .. | .. | 2,039 |
| Newstead .. | 518 | .. | .. | .. | .. | .. | 518 | Seymour .. | 1,026 | 117 | .. | .. | .. | .. | 1,143 |
| Joyce's Creek .. | 6 | 11 | .. | .. | .. | .. | 17 | Avenel .. | 157 | 254 | .. | .. | .. | .. | 411 |
| Moolort .. | 259 | .. | .. | .. | .. | .. | 259 | Longwood .. | 1,258 | 133 | .. | .. | .. | .. | 1,391 |
| Carisbrook .. | 372 | .. | .. | .. | .. | .. | 372 | Euroa .. | 717 | .. | .. | .. | .. | .. | 717 |
| Maryborough .. | 245 | .. | .. | .. | .. | .. | 245 | Violet Town .. | 334 | .. | .. | .. | .. | .. | 334 |
| Bat Bat .. | 49 | .. | 9 | .. | .. | .. | 58 | Benalla .. | 2,158 | 100 | .. | .. | .. | .. | 2,258 |
| Dunally .. | 68 | .. | 5 | .. | .. | .. | 73 | Glenrowan .. | 135 | .. | .. | .. | .. | .. | 135 |
| Bealiba .. | 486 | 131 | .. | .. | .. | .. | 617 | Wangaratta .. | 855 | .. | .. | .. | .. | .. | 855 |
| Emu .. | 9 | .. | .. | .. | .. | .. | 9 | Springs .. | 111 | .. | .. | .. | .. | .. | 111 |
| Carpooce .. | 159 | .. | .. | .. | .. | .. | 159 | Chiltern .. | 124 | .. | .. | .. | .. | .. | 124 |
| St. Arnaud .. | 2,005 | 97 | 1,693 | .. | .. | .. | 3,795 | Barnawartha .. | 130 | .. | .. | .. | .. | .. | 130 |
| Bung Bong .. | 46 | .. | .. | .. | .. | .. | 46 | Wodonga .. | 14,143 | 133 | .. | .. | .. | 25 | 14,301 |
| Homebush .. | 30 | .. | .. | .. | .. | .. | 30 | Margalote .. | .. | .. | .. | .. | .. | .. | .. |
| Avoca .. | 511 | .. | 222 | .. | .. | .. | 733 | Neandale .. | 607 | .. | .. | .. | .. | .. | 607 |
| Creswick .. | 433 | .. | .. | .. | .. | .. | 433 | Marchison .. | 1,174 | 513 | .. | .. | .. | 60 | 1,747 |
| Tourelle .. | 41 | .. | .. | .. | .. | .. | 41 | Arcadia .. | 191 | .. | .. | .. | .. | .. | 191 |
| Clunes .. | 590 | .. | 14 | .. | .. | .. | 604 | Toelamba .. | 27 | .. | .. | .. | .. | .. | 27 |
| Talbot .. | 33 | .. | 258 | .. | .. | .. | 291 | Meeroopna .. | 144 | .. | .. | .. | .. | .. | 144 |
| Englehawk .. | 221 | 420 | .. | .. | .. | .. | 641 | Shepparton .. | 654 | 60 | .. | .. | .. | .. | 714 |
| Marong .. | 64 | .. | .. | .. | .. | .. | 64 | Congupna Road .. | 2 | .. | .. | .. | .. | .. | 2 |
| Leichardt .. | 66 | .. | .. | .. | .. | .. | 66 | Pallygaroopna .. | 24 | .. | .. | .. | .. | .. | 24 |
| Darby .. | 28 | .. | .. | .. | .. | .. | 28 | Wungah .. | 111 | .. | .. | .. | .. | .. | 111 |
| Bridgewater .. | 2,535 | 733 | .. | .. | .. | .. | 3,268 | Namurkah .. | 1,010 | 57 | .. | .. | .. | .. | 1,067 |
| Inglewood .. | 1,289 | 104 | .. | .. | .. | .. | 1,393 | Tatura .. | 240 | .. | .. | .. | .. | .. | 240 |
| Werribee .. | 285 | 732 | .. | .. | .. | .. | 1,017 | Tarrawingee .. | 47 | .. | .. | .. | .. | .. | 47 |
| Little River .. | 26 | 173 | 200 | .. | .. | .. | 399 | Everton .. | 119 | .. | .. | .. | .. | .. | 119 |
| Lara .. | 143 | 146 | .. | .. | .. | .. | 289 | Beechworth .. | 107 | .. | .. | .. | .. | .. | 107 |
| Geelong .. | 59 | 404 | .. | .. | .. | 24 | 487 | Rutherglen .. | 134 | .. | .. | .. | .. | .. | 134 |
| Leigh Road .. | .. | .. | 1,347 | .. | .. | .. | 1,347 | Wahgunyah .. | 11,311 | 4,790 | 37 | .. | .. | 1,372 | 17,516 |
| Lethbridge .. | .. | .. | 26 | .. | .. | .. | 26 | Dandenong .. | .. | .. | .. | .. | 87 | .. | 87 |
| Meredith .. | 40 | .. | 1,728 | .. | .. | .. | 1,768 | Berwick .. | .. | .. | .. | .. | 30 | .. | 30 |
| Elaine .. | 24 | .. | 617 | .. | .. | .. | 641 | Pakenham .. | .. | .. | .. | .. | 53 | .. | 53 |
| Lal Lal .. | .. | .. | 1 | .. | .. | .. | 1 | Nar-nur-noon .. | .. | .. | .. | .. | 6 | .. | 6 |
| Yendon .. | 349 | .. | 112 | .. | .. | .. | 461 | Bunyip .. | .. | .. | .. | .. | 51 | .. | 51 |
| Ballarat .. | 1,585 | .. | 2,694 | .. | .. | .. | 4,279 | Drouin .. | .. | .. | .. | .. | 31 | .. | 31 |
| Burrumbidgee .. | 92 | .. | 1,071 | .. | .. | .. | 1,163 | Warragul .. | .. | .. | .. | .. | 63 | .. | 63 |
| Traralgon .. | .. | .. | 186 | .. | .. | .. | 186 | Waterloo .. | .. | .. | .. | .. | 1 | .. | 1 |
| Beaufort .. | 88 | .. | 1,122 | .. | .. | .. | 1,210 | Traralgon .. | .. | .. | .. | .. | 1 | .. | 1 |
| Middle Creek .. | .. | .. | 58 | .. | .. | .. | 58 | Moe .. | .. | .. | .. | .. | 15 | .. | 15 |
| Buangor .. | 151 | .. | 995 | .. | .. | .. | 1,146 | Morwell .. | .. | .. | .. | .. | 60 | .. | 60 |
| Ararat .. | 195 | .. | 1,382 | .. | .. | .. | 1,577 | Traralgon .. | .. | .. | .. | .. | 18 | .. | 18 |
| Great Western .. | 15 | .. | 155 | .. | .. | .. | 170 | Flynn's Creek .. | .. | .. | .. | .. | 5 | .. | 5 |
| Stawell .. | 393 | .. | 1,000 | .. | .. | .. | 1,393 | Rosedale .. | .. | .. | .. | .. | 23 | .. | 23 |
| Glenorchy .. | 139 | .. | 777 | .. | .. | .. | 916 | Sale .. | .. | .. | .. | .. | 479 | .. | 479 |
| Lubeck .. | 49 | .. | 73 | .. | .. | .. | 122 | Flinders street .. | .. | .. | .. | .. | .. | 9,381 | 9,381 |
| Forward .. | 62,546 | 110,251 | 15,980 | .. | .. | 10,939 | 199,716 | Deniliquin .. | 14,123 | 9,927 | 454 | .. | .. | 2,050 | 26,554 |
| Totals .. | 122,295 | 127,148 | 33,032 | 2,770 | 923 | 24,437 | 310,605 | | | | | | | | |

P. P. LABERTOUCHE,

GEO. T. A. LAVATER,

Secretary.

Accountant.

Railway Department, Accountant's Office,
1st June 1881.

VICTORIAN RAILWAYS.

No. 18.

RETURN of Rolling-stock (including that of the Hobson's Bay Suburban Lines) at 31st December 1881.

| LOCOMOTIVE ENGINES. | | | CARRIAGES. | | | | | | | | | | WAGONS. | | | | | | | | | | | VANS. | | | SUNDRIES. | | | | | |
|---------------------|--------|--------|---------------------------------------|------------|-----------|------------|-----------|------------|------------|-----------|-------------------|------------|-----------|---------------|-------------------------|-----------|---------------|----------------|-----------|---------|--------|----------|---------|--------|--------|-------|-----------|--------------|------------------|--------|--------|---------------|
| Passenger. | Goods. | Total. | State, Ministerial, and Departmental. | 1st Class. | | 2nd Class. | | 3rd Class. | Composite. | | | Low-sided. | | Hopper, Coal. | High-sided and Covered. | | | Medium. | | Cattle. | Sheep. | Ballast. | Powder. | Total. | Brake. | Mail. | Total. | Horse Boxes. | Carriage Trucks. | Horse. | Total. | |
| | | | | Ordinary. | American. | Ordinary. | American. | | Ordinary. | American. | Brake (A. B. D.). | Total. | Ordinary. | | Double Bogie. | Ordinary. | Double Bogie. | Refrigerating. | Ordinary. | | | | | | | | | | | | | Double Bogie. |
| 122 | 88 | 210 | 3 | 163 | 14 | 134 | 10 | 2 | 63 | 3 | 6 | 398 | 385 | 37 | 84 | 915 | 20 | 1 | 1,327 | 70 | 217 | 165 | 166* | 11 | 3,398 | 121 | 10 | 131 | 41 | 38 | 1 | 80 |

* Including 50 ballast wagons purchased by the Engineer-in-Chief's Branch.

RETURN of Rolling-stock for the Victorian Railways Ordered and in course of Construction at 31st December 1881.

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|----|----|-----|----|-----|----|-----|-----|----|-----|----|-----|-----|-----|-----|-----|---|-----|-----|-----|-----|-----|-----|-----|----|---|----|-----|-----|-----|-----|
| 6 | 20 | 26 | ... | 60 | ... | 77 | ... | ... | 50 | ... | 15 | 202 | ... | ... | ... | ... | 9 | 650 | ... | ... | ... | ... | ... | 659 | 25 | 2 | 27 | ... | ... | ... | ... |
|---|----|----|-----|----|-----|----|-----|-----|----|-----|----|-----|-----|-----|-----|-----|---|-----|-----|-----|-----|-----|-----|-----|----|---|----|-----|-----|-----|-----|

NOTE.—73 flat trucks, 45 coal hopper trucks, and 80 medium and high goods trucks; total 198 trucks included in above return are the late Hobson's Bay Suburban Railway goods rolling-stock, and are not available for traffic on other lines.

Locomotive Superintendent's Office,
Melbourne, 5th June 1882.

S. MIRLS,
Locomotive Superintendent.

VICTORIAN RAILWAYS.

No. 19.

DETAIL of Locomotive Charges on ALL SYSTEMS for the Twelve Months ending 31st December 1881.

| PASSENGER AND GOODS TRAINS—Number of Train Miles run 4,633,267 | | | | | | | Cost per Train Mile. | | | | | |
|---|----------|-----|-----|-----|-----|--------|----------------------|----|----|---|----|---|
| LOCOMOTIVE POWER. | | | | | | | £ | s. | d. | | | |
| Wages of Foremen | ... | ... | ... | ... | ... | 4,069 | 12 | 4 | 0 | 0 | 21 | |
| „ Drivers and Firemen | ... | ... | ... | ... | ... | 67,180 | 19 | 2 | 0 | 3 | 48 | |
| „ Cleaners and Lighters-up | ... | ... | ... | ... | ... | 14,808 | 18 | 2 | 0 | 0 | 77 | |
| „ Coalmen and Yard Laborers | ... | ... | ... | ... | ... | 8,817 | 19 | 4 | 0 | 0 | 46 | |
| Cost of Coal and Coke | ... | ... | ... | ... | ... | 63,044 | 19 | 7 | 0 | 3 | 26 | |
| „ Wood | ... | ... | ... | ... | ... | 4,433 | 10 | 10 | 0 | 0 | 23 | |
| „ Water, Pumpers, &c. | ... | ... | ... | ... | ... | 6,553 | 15 | 10 | 0 | 0 | 34 | |
| „ Oil, Tallow, and Waste | ... | ... | ... | ... | ... | 10,278 | 12 | 9 | 0 | 0 | 53 | |
| „ Sundries and Cleaning Engines | ... | ... | ... | ... | ... | 2,244 | 17 | 4 | 0 | 0 | 12 | |
| Board and Lodging Expenses of Men away from Home | ... | ... | ... | ... | ... | 1,660 | 17 | 11 | 0 | 0 | 09 | |
| Cost of Gas... | ... | ... | ... | ... | ... | 310 | 8 | 1 | 0 | 0 | 01 | |
| „ Small Stores and Hose Pipe for washing out Engines, &c. | ... | ... | ... | ... | ... | 2,484 | 0 | 2 | 0 | 0 | 13 | |
| LOCOMOTIVE REPAIRS. | | | | | | | 185,888 | | 11 | 6 | 0 | 9 |
| Wages | ... | ... | ... | ... | ... | 42,263 | 2 | 10 | | | | |
| Material | ... | ... | ... | ... | ... | 12,255 | 10 | 4 | | | | |
| TOOLS, MACHINERY, AND BUILDINGS. | | | | | | | 54,518 | | 13 | 2 | 0 | 2 |
| Wages | ... | ... | ... | ... | ... | 3,267 | 10 | 2 | | | | |
| Material | ... | ... | ... | ... | ... | 2,049 | 19 | 3 | | | | |
| GENERAL CHARGES. | | | | | | | 5,317 | | 9 | 5 | 0 | 0 |
| Including Watchmen, Half-pay for Accidents, Holidays, Stationery, &c. | Wages | ... | ... | ... | ... | 6,788 | 1 | 10 | | | | |
| | Material | ... | ... | ... | ... | 644 | 0 | 8 | | | | |
| Supervision, including all Salaries and Office Charges | | | | | | | 7,432 | | 2 | 6 | 0 | 0 |
| | | | | | | | 3,832 | | 12 | 2 | 0 | 0 |
| TRAFFIC CHARGES. | | | | | | | 256,989 | | 8 | 9 | 1 | 1 |
| Carriage Repairs—Wages | ... | ... | ... | ... | ... | 18,578 | 10 | 2 | | | | |
| „ Material | ... | ... | ... | ... | ... | 6,858 | 18 | 1 | | | | |
| Wagon Repairs—Wages | ... | ... | ... | ... | ... | 12,453 | 3 | 11 | | | | |
| „ Material | ... | ... | ... | ... | ... | 4,874 | 17 | 2 | | | | |
| Carriage and Wagon Working Expenses—Wages | ... | ... | ... | ... | ... | 5,320 | 18 | 6 | | | | |
| „ „ Material | ... | ... | ... | ... | ... | 7,334 | 4 | 5 | | | | |
| | | | | | | | 55,420 | | 12 | 3 | 0 | 2 |
| | | | | | | | 312,410 | | 1 | 0 | 1 | 4 |

Railway Department, Accountant's Office,
1st June 1882.

P. P. LABERTOUCHE,
Secretary.

GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 20.

COMPARATIVE Yearly Statement of Miles of Line Open, Cost of Construction, Rolling-stock Employed, Gross and Net Revenue, Working Charges, and Percentages of the same to Gross Revenue, &c., for Ten and a half Years, from 1st July 1871 to 31st December 1881.

| Year. | Miles open at end of Year. | | Construction. | | Rolling-stock. | | | | Number of Passengers conveyed. | Tonnage of Goods and Live Stock conveyed. | Gross Receipts. | | | | Total Train Miles run. | Gross Receipts per Train Mile. | Maintenance. | | Locomotive. | | Traffic. | | General. | | Total Working Cost. | | | | Net Earnings. | | | |
|----------|----------------------------|-------------------------------------|--|-----------------------------|--------------------|----------------|------------|-------------------|--------------------------------|---|-------------------------------|------------------------------------|------------|------------------------|------------------------|--------------------------------|--------------|------------------------------|-------------|------------------------------|-----------|------------------------------|----------|------------------------------|---------------------|------------------------------|---------|------------------------------|-----------------|------------------------|---------|------------------------|
| | Miles open at end of Year. | Average Miles open during the Year. | Capital Cost, exclusive of Stores in hand, &c. | Average Cost per Mile open. | Passenger Engines. | Goods Engines. | Carriages. | Wagons, Vans, &c. | | | From Passenger, &c., Traffic. | From Goods and Live Stock Traffic. | Total. | Per Average Mile open. | | | Amount. | Per Cent. of Gross Receipts. | Amount. | Per Cent. of Gross Receipts. | Amount. | Per Cent. of Gross Receipts. | Amount. | Per Cent. of Gross Receipts. | Amount. | Per Cent. of Gross Receipts. | Amount. | Per Cent. of Gross Receipts. | Per Train Mile. | Per Average Mile open. | Amount. | Per Average Mile open. | Per Train Mile. | Per Cent. on Capital Cost. |
| 1871-2 | 313 | 267 | 10,034,772 | 32,060 | 51 | 41 | 144 | 1,564 | 1,508,671 | 489,126 | 236,671 | 400,961 | 637,632 | 2,388 | 1,173,434 | 10/10'41 | 69,180 | 10'85 | 85,739 | 13'45 | 110,843 | 17'38 | 14,042 | 2'20 | 279,804 | 43'88 | 4'9'23 | 1,048 | 357,828 | 1,340 | 6/1'18 | 3'57 |
| 1872-3 | 360 | 335 | 10,815,868 | 30,128 | 51 | 43 | 145 | 1,644 | 1,720,815 | 560,871 | 260,756 | 442,972 | 703,728 | 2,101 | 1,354,131 | 10/4'72 | 72,083 | 10'25 | 97,822 | 13'90 | 132,594 | 18'84 | 18,792 | 2'67 | 321,291 | 45'66 | 4'8'94 | 959 | 382,437 | 1,142 | 5/7'78 | 3'54 |
| 1873-4 | 441 | 414 | 11,557,484 | 26,207 | 52 | 54 | 160 | 1,772 | 2,039,030 | 681,710 | 304,073 | 546,969 | 851,042 | 2,056 | 1,667,124 | 10/2'52 | 74,999 | 8'81 | 121,878 | 14'32 | 161,245 | 18'95 | 16,593 | 1'95 | 374,715 | 44'03 | 4'5'94 | 905 | 476,327 | 1,150 | 5/8'57 | 4'12 |
| 1874-5 | 586 | 541 | 12,411,672 | 21,143 | 58 | 63 | 183 | 2,002 | 2,699,519 | 732,772 | 350,417 | 569,591 | 920,008 | 1,701 | 2,051,710 | 8/11'50 | 130,435 | 14'18 | 148,999 | 16'19 | 182,042 | 19'79 | 20,241 | 2'20 | 481,717 | 52'36 | 4'8'35 | 890 | 438,290 | 810 | 4/3'27 | 3'53 |
| 1875-6 | 620 | 608 | 13,239,405 | 21,354 | 58 | 63 | 205 | 2,129 | 2,978,139 | 928,300 | 388,228 | 606,539 | 994,767 | 1,636 | 2,280,092 | 8'8'71 | 128,679 | 12'94 | 153,617 | 15'44 | 196,195 | 19'72 | 20,916 | 2'10 | 499,407 | 50'20 | 4/4'57 | 821 | 495,360 | 815 | 4/4'14 | 3'74 |
| † 1876 | 702 | 652 | 13,710,364 | 19,558 | 61 | 63 | 210 | 2,194 | 1,582,057 | 494,864 | 206,520 | 345,441 | 551,961 | 848 | 1,262,782 | 8'8'90 | 54,430 | 9'86 | 81,206 | 14'71 | 107,828 | 19'54 | 9,939 | 1'80 | 253,403 | 45'91 | 4'0'16 | 389 | 298,557 | 459 | 4/8'74 | 4'36 |
| 1877 | 931 | 787 | 14,562,984 | 15,642 | 76 | 63 | 221 | 2,373 | 3,395,709 | 1,030,558 | 460,459 | 675,340 | 1,135,799 | 1,443 | 2,786,581 | 8/1'82 | 166,581 | 14'66 | 181,078 | 15'94 | 230,125 | 20'26 | 14,697 | 1'29 | 592,481 | 52'16 | 4'3'03 | 753 | 543,318 | 690 | 3/10'79 | 3'73 |
| 1878 | 1,035 | 967 | 15,343,240 | 14,824 | 80 | 68 | 231 | 2,763 | 3,829,256 | 960,479 | 515,351 | 701,324 | 1,216,675 | 1,258 | 3,095,590 | 7'10'33 | 155,410 | 12'77 | 204,806 | 16'83 | 248,519 | 20'43 | 16,964 | 1'40 | 625,699 | 51'43 | 4'0'52 | 647 | 590,976 | 611 | 3/9'82 | 3'85 |
| 1879 | 1,108 | 1,091 | 16,251,420 | 14,667 | 87 | 76 | 243 | 3,068 | 4,169,175 | 962,000 | 521,383 | 700,724 | 1,222,107 | 1,120 | 3,462,622 | 7'0'71 | 153,514 | 12'56 | 211,479 | 17'31 | 256,300 | 20'97 | 19,331 | 1'58 | 640,624 | 52'42 | 3'8'40 | 587 | 581,483 | 533 | 3/4'30 | 3'38 |
| 1880 | 1,199 | 1,194 | 18,041,295 | 15,047 | 119 | 78 | 371 | 3,411 | 5,999,459 | 1,303,215 | 674,890 | 818,027 | 1,492,917 | 1,250 | 4,380,802 | 6'9'79 | 199,042 | 13'33 | 258,491 | 17'32 | 333,248 | 22'32 | 23,294 | 1'56 | 814,075 | 54'53 | 3'8'60 | 682 | 678,842 | 569 | 3/1'19 | 3'76 |
| 1881 | 1,247 | 1,215 | 18,603,830 | 14,919 | 122 | 88 | 398 | 3,609 | 18,973,070 | 1,468,785 | 770,617 | 894,592 | 1,665,209 | 1,371 | 4,633,267 | 7'2'26 | 219,599 | 13'19 | 256,990 | 15'43 | 412,336 | 24'76 | 24,647 | 1'48 | 913,572 | 54'86 | 3'11'32 | 752 | 751,637 | 619 | 3'2'93 | 4'04 |
| Totals | 8,542 | 8,071 | 154,572,334 | 225,549 | 815 | 700 | 2,511 | 26,529 | 58,894,900 | 9,621,680 | 4,689,365 | 6,702,480 | 11,391,845 | 17,172 | 28,148,135 | 94/11'67 | 1,423,952 | 13'40 | 1,802,105 | 17'84 | 2,371,275 | 22'96 | 199,456 | 2'23 | 5,796,788 | 547'44 | 46/9'06 | 8,433 | 5,595,055 | 8,738 | 48/2'71 | 41'82 |
| Averages | 777 | 734 | 14,052,030 | 20,504 | 74 | 64 | 228 | 2,412 | 5,609,038 | 916,350 | 446,606 | 638,331 | 1,084,938 | 1,635 | 2,680,775 | 8'7'61 | 135,614 | 12'13 | 171,629 | 15'53 | 225,836 | 20'27 | 18,996 | 1'84 | 552,075 | 49'77 | 4/3'01 | 803 | 532,862 | 832 | 4/4'61 | 3'80 |

* Including repairs and renewals of carriages and wagons.

† Six months only.

The Hobson's Bay Suburban Lines included in years 1880 and 1881.

Railway Department, Accountant's Office,
1st June 1882.

P. P. LABERTOUCHE,
Secretary.

GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 21.

STATEMENT showing the Cost of Construction at 31st December 1881 of EACH LINE OPEN FOR TRAFFIC, and Average Cost per Mile; also Highest and Lowest Levels, Steepest Gradients, &c.

| | Length of Lines opened for Traffic. | | | Height of Rail-level above Low-water Mark, Hobson's Bay. | | Steepest Gradient. | Cost, exclusive of Rolling-stock. | |
|--|-------------------------------------|---------|--------|--|---------|--------------------------------|-----------------------------------|-------------------|
| | Double. | Single. | Total. | Highest. | Lowest. | | Total. | Average per Mile. |
| | Miles. | Miles. | Miles. | Feet. | Feet. | Feet. | £ | £ |
| NORTHERN SYSTEM. | | | | | | | | |
| Main Line—Melbourne to Sandhurst (including Melbourne terminus) | 100½ | ... | 100½ | 1,902 | 17 | 1 in 50 | 5,199,843 | 51,611 |
| Echuca Line—Sandhurst to Echuca Wharf ... | ... | 55½ | 55½ | 753 | 320 | 1 " 90 | 612,133 | 11,079 |
| Lancefield Line ... | ... | 14½ | 14½ | 1,675 | 1,072 | 1 " 40 | 56,256 | 3,880 |
| Carlsruhe and Daylesford Line ... | ... | 22½ | 22½ | 2,469 | 1,791 | 1 " 50 | 144,961 | 6,372 |
| Castlemaine and Dunolly Line ... | ... | 47½ | 47½ | 949 | 580 | 1 " 40 | 288,051 | 6,064 |
| Dunolly and St. Arnaud Line ... | ... | 33 | 33 | 945 | 611 | 1 " 50 | 155,386 | 4,709 |
| Ballarat and Maryborough Line ... | ... | 42½ | 42½ | 1,525 | 732 | 1 " 40 | 255,616 | 6,014 |
| Ballarat Racecourse Line ... | ... | 2 | 2 | 1,508 | 1,466 | 1 " 50 | 6,472 | 3,236 |
| Maryborough and Avoca Line ... | ... | 15 | 15 | 883 | 721 | 1 " 40 | 60,448 | 4,030 |
| Sandhurst and Inglewood Line ... | ... | 30 | 30 | 778 | 442 | 1 " 43 | 151,227 | 5,041 |
| Total ... | 100½ | 262½ | 363½ | ... | ... | ... | 6,930,393 | 19,079 |
| WESTERN SYSTEM. | | | | | | | | |
| Williamstown Line—Footscray Junction to Williamstown, including Piers and Breakwater | 6 | ... | 6 | 66 | 12 | 1 in 100 | 414,547 | 69,061 |
| Geelong Line—Newport to Geelong (including line to Wharf) | 1½ | 37½ | 39 | 113 | 12 | 1 " 81 wharf line | 1,057,993 | 27,128 |
| Ballarat Line—West Geelong to Ballarat ... | 53½ | ... | 53½ | 1,725 | 47 | 1 " 52 | 1,728,147 | 32,302 |
| Geelong and Queenscliff Line—Queenscliff Junction to Queenscliff | ... | 20½ | 20½ | 263 | 10 | 1 " 50 | 105,030 | 5,062 |
| Geelong and Colac Line, including Racecourse Branch | ... | 52½ | 52½ | 465 | 17 | 1 " 50 | 333,519 | 6,353 |
| Warrenheip and Gordons Line ... | ... | 13 | 13 | 1,940 | 1,707 | 1 " 50 | 79,013 | 6,078 |
| Ballarat and Ararat Line ... | ... | 57 | 57 | 1,517 | 960 | 1 " 44 | 314,321 | 5,514 |
| Ararat and Stawell Line ... | ... | 18½ | 18½ | 1,086 | 759 | 1 " 50 | 112,316 | 5,990 |
| Stawell and Horsham Line ... | ... | 53½ | 53½ | 759 | 423 | 1 " 50 | 234,481 | 4,383 |
| Ararat and Hamilton Line ... | ... | 66½ | 66½ | 1,028 | 572 | 1 " 50 | 307,555 | 4,625 |
| Hamilton and Portland Line (including line to Portland Wharf) | ... | 54 | 54 | 605 | 11 | 1 " 50 wharf line 1 " 40 | 267,358 | 4,951 |
| Total ... | 61½ | 373½ | 434½ | ... | ... | ... | 4,954,280 | 11,402 |
| NORTH-EASTERN SYSTEM. | | | | | | | | |
| Essendon Junction to Essendon, and Racecourse Branch | 2½ | 2½ | 4½ | 148 | 14 | 1 in 67 | 80,322 | 16,910 |
| North-Eastern Line—Essendon to Wodonga... | ... | 182½ | 182½ | 1,148 | 105 | 1 " 50 | 1,575,289 | 8,644 |
| Mangalore and Shepparton Line ... | ... | 45 | 45 | 476 | 372 | 1 " 100 | 223,563 | 4,968 |
| Toolamba and Tatura Line ... | ... | 7 | 7 | 385 | 371 | 1 " 108 | 25,496 | 3,642 |
| Wangaratta and Beechworth Line ... | ... | 23 | 23 | 1,831 | 502 | 1 " 30 | 155,173 | 6,747 |
| Springs and Wahgunyah Line ... | ... | 14 | 14 | 622 | 454 | 1 " 50 | 65,381 | 4,670 |
| Shepparton and Numurkah Line ... | ... | 20½ | 20½ | 376 | 348 | 1 " 206 | 51,039 | 2,490 |
| Total ... | 2½ | 294 | 296½ | ... | ... | ... | 2,176,263 | 7,340 |
| EASTERN SYSTEM. | | | | | | | | |
| Spencer and Flinders streets Junction ... | ... | ¾ | ¾ | 17 | 6 | 1 in 23 | 4,652 | 6,203 |
| South Yarra and Oakleigh Line ... | 3½ | 3 | 6½ | 184 | 22 | 1 " 50 | 169,581 | 25,123 |
| Gippsland Line—Oakleigh to Sale ... | ... | 118½ | 118½ | 513 | 32 | 1 " 50 | 745,205 | 6,302 |
| Caulfield and Frankston Line* ... | ... | 10½ | 10½ | 167 | 10 | 1 " 50 | 37,930 | 3,700 |
| Hobson's Bay Suburban Lines, including the Sandridge Pier | 9½ | 6½ | 16½ | ... | 10 | 1 " 100 | 1,237,545 | 75,003 |
| Total ... | 13½ | 139 | 152½ | ... | ... | ... | 2,194,913 | 14,393 |
| Total ... | 178 | 1,068½ | 1,246½ | ... | ... | ... | 16,255,849 | 13,039 |

Gauge of lines, 5 feet 3 inches in all cases.

* Opened to Mordialloc only.

Railway Department, Accountant's Office,
1st June 1882.

P. P. LABERTOUCHE,
Secretary.

GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 22.

RETURN of the Number and Nature of Accidents to Life and Limb which have occurred during the Year ending 31st December 1881.

| Date of Accident. | Station or Line where Accident occurred. | Passengers. | | | | Servants of Department or of Contractors. | | | | Persons Killed or Injured while Crossing at Crossings. | | Trespassers. | | Miscellaneous. | | Nature and Cause of Accident. | |
|-------------------|--|---------------------------------------|----------|---|----------|---|----------|---|----------|--|----------|--------------|----------|----------------|----------|-------------------------------|--|
| | | From causes beyond their own control. | | From their own misconduct or want of caution. | | From causes beyond their own control. | | From their own misconduct or want of caution. | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | |
| | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | | | | | | | |
| 1881. | | | | | | | | | | | | | | | | | |
| Jan. | 26 | Beaufort Station ... | ... | 7 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Collision at Beaufort station, caused by driver of a goods train losing control of his train. |
| " | 26 | Benalla Station ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | Guard fell against wheel of his brake, and died from injuries received. |
| " | 28 | Sandridge Line ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | Guard fell out of his van when travelling from Sandridge to Melbourne. |
| Feb. | 1 | Echuca Station ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Man fell between an engine and the platform, and was slightly injured. |
| " | 4 | Melbourne Yard ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | Employé killed in attempting to crawl between two trucks that were being shunted. |
| " | 12 | Williamstown Junction Station ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | Young woman run over and killed while crossing the line at Williamstown Junction. |
| " | 18 | Melbourne Yard ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | Engine-cleaner, while running beside an engine, fell under the wheels, and was killed. |
| " | 24 | Goulburn Valley Line ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | Man found dead on the line near Toolamba station. |
| " | 26 | Hawksburn Station ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | Woman fell off platform at night, and was injured. |
| March | 3 | Creswick Station ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | Man knocked down and injured at Creswick station. |
| " | 6 | Stawell and Horsham Line ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | Platelayer slipped under wheels of a truck in motion near Docen station, and was killed. |
| " | 6 | Flinders-street Station ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Woman fell out of train, and subsequently died at the hospital from injuries received. |
| April | 2 | Main Line ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | Man, while walking along the line near Kangaroo Flat, knocked down and killed by a passing train. |
| " | 2 | South Yarra Junction ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | Engine-driver killed when jumping down from a train while in motion. |
| " | 7 | Mooroopna ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | Man killed by falling from top of railway bridge, Mooroopna. |
| " | 8 | Williamstown Line ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | Guard slipped in getting into van, and was carried some distance, causing injury to his leg. |
| " | 14 | Kensington Station ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Woman fell under the train when attempting to jump off an American carriage, and subsequently died from injuries received. |
| " | 18 | Williamstown Line ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | Driver fell off his engine while train was in motion, and was killed. |
| " | 21 | Sandhurst and Inglewood Line ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | Man run over and seriously injured while trespassing on the line. |
| May | 10 | Gippsland Line ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | Man run over and killed while trespassing on the line at Sale. |
| " | 23 | Jolimont Crossing ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | Man run over and killed while attempting to cross the line at Jolimont crossing. |
| June | 22 | Brighton Line ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | Man run over and killed while trespassing on the line near Elsternwick. |
| " | 25 | Footscray ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | Lad fell down subway at Footscray and broke his arm. |

No. 22.—RETURN of the Number and Nature of Accidents to Life and Limb which have occurred during the Year ending 31st December 1881—*continued.*

| No. 48. | Date of Accident. | Station or Line where Accident occurred. | Passengers Killed or Injured. | | | | Servants of Department or of Contractors. | | | | Persons Killed or Injured while Crossing at Crossings. | | Trespassers. | | Miscellaneous. | | Nature and Cause of Accident. | |
|---------|-------------------|--|---------------------------------------|----------|---|----------|---|----------|---|----------|--|----------|--------------|----------|----------------|----------|-------------------------------|--|
| | | | From causes beyond their own control. | | From their own misconduct or want of caution. | | From causes beyond their own control. | | From their own misconduct or want of caution. | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | |
| | | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | | | | | | | |
| | 1881. | | | | | | | | | | | | | | | | | |
| | July 9 | Tallaroek Station ... | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | Collision between two goods trains at Tallaroek, through driver of down train losing control of his engine in approaching station; driver and guard injured. |
| | " 16 | North Melbourne ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | Man run over and killed while crossing line at North Melbourne crossing. |
| | August 20 | North-Eastern Line | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | Man run over and killed while trespassing on line near Wandong. |
| | " 23 | Flinders-street Station | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | Young man burnt in lamp room, Flinders-street station, and died at hospital from injuries received. |
| | " 25 | Seymour Station ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | Employé injured while shunting at Seymour station. |
| | " 30 | Brighton Line ... | 4 | 39 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Accident at Jolimont through tyre of wheel breaking; three persons killed on the spot, and one died subsequently at the hospital from injuries received. |
| | Sept 26 | North-Eastern Line | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | Porter knocked down and foot severely injured while shunting at Everton station. |
| | October 1 | Melbourne Yard ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | Fireman killed while attempting to cross the line in front of a train. |
| | " 2 | Horsham Station ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | Lad killed by being crushed between some trucks at Horsham station, with which he and some other boys were meddling. |
| | " 7 | Caulfield Station ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | Contractor's employé crushed between two trucks while shunting at Caulfield station. |
| | " 11 | North-Eastern Line | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | Platelayer run over and killed near Craigieburn station. |
| | " 18 | Williamstown Line ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Lad fell from platform of American carriage while train was in motion, and was killed. |
| | Nov. 2 | Williamstown Line ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | Man found dead on the line near the Saltwater River bridge. |
| | " 4 | Windsor Station ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Lady injured while attempting to get into train at Windsor station. |
| | " 12 | Gippsland Line ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | Platelayer jumped off engine while in motion, and falling, his hand was cut off by train passing over it. |
| | " 14 | Geelong Line ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | Man was knocked down and injured while trespassing on the line, and subsequently died at the hospital. |
| | " 18 | Colac Line ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | Gatekeeper knocked down and killed by a train while opening his gate. |
| | " 19 | Melbourne Station ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | Bale of wool fell on a laborer at No. 2 shed and injured him. |
| | " 24 | Flinders-street Station | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | Porter had his finger jammed between coupling and draw bar. |
| | " 24 | Main Line ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | Gatekeeper run over and injured while opening his gate between Sandhurst and Kangaroo Flat. |
| | Dec. 2 | Flinders-street Station | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | Laborer injured in attempting to jump on truck being shunted. |
| | " 5 | Footscray Station ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | Gatekeeper, in endeavoring to open his gates, was knocked down and killed by a passing train. |
| | " 14 | Balaclava Station ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Lady injured through getting out of train before it stopped at station platform. |
| | " 16 | Graving Dock Pier ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | Laborer crushed between two trucks being shunted. |
| | " 22 | Footscray Station ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Passenger killed while jumping from a train while in motion. |
| | " 26 | Sandridge Pier ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | Laborer crushed between two trucks while shunting. |
| | | Totals ... | 4 | 46 | 4 | 4 | ... | 1 | 14 | 10 | 3 | ... | 8 | 2 | 1 | 1 | | |

Secretary's Office,
13th June 1882.

P. P. LABERTOUCHE, Secretary.

VICTORIAN RAILWAYS.

No. 23.

RETURN of Accidents and Injuries to Life and Limb, from the Opening of the Lines for Traffic to 31st December 1881.

| Year. | Passengers Killed or Injured. | | | | Servants of the Department or of Contractors Killed or Injured. | | | | Persons Killed or Injured at Crossings. | | Trespassers. | | Miscellaneous. | | Total. | |
|-----------|---------------------------------------|----------|---|----------|---|----------|---|----------|---|----------|--------------|----------|----------------|----------|---------|----------|
| | From causes beyond their own control. | | From their own misconduct or want of caution. | | From causes beyond their own control. | | From their own misconduct or want of caution. | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | | | | | | | |
| 1859 | ... | ... | ... | ... | 1 | ... | 2 | ... | ... | ... | 3 | ... | ... | ... | 6 | ... |
| 1860 | ... | 1 | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 |
| 1861 | ... | ... | ... | ... | ... | ... | 3 | 2 | ... | ... | ... | ... | ... | ... | 3 | 2 |
| 1862 | ... | 19 | ... | ... | ... | 1 | 4 | 8 | 1 | 1 | 1 | 1 | ... | 1 | 6 | 31 |
| 1863 | ... | 2 | ... | 1 | 1 | ... | 5 | 5 | ... | ... | 3 | 2 | ... | ... | 9 | 10 |
| 1864 | ... | ... | ... | ... | ... | ... | 1 | 7 | ... | ... | ... | 1 | ... | 1 | 1 | 9 |
| 1865 | ... | ... | ... | ... | ... | ... | 1 | 18 | ... | ... | 4 | 1 | ... | ... | 5 | 19 |
| 1866 | ... | ... | ... | ... | 1 | 1 | 2 | ... | ... | ... | 1 | 1 | ... | ... | 4 | 2 |
| 1867 | ... | ... | ... | ... | ... | 3 | 1 | 5 | ... | ... | ... | 1 | ... | ... | 1 | 9 |
| 1868 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | 2 | ... |
| 1869 | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | 1 | ... | 1 | ... | 4 | ... |
| 1870 | ... | ... | ... | ... | ... | 4 | 1 | ... | ... | ... | 1 | ... | ... | ... | 2 | 4 |
| 1871 | ... | ... | ... | ... | ... | ... | 2 | 1 | ... | ... | 2 | 1 | 2 | 1 | 6 | 3 |
| 1872 | ... | 28 | ... | 2 | ... | 1 | ... | 1 | ... | ... | 3 | ... | ... | ... | 3 | 32 |
| 1873 | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | 1 |
| 1874 | ... | ... | ... | ... | 4 | ... | ... | 1 | 1 | ... | 4 | ... | 1 | ... | 10 | 1 |
| 1875 | ... | ... | ... | ... | ... | 6 | 6 | 1 | ... | ... | 4 | 1 | 1 | ... | 11 | 8 |
| 1876 | ... | 1 | ... | 1 | 3 | 4 | 10 | 15 | 2 | ... | 6 | 5 | 2 | 1 | 23 | 27 |
| 1877 | ... | 36 | 1 | ... | 3 | 3 | 10 | 5 | ... | 1 | 8 | 2 | ... | 2 | 22 | 49 |
| 1878 | ... | 22 | ... | 3 | ... | 6 | 7 | 5 | 2 | ... | 6 | 1 | 1 | 3 | 16 | 40 |
| 1879 | ... | 7 | ... | 2 | 1 | 11 | 8 | 20 | 2 | 3 | 9 | 1 | 1 | 1 | 21 | 45 |
| 1880 | ... | 5 | ... | ... | ... | 1 | 7 | 7 | 3 | 2 | 6 | 3 | 2 | 2 | 18 | 20 |
| 1881 | 4 | 46 | 4 | 4 | ... | 1 | 14 | 10 | 3 | ... | 8 | 2 | 1 | 1 | 34 | 64 |
| Total ... | 4 | 167 | 5 | 14 | 14 | 42 | 86 | 112 | 14 | 7 | 72 | 23 | 12 | 13 | 207 | 378 |

P. P. LABERTOUCHE,
Railway Department, Accountant's Office,
1st June 1882.

Secretary.

GEO. T. A. LAVATER,
Accountant.