

1883.

—
VICTORIA.

VICTORIAN RAILWAYS.

REPORT

OF THE

BOARD OF LAND AND WORKS

FOR THE YEAR ENDING 31ST DECEMBER,

1882.

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

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R E P O R T.

RAILWAY DEPARTMENT,

Melbourne, 1st October, 1883.

To His Excellency the Governor in Council.

MY LORD,

I have the honour to submit for the information of Your Excellency the Report of the Department of Railways on the transactions of that branch of the Public Service during the year 1882.

Attached to the Report will be found the usual Appendix, containing complete accounts and returns of the cost of construction of the various lines to the close of the year under review, together with the Revenue and Expenditure on working, and other information, to which Your Excellency's attention is respectfully directed.

DEBENTURE CAPITAL.

The Act 45 Vict. No. 717, authorizing the raising of a further Loan for Railways and other purposes, was passed, as stated in Report for 1881, in December of that year. This Loan not having been raised prior to the 31st December, 1882, the amount of Debenture Capital was, at that date, £17,943,560, including a sum of £271,100, unredeemed balance of the Hobson's Bay Railway Debentures taken over by the Government with the lines at the time of their purchase.

The interest payable annually amounts to £923,640, and towards this the net revenue derived from working the lines contributed £682,479, leaving a balance to be met by the Consolidated Revenue of £241,161, less the amount of interest, derived from the unexpended balances of the Loan raised under Act No. 608, lying to the credit of the Government in the Associated Banks, and which amounted during the year to about £50,000.

This would leave £191,161 as the actual amount paid from the Consolidated Revenue for interest on Debentures in excess of the net receipts from working, against £84,181 in the previous year. In other words, the year 1882 closed with a less productive result than the year 1881 by no less than £106,980.

This is to be attributed to the large amounts paid as compensation for injuries sustained by persons in the Windsor and Hawthorn accidents. The amount debited to the working expenditure of 1882 on account of these casualties was over £113,000, but there is little doubt, when the claims for compensation are all settled, that this amount will be largely exceeded.

The Revenue derived from working the lines in 1882, after paying all working expenses of every kind, was equal to 3·80 per cent. on the Debenture Capital raised on Loans, and 3·46 per cent. on the total cost of construction of the lines, rolling-stock, &c., or, eliminating the amount expended on works still in progress and not open for traffic, 3·56 per cent.

CAPITAL ACCOUNT.

The expenditure on construction and purchase of lines of railway, inclusive of rolling-stock, amounted at 31st December last to £19,746,915 7s. 5d.

The expenditure during the year totalled £1,143,085 1s. 3d., the details of which are as follows:—

<i>General Construction.</i>				£	s.	d.
Yarra Bank Workshops	...	...	£1,115	19	9	
Williamstown	„	...	732	6	0	
Newport	„	...	15,906	6	0	
Machinery and Tools	...	...	2,226	19	11	
Exhibition Annexes	...	...	395	19	8	
Kensington Hill Works	...	...	17,609	14	3	
Cost of Inquiry (Engineering Branch)	...	...	2,204	15	8	
Sundries	...	...	4,727	4	1	
				44,919	5	4

<i>Rolling-stock.</i>				£	s.	d.
Engines	...	...	£143,618	8	1	
Carriages, Wagons, &c.	...	...	32,065	13	6	
Continuous Brakes	...	...	2,926	7	1	
				178,610	8	8

<i>Northern System.</i>				£	s.	d.
Melbourne Terminus	...	...	£30,744	6	4	
Melbourne to Sandhurst	...	...	10,682	7	6	
Sandhurst to Echuca	...	...	2,892	4	6	
Lancefield Junction to Lancefield	...	...	4,608	19	5	
Carlsruhe to Daylesford	...	...	9,885	8	7	
Castlemaine to Dunolly	...	...	1,827	18	10	
Dunolly to St. Arnaud...	...	...	2,096	2	10	
St. Arnaud to Donald	...	...	52,834	19	3	
Ballarat to Maryborough	...	...	4,895	19	2	
Ballarat Racecourse Branch	...	...	448	19	11	
Maryborough to Avoca	...	...	319	12	0	
Sandhurst to Inglewood	...	...	402	3	7	
Inglewood to Charlton	...	...	67,504	17	8	
Eaglehawk to Kerang	...	...	51,098	10	4	
Charlton to Wycheproof	...	...	16,619	7	11	
Korong Vale to Boort	...	...	18,229	16	7	
Castlemaine to Maldon	...	...	6,179	15	8	
Footscray to Bacchus Marsh	...	...	1,983	8	6	
				283,254	18	7

<i>Western System.</i>				£	s.	d.
Footscray to Williamstown	...	...	£3,915	7	0	
Newport to Geelong	...	...	1,919	3	7	
West Geelong to Ballarat	...	...	4,238	6	5	
Geelong to Queenscliff	...	...	1,840	0	11	
Geelong to Colac (including Racecourse Branch)	...	...	9,519	10	2	
Warrenheip to Gordons	...	...	3,426	3	8	
Ballarat to Ararat	...	...	3,314	8	7	
Ararat to Stawell	...	...	3,378	11	1	
Stawell to Horsham	...	...	2,505	18	3	
Horsham to Dimboola	...	...	41,309	8	11	
Ararat to Hamilton	...	...	4,476	1	10	
Hamilton to Portland	...	...	1,118	15	6	
Branxholme to Casterton	...	...	14,788	0	6	
Ballarat to Scarsdale	...	...	9,420	16	5	
Colac to Camperdown	...	...	37,446	19	5	
				142,617	12	3

<i>North-Eastern System.</i>				£	s.	d.
Essendon Junction to Essendon (including Racecourse Line) ...	...	...	£14,032	15	10	
Essendon to Wodonga ...	...	...	26,467	0	10	
Mangalore to Shepparton ...	...	...	7,548	8	7	
Toolamba to Tatura ...	...	...	1,137	5	2	
Wangaratta to Beechworth ...	...	...	795	11	6	
Springs to Wahgunyah ...	...	...	1,048	3	1	
Shepparton to Numurkah ...	...	...	10,102	0	8	
Benalla to St. James ...	...	...	16,249	15	5	
Everton to Myrtleford ...	...	...	13,050	8	1	
Tallarook to Yea ...	...	...	2,108	1	6	
North Melbourne to Coburg ...	...	...	29,444	11	4	
Wodonga to the Murray ...	...	...	15,643	14	0	
						137,627 16 0

<i>Eastern System.</i>				£	s.	d.
Spencer and Flinders streets Connexion ...	...	...	£1,446	8	8	
South Yarra to Oakleigh ...	...	...	28,152	7	4	
Oakleigh to Sale ...	...	...	18,587	4	11	
Hawthorn to Lilydale ...	...	...	100,949	3	0	
Caulfield to Frankston ...	...	...	61,592	12	9	
Traralgon to Heyfield ...	...	...	28,557	16	4	
Morwell to Mirboo ...	...	...	2,490	14	4	
Richmond to Alphington ...	...	...	5,066	18	10	
M. and H. B. Railway ...	...	...	101,207	13	11	
						348,051 0 1
Preliminary Surveys ...	...	...	20,346	10	4	
Less charged to Lines now constructed ...	...	...	609	3	3	
						19,737 7 1
						1,154,818 8 0
Less Exchange and Discount Account (1881) on remittances to Agent-General, for purchase of rails, &c., charged to Lines now constructed ...	...	...				11,733 6 9
Total ...	...	...				£1,143,085 1 3

ROLLING-STOCK.

Under this head an expenditure was incurred during the year, for additions, amounting to £178,610 8s. 8d.

This was spent as follows:—

For Engines ...	...	...	£143,618	8	1
„ Carriages, Wagons, &c ...	...	...	32,065	13	6
„ Continuous Brakes ...	...	...	2,926	7	1

The following additional rolling-stock was completed and brought into use in 1882:—

<i>Engines.</i> —Passenger ...	...	...	4
Goods ...	...	...	14
Total ...	...	...	18

<i>Carriages.</i> —1st Class	...	...	7	
2nd Class	...	...	2	
Composite	...	...	32	
Compo. Brake Vans	...	...	17	
Total	...	...	—	58
<i>Wagons.</i> —Low-sided	...	...	7	
Hopper, Coal	...	...	8	
Refrigerating	...	...	3	
Medium	...	...	285	
Ballast	...	...	18	
Powder Vans	...	...	1	
Total	...	...	—	322
<i>Other Vehicles.</i> —Brake Vans	...	...	16	
Mail	...	...	4	
Total	...	...	—	20
Total Number	...	...	...	418

There were also ordered or in progress of construction, at the close of the year, the undermentioned additional stock :—

<i>Engines.</i> —Passenger	...	...	24	
Goods	...	...	59	
Total	...	...	—	83
<i>Carriages.</i> —1st Class	...	...	95	
2nd Class	...	...	155	
Composite	...	...	60	
„ Brake Vans	...	...	11	
Total	...	...	—	321
<i>Steam Car (Rowan's)</i>	...	...	...	1
<i>Wagons.</i> —Low-sided	...	...	94	
Refrigerating	...	...	4	
Medium	...	...	1,191	
Cattle	...	...	100	
Sheep	...	...	20	
Ballast	...	...	113	
Total	...	...	—	1,522
<i>Other Vehicles.</i> —Brake Vans	...	...	39	
Horse-boxes	...	...	10	
Carriage Trucks	...	...	10	
Total	...	...	—	59
Total Number	...	...	...	1,986

The amount of work done by each class of the rolling-stock during the past year may be summed up as follows :—

There were at the close of the year 228 engines, running an average of 22,234 train miles each, exclusive of shunting and piloting, which would give 5,300 more miles, or, altogether, 27,534 miles per engine. This shows an average mileage travelled per engine of 75 miles for every day in the year.

The additions to the passenger-carrying stock have had the effect of reducing the mileage run per vehicle, while the large increase in the passenger traffic has more than kept pace with the increased stock, each vehicle having carried on the average over 1,500 more passengers during the year 1882 than in 1881.

It is satisfactory to add that this has been attended by an increase in the revenue derived directly from passenger fares amounting to £58,556.

The following table shows the number of each class of rolling-stock, and the work it has performed during each of the last four years :—

Year.	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	1,199	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
1882	1,355	228	0·168	22,234	538	0·397	9,423	42,094	3,869	2·855	1,310	435

CONSTRUCTION OF NEW LINES.

In the Appendix to this Report will be found the Report of the Engineer-in-Chief, setting forth the lines completed and opened for traffic during 1882, also the further extensions which were commenced during the same period, the former showing a length, added for traffic, of $108\frac{1}{4}$ miles, and the latter of $241\frac{1}{2}$ miles.

The extensions commenced, and which were let by contract, were divided into two classes, viz., "Country," and "Suburban and Special" lines. Under the Act No. 682, authorizing the construction of these lines, the rate per mile fixed by Parliament, exclusive of equipment with rolling-stock, was for the Country lines £3,725, and for the Suburban, &c., £9,452.

The length of Country lines contracted for during the year was $232\frac{1}{2}$ miles, and the Suburban 9 miles.

The rate at which the contracts were let for their construction was for the former, £2,274, and for the latter, £11,338 per mile.

The work comprised in these contracts included the following :—

- Fencing and clearing the line.
- Earthwork in cuttings, embankments, drains, station grounds, surface forming, &c.
- Bridges and culverts.
- Sleepers.
- Laying the permanent way.
- Road deviations, &c.
- Level crossings and gates.
- Construction of station platforms, &c.
- Ballasting, &c., &c.

There still remained the following works and services to be provided for out of the balance per mile of the amounts set apart by the Act :—

- Cost of surveys.
- „ office and field engineering, supervision, &c.
- „ land purchased, and compensation for severance or other injury to same.
- „ rails and fastenings for permanent way, sidings, and station yards, and carriage of same from Melbourne to works.
- „ points and crossings.
- „ passenger and goods stations, including quarters for station-masters.
- „ cottages for gatekeepers.
- „ station furniture, scales, clocks, ticket cabinets, &c.
- „ water supply, tanks, reservoirs, pipes, &c.
- „ platelayers' tools.
- „ signals (interlocking and ordinary).
- „ turntables.
- „ telegraphic communication.
- „ law costs.
- „ printing and advertising, &c., &c.

A perusal of the foregoing list of requirements, in addition to those included in the original contracts which were let for the construction of the line, must convince the most sceptical that either the amount per mile fixed by Parliament is much too small, or that a radical change in the matter of railway construction must be initiated for future lines. If it be intended to extend railway communication to the outlying provinces on any large scale, it is evident that, to be able to do so, our lines must be constructed upon some more economical plan than obtains at present.

Under the system now in vogue, it seems an utter impossibility to complete even the cheapest Country lines much under about £4,500 per mile, exclusive of rolling-stock, while in any locality wherever the slightest engineering works in addition are required, £5,000 per mile is the least that can be safely quoted as the minimum cost.

At these rates it is evident that it is impossible to increase the railway accommodation to the Country districts to any extent without adding largely to our already heavy liabilities on railway account.

REVENUE ACCOUNT.

The Revenue of the Department has again manifested a satisfactory increase, the gross amount earned being in excess of that for 1881 by £115,869 11s. 5d.

The additional mileage opened for traffic during the year was 108 $\frac{1}{4}$ miles, but the average length for the whole year was 52 $\frac{3}{4}$ miles only.

This was distributed as follows :—

Northern system	...	...	...	35 miles.
Western	„	...	...	10 $\frac{3}{4}$ „
Eastern	„	...	...	7 „
Total	...	...	...	52 $\frac{3}{4}$ miles.

The total revenue for the year was £1,781,078 1s. 10d., and the expenditure £1,098,599 3s. 3d., the balance of profit on working being £682,478 18s. 7d.

The particulars of the items of revenue and expenditure, as compared with those of the previous year, are shown in the following tables :—

REVENUE.

—	1881. (Average miles open 1,215.)		1882. (Average miles open 1,299 $\frac{1}{2}$.)		Increase.		Decrease.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Passengers	654,930	10 11	713,486	8 11	58,555	18 0	...	...
Parcels, &c.	37,482	3 5	41,214	12 3	3,732	8 10	...	...
Horses, Carriages, and Dogs	11,549	14 0	13,532	11 1	1,982	17 1	...	...
Mails	36,546	2 2	38,228	15 7	1,682	13 5	...	...
Rents	22,640	7 0	22,604	7 8	...	...	35	19 4
Miscellaneous	7,467	9 7	6,643	13 11	...	...	823	15 8
Live Stock	76,613	11 4	84,549	8 8	7,935	17 4	...	...
Goods	817,978	12 0	860,818	3 9	42,839	11 9	...	...
	1,665,208	10 5	1,781,078	1 10	...	...	859	15 0
	Balance—Net Increase		...	...	...	...	115,869	11 5
					116,729	6 5	116,729	6 5

EXPENDITURE.

	1881.						1882.						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	219,598	17	4	0	11'38	13'19	244,625	11	8	0	11'58	13'73	25,026	14	4	...		
Loco. Charges	256,989	8	9	1	1'31	15'43	284,712	17	4	1	1'47	15'99	27,723	8	7	...		
Traffic „	412,336	2	6	1	9'36	24'76	544,886	3	7	2	1'79	30'59	132,550	1	1	...		
General „	24,647	8	6	0	1'27	1'48	24,374	10	8	0	1'17	1'37	...			272 17 10		
	913,571	17	1	3	11'32	54'86	1,098,599	3	3	4	4'01	61'68	...			272 17 10		
	Balance—Net Increase												185,027	6	2	
													185,300	4	0	185,300	4	0

The balance of profit on working, after bringing to account all expenditure and liabilities, was, I regret to state, less than that for 1881 by £69,157 14s. 9d., a result brought about by the enormous sums paid for accidents.

NORTHERN SYSTEM.

The extensions to the lines comprised under this system were as follow :—

St. Arnaud and Donald line	...	...	...	23 $\frac{3}{4}$ miles
Inglewood and Korong Vale line	...	...	...	20 „
Eaglehawk and Kerang line	...	...	...	13 $\frac{1}{4}$ „
Total	...	...	...	57 miles.

This length, added to that open for traffic at 31st December, 1881, gives the total mileage of this system as 420 $\frac{1}{4}$ miles.

But as this additional mileage was not open for the whole year, the average added length was only 35 miles, and the total length of this system for 1882 averaged 398 $\frac{1}{4}$ miles only.

As will be seen from the following comparative statement, the increase which took place in 1881 over 1880 was not maintained in 1882, the gross earnings being less than in 1881 by £11,258 10s. 5d. This decrease took place in the receipts from the merchandise traffic, which were less by £18,614 17s. 10d.; those from passengers having increased by £5,533 16s. 11d. With the exception of those from carriage of parcels, which show an increase of £1,496 5s. 6d., all the other items remained stationary or nearly so :—

REVENUE.

	1881.			1882.			Increase.			Decrease.			
	(Average Miles open 355.)			(Average Miles open 398 $\frac{1}{4}$.)									
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
Passengers	164,848	10	0	170,382	6	11	5,533	16	11	...			
Parcels, &c.	11,186	6	1	12,682	11	7	1,496	5	6	...			
Horses, Carriages, and Dogs	3,561	9	10	3,548	19	2	...			12	10	8	
Mails	8,788	12	0	9,065	3	8	276	11	8	...			
Rents	5,659	6	3	5,597	11	11	...			61	14	4	
Miscellaneous	3,710	14	10	3,683	18	4	...			26	16	6	
Live Stock	29,039	1	9	29,189	16	7	150	14	10	...			
Goods	318,704	12	5	300,089	14	7	...			18,614	17	10	
	545,498	13	2	534,240	2	9	7,457	8	11	...			
	Balance—Net Decrease						...	11,258	10	5	...		
							18,715	19	4	18,715	19	4	

The fluctuations in the revenue on this system will be better seen from the subjoined statement of the earnings per average line mile for the last five years:—

Year.	Mileage.	Revenue.	Per average Mile open.
		£	£
1878	295 $\frac{3}{4}$	512,953	1,734
1879	324	492,729	1,521
1880.	342 $\frac{1}{2}$	498,367	1,455
1881	355	545,499	1,536
1882	398 $\frac{1}{4}$	534,240	1,341

The number of passengers carried exceeded those of the previous year by 116,310. The increase of tonnage of goods and live stock was respectively 21,338 and 1,422 tons.

The expenditure was £264,388 4s. 6d. or 49·49 per cent. of the receipts, or 2·98 more than in 1881. As will be seen by the following, the increase was distributed over all branches of the expenditure except the general charges:—

EXPENDITURE.

—	1881.					1882.					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 ...	64,676	13	8	0	10·91	11·86	65,858	7	4	0	10·84	12·34	1,181	13	8	...		
Loco. Charges	80,263	1	4	1	1·54	14·71	81,260	12	2	1	1·38	15·22	997	10	10	...		
Traffic „ ...	100,952	19	10	1	5·02	18·51	109,918	2	7	1	6·09	20·58	8,965	2	9	...		
General „ ...	7,805	10	5	0	1·32	1·43	7,351	2	5	0	1·21	1·35	...	454	8	0		
	253,698	5	3	3	6·79	46·51	264,388	4	6	3	7·52	49·49	...	454	8	0		
	Balance—Net Increase										...	...	10,689	19	3	
											11,144	7	3	11,144	7	3

The item of maintenance has slightly increased, in proportion to the revenue earned, being equal to 12·33 per cent., as against 11·86 in 1881; but the cost per train mile run is rather less. The locomotive charges show a similar result. The increase in the traffic charges is accounted for by the increased cost of the working staff and that of repairs to carriages. The details of the train miles run, number of passengers and tons of goods carried, together with the details of the revenue and expenditure, will be found in Return No. 10 attached to this Report.

The cost of this system, including its proportion of rolling-stock, was £8,331,060, and on this the net revenue earned gave a return of 3·24 per cent.

WESTERN SYSTEM.

The additions to this system consisted of the extension from Horsham to Dimboola, a distance of 21 $\frac{1}{4}$ miles, making the total mileage open for traffic at 31st December 455 $\frac{3}{4}$ miles. The average length open for the year was 445 $\frac{1}{4}$ miles.

There was a substantial increase in all the principal branches of traffic on this system during the year, the excess received over the revenue of 1881 being £49,585 8s. 1d.

A comparative statement of the traffic for the two years is shown in the following:—

REVENUE.

	1881. (Average Miles open 434½.)			1882. (Average Miles open 445½.)			Increase.			Decrease.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Passengers	188,237	17	7	196,353	18	5	8,116	0	10	...	...	...
Parcels, &c.	12,818	12	11	13,864	4	11	1,045	12	0	...	...	...
Horses, Carriages, and Dogs	3,798	15	4	4,336	11	6	537	16	2	...	...	...
Mails	12,808	1	6	12,633	0	2	...	...	...	175	1	4
Rents	5,586	17	9	5,912	7	2	325	9	5	...	...	...
Miscellaneous	2,541	0	2	1,902	1	7	...	...	...	638	18	7
Live Stock	8,139	4	5	15,977	1	0	7,837	16	7	...	...	...
Goods	222,160	2	4	254,696	15	4	32,536	13	0	...	...	...
	456,090	12	0	505,676	0	1	...	...	...	813	19	11
Balance—Net Increase ...							...	...	...	49,585	8	1
							50,399	8	0	50,399	8	0

The increase in the number of passengers was 636,050, and in tonnage of goods and live stock carried 112,727 and 5,252 tons respectively.

The expenditure increased by £22,554 19s. 9d., and the balance of revenue, after paying all working expenses, was £221,756 8s. 2d.

A comparative statement of the expenditure for the last two years is here subjoined:—

EXPENDITURE.

	1881.			1882.			Increase.			Decrease.						
	Amount.		Cost per Train Mile.	Amount.		Cost per Train Mile.	Per Cent. to Revenue.		Per Cent. to Revenue.							
	£	s.	d.	s.	d.	£	s.	d.	s.	d.	£	s.	d.			
Maintenance	79,433	5	3	1 2'43	17'42	73,951	7	4	1 0'39	14'62	...	5,481	17	11		
Loco. Charges	72,771	11	1	1 1'22	15'96	78,255	12	6	1 1'11	15'47	5,484	1	5	...		
Traffic „	102,631	6	1	1 6'64	22'50	124,759	2	0	1 8'91	24'68	22,127	15	11	...		
General „	6,528	9	9	0 1'18	1'43	6,953	10	1	0 1'16	1'38	425	0	4	...		
	261,364	12	2	3 11'47	57'31	283,919	11	11	3 11'57	56'15	...	5,481	17	11		
Balance—Net Increase ...											...	22,554	19	9
											28,036	17	8	28,036	17	8

The increase of business on this system has, it will be observed, been followed by a decrease in the rate of working, which fell, in 1882, to 56'15 per cent., as against 57'31 in 1881 and 60'31 in 1880.

The cost of this system at 31st December last was £5,832,242, and on this the net revenue paid 3'80 per cent.

NORTH-EASTERN SYSTEM.

No additions to this system were opened for traffic during the year, and the mileage still remains the same as at close of last year, viz., 296½ miles.

The cost of the system, including its proportion of new rolling-stock, has, however, been considerably augmented by new lines still in progress and additions to the existing lines and works. These have added £171,687 to the capital account, without as yet developing any new sources of traffic.

Notwithstanding this, and the fact that the working expenses rose from 43·22 in 1881 to 44·33 per cent. in 1882 of the revenue, the profit on working was equal to 8·22 per cent. on the total capital cost of £2,636,123.

The revenue again showed an increase, though not in so marked a degree as in either 1880 or 1881, when the increase was, in the former year, £74,791, and in the latter £41,690.

The following statement shows the total revenue to have reached £389,354 os. 5d., being an increase during last year of £21,938 6s. 9d., which would doubtless have been greater but for the decrease in the live stock traffic, consequent upon the drought, which for a time paralyzed the cattle traffic in the districts served by this system :—

REVENUE.

	1881.			1882.			Increase.			Decrease.		
	(Average Miles open 282½.)			(Average Miles open 286½.)								
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Passengers	113,217	14	6	128,429	8	7	15,211	14	1	...	...	...
Parcels, &c.	8,473	2	8	9,137	14	10	664	12	2	...	...	...
Horses, Carriages, and Dogs	3,197	16	9	4,038	16	4	840	19	7	...	...	...
Mails	10,410	18	8	11,746	16	0	1,335	17	4	...	...	...
Rents	4,083	9	11	3,987	14	0	...	...	...	95	15	11
Miscellaneous	418	4	3	261	5	0	...	...	...	156	19	3
Live Stock	25,909	1	9	21,282	2	10	...	...	...	4,616	18	11
Goods	201,715	5	2	210,470	2	10	8,754	17	8	...	...	...
	367,425	13	8	389,354	0	5	...	...	...	4,869	14	1
Balance—Net Increase ...							...	...	...	21,938	6	9
							26,808	0	10	26,808	0	10

The expenditure on working equalled 44·33 per cent. of the gross receipts, an increase of 1·11 per cent. upon that of the previous year, but calculated on the basis of the work performed, as represented by the train miles run, at a slightly less cost. The following shows the particulars :—

EXPENDITURE.

	1881.						1882.						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	33,332	19	3	0	8·79	9·08	37,695	4	10	0	9·08	9·69	4,362	5	7	...	...	...
Loco. Charges	49,501	6	6	1	1·05	13·47	56,495	7	3	1	1·61	14·51	6,994	0	9	...	...	...
Traffic "	70,715	2	6	1	6·65	19·24	73,043	2	6	1	5·59	18·76	2,328	0	0	...	...	...
General "	5,259	8	3	0	1·39	1·43	5,350	1	10	0	1·28	1·37	90	13	7	...	...	...
	158,808	16	6	3	5·88	43·22	172,583	16	5	3	5·56	44·33						
Balance—Net Increase ...													...	...	...	13,774	19	11
													13,774	19	11	13,774	19	11

The increase in passengers was 247,524.

The tonnage of merchandise carried in excess of 1881 was 26,897 tons, while in live stock there was a decrease of 550 tons.

EASTERN SYSTEM.

This system was extended during the year, as under:—

Hawthorn to Lilydale	20 $\frac{1}{4}$ miles.
Mordialloc to Frankston	9 $\frac{3}{4}$ "
Total	30 miles.

The average added mileage was 7 miles, making the average length of this system, for 1882, 143 miles.

The revenue returns on this system continue to increase rapidly, as the following comparison between the years 1881-2 will show:—

REVENUE.

—	1881. (Average Miles open 126 $\frac{1}{2}$.)			1882. (Average Miles open 143.)			Increase.			Decrease.			
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
Passengers	43,254	6	1	62,897	18	0	19,643	11	11	...	...	...
Parcels, &c.	3,871	1	5	4,418	9	7	547	8	2	...	...	...
Horses, Carriages, and Dogs	844	0	4	1,466	13	4	622	13	0	...	...	...
Mails	4,173	10	0	4,418	15	9	245	5	9	...	...	...
Rents	1,329	1	3	1,178	15	3	...	...	...	150	6	0
Miscellaneous	213	14	1	131	12	11	...	...	...	82	1	2
Live Stock	13,511	8	5	18,080	8	3	4,568	19	10	...	...	...
Goods	32,388	12	11	45,124	7	1	12,735	14	2	...	...	...
	99,585	14	6	137,717	0	2	...	...	...	232	7	2
	Balance—Net Increase	38,131	5	8
							38,363	12	10	38,363	12	10	

It will be seen, however, by reference to the expenditure, that there was against this increase of revenue of £38,131 5s. 8d. an increase in the former of £29,281 11s. 1d., leaving the profit on working £8,849 14s. 7d. only, over that of the year 1881:—

EXPENDITURE.

—	1881.			1882.			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	17,088	4 0 0	9.99	25,178	12 9 0	10.39	8,090	8	9	...	...	...
Loco. Charges	18,859	3 10 0	11.02	28,277	18 2 0	11.66	9,418	14	4	...	...	...
Traffic "	25,145	16 1 1	2.70	36,424	17 2 1	3.02	11,279	1	1	...	...	...
General "	1,413	8 8 0	0.83	1,906	15 7 0	0.79	493	6	11	...	...	...
	62,506	12 7 3	6.54	91,788	3 8 3	1.86	29,281	11	1	...	...	...

The cost of the additions to the existing lines on this system, and the extensions of new lines, added to the capital cost during 1882 no less than £285,422, including rolling-stock.

On the total cost of construction (£1,425,545) the net revenue gave a result equal to 3.22 per cent., or slightly less than in 1881, the working expenses having risen from 62.77 to 66.65 per cent. The increase of expenditure has taken place in every branch, as may be seen from a comparison between Return No. 13 in the Appendix and the corresponding return attached to last year's Report.

The opening of the Hawthorn and Lilydale and Caulfield and Frankston lines has added to this system a considerable amount of suburban traffic, and this has, so

far, added largely to the expenditure with no corresponding increase in the revenue derived from the traffic on these additional lengths.

The number of passengers carried in 1882 was 1,503,298, as against 525,483 in 1881, or an increase of 977,815.

SOUTH SUBURBAN LINES.
(Late Hobson's Bay Railway Company.)

The revenue from these lines continues to increase steadily, an amount having been earned in excess of 1881 totalling from all sources of traffic £17,483 1s. 4d.

The particulars for the two years are shown in the following table:—

		REVENUE.															
		1881.				1882.				Increase.				Decrease.			
		(Miles open 16½.)				(Miles open 16½.)											
		£		s. d.		£		s. d.		£		s. d.		£		s. d.	
Passengers	...	145,372	2	9	155,422	17	0	10,050	14	3	...	...	...	...	...	...
Parcels, &c.	...	1,133	0	4	1,111	11	4	...	...	...	21	9	0	...	...	...
Horses, Carriages, and Dogs	...	147	11	9	141	10	9	...	...	...	6	1	0	...	...	...
Mails	...	365	0	0	365	0	0	...	...	...	...	...	...	...	...	...
Rents	...	5,981	11	10	5,927	19	4	...	...	...	53	12	6	...	...	...
Miscellaneous	...	583	16	3	664	16	1	80	19	10	...	...	...	...	...	...
Live Stock	...	14	15	0	20	0	0	5	5	0	...	...	...	...	...	...
Goods	...	43,009	19	2	50,437	3	11	7,427	4	9	...	...	...	...	...	...
		196,607 17 1				214,090 18 5				...				81 2 6			
Balance, Net Increase					17,483 1 4			
										17,564 3 10				17,564 3 10			

It will be seen from the foregoing that the additional revenue received from the passenger traffic was £10,050 14s. 3d.

The number of passengers carried above that of 1881 was 1,695,720, and calculated on this number the extra revenue earned was equal to 1·42d. per journey only. A very large proportion of the additional passengers carried were new periodical ticket holders, and these are all calculated as two journeys per day, viz., one up and one down journey. This does not, however, represent the real state of the case, as most periodical ticket holders average more than two journeys per day; and having this fact in view, it is evident that the passenger journeys made in 1882 in excess of those in 1881 must have been in reality more than the number above stated.

This would reduce the receipts per journey in proportion, and as the average length travelled by passengers on these lines is about 4 miles, it follows that the extra receipts from this source were but little over a farthing per mile per passenger.

EXPENDITURE.

		1881.						1882.						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.				
Maintenance		25,067	15 2 0	10·59	12·75	41,941	19 5 1	4·75	19·59	16,874	4 3	...	...	...	...
Loco. Charges		35,594	6 0 1	3·03	18·11	40,423	7 3 1	4·15	18·88	4,829	1 3	...	...	...	...
Traffic	„	112,890	18 0 3	11·69	57·42	200,740	19 4 6	8·19	93·77	87,850	1 4	...	...	...	...
General	„	3,640	11 5 0	1·54	1·85	2,813	0 9 0	1·12	1·31	...	...	827	10 8	...	...		
		177,193 10 7		6 2·85	90·13	285,919 6 9		9 6·21	133·55	...			827 10 8						
Balance Net Increase		...		...	...	...		...	...	...			108,725 16 2		
										109,553 6 10			109,553 6 10						

The expenditure for the year as above shown totalled £285,919 6s. 9d., being £71,828 8s. 4d. in excess of the receipts. This result is, as previously stated, due to the large amounts paid for compensation for injuries to passengers by the Windsor and Hawthorn collisions. The compensation paid on account of the former amounted to £18,207, and on account of the latter a sum of £95,000 was debited to the expenditure of the year as a liability. As, however, subsequent events have disclosed the fact that the payments on account of the Hawthorn accident will not be much under £120,000, it follows that the actual loss on working these lines will be greater by about £25,000 than is shown on the balance-sheet. An examination of the details of the expenditure for the two years 1881 and 1882 further shows that, eliminating the cost of the Jolimont accident in the former year, and of the Windsor and Hawthorn in the latter, as shown in the accounts, the ordinary working expenditure increased during 1882, as against that of 1881, by no less a sum than £40,518.

This increase was as under :—

Maintenance Branch ...	...	...	...	£16,874
Locomotive „ ...	...	...	...	4,829
Traffic „ ...	...	...	...	19,643
				<hr/>
				41,346
Less, general charges (decrease) ...	...	...	...	828
				<hr/>
Net increase ...	...	...	...	£40,518

By comparing the detailed statement of expenditure for 1882 (Return No. 14) with that of 1881 (Return No. 14 of Report for 1881), it will be found that there has been an increase in thirty-two items of expenditure on working, and a decrease in nine only. The increase appears in every item of the maintenance of the lines, with the exception of “Materials for Renewals,” and these latter would have appeared much greater but for the fact that a large quantity of old materials was sold during the year, and the proceeds (about £2,000) placed to the credit of the item.

In the locomotive charges the principal increases are for “Drivers and firemen,” and for “Repairs of Engines,” while the large increase in the cost of traffic working is distributed over fifteen items, the most noticeable being “Clerks,” “Porters and laborers,” “Pointsmen,” “Gatekeepers,” “Guards,” and “Repairs of carriages and wagons.”

During the year 1882 the additions to the lines raised the capital cost to £1,521,945, or £123,500 more than in 1881.

The cost of these lines to the State during 1882 was therefore as follows:—

Additions to capital cost ...	...	...	...	£123,500
Balance of working expenditure over revenue receipts ...	...	...	...	71,828
Further liabilities on Hawthorn accident (since ascertained) to be charged in 1883, say ...	...	...	...	25,000
Interest on outstanding H. B. Ry. debentures ...	...	...	...	14,422
Interest on balance of capital cost, at 4½ per cent. ...	...	...	...	56,288
				<hr/>
Total ...	...	...	...	£291,038

The annual interest payable on the capital expenditure on these lines, at 31st December last, was £70,710, equal to 4.64 per cent.

Eliminating the cost of the accidents as charged in the expenditure accounts for the year, the balance of revenue over expenditure would have been £41,379, or 2¾ per cent. only.

RECAPITULATION.

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

Total debenture capital raised	...	...	...	...	£17,943,560
Total yearly interest payable	...	...	...	...	£932,640
Unspent balances of Loan moneys	...	...	...	...	£852,893
Unspent balances of the Railway Loan Liquidation and Construction Account	...	...	...	...	£36,583
Amount spent on Capital Account during the year	...	...	...	...	£1,143,085
Total spent in construction at 31st December 1882	...	...	...	...	£19,746,915
At an average cost per mile open of	...	...	...	...	£14,573
Total mileage open for traffic	...	...	...	...	1,355 miles
Average mileage open for traffic during 1882	...	...	...	...	1,300 "
Total miles in course of construction	...	...	...	...	294 "
Further length authorized under Act 682	...	...	...	...	45 $\frac{3}{4}$ "
Gross revenue earned	...	...	...	...	£1,781,078
Working expenditure	...	...	...	...	£1,098,599
Profit on working	...	...	...	...	£682,479
Amount required from the Consolidated Revenue to pay balance of interest not recouped by net earnings derived from revenue	...	...	...	£241,161	
Less interest received from bank on the unexpended railway loan moneys (say)	...	...	...	50,000	
					£191,161
Earnings per average mile open	...	...	...	...	£1,370
Expenditure per average mile open	...	...	...	...	£845
Gross earnings per train mile	...	...	...	...	7s. 0 $\frac{1}{2}$ d.
Expenses per train mile	...	...	...	...	4s. 4d.
Number of passenger journeys	...	...	...	...	22,646,489
Goods tonnage	...	...	...	...	1,626,829 tons
Live stock tonnage	...	...	...	...	57,384 "
Train mileage	...	...	...	...	5,069,389 miles

The Rolling-stock consisted of the following:—

Engines in use	...	...	...	...	228
Engines in course of construction	...	...	...	...	83
Passenger vehicles in use	...	...	...	...	538
" " in course of construction	...	...	...	...	322
All other vehicles in use	...	...	...	...	3,869
Goods vehicles in course of construction	...	...	...	...	1,522
Vans and other vehicles in course of construction	...	...	...	...	59

The net revenue paid on the capital cost 3 $\frac{1}{2}$ per cent.
 " " debenture debt 3 $\frac{3}{4}$ "

The different systems gave the following results on their capital cost, including rolling-stock:—

Northern System	...	...	...	...	3'24 per cent.
Western System	...	...	...	...	3'80 "
North-Eastern System	...	...	...	...	8'22 "
Eastern System	...	...	...	...	3'22 "
Hobson's Bay Lines	...	...	...	...	Nil "

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

I have the honour to be,

Your Lordship's most obedient servant,

D. GILLIES,

Commissioner of Railways,

And Vice-President of the Board of Land and Works.

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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, 1882.

1. Report of the Engineer-in-Chief.
2. „ Engineer of Existing Lines.
3. „ Locomotive Superintendent.
4. „ Telegraph Engineer.
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 for Railway purposes.
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 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 eleven and a half years, ending 31st December, 1882.
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 1882.
23. „ „ „ since lines were opened for traffic.
24. Statement showing contracts in progress at 31st December, 1882.

VICTORIAN RAILWAYS.

No. 1.

Railway Department, Engineer-in-Chief's Office,
Melbourne, 26th July, 1883.

SIR,

I have the honour to report that, during the year ended 31st December last, contracts were entered into under Act 682 for the undermentioned new lines of railway :—

Date.	Line.	Length.			Average per Mile.
		m.	ch.	lks.	£
24th March ...	Traralgon to Heyfield ...	22	22	51	2,272
4th April ...	Melbourne to Coburg ...	4	61	69	11,042
14th April ...	Korong Vale to Charlton ...	22	51	46	1,789
20th April ...	Benalla to St. James ...	20	28	80	1,420
27th April ...	Borong to Boort ...	17	71	89	1,676
9th May ...	Wedonga to Murray River ...	2	4	40	12,158
15th May ...	Charlton to Wycheproof ...	16	40	93	2,572
30th May ...	Branxholme to Casterton ...	32	4	73	2,341
20th June ...	Mitiamo to Kerang ...	37	10	00	1,729
2nd August ...	Ballarat to Scarsdale ...	13	8	53	1,967
3rd August ...	Everton to Myrtleford ...	16	46	17	2,353
30th August ...	Castlemaine to Maldon ...	10	16	26	2,775
15th September ...	Heidelberg Road to Alphington ...	2	27	19	10,815
27th September ...	Tallarook to Yea ...	23	57	39	4,117

Contracts were let during the year for 64,600 tons of steel rails and fishplates. After providing for the twenty-three lines authorized under Act 682, and for maintenance requirements to date, the balance of rails available for new lines is sufficient to furnish about 500 miles of single line of way, including sidings.

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

St. Arnaud to Cope Cope ...	16½ miles, on 26th January.
Hawthorn to Camberwell ...	2 ,, 3rd April.
Inglewood to Korong Vale ...	20 ,, 15th April.
Cope Cope to Donald ...	7½ ,, 22nd April.
Horsham to Dimboola ...	21½ ,, 1st July.
Mordialloc to Frankston ...	9¾ ,, 1st August.
Camberwell to Lilydale ...	18½ ,, 1st December.
Eaglehawk (Kerang Junction) to Raywood ...	13½ ,, 15th December.
Total ...	108¼

In consequence of the very low rate per mile authorized for the construction of the lines under Act 682, the amount being only an average of £3,725 per mile for the country lines, and £9,452 per mile for the suburban and special lines, it was found necessary to cut down the cost of the works so as to keep, as far as possible, within these amounts; therefore only a very small quantity of ballast has been provided for in the contracts for these lines. Where it is intended to run at a greater speed than ten or twelve miles per hour, it will be necessary, for public safety, to expend a large sum, say an average of £300 per mile for additional ballasting and other works.

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

PERMANENT SURVEYS.

Charlton to Wycheproof.	Tallarook to Yea.
Borong to Boort.	Footscray to Baeclus Marsh.
Branxholme to Casterton.	Wedonga to Tallangatta.
St. James to Yarrowonga.	Dimboola to South Australian Border
Morwell to Mirboo.	Braybrook to Newport Junction.
Castlemaine to Maldon.	Williamstown Racecourse.
Lal Lal Racecourse.	Wedderburn to Coonoor.
Everton to Myrtleford.	Royal Park to Clifton Hill.
Richmond to Alphington.	Fitzroy to Brunswick.
Lubeck towards Banyena.	Ballarat to Scarsdale.
Heyfield to Bairnsdale.	

TRIAL SURVEYS.

Ballarat Racecourse to Springs.
 Creswick to Daylesford.
 Cranbourne to Sherwood.
 Sherwood to Alberton.
 Birregurra towards Lorne.
 Albert Park to Elwood.
 Mornington Railway.
 Fitzroy to Whittlesea.
 Queensferry to Jeetho.
 Brighton to Picnic and Cheltenham.
 Beaconsfield Railway.
 Horsham to Quantong and Noradjuha.
 Hawthorn to Kew.
 Lillydale to Yarra Flats and Healesville.
 Healesville to Fernshaw and Fisher's Creek.
 Murtoa to Sheep Hills and Werracknabeal.
 Oudit to Beeac and Cundare.
 Maffra to Briagaloug.
 Sale to Maffra.
 Camperdown to Port Campbell.

Sandhurst to Heathcote.
 Dandenong to Ferntree Gully.
 Sandridge to Yarra mouth and Williamstown.
 Shepparton to Dookie and Cashel.
 Drouin towards Neerim.
 Drouin to Poowong.
 Warragul towards Neerim.
 Murchison to Rushworth.
 Seymour to Heathcote.
 Moe to Narracan.
 Winchelsea Racecourse.
 Kyneton to Redesdale.
 Traralgon to Yarram.
 Lancefield to Kilmore.
 Waterloo to Allambee.
 Branch to Bacchus Marsh.
 Lancefield to Heathcote.
 Ararat and Hamilton line to Koroit.
 Ballarat Cattle Yards.
 Wandong to Kilmore and Heathcote.

I have the honour to be, Sir,

Your obedient servant,

ROBT. WATSON,

Engineer-in-Chief.

The Honorable Duncan Gillies,

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

VICTORIAN RAILWAYS.

No. 2.

Railway Department, Office of Engineer for Existing Lines,
 Melbourne, 26th July, 1883.

SIR,

I have the honour 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, including the Hobson's Bay Lines, was £256,998, or, deducting £12,372 8s. 4d. for sale of old rails, &c., £244,625 11s. 8d., for an average of 180½ miles of double and an average of 1,101¼ miles of single line of way, or a total average length of 1,281¾ miles, as against £219,598 17s. 4d. for 174¼ miles of double and an average of 1,038¾ miles of single line of way, or a total average length of 1,213 miles, being at the rate of £190 17s. 1d. per mile in 1882 as compared with £181 os. 9d. per mile in 1881.

During the year extensive renewals of permanent way were made on the lines from Geelong to Ballarat, Ballarat to Stawell, Ballarat to Maryborough, Hobson's Bay Lines, and Gippsland Line.

The number of sleepers used for renewals and repairs during the year was 65,327 as against 30,105 in 1881 and 29,872 in 1880.

The increase in the cost of maintenance is largely due to the extra rate of sixpence (6d.) per diem being granted for the latter half of the year to all employes receiving (6s. 6d.) six shillings and sixpence per day and under, and to the additional number of sleepers used.

The following lines constructed under Act 682, namely, St. Arnaud to Donald, Inglewood to Korong Vale, Eaglehawk to Raywood, Caulfield to Frankston, Horsham to Dimboola, and Hawthorn to Lillydale, taken over by this branch, will require a large expenditure for additional ballast and for strengthening the bridges; otherwise it will be necessary, in the interest of the public safety, to reduce the rate of speed of the trains; and on the Horsham and Dimboola and Camberwell and Lillydale Lines I am of opinion it would be dangerous to run the trains at a greater speed than 10 miles per hour until these lines are fully ballasted.

The duplications of the following lines were completed during the year:—

Newmarket to Essendon	...	...	...	...	...	2¼ miles
Windsor to Brighton	...	...	...	...	...	5 "
South Yarra to Caulfield	...	...	...	...	...	3¾ "
Richmond to Hawthorn	...	...	...	...	...	1½ "

The duplications of the following lines were commenced, but not completed at 31st December, 1882 :—

Caulfield to Oakleigh, Essendon to Seymour, and North Melbourne to Essendon Junction.

The following is a list of new works commenced, in course of construction, or completed during the year :—

MELBOURNE TO WILLIAMSTOWN AND ESSENDON.

Melbourne	...	...	New grain shed.
"	...	...	New shed, Batman's Hill.
"	...	...	New book stall.
"	...	...	New workshop, Telegraph Branch, electric light.
"	...	...	Additions to Engineer-in-Chief's office.
"	...	...	Alterations, Accountant's office.
Newport	...	...	New workshops.
"	...	...	Shed for drying timber.
North Williamstown	...	...	New fence and alterations.
Williamstown	...	...	Blacksmith's shop.
Kensington	...	...	Subway and alterations to station buildings.
Newmarket	...	...	Additions and alterations to cattle yards.
Ascot Vale	...	...	Additions and alterations to station buildings.
Moonee Ponds	...	...	" " " "
Essendon	...	...	Extension of platforms, &c.
Essendon Junction	...	...	Reconstruction and extension of viaduct.

MAIN LINE (FOOTSCRAY TO ECHUCA).

Footscray	...	...	New footbridge.
Lancefield Junction	...	...	Shelter shed.
Woodend	...	...	" "
Ravenswood	...	...	Passenger platform.
Golden-square	...	...	Goods platform and siding.
Sandhurst	...	..	Loco. foreman's office.
Epsom	...	...	Passenger platform and siding.
Bagshot	...	...	" " " " goods platform, and additions to gatehouse.
Elmore	...	...	Additions for Postal Department.
New gatehouse at 16½ miles from Melbourne.			

LANCEFIELD JUNCTION TO LANCEFIELD.

Bolinda	...	...	Siding.
Monegatta	...	...	Goods platform and siding
Romsey	...	...	Sheep and cattle yards and weighbridge.
Lancefield	...	...	" " " " water supply, and engine-driver's house.

CARLSRUHE TO DAYLESFORD.

Tylden	...	...	Firewood platform and passenger station.
Fernhill	...	...	Weighbridge.
Trentham	...	...	Gatehouse.
Bullarto	...	...	Goods sheds.
Musk Creek	...	...	Platform.
Daylesford	...	...	Passenger station, goods shed, platform, and crane.

CASTLEMAINE TO DONALD.

Guildford	...	...	Carriage dock.
Newstead	...	...	Firewood platform.
Havelock	...	...	Goods shed.
Emu	...	...	Firewood platform and crane.
Carapooee	...	...	Passenger station.
St. Arnaud	...	...	Sheep yards and race and gatehouse.
Cope Cope	...	...	Passenger station and water supply.
Gatehouse at 13 miles 23 chains.			

BALLARAT TO MARYBOROUGH AND AVOCA.

Creswick	...	...	Goods shed, subway, &c.
North Creswick	...	...	Passenger station and platform.
Tourello	...	...	Firewood platform.
Clunes	...	...	20,000 gallon tank.
Dunach	...	...	Gatehouse.
Maryborough	...	...	20,000 gallon tank.

NEWPORT TO BALLARAT.

Lara	...	...	Extension of platforms.
Geelong	...	...	New passenger station, weighbridge, and alterations to jetty.
Gheringhap	...	...	Lengthening platform, and ticket office.
Leigh Road	...	...	Additions to station.
Lethbridge	...	...	" "
Elaine	...	...	Lengthening platform.
Warrenheip	...	...	Passenger station, goods platform, and lengthening passenger platform.
Ballarat East	...	...	Asphalting platforms.
Ballarat West...	...	...	Additions to engine shed.

WARRENHEIP TO GORDONS.

Dunnstown	...	...	Passenger station.
Bungaree	...	...	" "
Wallace	...	...	" "
Gordons	...	...	Goods platform.

GEELONG TO QUEENSLIFF.

Moolap	...	...	Additions to platform.
Kensington	...	...	" "
Drysdale	...	...	Cattle yards and alterations to station buildings.
Queenscliff	...	...	Station buildings and gatehouse.

GEELONG TO COLAC.

South Geelong	...	...	Passenger station.
Mount Moriac	...	...	Alterations to station buildings.
Pettavel-road	...	...	Platform.
Colac	...	...	New lamp room, &c.
Renewals to bridges, &c.			

BALLARAT TO DIMBOOLA.

Windermere	...	...	Extending platform.
Burrumbeet	...	...	Coursing platform.
Beaufort	...	...	New water main.
Buangor	...	...	Ladies' waiting room.
Stawell	...	...	Pitching main drain.
"	...	...	Subway at Main-street.
"	...	...	Engine shed and coal stage.
"	...	...	New sidings.
Warranook	...	...	Passenger and goods platforms.
Lubeck	...	...	Goods platform and new roof to station.
Murtoa	...	...	" " parcels office, kitchen, &c.
Doon	...	...	" "
Horsham	...	...	Water supply.

ARARAT TO PORTLAND.

Maroona	...	...	Additions to station buildings.
Wickliffe-road	...	...	" " "
Glen Thompson	...	...	" " " new goods shed, and sheep and cattle yards.
Dunkeld	...	...	" " "
Branxholme	...	...	" " "
Condah	...	...	" " "
Heywood	...	...	" " " sheep yards, &c.
Portland	...	...	New passenger station.
Portland Jetty	...	...	Passenger platform, shelter shed, &c.
Brick tanks to gatehouses.			

NORTH-EASTERN LINE.

Broadmeadows	...	...	Kitchen to station-master's quarters.
Somerton	...	...	Passenger platform.
Cragieburn	...	...	Additions to gatehouses.
Donnybrook	...	...	Passenger platform.
Beveridge	...	...	" "
Wandong	...	...	" " and additions to station buildings.
Kilmore	...	...	Cattle and sheep yards and derrick crane.
Tallarook	...	...	Extension of culvert.
Seymour	...	...	Subway and alterations to refreshment rooms.
"	...	...	Coal stage, sheep and cattle yards, and new gatehouse.
Mangalore	...	...	Goods platform, fencing in station ground, new gate crossing.
Monea	...	...	Passenger and goods platforms, siding, semaphores, crossing gates, &c.
Burnt Creek	...	...	Siding and semaphores.
Longwood	...	...	Additions to reservoir.
Euroa	...	...	Passenger platform, sheep and cattle yards, &c.
Violet Town	...	...	Underground tank.
Baddaginnie	...	...	Passenger and goods platforms, sidings, semaphores, &c.
Glenrowan	...	...	Verandah, goods platform, and semaphores.
Wangaratta	...	...	Coal stage and kitchen to station-master's quarters.
Springs	...	...	Verandah, new waiting room, ashpit, &c.
Wodonga	...	...	Coal stage and cattle race.
Underground tanks to gatehouses.			
Ladies' waiting rooms at stations.			

WANGARATTA TO BEECHWORTH.

Tarrawingie ...	...	Gatchouse.
Everton ...	...	Sheep race.
Lee's Crossing ...	...	Passenger platform.
Beechworth ...	...	Cattle and sheep yards.

SPRINGS TO WAHGUNYAH.

Black Dog Creek ...	...	Siding, goods platform, and semaphores.
Rutherglen ...	...	Goods platform and derrick crane.
Wahgunyah ...	...	Water supply to sheep and cattle yards.
Underground tanks for gatehouses.		

MANGALORE TO NUMURKAH.

Mangalore ...	...	Passenger platform.
Tabilk ...	...	Goods platform and semaphores.
Nagambie ...	...	Derrick crane.
Wahring ...	...	Goods siding, semaphores, &c.
Dargalong ...	...	Passenger platform, entrance gates, and semaphores.
Murchison ...	...	Water supply and derrick crane.
Arcadia ...	...	Goods shed.
Toolamba ...	...	Passenger station and two gatehouses.
Mooroopna ...	...	Turntable, siding, gatehouse, and weighbridge.
Shepparton ...	...	Goods platform and coal stage.
Congupna-road ...	...	" " and raising passenger platform.
Tallygaroopna ...	...	" " " " "
Wunghnu ...	...	" " " " "
Numurkah ...	...	" " and sheep and cattle yards.
Fencing line and erecting gates.		
Seven gatehouses.		
Underground tanks for gatehouses.		

TOOLAMRA TO TATURA.

Tatura ...	...	Passenger station and gatehouse.
Fencing line on both sides, fixing mile posts, &c.		
Seven gatehouses.		

SOUTH YARRA TO SALE.

Hawksburn ...	...	Asphalting platforms, fencing footpaths, &c.
Toorak ...	...	" " " "
Armadale ...	...	" " " "
Malvern ...	...	" " " "
Caulfield ...	...	" " " " two passenger platforms, racecourse fence, &c.
Rosstown ...	...	Asphalting platforms.
Murrumbeena ...	...	" "
Oakleigh ...	...	New workshops.
Narre Warran ...	...	Station buildings, platform, &c.
Berwick ...	...	Cattle yards.
Officer's-road ...	...	Wood siding.
Nar Nar Goon ...	...	Station buildings.
Tynong ...	...	" " and platform.
Longwarry ...	...	Derrick crane.
Drouin ...	...	Cattle yards, platform, &c.
Warragul ...	...	Additions to station buildings, platforms, &c.
Bloomfield ...	...	Wood siding, gates, &c.
Waterloo ...	...	Fencing in station yard.
Trafalgar ...	...	" "
Moe ...	...	Platform, siding, and oiling pit.
Traralgon ...	...	Passenger station, laying on water to cattle yards.
Rosedale ...	...	" " and goods shed.
Sale ...	...	Laying on water to cattle yards.
Renewing bridges over Thomson, Morwell, and La Trobe rivers.		

HOBSON'S BAY LINES.

Prince's-bridge ...	...	New engine shed and coke stage.
Prince's-bridge and Jolimont	...	Two additional lines.
Jolimont Junction ...	...	Signals and interlocking apparatus, and signal box.

HOBSON'S BAY LINES—*continued.*

Flinders-street—		
New Works	...	Outlet to Swanston-street for passengers.
"	...	Clock and clock tower.
"	...	Crossing gates, fence, &c.
"	...	Additional siding in connexion with tramway.
"	...	Two signal boxes.
"	...	Gates and barrier fences.
"	...	Asphalt shed and waiting shed.
"	...	Booking office for Brighton Line.
"	...	Boundary fence (iron).
"	...	Extending platform.
"	...	Verandahs.
"	...	Removing and erecting workshops.
"	...	New smoking room.
Additions	...	St. Kilda platform.
"	...	Telegraph office.
"	...	Refreshment rooms and alterations to do.
"	...	Booking office.
"	...	Booking hall for Sandridge Line.
Renewals	...	Yarra bridge.
"	...	Footbridges.
Repairs	...	Goods sheds.
"	...	Footbridges.
"	...	Engineer's office.
"	...	Yarra bridge.
"	...	Goods sheds crane.
"	...	Closets.
"	...	Traverse table.
Richmond	...	Footbridge.
"	...	Crossing fence, &c.
"	...	Additions, booking office, barrier, &c.
"	...	Renewals to fence.
South Yarra	...	Closets, urinals, and fence and new verandah.
"	...	Additions and alterations to booking office, handrails to stairs, &c.
Prahran	...	New picket fence (boundary) and new footbridge.
Windsor	...	New crane and new fence.
Renewals to bridge at Dandenong-road.		
Balaclava	...	New station, and extension of up platform, signals, &c.
Elsternwick	...	Renewals to platform.
North Brighton	...	New station, firewood siding, and bridge in line of Rusden-street.
Middle Brighton	...	New station and footbridge.
Culvert, Gibbon-street, Brighton Line.		
Brighton Beach	...	New store, barrier fences, water tank.
"	...	Tar paving, platform.
"	...	Extending platform, and fence.
"	...	Renewals to fence.
East Richmond	...	Additions and alterations to drains.
"	...	Renewals to fence.
Burnley	...	Firewood siding, and new platform.
Yarra bridge (Hawthorn), renewals.		
Hawthorn	...	Additions to platform.
Montague st., Emerald Hill	...	Station buildings and shelter shed, and extension of platform.
North Sandridge	...	Renewals to platform.
"	...	" to fence, and station-master's quarters.
Sandridge	...	Water tank, loco. workshops, barrier fences to station.
"	...	Additions, piermaster's house.
"	...	" booking office.
"	...	Alterations, weighbridge.
"	...	Renewals to pier.
"	...	" to fence at station.
"	...	" to loco. ashpit.
"	...	" to Clarendon-street footbridge.
"	...	Repairs to refreshment rooms.
"	...	" to pier.
"	...	" engineer's office.
Sandridge Line	...	Bridge-street siding, gates, &c.
"	...	Renewals to viaduct near Sandridge Junction.
"	...	St. Kilda Junction, new signal box.
"	...	Renewals to gates (level crossing) at Sandridge-road.
Emerald Hill	...	Firewood siding.
"	...	Renewals, York-street gatehouse.
"	...	" Bridport-street, gatehouse and gates.
Albert Park	...	Culvert under line.
"	...	Fence, shed, &c.
"	...	Tar paving, platform.
" Road	...	Repairs to gatehouse.

HOBSON'S BAY LINES—*continued.*

Middle Park	...	...	New platform, station buildings, &c.
St. Kilda	...	...	Firewood siding and engine traverser.
"	...	...	Extending verandahs, &c.
"	...	...	Signal box.
"	...	...	Fence, approach to station.
"	...	...	Barrier fences.
"	...	...	Water tank.
"	...	...	Alterations and additions to booking hall and station-master's quarters.
"	...	...	Lamp room.
"	...	...	Renewals, gates.
General	...	...	Repairs to all platforms (Hobson's Bay Lines).
"	...	...	" to bridges, stations, gates, &c., including gas and water.
"	...	...	" to semaphores.
"	...	...	Renewals, mile posts, new.
"	...	...	" chocks to sidings.

ALL LINES.

Barriers to all stations.
Repairs to stations, goods sheds, and other works.

I have the honour to be, Sir,
Your obedient Servant,

W. H. GREENE,
Engineer of Existing Lines.

The Honorable Duncan Gillies,
Commissioner of Railways and Vice-President of the Board of Land and Works.

VICTORIAN RAILWAYS.

No. 3.

Locomotive, Carriage, and Wagon Branch,
Locomotive Superintendent's Office,
Melbourne, 23rd June, 1883.

SIR,

I have the honour to report, in connexion with the annual statement, that the train mileage run during the twelve months ending December 31st, 1882, upon all lines totalled 5,069,389, as against 4,633,267 in 1881. The cost has been 1s. 4⁰/₂d. per train mile on the Victorian lines, against 1s. 3⁷/₀d. in 1881, and 1s. 10³/₃d. on the South Australian line, against 1s. 7⁶/₁₂d. in 1881. The increased cost of working has occurred in the items of repairs. Thus, on the South Australian line (the M. and H. B. U. Railway Co.) the cost of repairs to engines, carriages, vans, &c., in 1881 was 7¹/₅d. per train mile, whereas in 1882 it was 1s. 0⁵/₃d., or an increase of 3³/₈d. with 32,686 extra train miles run. On the Victorian lines the cost of repairs to engines, machinery, tools, carriages, vans, trucks, train examining, &c., in 1881 was 6¹/₉d. per train mile, whereas in 1882 it was 6⁴/₅d., or an increase of 0²/₆d. with 403,436 extra train miles run. The actual running cost of trains, independent of the cost of repairs and maintenance as above quoted, has been about the same per train mile in 1882 and 1881.

I would call your attention to the large train mileage now annually run on the Victorian Railways, viz., over five millions (5,000,000) of miles. This does not represent the whole of the work. There has to be added the mileage run in goods shunting and piloting at stations, on which a large number of engines and men are occupied; this swells the actual total mileage on all lines up to over six and a quarter millions (6,250,000) of miles during 1882. No extra provision has been made in the shape of accommodation for the proper and efficient maintenance and repairs of the large amount of tractive power and rolling-stock required to work this large and increasing mileage, and unless proper workshop accommodation is commenced on a well-defined basis without further delay, I am sure that great risk will be incurred and deplorable arrears in the maintenance of the rolling-stock will take place.

During the year the work performed in the repairing shops at Williamstown has been as follows:— 91 locomotive engines had general repairs and overhaul; of these, 16 had new iron boilers, and 1 a new steel boiler, 24 had new cylinders, 4 had new crank axles, 3 had new copper fire boxes, and 3 of the St. Kilda line engines had entirely new boilers and thorough overhauls. 146 carriages, vans, post office vans, horse boxes, &c., had general overhauls and repairs; 219 wagons were extensively repaired and made almost as good as new; 160 wagons have had good general repairs, 41 have been re-built, 196 have been painted throughout with four coats, 254 have been lifted, had the wheels turned up, or fitted with new tyres and axle brasses, and considerable repairs have been executed to wagons at Melbourne and out-stations. The whole of these repairs have been charged to working expenditure.

There have also been constructed at these works, 4 new travelling post-office vans, 3 refrigerating trucks, and 3 pattern wagons (1 sheep, 1 ballast, and 1 flat).

The Yarra Bank workshops, which were rented from Mr. Williams (and which the Department has now vacated) were used for the construction of carriages and vans for the South Suburban lines, and also for repairs. The work performed during the year in these shops has been as follows:—Construction: 17 carriages and vans combined, 9 first-class suburban carriages, and 1 composite carriage. Repairs: 65 carriages and 6 brake vans for South Suburban lines; 15 carriages, 50 brake vans, 8 horse boxes, and 1 carriage truck for main lines. These repairs have also been charged to working expenditure.

New repairing and running sheds have been erected at Sandridge, and new carriage sheds at Newport, mostly from material used in the Exhibition annexes. In the former it is hoped to maintain the rolling-stock of the South Suburban lines in an efficient condition. I may add, however, that the erection of these new sheds has not increased the general workshop accommodation; these additions have been more than neutralized by the vacation of the Yarra Bank workshops, and the transfer to the Traffic Branch, for the storage of grain, of the large shed at Williamstown.

I have the honor to be, Sir,

Your obedient servant,

S. MIRLS,

Locomotive Superintendent.

The Honorable
The Commissioner of Railways.

VICTORIAN RAILWAYS.

No. 4.

Telegraph Engineer's Office,
Melbourne, June 30th, 1883.

SIR,

I have the honour to place before you the following as my report for the year 1882.

During the year about 100 miles of new telegraph lines have been added, viz., Hawthorn to Lilydale, Mordialloc to Frankston, Inglewood to Korong Vale, Horsham to Dimboola, and St. Arnaud to Donald. These, as well as the other lines of the department, have worked well; the interruptions have been few, and have never lasted for any length of time. The arrangement by which an alternative route is available on all important lines has proved very satisfactory—effectually preventing inconvenience being felt from the short interruptions which have occurred.

The telegraph business has very largely increased, the amount paid to the Postal Department for cash telegrams transmitted from railway stations being £6,142 11s. 2d.—a sum for which this department receives a very inadequate return.

The value of telephones, electric bells and other electrical apparatus of numerous kinds for railway signalling, have been more and more proved, particularly about the Melbourne stations and yards, at Spencer-street and Flinders-street. The number of these instruments is increasing rapidly, and fresh applications of electricity have to be devised, and an increasing staff of instrument makers and fitters maintained to arrange for them.

As the lighting of the stations had been for a long time complained of, applications for an experimental lighting of Spencer-street station and yard were invited about the latter part of the year. An arrangement was entered into with the Australasian Electric Light Power and Storage Co., which it is hoped will result in a more efficient lighting of the station, at a cost not greatly above that of gas.

The Departmental Telephone Exchange, by means of which the various offices and different branches of the Spencer-street and Flinders-street stations are placed in communication, has proved most successful. There are about fifty lines connected to the switch board, each of which can be switched on to any of the others.

I add a statement of the business transacted during the year, and of the mileage of wire, number of offices, &c., &c., open at its close.

Number of miles of wire in use	1,636
Ordinary telegraph offices open	138
" " instruments in use	190 sets
Other signalling stations	45
" " instruments in use	196
Clocks in use	480
Watches in use	399
Total number of messages sent	459,607
" " " received	386,584
Messages repeated between Postal and Railway Department stations	122,840
Actual cash received	£6,142 11s. 2d.
Value of O.H.M.S. telegrams if paid for at usual rates	£22,399 2s. 6d.

I have the honour to be, Sir,

Your most obedient servant,

K. L. MURRAY,

Telegraph Engineer.

The Honorable
The Commissioner of Railways.

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, 1882.

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 Railway Loans, to 31st December 1882, including Rolling-stock, Plant, and Material 17,027,414 8 8		
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			Increase of Debenture Capital, <i>per contra</i> ... 12,192 18 0		
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—					Balance unexpended 852,892 17 9		
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			
Act 617, M. and H. B. Railway Debentures taken over from the late Company and not yet redeemed			17,621,400	4 5			
			271,100	0 0			
			£ 17,892,500	4 5			
					£ 17,892,500	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,
14th June, 1883.

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.	£	s. d.
21 Vict. No. 36 ...	7,947,220	0 0	8,560,320 0 0	6	513,619 4 0	
25 Vict. No. 150 ...	276,100	0 0				
29 Vict. No. 287 ...	250,000	0 0	2,290,900 0 0	5	114,545 0 0	
42 Vict. No. 617, H. B. Railway Debentures ...	87,000	0 0				
32 Vict. No. 331 ...	2,107,000	0 0	4,156,573 12 2	4½	187,045 16 3	
42 Vict. No. 617, H. B. Railway Debentures ...	183,900	0 0				
42 Vict. No. 608 ...	...	...	2,935,565 18 0	4	117,422 12 9	
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				
42 Vict. No. 617, H. B. Railway Debentures ...	...	...	200 0 0	3½	7 0 0	
			17,943,559 10 2	Average 5.20, or £5 3s. 11d.	932,639 13 0	

Railway Department, Accountant's Office,
14th June, 1883.

P. P. LABERTOUCHE,
Secretary.

GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 7.—RECEIPTS and EXPENDITURE on Capital Account to the 31st December, 1882.

	£	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 360) ..	1,200,000	0	0										
„ Amount from Consolidated Revenue (see Return No. 8) ..	402,690	2	4										
„ Sundry Debenture Holders (late Melbourne and Hobson's Bay Railway Stock) ..	271,100	0	0										
„ Remittances by Treasury to Agent-General on Railway Account ..	160,884	16	7	20,495,190	6	9							
„ Sundry Creditors ..	23,291	6	7										
„ Advances under Act 701 ..	206,016	11	10										
„ „ „ Act 729 ..	129,949	2	1	184,176	3	2							
				335,965	13	11							
By Construction (General Account) ..										304,650	10	9	
<i>Northern System.</i>													
By Construction—													
Melbourne to Sandhurst ..	5,241,270	3	10										
Sandhurst to Echuca ..	614,965	4	7										
Lancefield Junction to Lancefield ..	60,864	19	11										
Carlsruhe to Daylesford ..	154,846	5	1										
Castlemaine to Dunolly ..	289,879	0	7										
Dunolly to St. Arnaud ..	157,481	16	8										
St. Arnaud to Donald ..	83,672	17	5										
Ballarat to Maryborough ..	260,512	6	8										
Ballarat Race-course Branch Line ..	6,920	16	0										
Maryborough to Avoca ..	60,767	14	10										
Sandhurst to Inglewood ..	151,628	13	7										
Inglewood to Charlton (in progress) ..	92,277	15	7										
Eaglehawk to Kerang do. ..	58,901	17	2										
Charlton to Wycheproof do. ..	17,401	15	5										
Korong Vale to Boort do. ..	18,962	12	10										
Castlemaine to Maldon do. ..	6,580	0	3										
Footscray to Bacchus Marsh do. ..	3,128	4	11										
Bridge over Murray at Echuca ..	48,171	18	5										
Total Northern System ..										7,328,234	3	9	
<i>Western System.</i>													
By Construction—													
Footscray to Williamstown ..	418,461	16	11										
Newport to Geelong ..	1,059,911	18	2										
West Geelong to Ballarat ..	1,732,385	4	9										
Geelong to Queenscliff ..	106,870	0	5										
Geelong to Colac (including Geelong Race-course Branch Line) ..	343,038	16	5										
Warrenheip to Gordons ..	82,439	4	7										
Ballarat to Ararat ..	317,635	0	4										
Ararat to Stawell ..	115,694	12	9										
Stawell to Horsham ..	236,987	4	6										
Horsham to Dimboola ..	58,481	14	8										
Ararat to Hamilton ..	312,031	10	0										
Hamilton to Portland ..	268,476	13	1										
Branzholme to Casterton (in progress) ..	16,604	15	6										
Ballarat to Scarsdale do. ..	10,278	9	6										
Colac to Camperdown do. ..	50,913	5	8										
Total Western System ..										5,130,210	7	3	
<i>North-Eastern System.</i>													
By Construction—													
Essendon Junction to Essendon (including Race-course Line) ..	94,354	8	6										
Essendon to Wodonga ..	1,601,756	10	2										
Mangalore to Shepparton ..	231,111	12	11										
Toolamba to Tatura ..	26,632	16	9										
Wangaratta to Beechworth ..	155,969	0	6										
Springs to Wahgunyah ..	66,428	18	5										
Shepparton to Numurkah ..	61,141	8	3										
Benalla to St. James (in progress) ..	17,651	15	3										
Everton to Myrtleford do. ..	13,739	12	8										
Tallarook to Yea do. ..	3,695	14	4										
North Melbourne to Coburg do. ..	30,330	10	6										
Wodonga to Murray River do. ..	16,064	4	0										
Total North-Eastern System ..										2,318,876	12	3	
<i>Eastern System.</i>													
By Construction—													
Spencer and Flinders streets Junction Line ..	6,098	10	3										
South Yarra to Oakleigh ..	197,732	16	2										
Oakleigh to Sale ..	763,792	11	8										
Hawthorn to Lilydale ..	142,405	3	7										
Caulfield to Frankston ..	99,522	8	9										
Traralgon to Heyfield (in progress) ..	30,561	12	2										
Morwell to Mirboo do. ..	3,377	15	3										
Richmond to Alphington do. ..	10,463	12	3										
Melbourne and Hobson's Bay Lines ..	1,253,954	10	1										
Total Eastern System ..	1,338,752	10	10							2,592,707	0	11	
<i>Rolling Stock.</i>													
By Engines ..													
„ Carriages, Wagons, &c. ..	870,958	2	10										
„ Continuous Brakes ..	1,063,683	4	6										
„ Preliminary Surveys of Lines ..	10,070	4	2							1,944,711	11	6	
„ Exhibition Annexes ..										78,719	14	8	
„ Kensington Hill Works ..										28,990	16	5	
„ Cost of Inquiry (Engineering Branch) ..										17,609	14	3	
„ „ „ „ ..										2,204	15	8	
Plant and Materials.													
By Balance on hand ..	177,057	9	2										
„ Amount in hands of Agent-General for purchase of Materials ..	160,884	16	7										
„ Unadjusted Advances ..											337,942	5	9
„ Sundry Debtors ..											28,000	0	0
„ „ „ ..											12,998	4	3
<i>Unexpended Balances.</i>													
By Balance of Loan (Act 531) ..													
„ „ „ (Act 608) ..	9,221	4	7										
„ „ „ ..	843,671	13	2										
„ Railway Loan Liquidation and Construction Account ..										852,892	17	9	
„ „ „ ..										36,583	8	8	
											889,476	6	5
				21,015,332	3	10							
												21,015,332 3 10	

Railway Department, Accountant's Office,
14th June, 1883.

P. P. LABERTOUCHE,
Secretary.

GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 10.

STATEMENT of Revenue and Expenditure on the NORTHERN SYSTEM for the Year ending 31st December, 1882.

DR.		EXPENDITURE.				REVENUE.				Cr.		
Miles open	420½											
Through Mileage	436½											
Average open for the Year	398½											
Train Miles run	1,457,856											
					Cost per Train Mile.	Per Cent. to Revenue.						
								Number of Passengers carried	1,023,193½	Revenue per Train Mile.		
								Tons of Live Stock carried	19,166			
								„ Goods carried	426,469			
MAINTENANCE OF WAY AND WORKS:												
Salaries, Wages, and Services—												
Ordinary	42,757	3	4					Passengers	170,382	6	11	
Stations	6,025	10	6					Parcels, &c.	12,682	11	7	
Renewals	3,258	14	10					Horses, Carriages, and Dogs	3,548	19	2	
				52,041	8	8		Mails	9,065	3	8	
Materials—								Rents	5,597	11	11	
Ordinary	7,084	4	2					Miscellaneous	3,683	18	4	
Stations	1,475	1	3					Live Stock	29,189	16	7	
Renewals	5,257	13	3					Goods	300,089	14	7	
				13,816	18	8						
				65,858	7	4	0	10	84	12	34	
LOCOMOTIVE CHARGES:												
Loco. Superintendent and Clerks	1,317	2	9									
„ Foremen	1,220	0	3									
„ Drivers and Firemen	21,397	10	9									
„ Cleaners	4,047	14	2									
„ Coalmen and Laborers	2,836	1	4									
„ Sundries	5,518	19	4									
Coal	18,288	19	8									
Wood	2,805	18	7									
Water	2,019	0	9									
Oil, Tallow, and Waste	3,031	2	2									
Sundry Stores for Cleaners	1,187	3	5									
Repairs of Engines { Wages	11,350	0	0									
{ Stores	5,169	8	11									
„ Tools, &c. { Wages	669	18	0									
{ Stores	401	12	1									
				81,260	12	2	1	1	38	15	22	
TRAFFIC CHARGES:												
Traffic Manager's Office (proportion of)	1,976	4	5									
Melbourne Terminus, Passenger Station (proportion of)	6,733	4	0									
Melbourne Terminus, Goods Station (proportion of)	13,194	7	0									
North Melbourne Station (proportion of)	1,187	10	2									
Footscray Station (proportion of)	1,067	6	9									
Ballarat Station (proportion of)	3,031	0	2									
Station Masters	7,553	1	5									
Clerks	4,158	5	6									
Porters, Laborers, &c.	17,563	6	10									
Pointsmen, &c.	2,898	19	6									
Gatekeepers	12,102	11	7									
Guards	6,563	6	8									
Stores for Stations	4,309	8	3									
Compensation	2,157	6	7									
Advertising	810	10	3									
Travelling & Incidental Expenses	1,612	19	8									
Repairs of Carriages and Wagons { Wages	9,569	16	10									
{ Stores	4,464	18	7									
Greasing Carriages and Wagons { Wages	2,087	17	5									
{ Stores	2,286	8	0									
Sundry Charges	4,569	13	0									
				109,918	2	7	1	6	09	20	58	
GENERAL CHARGES:												
Secretary's Office (proportion of)	1,476	12	4									
Accountant's Office (proportion of)	3,538	12	2									
Superannuation Allowances (proportion of)	692	15	2									
Retiring Allowances and Gratuities (proportion of)	1,643	2	9									
				7,351	2	5	0	1	21	1	35	
Total				264,388	4	6	3	7	52	49	49	
Balance				269,851	18	3						
				534,240	2	9						
								534,240	2	9	7	395

Railway Department, Accountant's Office,
14th June, 1883.P. P. LABERTOUCHE,
Secretary.GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 13.

STATEMENT of Revenue and Expenditure on the EASTERN SYSTEM for the Year ending 31st December, 1882, exclusive of the Hobson's Bay Lines.

Dr.		EXPENDITURE.			REVENUE.			Cr.	
Miles open .. .. .	..	..	..	166	Cost per Train Mile.	Number of Passengers carried	1,503,298	Revenue per Train Mile.	
Through Mileage .. .. .	..	..	..	178½	Per Cent. to Revenue.	Tons of Live Stock carried	12,207		
Average open for the Year .. .. .	..	..	..	143		„ Goods carried	116,245		
Train Miles run .. .. .	..	..	..	581,799					
MAINTENANCE OF WAY AND WORKS:		£	s.	d.	£	s.	d.	s.	d.
Salaries, Wages, and Services—									
Ordinary	15,674	11	5					
Stations	1,415	17	2					
Renewals	1,125	11	5					
					18,216	0	0		
Materials—									
Ordinary	4,574	8	1					
Stations	635	11	3					
Renewals	1,752	13	5					
					6,962	12	9		
					25,178	12	9	0	10'39
LOCOMOTIVE CHARGES:									
Loco. Superintendent and Clerks	..	533	0	0					
„ Foremen	396	4	0					
„ Drivers and Firemen	8,274	14	10					
„ Cleaners	1,382	4	3					
„ Coalmen and Laborers	1,268	13	8					
„ Sundries	2,015	10	4					
Coal	7,014	17	2					
Wood	1,030	6	3					
Water	243	12	7					
Oil, Tallow, and Waste	1,075	5	11					
Sundry Stores for Cleaners	405	8	1					
Repairs of Engines { Wages	3,065	12	5					
{ Stores	1,145	10	0					
„ Tools, &c. { Wages	266	12	6					
{ Stores	159	6	2					
					28,277	18	2	0	11'66
									20'53
TRAFFIC CHARGES:									
Traffic Manager's Office (proportion of)	1,075	17	5					
Melbourne Terminus, Goods Station (proportion of)	2,661	0	9					
Station Masters	2,154	13	8					
Clerks	1,412	6	3					
Porters, Laborers, &c.	8,163	4	7					
Pointsmen, &c.	914	1	1					
Gatekeepers	4,835	17	4					
Guards	2,546	11	7					
Stores for Stations	3,770	9	7					
Compensation	935	6	9					
Advertising	200	14	9					
Travelling and Incidental Expenses	1,095	5	1					
Repairs of Carriages and Wagons { Wages	3,135	6	7					
{ Stores	1,574	8	6					
Greasing Carriages and Wagons { Wages	335	16	9					
{ Stores	430	3	3					
Sundry Charges	1,093	13	3					
					36,424	17	2	1	3'02
									26'45
GENERAL CHARGES:									
Secretary's Office (proportion of)	383	18	5					
Accountant's Office (proportion of)	920	0	10					
Superannuation Allowances (proportion of)	178	15	9					
Retiring Allowances and Gratuities (proportion of)	424	0	7					
					1,906	15	7	0	0'79
									1'39
Total				91,788	3	8	3	1'86
Balance				45,928	16	6		66'65
					137,717	0	2		
									4 8'81

Railway Department, Accountant's Office,
14th June, 1883.

P. P. LABERTOUCHE,
Secretary.

GEO. T. A. LAVATER,
Accountant.

No. 16.—STATEMENT showing the Traffic at each Station for the Year ending 31st December, 1882.

Main data table with columns for Stations, Passengers, Revenue, Parcels, &c., and Goods, Live Stock, Station Traffic, and Totals. The table is organized into sections for Outwards and Inwards traffic for each of the two main categories: Passengers, Parcels, &c. and Goods, Live Stock.

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, 1882.

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.	Bales.
								Brought forward	39,713	107,908	23,145			13,385	184,151	
Melbourne	..	72,994	..	..	..	110	73,104	Doeen	..	..	..	..	..	..	203
Kellor Road	..	459	32	..	..	..	1,054	Horsham	..	..	..	..	..	..	2,654
Diggersrest	..	135	60	..	..	..	195	Dimboola	..	..	2,062	..	..	..	957
Sunbury	..	18	..	..	..	..	18	Williamstown Pier	..	..	746	..	..	..	310
Lancefield Junction	..	52	259	..	..	..	1,291	Drysdale	..	..	..	..	..	..	95
Riddell's Creek	..	61	..	..	..	..	61	Mount Moriac	..	..	95	..	..	..	18
Gisborne	..	220	..	..	..	..	220	Lake Town	..	..	18	..	..	..	45
Woodend	..	163	..	..	..	..	163	Winchelsea	..	..	45	..	..	..	1,002
Carlsruhe	..	27	..	..	..	..	27	Birregurra	..	..	890	..	..	..	657
Kyneton	..	1,049	64	..	..	..	1,113	Ondit Road	..	..	596	..	..	..	2,080
Mainsbury	..	107	..	..	..	..	107	Colac	..	..	2,073	..	..	..	2,644
Taradale	..	4	..	..	..	..	4	Dunnstown	..	227	2,143	..	..	..	27
Elphinstone	..	374	..	..	..	..	374	Gordons	..	..	27	..	..	..	302
Castlemaine	..	338	247	..	..	..	585	Marcona	..	..	216	..	..	..	1,520
Kangaroo Flat	..	127	..	..	..	..	127	Wickliffe Road	..	..	1,435	..	..	..	2,071
Sandhurst	..	318	..	13	..	..	331	Glen Thompson	..	..	1,982	..	..	..	1,188
Goornong	..	274	..	..	..	..	274	Dunkeld	..	..	1,177	..	..	..	4,715
Elmore	..	1,106	250	..	..	..	1,356	Hamilton	..	128	3,249	..	..	183	6,897
Rochester	..	993	..	4	..	..	997	Braxholme	..	54	2,300	1,840	..	234	2,186
Echuca	..	22,400	30,969	67	..	11,445	64,881	Condah	..	..	189	379	..	..	407
Romsey	..	110	..	..	..	..	110	Myamyn	..	..	7	6	..	..	209
Lancefield	..	214	..	..	..	..	214	Ileywood	..	..	..	209	..	..	1
Tylden	..	32	..	..	..	..	32	Portland	..	..	..	..	..	..	89
Fern Hill	..	29	..	..	..	..	29	Craigleburn	..	..	..	..	..	..	288
Trentham	..	13	..	..	..	..	13	Beveridge	..	..	..	..	..	..	250
Lyonville	..	1	..	..	..	..	1	Wallan	..	..	..	..	..	..	8
Daylesford	..	58	..	..	..	..	58	Wandong	..	..	..	..	..	..	749
Gullford	..	5	..	..	..	..	5	Kilmore	..	..	..	..	..	..	401
Newstead	..	253	..	..	..	..	253	Broadford	..	..	..	..	..	..	2,058
Joyce's Creek	..	16	..	..	..	..	16	Tallaroak	..	175	..	..	..	..	1,101
Moolort	..	238	..	..	..	..	238	Seymour	..	4	..	..	..	..	372
Carisbrook	..	338	..	..	..	..	338	Avenel	..	234	..	..	..	..	1,232
Maryborough	..	121	..	..	..	..	121	Longwood	..	118	..	..	..	..	1,163
Bot Bet	..	30	..	..	..	..	30	Euroa	..	..	37	..	..	..	269
Dunolly	..	77	..	4	..	..	81	Violet Town	..	..	..	..	..	..	1,877
Bealiba	..	235	122	128	..	..	513	Benalla	..	..	13	..	..	..	166
Emn	..	23	..	..	..	..	23	Glenrowan	..	..	..	..	..	..	744
Carapooce	..	195	..	6	..	..	201	Wangaratta	..	..	..	..	..	..	76
St. Arnaud	..	918	331	1,260	..	..	2,509	Spring	..	..	..	..	..	..	153
Cope Cope	..	70	..	352	..	..	422	Chiltern	..	..	..	..	..	..	150
Donald	..	265	175	625	..	..	1,065	Barnawartha	..	..	..	..	..	..	12,605
Bung Bong	..	76	..	..	..	..	76	Woolong	..	514	..	..	..	..	45
Avoca	..	650	..	210	..	..	860	Mangalore	..	..	..	..	..	..	52
Creswick	..	183	..	341	..	..	524	Tablik	..	..	..	..	..	..	475
Clunes	..	561	..	..	..	..	561	Nagambie	..	..	..	..	..	..	1,188
Talbot	..	16	..	250	..	..	266	Murchison	..	134	..	..	..	..	211
Eaglehawk	..	215	..	..	..	259	474	Arcadia	..	..	..	..	..	..	19
Marong	..	30	..	..	..	..	30	Toolamba	..	..	..	..	..	..	168
Leichardt	..	49	..	..	..	..	49	Mooroopna	..	..	..	..	..	..	329
Derby	..	26	..	..	..	..	26	Shepparton	..	17	..	..	..	..	86
Bridgewater	..	1,135	583	31	..	..	1,749	Congupna Road	..	..	..	..	..	..	7
Inglewood	..	494	..	29	..	..	523	Tallygaropna	..	..	..	..	..	..	77
Kurting	..	3	..	..	..	..	3	Wanghnu	..	..	..	..	..	..	854
Wedderburn	..	158	..	..	..	..	158	Nunurkah	..	24	..	..	..	..	241
Korong Vale	..	761	91	83	..	..	935	Tatura	..	..	..	..	..	..	44
Raywood	..	1	..	..	..	..	1	Everton	..	..	..	..	..	..	161
Verribee	..	386	641	..	..	..	1,027	Beechworth	..	..	..	..	..	..	97
Little River	..	40	38	266	..	..	344	Rutherglen	..	..	..	..	..	..	98
Lara	..	196	252	..	..	..	448	Wahgunyah	..	2,834	83	..	..	2,913	12,906
Geelong	..	70	800	..	..	..	870	Dandenong	..	..	..	..	..	..	239
Gheringhap	7	..	..	7	Narrawarren	..	..	..	..	..	..	13	
Leigh Road	1,759	..	..	..	1,759	Berwick	..	..	..	..	..	..	72	
Lethbridge	38	..	..	..	38	Pakenham	..	..	..	..	..	..	56	
Meredith	..	538	..	957	..	..	1,495	Tynong	..	..	..	..	..	..	1
Elaine	1,861	..	..	..	1,861	Dreulu	..	..	..	..	..	..	92	
Lal Lal	11	..	..	..	11	Warragul	..	..	..	..	..	..	59	
Yendon	..	272	..	14	..	..	286	Waterloo	..	..	..	..	..	..	2
Hallarat	..	1,021	..	5,239	..	..	6,260	Traralgon	..	..	..	..	..	..	26
Wimmermere	20	..	..	20	Moe	..	..	..	..	..	..	8	
Burrumbet	..	26	..	1,046	..	..	1,072	Morwell	..	..	..	..	..	..	191
Trawalla	..	5	..	299	..	..	304	Traralgon	..	..	..	..	..	..	51
Beaufort	..	122	..	1,768	..	..	1,890	Flynn's Creek	..	..	..	..	..	..	1
Middle Creek	..	7	..	106	..	..	113	Rosedale	..	..	..	..	..	..	34
Buangor	..	155	..	1,141	..	..	1,296	Sale	..	..	..	..	..	..	684
Ararat	..	608	..	1,104	..	..	1,712	Frankston	..	..	..	..	..	..	63
Great Western	..	2	..	174	..	..	176	Flinders-street	..	..	..	..	..	..	35,076
Stawell	..	128	..	1,440	..	..	1,568	Sandridge	..	..	..	..	..	..	361
Glenorchy	..	132	..	568	..	..	700	Lilydale	..	..	..	..	..	..	67
Lubeck	..	45	..	684	..	..	728	Deniliquin	..	..	..	..	..	..	24,619
Murton	..	133	..	958	..	..	1,091								
Jung Jung	..	3	..	283	..	..	286								
Forward	..	39,713	107,908	23,145	13,385	Totals	..	90,599	121,604	42,801	4,081	560	57,194	316,839

Railway Department, Accountant's Office,
14th June, 1883.

P. P. LABERTOUCHE,
Secretary.

GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 18.

RETURN OF ROLLING-STOCK at 31st December, 1882

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.).	Rowan's Steam Car.	Total.	Ordinary.		Double Bogie.	Ordinary.	Double Bogie.	Refrigerating.	Ordinary.													Double Bogie.
126	102	228	3	170	14	136	10	2	95	3	23	...	456	392	37	92	915	20	4	1,612	70	217	165	184*	12	3,720	137	14	151	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, 1882.

24	59	83	...	95	...	155	60	...	11	1	322	94	4	1,191	...	100	20	113	...	1,522	39	...	39	10	10	...	20
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NOTE.—73 flat trucks, 45 coal hopper trucks, and 80 medium and high-sided trucks, total 198 trucks, included in above return are the late Hobson's Bay Railway goods rolling-stock, and are not available for traffic on other lines.

Locomotive Superintendent's Office,
Melbourne, 23rd June, 1883.

S. MIRLS,
Locomotive Superintendent.

VICTORIAN RAILWAYS.

No. 19.

DETAIL of Locomotive Charges on ALL SYSTEMS for the Twelve Months ending 31st December, 1882.

PASSENGER AND GOODS TRAINS—Number of Train Miles run 5,069,389						
LOCOMOTIVE POWER.						
£ s. d.						
£ s. d.						
Cost per Train Mile.						
s. d.						
Wages of Foremen	3,923	9	3	...	...	0 0'19
„ Drivers and Firemen	74,980	12	5	...	...	0 3'55
„ Cleaners and Lighters-up	15,876	11	3	...	...	0 0'75
„ Coalmen and Yard Labourers	9,599	17	5	...	...	0 0'45
Cost of Coal and Coke	66,520	14	11	...	...	0 3'15
„ Wood	7,657	14	0	...	...	0 0'36
„ Water, Pumpers, &c.	7,361	18	9	...	...	0 0'35
„ Oil, Tallow, and Waste	10,782	12	5	...	...	0 0'51
„ Sundries for Cleaning Engines... ..	2,494	9	6	...	...	0 0'12
Board and Lodging Expenses of Men away from Home	1,975	5	3	...	...	0 0'09
Cost of Gas... ..	355	10	10	...	...	0 0'02
„ Small Stores and Hose Pipe for washing out Engines, &c.	2,229	9	8	...	...	0 0'10
LOCOMOTIVE REPAIRS.						
Wages	43,072	18	0	...	...	0 9'64
Material	20,164	2	2	...	...	0 2'99
TOOLS, MACHINERY, AND BUILDINGS.						
Wages	2,214	7	11	...	...	0 0'17
Material	1,356	9	7	...	...	0 0'17
GENERAL CHARGES.						
Including Watchmen, Half-pay for Accidents, { Wages	8,827	6	9	...	...	0 0'46
Holidays, Stationery, &c. { Material	719	18	6	...	...	0 0'22
Supervision, including all Salaries and Office Charges ... ..	...	...	...	...	...	0 0'22
TRAFFIC CHARGES.						
Carriage Repairs—Wages	24,003	18	6	...	...	1 1'48
„ Material	15,750	6	3	...	...	0 3'34
Waggon Repairs—Wages	13,689	4	11	...	...	0 3'34
„ Material	4,802	16	1	...	...	0 3'34
Carriage and Waggon Working Expenses—Wages	5,955	0	6	...	...	0 3'34
„ „ Material	6,276	19	1	...	...	0 3'34
355,191 2 8						
1 4'82						

P. P. LABERTOUCHE,
Railway Department, Accountant's Office,
14th June, 1883.

GEO. T. A. LAVATER,
Secretary.

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 Eleven and a half Years, from 1st July, 1871, to 31st December, 1882.

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.	Maintenance.		Locomotive.		Traffic.		General.		Total Working Cost.				Net Earnings.				
	Miles open at end of Year.	Average Miles open during the Years.	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	569,871	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	3/58
† 1880	1,199	1,194	18,041,295	15,047	119	78	371	3,411	15,999,459	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
† 1882	1,355	1,300	19,746,915	14,573	126	102	456	3,951	22,646,489	1,684,213	835,710	945,368	1,781,078	1,370	5,069,389	7/0/32	244,626	13/73	284,713	15/99	544,886	30/59	24,374	1/37	1,098,599	61/68	4/4/01	845	682,479	525	2/8/31	3/46
Totals	9,897	9,371	174,319,249	240,122	941	802	2967	30,480	81,541,389	11,305,893	5,525,075	7,647,848	13,172,923	18,542	33,217,524	101/11/99	1,665,578	147/13	2,086,818	186/85	2,916,161	253/55	223,830	21/60	6,895,387	609/12	51/1/07	9,278	6,277,534	9,263	50/11/02	45/28
Averages	825	781	14,526,604	20,010	78	67	247	2,540	7,090,556	983,121	480,441	665,030	1,145,472	1,612	2,888,480	8/6	145,094	12/26	181,462	15/57	253,579	21/13	19,463	1/80	599,599	50/76	4/3/09	807	545,873	805	4/2/92	3/77

* Including repairs and renewals of carriages and wagons.

† Six months only.

‡ The Hobson's Bay Suburban Lines included in years 1880-1-2.

Railway Department, Accountant's Office,
14th June, 1883.

P. P. LABERTOUCHE,
Secretary.

GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 21.

STATEMENT showing the Cost of Construction of EACH LINE, THE TOTAL LENGTH OF WHICH WAS OPEN FOR TRAFFIC, at 31st December, 1882, with Average Cost per Mile, 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.	Fect.	Fect.	Fect.	£	£
NORTHERN SYSTEM.								
Main Line—Melbourne to Sandhurst (including Melbourne terminus)	100 $\frac{3}{4}$	...	100 $\frac{3}{4}$	1,902	17	1 in 50	5,241,270	52,023
Echuca Line—Sandhurst to Echuca Wharf ...	...	55 $\frac{1}{4}$	55 $\frac{1}{4}$	753	320	1 " 90	614,965	11,131
Lancefield Line ...	...	14 $\frac{1}{2}$	14 $\frac{1}{2}$	1,675	1,072	1 " 40	60,865	4,198
Carlsruhe and Daylesford Line ...	...	22 $\frac{3}{4}$	22 $\frac{3}{4}$	2,469	1,791	1 " 50	154,846	6,806
Castlemaine and Dunolly Line ...	...	47 $\frac{1}{2}$	47 $\frac{1}{2}$	949	580	1 " 40	289,879	6,103
Dunolly and St. Arnaud Line ...	...	33	33	945	611	1 " 50	157,482	4,772
St. Arnaud and Donald Line ...	...	23 $\frac{3}{4}$	23 $\frac{3}{4}$	868	374	1 " 50	83,673	3,523
Ballarat and Maryborough Line ...	...	42 $\frac{1}{2}$	42 $\frac{1}{2}$	1,525	732	1 " 40	260,512	6,130
Ballarat Racecourse Line ...	...	2	2	1,508	1,466	1 " 50	6,921	3,461
Maryborough and Avoca Line ...	...	15	15	883	721	1 " 40	60,768	4,051
Sandhurst and Inglewood Line ...	...	30	30	778	442	1 " 43	151,628	5,054
Total ...	100 $\frac{3}{4}$	286 $\frac{1}{4}$	387	...	...	...	7,082,809	18,302
WESTERN SYSTEM.								
Williamstown Line—Footscray Junction to Williamstown, including Piers and Breakwater	6	...	6	66	12	1 in 100	418,462	69,744
Geelong Line—Newport to Geelong (including line to Wharf)	1 $\frac{3}{4}$	37 $\frac{1}{4}$	39	113	12	1 " 81 & wharf line 1 " 50	1,059,912	28,454
Ballarat Line—West Geelong to Ballarat ...	53 $\frac{1}{2}$	...	53 $\frac{1}{2}$	1,725	47	1 " 52	1,732,385	32,381
Geelong and Queenscliff Line—Queenscliff Junction to Queenscliff	...	20 $\frac{3}{4}$	20 $\frac{3}{4}$	263	10	1 " 50	106,870	5,150
Geelong and Colac Line, including Racecourse Branch	...	52 $\frac{1}{2}$	52 $\frac{1}{2}$	465	17	1 " 50	343,039	6,534
Warrenheip and Gordons Line ...	...	13	13	1,940	1,707	1 " 50	82,439	6,341
Ballarat and Ararat Line ...	...	57	57	1,517	960	1 " 44	317,635	5,573
Ararat and Stawell Line ...	...	18 $\frac{3}{4}$	18 $\frac{3}{4}$	1,086	759	1 " 50	115,695	6,170
Stawell and Horsham Line ...	...	53 $\frac{1}{2}$	53 $\frac{1}{2}$	759	423	1 " 50	236,987	4,430
Horsham and Dimboola Line ...	...	21 $\frac{1}{4}$	21 $\frac{1}{4}$	477	361	1 " 50	58,482	2,752
Ararat and Hamilton Line ...	...	66 $\frac{1}{2}$	66 $\frac{1}{2}$	1,028	572	1 " 50 & wharf line 1 " 40	312,031	4,692
Hamilton and Portland Line (including line to Portland Wharf)	...	54	54	605	11	1 " 50 & wharf line 1 " 40	268,477	4,972
Total ...	61 $\frac{1}{4}$	394 $\frac{1}{2}$	455 $\frac{3}{4}$	...	...	...	5,052,414	11,086
NORTH-EASTERN SYSTEM.								
Essendon Junction to Essendon, and Racecourse Branch	5	...	5	148	14	1 in 67	94,354	18,871
North-Eastern Line—Essendon to Wodonga...	...	182	182	1,148	105	1 " 50	1,601,757	8,801
Mangalore and Shepparton Line ...	...	45	45	476	372	1 " 100	231,112	5,136
Toolamba and Tatura Line ...	...	7	7	385	371	1 " 108	26,633	3,805
Wangaratta and Beechworth Line ...	...	23	23	1,831	502	1 " 30	155,969	6,781
Springs and Wahgunyah Line ...	...	14	14	622	454	1 " 50	66,428	4,745
Shepparton and Numurkah Line ...	...	20 $\frac{1}{2}$	20 $\frac{1}{2}$	376	348	1 " 206	61,141	2,495
Total ...	5	291 $\frac{1}{2}$	296 $\frac{1}{2}$	...	...	...	2,237,394	7,546
EASTERN SYSTEM.								
Spencer and Flinders streets Junction ...	...	3 $\frac{3}{4}$	3 $\frac{3}{4}$	17	6	1 in 23	6,099	8,132
South Yarra and Oakleigh Line ...	...	3	6 $\frac{3}{4}$	184	22	1 " 50	197,733	29,294
Gippsland Line—Oakleigh to Sale ...	...	118 $\frac{1}{4}$	118 $\frac{1}{4}$	513	32	1 " 50	763,793	6,459
Hawthorn and Lilydale Line ...	...	20 $\frac{1}{4}$	20 $\frac{1}{4}$	484	41	1 " 40	142,405	7,032
Caulfield and Frankston Line ...	...	20	20	167	10	1 " 50	99,522	4,976
Hobson's Bay Lines, including the Sandridge Pier ...	...	16 $\frac{1}{2}$	16 $\frac{1}{2}$	53	10	1 " 100	1,338,753	81,137
Total ...	20 $\frac{1}{4}$	162 $\frac{1}{4}$	182 $\frac{1}{2}$	...	...	...	2,548,305	13,963
Grand Total ...	187 $\frac{1}{4}$	1,134 $\frac{1}{2}$	1,321 $\frac{3}{4}$	...	...	...	16,920,922	12,802

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

Railway Department, Accountant's Office,
14th June, 1883.

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, 1882.

Date of Accident.	Station or Line where Accident occurred.	Passengers.				Servants of Department or of Contractors.				Persons Killed or Injured 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.							
1882.																
Jan. 2	South Yarra Station...	...	...	...	...	...	...	...	...	...	...	...	...	I	...	Man killed by falling between train and platform when running along carriages selling race-cards, &c.
" 10	Melbourne Yard, Spencer-street	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Laborer fell between siding and a truck and received severe injuries.
" 10	Williamstown Pier ...	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Laborer, while shunting, had finger cut off.
" 13	Newport Station ...	...	...	...	I	...	...	...	...	...	...	...	...	...	...	Woman jumped out of train and broke her leg.
" 13	Castlemaine Station...	...	...	...	...	...	...	...	...	...	...	...	...	I	...	Man, while unloading palings, was caught between the buffers of two trucks and slightly injured.
" 17	Williamstown Pier ...	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Laborer, whilst slinging wheat, was knocked off the truck into the sea and slightly injured.
" 20	Melbourne Station, Spencer-street	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Laborer slightly injured through a case of goods falling on his foot.
" 19	Melbourne Station, Spencer-street	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Laborer fell on the line when getting off a truck and was slightly injured.
" 21	St. Arnaud Station ...	...	...	...	...	...	...	...	...	...	...	...	...	I	...	Man, while attempting to cross over some trucks which were being shunted, fell and had his foot crushed.
" 23	Melbourne Yard, Spencer-street	...	...	...	...	...	I	...	...	...	...	...	...	...	...	Laborer, while working in a truck, was knocked down and seriously injured by an engine coming without warning against it.
" 25	Melbourne Station, Spencer-street	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Laborer injured by a bar of iron falling on his foot.
" 27	Melbourne Station, Spencer-street	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Laborer fell between a truck and the platform and was slightly injured.
Feb. 4	Taradale Station ...	...	...	...	...	...	...	I	...	...	...	...	...	...	...	Watchman killed by train striking him while signalling to another train.
" 6	Melbourne Yard, Spencer-street	...	...	...	I	...	...	...	...	...	...	...	...	...	...	Woman jumped out of Essendon train and was seriously injured.
" 8	Melbourne Station, Spencer-street	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Pointsman, coupling-up trucks, had his arm injured.
" 9	Flinders-street Station	...	...	...	I	...	...	...	...	...	...	...	...	...	...	Man, intoxicated, fell down stairs leading to the Hawthorn platform and was slightly injured.
" 10	Sandridge Pier ...	...	...	...	...	...	...	...	...	...	...	...	...	I	...	Third officer of ship <i>Ivanhoe</i> crushed slightly between trucks.
" 10	Sandridge Station ...	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Laborer crushed while coupling-up trucks; afterwards died in Melbourne Hospital from injuries received.
" 10	Melbourne Yard ...	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Pointsman, while engaged shunting, injured his hand.
" 11	Williamstown Station	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Pointsman, while running as guard of coal special, injured his foot.
" 16	Williamstown Line ...	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Laborer run over and killed by passenger train.
" 16	Williamstown Line ...	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Platelayer in attempting to get out of the way of one train, was run over by another and killed.
" 20	Melbourne Station, Spencer-street	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Laborer fell from platform and was slightly injured.

Feb.	27	St. Arnaud to Donald Line	...	...	...	...	5	...	...	...	...	...	...	...	...	Contractors' ballast train ran off line at Cope Cope; five workmen injured.
March	6	Melbourne Station, Spencer-street	...	...	...	...	...	...	I	...	...	...	...	...	...	Porter fell between truck and platform and injured chest and hip.
"	8	Gippsland Line	...	...	...	...	...	...	...	...	...	I	...	...	...	Man knocked down and killed while trespassing on line between Longwarry and Bunyip stations.
"	18	Windsor Station	...	30	...	...	...	...	...	...	...	...	...	...	...	2.9 p.m. down Brighton express ran into 2 p.m. down Windsor train while standing at Windsor station.
"	20	Jolimont Goods Yard	...	...	...	...	...	I	...	...	...	...	...	...	...	Laborer run over while getting under a truck; died subsequently from injuries received.
"	26	North-Eastern Line	...	...	...	...	...	I	...	...	...	...	...	...	...	Repairer run over while attempting to get on water-train, near Wangaratta; died subsequently from injuries received.
"	31	Goulburn Valley Line	...	...	...	...	...	...	...	...	...	I	...	...	...	Man lying beside the rails, struck by train and was seriously injured.
April	7	Main Line	...	...	...	...	...	...	...	...	...	I	...	...	...	Man run over and killed while trespassing on the line, near Golden square, Sandhurst.
"	10	Murrumbena Station	...	...	...	...	3	...	...	...	...	...	...	...	...	Gatekeeper turned 6.20 p.m. down train into blind siding, over the end of which it ran.
"	20	Williamstown Line	...	...	...	...	...	I	...	...	...	...	...	...	...	Fireman fell off engine of 12 p.m. up Williamstown train, near Yarraville station, and was killed.
May	1	North-Eastern Line	...	...	...	...	...	I	...	...	...	...	...	...	...	Repairer run over and killed between Essendon and Broadmeadows.
"	8	Tourello Station	...	5	...	...	...	...	...	...	...	...	...	...	...	Collision between 10.50 p.m. up and 10.15 p.m. down trains.
"	10	Williamstown Pier	...	...	...	...	...	...	I	...	...	...	...	...	...	Laborer got his foot severely crushed while shunting truck on traverse table.
"	12	Gippsland Line	...	...	...	...	...	...	...	...	...	I	...	...	...	Man knocked down and killed while trespassing on line near Trafalgar station.
"	12	Horsham and Dimboola Line	...	...	...	...	...	I	...	...	...	...	...	...	...	Contractors' workman fell off a ballast-truck, near ballast-pits, and was killed.
"	16	Melbourne Station, Spencer-street	...	...	...	...	...	I	...	...	...	...	...	...	...	Gateman struck by heavy piece of machinery which fell from a crane, through chain having broken.
June	3	Ballarat West Station	...	...	...	...	...	...	I	...	...	...	...	...	...	Laborer jammed between buffer-blocks and trucks at Ballarat West Goods-sheds.
"	15	Windsor Line	...	...	...	...	...	...	...	I	...	...	...	...	...	Constable run over and killed while attempting to cross line at Cremorne-gate.
"	15	Flinders-street Station	...	...	...	...	...	...	I	...	...	...	...	...	...	Carriage-cleaner fell from footboard of carriage and broke his arm.
"	16	Geelong and Ballarat Line	...	...	...	...	...	...	...	...	...	I	...	...	...	Man run over and killed while trespassing on line near Ballarat East Station.
"	17	Broadford Station	...	...	...	I	...	...	...	...	...	...	...	...	...	Man attempted to get into train while in motion and fell.
"	30	Hawthorn Station	...	...	...	...	...	...	I	...	...	...	...	...	...	Platelayer knocked down and injured by engine at Hawthorn Station.
"	30	Woodend Station	...	...	...	...	...	...	I	...	...	...	...	...	...	Man, while assisting in shunting at Woodend, was struck by a truck, and subsequently died in hospital from injuries received.
July	3	Traralgon and Heyfield Line	...	...	...	...	2	...	...	...	...	...	...	...	...	Two contractors' workmen killed by accidental falling of a pile, caused by the breaking of a chain.
"	4	Williamstown Pier	...	...	...	...	...	I	...	...	...	...	...	...	...	Laborer killed by falling from a truck.
"	5	Sandridge Pier	...	...	...	...	...	...	I	...	...	...	...	...	...	Laborer seriously crushed between the buffers of two trucks.
"	5	Flinders-street Station	...	...	...	...	...	...	I	...	...	...	...	...	...	Shunter, in coupling-up carriages, killed by being crushed between the buffers.
"	9	Traralgon and Heyfield Line	...	...	...	...	...	...	I	...	...	...	...	...	...	Contractors' workman killed by being violently struck with a rope attached to a falling tree.
"	15	Flinders-street Station	...	...	...	...	...	...	I	...	...	...	...	...	...	Lampman, in stepping from the roof of one carriage to another, fell and was seriously injured.
"	18	Spencer-street Station	...	...	...	...	...	...	I	...	...	...	...	...	...	Watchman accidentally killed by train passing over him.
August	1	Sandhurst and Echuca Line	...	...	...	...	...	...	...	...	...	I	...	...	...	Man accidentally killed by train at White Hills, Sandhurst.
"	4	Melbourne Yard	...	...	...	...	...	...	...	...	...	I	...	...	...	Man knocked down by a train while trespassing on the line; subsequently died in the hospital from injuries received.
"	4	Melbourne Yard	...	...	...	...	...	...	I	...	...	...	...	...	...	Pointsman, while engaged shunting, was injured between truck and platform; subsequently died in hospital.
		Carried forward	...	35	...	4	...	10	17	18	1	...	6	1	1	3

No. 22.—RETURN of the Number and Nature of Accidents to Life and Limb which have occurred during the Year ending 31st December, 1882—*continued.*

Date of Accident.	Station or Line where Accident occurred.	Passengers.				Servants of Department or of Contractors.				Persons Killed or Injured 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.							
1882.	Brought forward...	...	35	...	4	...	10	17	18	1	...	6	1	1	3	
August 9	Sunbury Station ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	Man, running beside the train to speak to some one, was struck by van and injured his leg.
" 14	Flinders-street Station	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Laborer knocked out of a truck while shunting was being done; subsequently died in hospital.
" 22	North Melbourne ...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	Man run over while crossing at North Melbourne level-crossing; died next day in hospital.
" 29	Windsor Line ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	Boy, while crossing line at Union-street gates, knocked down by train and was slightly injured.
Sept. 1	North Williamstown Station	...	...	1	...	...	...	...	...	...	...	...	...	...	...	Girl attempting to get into train while in motion, was run over, and subsequently died in hospital.
" 5	Sandridge Pier ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Shunter jammed between buffers of two trucks.
" 5	Lilydale Line ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Contractor's workman run over and killed by ballast train.
" 5	Jolimont ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Railway employé run over and killed by train, near Jolimont gates.
" 15	Colac and Camperdown Line	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Contractor's workman had foot injured in attempting to get off ballast train while in motion.
October 7	Ararat ...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Railway employé run over and killed by trucks, at the Gravel pits.
" 9	Yarraville Station ...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	Woman injured in attempting to get into train while in motion.
" 12	Hawthorn Station ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Shunter got entangled in train, and was carried by it for some distance, receiving serious injuries.
" 20	Essendon Line ...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Fireman killed by his head striking against a bridge whilst standing on engine-tender.
" 24	Ballarat East ...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	Boy run over and killed while crossing the line at Humffray-street crossing.
" 27	Melbourne Yard ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	Man run over and killed while trespassing on line.
Nov. 4	Williamstown Line ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	Woman run over and killed while crossing line at Giffard-street level-crossing.
" 4	Woodend Station ...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	Water-crane swung round and struck a woman on the platform.
" 20	Ararat Station ...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	Man injured through crane-chain breaking and striking him.
" 20	Balaclava Station ...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Workman run over and seriously injured; subsequently died in hospital.
Dec. 2	Hawthorn Line ...	1	175	...	...	...	3	...	...	...	...	...	...	...	...	Collision between special train from Box Hill and 6.3 p.m. down train to Hawthorn.
" 2	Melbourne... ..	...	...	...	...	...	...	...	...	...	...	1	...	...	...	Man knocked down, while trespassing on line, and was seriously injured by Williamstown train.
" 6	Beechworth Line ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	Woman knocked down by train and killed while trespassing on line near Beechworth.
" 9	North-Eastern Line ...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Truck inspector run over and seriously injured at Seymour.
" 12	Windsor Station ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Guard missed his footing when jumping into train, fell between van and platform, and was seriously injured.
" 12	Flinders-street Station	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Employé knocked down by an engine and slightly injured.
	Totals ...	1	210	1	5	...	13	22	25	3	1	9	2	2	5	

VICTORIAN RAILWAYS.

No. 23.

RETURN of Accidents and Injuries to Life and Limb, from the Opening of the Lines for Traffic to 31st December, 1882.

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
1882	1	210	1	5	...	13	22	25	3	1	9	2	2	5	38	261
Total ...	5	377	6	19	14	55	108	137	17	8	81	25	14	18	245	639

P. P. LABERTOUCHE,

GEO. T. A. LAVATER,

Railway Department, Accountant's Office,
14th June, 1883.

Secretary.

Accountant.

VICTORIAN RAILWAYS.

No. 24.

STATEMENT showing Contracts in progress at 31st December, 1881, for Construction of Lines, Stations, Buildings, Rolling-stock, and other works; also the Contracts entered into during the Year ending 31st December, 1882.

Contract No.	Engineer-in-Chief's Gazette.	Date of Gazette.	Contractor.	Description of Contract.	Line of Railway.	Contract Amount.	Expenditure to 31st Dec., 1882.	Balance Unexpended.	Remarks.
						£ s. d.	£ s. d.	£ s. d.	
630	456	1875. July 16	Fishburn and Morton	Construction of 9 miles 79 chains 56 links of rail- way from Everton to Beechworth	Wangaratta to Beechworth ...	70,018 1 8	69,492 7 10	525 13 10	Completed.
636A	1172	1877. Jan. 26	Fishburn and Morton	Completion of 21 miles 14 chains 69 links of 2nd section of Oakleigh and Sale line	Oakleigh to Sale ...	89,528 19 5	85,099 5 10	4,429 13 7	"
924	2160	June 7	John Lewis ...	Supply of sawn blackwood ...	Rolling-stock ...	15,847 15 2	11,083 10 11	4,764 4 3	"
1108	2134	...	Sali Cleve ...	" of steel rails and fishplates ...	All lines ...	154,746 5 0	154,450 0 4	296 4 8	"
1150	2073	1879. Aug. 15	Langlands Foundry Co.	" of wrought iron engine, tender, carriage, and truck wheels	Rolling-stock ...	Rates	32,046 17 6	...	Not completed at 31 Dec. '82.
1284	975	1880. Oct. 9	Phoenix Foundry Co.	Manufacture of 20 locomotive engines and tenders	" ...	59,490 0 0	59,150 0 0	340 0 0	Completed.
1287A	446	1881. July 8	Victoria Iron Rolling Co.	Manufacture of permanent-way fastenings ...	All lines ...	1,854 1 0	1,853 13 6	0 7 6	"
1291	821	1880. July 30	Johnson and Co. ...	Erection of iron footbridge, Echuca ...	Sandhurst to Echuca ...	599 0 8	617 18 11	...	"
"	2782	1880. June 17	Johnson and Co. ...	Extra on ditto ...	" ...	18 18 3			
1301	897	1881. Sept. 3	Johnson and Co. ...	Supply of locomotive chimneys ...	Rolling-stock ...	Rates	460 19 2	...	Not completed at 31 Dec. '82.
1335	1238	Jan. 7	P. Bevan ...	Manufacture of 100 medium open goods wagons ...	" ...	8,137 10 0	8,037 10 0	100 0 0	Completed.
1344	1318	Feb. 11	Johnson and Co. ...	"	" ...	7,997 10 0	7,597 10 0	400 0 0	"
1353	1955	Apr. 14	C. and E. Millar ...	Construction of Shepparton to Numurkah railway	Shepparton to Numurkah ...	20,545 1 8	23,663 0 3	...	Not completed at 31 Dec. '82.
"	1576	Dec. 16	C. and E. Millar ...	Extra on ditto ...	All lines ...	3,317 18 7			
1354	1208	Sept. 9	Bolckow, Vaughan, and Co.	Supply of 17,500 tons steel rails, and 770 tons steel fishplates	All lines ...	130,173 15 0	...	...	" "
1355	1891	Mar. 18	J. and C. McCusker	Construction of extension of Carlruhe to Dayles- ford railway	Carlruhe to Daylesford ...	2,775 17 6	2,619 18 0	155 19 6	Completed.
1356	1812	1882. Feb. 25	Thompson and Co.	Manufacture of locomotive engine cylinders ...	Rolling-stock ...	840 0 0	924 0 0	...	Not completed at 31 Dec. '82.
"	538	1881. July 14	Thompson and Co.	Extra on ditto ...	" ...	504 0 0			
1360	1992	Apr. 29	Grant and Co. ...	Construction of St. Arnaud and Donald railway ...	St. Arnaud to Donald ...	36,334 6 5	35,076 3 7	1,258 2 10	Completed.
1362	3137	July 15	P. Bevan ...	Manufacture of 35 water cranes ...	All lines ...	1,828 15 0	1,712 7 6	116 7 6	"
1368	1892	Mar. 18	F. Holyoak ...	Erection of passenger station at Warrenheip ...	Geelong to Ballarat ...	595 1 9	618 4 8	...	"
"	1257	Sept. 30	F. Holyoak ...	Extra on ditto ...	" ...	23 12 11			
1373	1939	Apr. 1	C. Ezard ...	Erection of goods shed at Rosedale ...	Oakleigh to Sale ...	245 1 3	219 16 9	25 4 6	"
1374	1993	" 29	Johanson and Co. ...	Manufacture of 10 luggage brake vans ...	Rolling-stock ...	3,800 0 0	3,350 0 0	450 0 0	"
1377	2096	1882. May 20	Falkingham and Bunn	Construction of Caulfield and Frankston railway...	Caulfield to Frankston ...	40,916 1 2	42,900 0 0	...	Not completed at 31 Dec. '82.
"	1436	1881. Sept. 8	Falkingham and Bunn	Extra on ditto ...	" ...	3,000 0 0			
1378	3094	June 30	Phoenix Foundry Co.	Manufacture of locomotive goods engines and tenders	Rolling-stock ...	31,470 0 0	22,394 9 2	...	" "

1379	1148	Aug. 26	Howard and Cooke	Manufacture of twenty 5-ton cranes	All lines	3,320 8 0	3,018 10 10	301 17 2	Completed.
1380	1994	Apr. 29	Crispe and Swinbourne	Supply of 100,000 blackwood keys	"	412 10 0	412 10 0	...	"
1384	2077	May 13	Lyster and Watson	Erection of passenger station, Mangalore ...	Goulburn Valley line	746 8 2	703 11 0	42 17 2	"
1385	2078	" 13	Ezard and Co. ...	" " " Toolamba	" " " "	767 11 1	701 0 3	66 10 10	"
1386	2079	" 13	Ezard and Co. ...	" " " Tatura	" " " "	766 1 1	711 0 5	55 0 8	"
1387	3036	June 10	Smith, Thewlis, and Co.	Construction of Horsham and Dimboola railway ...	Horsham to Dimboola	28,583 13 0	25,932 5 9	...	Not completed at 31 Dec. '82.
1388	1202	Sept. 9	Humble and Nicholson	Manufacture of 6,000-gallon and 20,000-gallon tanks	All lines	5,173 18 9	4,908 6 0	265 12 9	Completed.
1389	3038	June 10	R. Kennedy and Sons	" of 100 medium open goods wagons ...	Rolling-stock	7,845 0 0	7,745 0 0	100 0 0	"
1390	3022	" 3	P. Denholm ...	Water-supply works, Lancefield station ...	Lancefield road to Lancefield ...	544 16 8	612 5 3	...	"
	2607	Apr. 14	P. Denholm ...	Extra on ditto	"	67 8 7	...	...	"
	1881.								
1393	3086	June 30	H. W. Mould ...	Manufacture of 800 wrought-iron buffers ...	Rolling-stock	1,960 0 0	1,960 0 0	...	"
1398	472	July 22	D. Leslie and Co. ...	Construction of railway from Inglewood to Korong Vale	Inglewood to Charlton	29,034 11 3	28,000 0 0	...	Not completed at 31 Dec. '82.
	1882.								
1399	2667	Apr. 28	D. Leslie and Co. ...	Construction of railway from Korong Vale to Charlton	"	40,514 5 7	23,970 1 3	...	"
	1881.								
1408	3090	June 30	James Williams ...	Erection of gatekeepers' cottages	Shepparton to Numurkah	1,797 6 11	1,575 18 10	221 8 1	Completed.
1409	3091	" 30	Ezard and Co. ...	" of passenger station, Rosedale ...	Oakleigh to Sale	767 12 3	717 8 6	50 3 9	"
1410	1203	Sept. 9	McDermott, McNeil, and Bath	Construction of Colac to Camperdown railway ...	Colac to Camperdown	47,420 3 6	36,032 13 2	...	Not completed at 31 Dec. '82.
1414	1250	" 30	C. and E. Millar ...	" of Hawthorn and Lilydale railway ...	Hawthorn to Lilydale	79,865 10 0	72,068 14 10	...	"
1415	1130	Aug. 19	Thompson and Co.	Manufacture of points and crossings	All lines	2,216 16 9	2,212 5 0	4 11 9	Completed.
1416	1324	Oct. 21	Jas. Cockburn ...	Water-supply works, Daylesford	Carlsruhe to Daylesford	756 1 4	726 6 0	29 15 4	"
1418	471	July 22	Johnson and Co. ...	Manufacture of 10 composite carriages	Rolling-stock	4,770 0 0	3,600 0 0	...	Not completed at 31 Dec. '82.
1419	3138	" 15	J. E. Cottew ...	Water-supply works, Caulfield and East Brighton	Caulfield to Frankston	876 17 3	873 3 11	3 13 4	Completed.
1420	481	" 22	Thompson and Co.	Manufacture of 6 pairs locomotive engine cylinders	Rolling-stock	415 9 0	415 9 0	...	"
1423	1131	Aug. 19	Isaac Summerland	Erection of passenger station at Daylesford ...	Carlsruhe to Daylesford	1,387 16 4	2,173 15 3	14 1 1	"
	1555	Oct. 13	Isaac Summerland	Extra on ditto	"	800 0 0	...	...	"
	1881.								
1424	1132	Aug. 19	W. Swanson ...	Erection of passenger station at Caulfield ...	South Yarra to Oakleigh	991 8 0	1,072 17 10	...	"
	1604	Dec. 23	W. Swanson ...	Extra on ditto	"	81 9 10	...	...	"
1425	1133	Aug. 19	B. Jensen ...	Erection of passenger station at Carapooee ...	Dunolly to St. Arnaud	398 16 0	362 0 1	36 15 11	"
1427	3174	Sept. 2	I. and J. Hodgson...	Making a water-supply dam at Donald	St. Arnaud to Donald	1,042 14 2	959 10 4	83 3 10	"
1429	1240	" 16	Murray River Sawmill Co.	Supply of sawn timber at Echuca	All lines	Rates	2,536 18 8	...	"
1429A	1240A	" 16	Thorpe and Fiedler	" " Fernhill	"	"	459 7 0	...	"
1429B	1240B	" 16	Forbes and Lewin	" " Buangor	"	"	101 7 5	...	"
1429C	1240C	" 16	King and Lamont...	" " Shepparton	"	"	1,785 9 9	...	"
1429D	1240D	" 16	Mitchell and Lang	" " Traralgon	"	"	1,204 10 5	...	"
1429E	1240E	" 16	P. Murren ...	" " Rosedale	"	"	158 16 11	...	"
1429F	1240F	" 16	James Williams ...	" " Violet Town	"	"	461 14 10	...	"
1432	1207	" 9	Thompson and Co.	Manufacture of points and crossings	All lines	2,692 5 10	2,687 16 11	4 8 11	"
1434	1138	Aug. 26	Pritchard and Blackwood	Erection of station buildings at 6 miles ...	Shepparton to Numurkah	391 10 6	369 8 4	22 2 2	"
1435	1139	" 26	Arthur Liddicoat ...	" " 11 miles 60 chains	"	393 10 7	362 19 7	30 11 0	"
1436	1140	" 26	Arthur Liddicoat ...	" " Wunghnu	"	393 10 7	364 4 9	29 5 10	"
1437	1141	" 26	Arthur Liddicoat ...	" " Numurkah	"	393 10 7	366 14 5	26 16 2	"
1438	1142	" 26	Pritchard and Blackwood	" goods shed at 6 miles	"	289 15 10	267 3 8	22 12 2	"

No. 24.—STATEMENT showing Contracts in progress at 31st December, 1881, for Construction of Lines, Stations, Buildings, Rolling-stock, and other works; also the Contracts entered into during the Year ending 31st December, 1882—*continued.*

Contract No.	Engineer in-Chief's Gazette.	Date of Gazette.	Contractor.	Description of Contract.	Line of Railway.	Contract Amount.		Expenditure to 31st Dec., 1882.		Balance Unexpended.		Remarks.
						£	s. d.	£	s. d.	£	s. d.	
1439	1143	1881. Aug. 26	Pritchard and Blackwood	Erection of goods shed at 11 miles 60 chains ...	Shepparton to Numurkah ...	297	3 6	277	1 2	20	2 4	Completed.
1441	1145	" 26	Pritchard and Blackwood	" " Numurkah ...	" " " " ...	429	5 4	400	9 8	28	15 8	"
1442	1452	Nov. 25	Sharp and Campbell	Second line of way from Windsor to Elsternwick	Hobson's Bay lines ...	18,975	0 0	18,677	10 2	...	...	Not completed at 31 Dec. '82.
1443	1146	Aug. 26	Ezard and Co. ...	Erection of passenger station at Traralgon	Oakleigh to Sale ...	765	9 9	721	10 0	43	19 9	Completed.
1444	1147	" 26	H. W. Mould... ..	Manufacture of screw couplings	Rolling-stock ...	175	0 0	525	0 0	...	...	"
"	1259	Sept. 30	H. W. Mould ...	Extra on ditto ...	" " " " ...	175	0 0					
"	1575	Dec. 16 1882.	H. W. Mould ...	Extra on ditto ...	" " " " ...	175	0 0					
1445	1745	Jan. 20	J. McEwan and Co.	Supply of steel rails and fishplates ...	All lines ...	159,245	5 0	...	...	...	...	Not completed at 31 Dec. '82.
1445A	1746	" 20 1881.	Mossbank Steel Co.	" " " " ...	" " " " ...	38,503	6 0	...	...	...	...	" "
1446	3175	Sept. 2	M. Healy ...	Supply of split posts and rails ...	Goulburn Valley line ...	1,336	10 0	1,020	2 0	...	...	" "
1447	1206	" 9	B. Jensen ...	Erection of gatekeepers' cottages	Caulfield to Frankston ...	4,303	10 0	3,942	17 4	360	12 8	Completed.
1448	3177	" 2	Malone and Kiely	Construction of second line of way, South Yarra to Caulfield	South Yarra to Oakleigh ...	5,349	15 0	4,905	4 0	444	11 0	"
1449	1205	" 9	W. Swanson ...	Erection of passenger station at Queenscliff	Geelong to Queenscliff ...	1,008	18 6	974	9 9	34	9 2	"
1450	1251	" 30	J. Humphreys and Co.	Construction of second line of way from Newmarket to Essendon	Essendon line ...	7,230	9 3	6,634	19 2	595	10 1	"
1451	1536	Dec. 9	R. Denholm ...	Water-supply works at Cope Cope ...	St. Arnaud to Donald ...	2,145	10 6	2,016	10 10	128	19 8	"
1454A	1475	Sept. 22	Noonan Bros. ...	Construction of railway, Heidelberg-road to Alphington	Richmond to Alphington ...	25,306	14 0	1,638	17 5	...	...	Not completed at 31 Dec. '82.
1455	2688	1882. Apr. 28	Robert Thornton ...	Construction of railway, Melbourne to Coburg	Melbourne to Coburg ...	52,682	16 0	7,449	13 4	...	...	" "
1456	1453	1881. Nov. 25	Noonan Bros. ...	Second line of way from Elsternwick to Brighton	Hobson's Bay lines ...	14,971	7 9	17,200	0 0	...	...	"
"	1355	1882. Aug. 25	Noonan Bros. ...	Extra on ditto ...	" " " " ...	2,500	0 0					
1457	1316	1881. Oct. 14	Johnson and Co. ...	Manufacture of 200 medium open goods wagons	Rolling-stock ...	15,582	10 0	5,310	0 0	...	...	" "
1458	1317	" 14 1882.	P. Bevan ...	" of 20 composite carriages	" " " " ...	9,400	0 0	7,650	0 0	...	...	"
"	1816	Dec. 8 1881.	P. Bevan ...	Extra on ditto ...	" " " " ...	450	0 0					
1459	1322	Oct. 21	Bolger and Tankard	Cartage of materials from Exhibition Buildings to Spencer-street	Melbourne Terminus ...	Rates		154	5 10	...	...	Completed.
1460	1325	" 21 1882.	F. Wilkins ...	Construction of railway, Eaglehawk to Mitiamo	Eaglehawk to Kerang ...	44,125	9 0	28,806	3 11	...	...	Not completed at 31 Dec. '82.
1461	2834	June 30 1881.	F. Wilkins ...	" " Mitiamo to Kerang	" " " " ...	64,190	18 7	8,918	2 10	...	...	" "
1463	1327	Oct. 21	Victoria Iron Rolling Co.	Supply of permanent-way fastenings	All lines ...	1,109	18 0	1,109	0 0	0	18 0	Completed.
1464	1252	Sept. 30 1882.	W. B. Hoffman ...	Supply of piles	Melbourne Terminus ...	252	1 8	356	5 3	17	3 9	"
"	1759	Jan. 27	W. B. Hoffman ...	Extra on ditto	" " " " ...	121	7 4					

1465	1830	Feb. 17	E. Cholerton ...	Erection of passenger station at Glen Huntly-road	Caulfield to Frankston	...	750 0 0	765 0 9	...	Completed.
"	1753	Nov. 24	E. Cholerton ...	Extra on ditto	"	...	15 0 9	...	...	"
1466	1831	Feb. 17	R. and J. Shimmin ...	Erection of station buildings at East Brighton	"	...	830 0 0	816 12 2	13 7 10	"
1467	1832	" 17	W. Chaffer ...	" " Mordialloc	"	...	749 15 0	784 8 0	...	"
"	1755	Nov. 24	W. Chaffer ...	Extra on ditto	"	...	34 13 0	...	...	"
1468	2305	Feb. 24	D. Spence ...	Erection of station buildings at Frankston	"	...	776 10 0	792 6 4	...	"
"	1756	Nov. 24	D. Spence ...	Extra on ditto	"	...	15 16 4	...	...	"
1470	1338	1881. Oct. 28	Victoria Iron Rolling Co.	Supply of permanent-way fastenings	All lines	...	887 19 6	887 16 4	10 3 2	"
1471	1339	" 28	J. Gamble ...	" of ballast	Hobson's Bay lines	...	1,512 10 0	1,383 10 1	128 19 11	"
1472	1260	Sept. 30	W. Griffiths ...	" of 2,000 brass door-catches	Rolling-stock	...	104 3 4	104 3 4	...	"
1473	1336	Oct. 28	E. Noble and Co. ...	Manufacture of 1,000 wrought-iron buffers	"	...	2,275 0 0	1,762 4 0	...	Not completed at 31 Dec. '82.
1473A	1335	" 28	H. W. Mould ...	" " "	"	...	2,275 0 0	1,530 0 0	...	" "
1474	1800	1882. Feb. 10	R. Kennedy and Son	Manufacture of 500 medium open goods waggons...	"	...	39,225 0 0	13,306 10 0	...	" "
1475	1340	1881. Oct. 28	J. and W. Robson ...	Supply of sleepers and crossing timbers	Hobson's Bay lines	...	2,047 7 6	1,878 11 7	168 15 11	Completed.
1476	1451	Nov. 25	Phoenix Foundry Co.	Manufacture of 6 tank locomotive engines	Rolling-stock	...	16,640 0 0	12,310 7 8	...	Not completed at 31 Dec. '82.
1477	1348	Oct. 28	Alston and Brown...	Supply of furniture for stations	All lines	...	403 14 9	403 9 8	0 5 1	Completed.
1479	1801	1882. Feb. 10	Johnson and Co. ...	Manufacture of 20 second-class, 20 composite carriages, and 15 luggage brake vans	Rolling-stock	...	26,400 0 0	3,600 0 0	...	Not completed at 31 Dec. '82.
1479A	1802	" 10	P. Bevan ...	Manufacture of 25 first-class carriages	"	...	14,150 0 0	900 0 0	...	" "
"	1829	" 17	P. Bevan ...	Extra on ditto	"	...	1,050 0 0	...	...	" "
1480	3178	1881. Sept. 9	J. and W. Robson ...	Supply of sleepers	Melbourne Terminus	...	183 6 8	281 19 4	...	Completed.
"	1465	Nov. 25	J. and W. Robson ...	Extra on ditto	All lines	...	80 0 6	...	...	"
"	2363	1882 Mar. 3	J. and W. Robson ...	"	"	...	18 12 2	...	...	"
1481	1803	1881. Feb. 10	Howard and Cooke	Manufacture 40 sets automatic brake gear	Rolling-stock	...	1,537 0 0	1,537 0 0	...	"
1482	1295	1881. Oct. 7	T. Gaunt ...	Supply of 2 turret clocks	Melbourne Terminus and Hobson's Bay lines	...	697 0 0	537 6 0	...	Not completed at 31 Dec. '82.
1483	1537	Dec. 9	Victoria Iron Rolling Co.	Manufacture of fishbolts	All lines	...	7,510 0 0	7,537 5 7	...	Completed.
"	1858	1882. Dec. 12	Victoria Iron Rolling Co.	Extra on ditto	"	...	25 4 7	...	...	"
1483A	1446	1881. Nov. 25	Victoria Iron Rolling Co.	Manufacture of dogspikes	"	...	11,340 0 0	10,060 5 8	...	Not completed at 31 Dec. '82.
1483B	1676	1882. Jan. 13	E. and W. Drayton	" of pins	"	...	2,792 10 0	2,792 10 0	...	Completed.
1484	1449	1881. Nov. 25	R. Bain and Son ...	" of point connexions	Melbourne Terminus	...	198 4 4	180 4 0	18 0 4	"
1486	1450	" 25	A. Braid ...	" of platclayers' tools and lorries	All lines	...	1,844 8 6	1,843 9 9	0 18 9	"
1487	1499	Dec. 2	Isaac Slingso ...	Taking down old footbridge and re-erecting new footbridge, Richmond	Hobson's Bay lines	...	436 10 10	403 14 1	32 16 9	"
1488	1458	1881. Nov. 25	John Foot ...	Erection of goods shed at Glen Thompson	Ararat to Hamilton	...	166 18 3	169 12 1	...	"
"	1761	1882. Feb. 3	John Foot ...	Extra on ditto	"	...	2 13 10	...	...	"

No. 24.—STATEMENT showing Contracts in progress at 31st December, 1881, for Construction of Lines, Stations, Buildings, Rolling-stock, and other works; also the Contracts entered into during the Year ending 31st December, 1882—continued.

Contract No.	Engineer-in-Chief's Gazette.	Date of Gazette.	Contractor.	Description of Contract.	Line of Railway.	Contract Amount.	Expenditure to 31st Dec., 1882.		Balance Unexpended.		Remarks.
							£ s. d.	£ s. d.	£ s. d.	£ s. d.	
		1881.									
1489	1500	Dec. 2	Geo. Thomson ...	Erection of 7 gatekeepers' cottages ...	St. Arnaud to Donald ...	834 9 0	743 8 11	91 0 1		Completed.	
1490	1501	" 2	Geo. Thomson ...	" 6 " ...	" " ...	717 5 0	640 3 10	77 1 2		"	
1491	1502	" 2	Geo. Thomson ...	" 6 " ...	" " ...	742 17 0	661 1 9	81 15 3		"	
1492	1461	Nov. 25	N. Irwin ...	" goods shed at Arcadia ...	Goulburn Valley line ...	404 17 3	350 15 7	54 1 8		"	
1493	1457	" 25	N. Irwin ...	" " Pakenham ...	Oakleigh to Sale ...	426 5 8	285 8 1	140 17 7		"	
1494	1456	" 25	P. Callanan ...	Supply of posts and rails ...	North Eastern line ...	96 5 0	87 10 0	8 15 0		"	
1495	1341	Oct. 28	D. Blair ...	" sleepers and crossing sleepers... ..	Hobson's Bay lines ...	1,113 15 0	1,035 3 10	78 11 2		"	
1496	1342	" 28	J. Ragg ...	" ballast	" " ...	293 13 4				"	
		1882.					300 5 4			"	
"	2382	Mar. 10	J. Ragg ...	" "	" " ...	6 12 0				"	
		1881.									
1498	1344	Oct. 28	G. Paine and Co. ...	" "	Footscray to Williamstown ...	1,145 16 8	1,145 16 1	0 0 7		"	
1499	1437	Nov. 18	S. Cleve ...	" steel rails	All lines	2,325 0 0	2,335 19 8			"	
1500	1455	" 25	E. Cooke ...	" piles	Hobson's Bay lines ...	815 5 11				"	
		1882.					872 8 2			"	
"	1621	Oct. 27	E. Cooke ...	Extra on ditto	" " ...	57 2 3				"	
		1881.									
1500A	1454	Nov. 25	W. M. Fehon ...	Supply of sawn timber	" " ...	1,649 6 0	1,538 5 10	111 0 2		"	
1501	1447	" 25	Pritchard and Blackwood	Erection of 7 gatekeepers' cottages ...	Goulburn Valley line ...	689 14 0	629 2 11	60 11 1		"	
1502	1463	" 25	E. Johnson ...	" 7 "	Toolamba to Tatura ...	768 19 0	736 16 11	32 2 1		"	
1507	1538	Dec. 9	I. and J. Hodgson ...	Making water-supply dam at Korong Vale	Inglewood to Charlton ...	1,997 17 6				"	
		1882.					2,097 10 2			"	
"	628	Aug. 11	I. and J. Hodgson ...	Extra on ditto	All lines "	99 12 8				"	
1508	1677	Jan. 13	Humble and Nicholson	Manufacture of engine boilers and pumps	" "	4,158 0 0	3,823 18 8	334 1 4		"	
1509	1804	Feb. 10	A. Dempster ...	Fitting 12 carriages for gas	Rolling-stock	Rates	462 0 0			"	
		1881.									
1510	1459	Nov. 25	Davies and Batty ...	Erection of urinals, &c., at East Richmond	Hobson's Bay lines ...	315 15 4				"	
		1882.					342 19 2			"	
"	2383	Mar. 10	Davies and Batty ...	Extra on ditto	" " ...	27 3 10				"	
1511	1678	Jan. 13	W. Swanson ...	Addition to station buildings at Flinders-street	" " ...	1,860 2 0	1,781 9 1	78 12 11		"	
		1881.									
1512	1460	Nov. 25	A. T. Taylor ...	Erection of urinals, &c., at Brighton Beach	" " ...	167 3 3				"	
		1882.					168 9 11			"	
"	2381	Mar. 10	A. T. Taylor ...	Extra on ditto	" " ...	1 6 8				"	
		1881.									
1513	1503	Dec. 2	D. McDonald ...	Supply of ballast	Geelong to Queenscliff ...	875 0 0				"	
		1882.					989 16 1			"	
"	2729	May 19	D. McDonald ...	Extra on ditto	" " ...	114 16 1				"	
		1881.									
1514	1448	Nov. 25	J. Mooney ...	Supply of piles and timber	Hobson's Bay lines ...	455 18 10	420 4 5	35 14 5		"	
1515	1535	Dec. 9	T. Carson ...	" posts and rails	" " ...	463 0 0	448 8 4	14 11 8		"	
1516	1542	" 9	J. Horwood and Son	Manufacture of 9 pairs locomotive engine cylinders	Rolling-stock	599 15 0	599 15 0			"	
		1882.									
1517	1747	Jan. 20	A. T. Taylor ...	Alterations, &c., Warragul station ...	Oakleigh to Sale	659 19 7	642 16 2	17 3 5		"	

	1519	1881. Dec. 9	John Foot	...	Erection of goods shed at Donald	...	St. Arnaud to Donald	...	955 5 4	} 994 16 3	...	Completed.
	"	1882. Oct. 27	John Foot	...	Extra on ditto	...	"	...	39 10 11			
	1520	1881. Feb. 3	A. Lugton and Sons	...	Manufacture of galvanized crown and side pulleys	...	All lines	...	211 13 4	211 5 0	0 8 4	"
	1521	1881. Dec. 9	J. E. Rillstone	...	Supply of 300 lamp-hole covers	...	Rolling-stock	...	105 0 0	105 0 0	...	"
	1522	1882. Jan. 13	W. Scobie	...	Supplying and laying granite pitchers at Stawell	...	Ararat to Stawell	...	440 0 0	414 10 5	25 9 7	"
	1523	1881. Dec. 9	W. E. Brown	...	Erection of 9 gatekeepers' cottages	...	Inglewood to Charlton	...	1,191 6 0	} 1,195 18 11	126 7 1	"
	"	1882. July 7	W. E. Brown	...	Extra on ditto	...	"	...	131 0 0			
	1524	1881. Dec. 9	M. Geran	...	Supply of tailings	...	Melbourne Terminus	...	437 10 0	} 440 6 10	...	"
	"	1882. Mar. 3	M. Geran	...	Extra on ditto	...	"	...	2 16 10			
	1525	1881. Jan. 13	Pritchard and Blackwood	...	Erection of goods shed, &c., at Korong Vale	...	Inglewood to Charlton	...	480 4 5	431 10 7	48 13 10	"
	1526	1881. Jan. 13	J. Maekintosh	...	Supply of sleepers	...	All lines	...	985 5 4	895 16 8	89 11 8	"
	1527	1881. Mar. 3	Newton and Borland	...	Alteration and additions to Geelong station	...	Williamstown Junction to Ballarat	...	12,539 0 0	5,445 15 11	...	Not completed at 31 Dec. '82.
	1528	1881. Jan. 20	W. Swanson	...	Erection of ladies' retiring rooms at Flinders-street station	...	Hobson's Bay lines	...	317 18 0	304 0 11	13 17 1	Completed.
	1529	1881. July 28	R. Thornton	...	Erection of shed over goods platform	...	Melbourne Terminus	...	954 16 3	} 986 14 8	...	"
	"	1881. July 28	R. Thornton	...	Extra on ditto	...	"	...	31 18 5			
	1531	1881. ...	J. A. Johnston	...	Grubbing, clearing, &c., from Horsham to Wimmera shire boundary	...	Horsham to Dimboola	...	58 6 8	...	...	Not completed at 31 Dec. '82.
D	1532	1881. Dec. 2	Wright and Edwards	...	Manufacture of fishbolts	...	All lines	...	761 5 0	761 5 0	...	Completed.
	1533	1882. Jan. 13	J. Moore and Co.	...	Supply of metal	...	Oakleigh to Sale	...	1,218 15 0	} 1,324 1 2	49 13 10	"
	"	1882. Apr. 14	J. Moore and Co.	...	Extra on ditto	...	"	...	155 0 0			
	1534	1881. Feb. 3	Thompson and Co.	...	Manufacture of semaphore fittings	...	All lines	...	208 16 5	203 1 1	5 15 4	"
	1535	1881. Feb. 3	Humble and Nicholson	...	Erection of tank, laying pipes, &c., at Seymour	...	North-Eastern line	...	334 15 6	310 14 10	24 0 8	"
	1536	1881. Mar. 3	Herbert Hart	...	Ladies' retiring rooms, St. Kilda station	...	Hobson's Bay lines	...	325 14 4	307 18 2	17 16 2	"
	1537	1881. Mar. 3	Robison Bros. and Co.	...	Supply and erection of syphon at Korong Vale	...	Inglewood to Charlton	...	132 0 0	120 0 0	12 0 0	"
	1538	1881. Sept. 15	Alcock and Co.	...	Supply of sawn blackwood	...	Rolling-stock	...	Rates	866 12 7	...	Not completed at 31 Dec. '82.
	1538A	1881. Sept. 15	Thos. E. Boyd	...	" teak	...	"	...	"	...	...	"
	1539	1881. Jan. 20	Davies and Batty	...	Erection of coal-stage, &c., at Caulfield	...	Caulfield to Frankston	...	184 1 0	176 7 7	7 13 5	Completed.
	1540	1881. Jan. 20	James Malone	...	" two passenger platforms at Caulfield	...	South Yarra to Oakleigh	...	556 17 6	521 6 5	45 11 1	"
	1541	1881. Jan. 20	N. Graham	...	Erection of gatekeeper's cottage	...	Footscray to Echuca...	...	121 11 6	112 3 3	9 8 3	"
	1542	1881. Feb. 3	F. McDonald and Co.	...	Supply of twenty-five 400-gallon tanks	...	Shepparton to Numurkah, and Inglewood to Charlton	...	121 17 6	121 17 6	...	"
	1543	1881. Mar. 3	D. Munro	...	Erection of 20,000-gallon tank at Brighton Beach	...	Hobson's Bay lines	...	499 7 9	487 17 8	11 10 1	"
	1544	1881. Feb. 3	A. Liddicoat	...	Erection of station buildings, &c., at Tylden	...	Carlsruhe to Daylesford	...	731 11 8	654 11 6	77 0 2	"
	1545	1881. Dec. 16	J. McEwan and Co.	...	Supply of 12-ton weighbridge	...	Lancefield Road to Lancefield	...	160 0 0	160 0 0	...	"
	1546	1882. May 12	J. H. Dainton	...	Erection of goods shed at Mooroopna	...	Goulburn Valley line	...	206 17 0	171 3 5	35 13 7	"
	1547	1882. Feb. 17	D. Munro	...	" clock tower at Flinders-street station	...	Hobson's Bay lines	...	797 15 0	675 0 0	...	Not completed at 31 Dec. '82.
	1548	1881. Mar. 3	Johnson and Garrett	...	" 8 gatekeepers' cottages	...	Eaglehawk to Kerang	...	922 11 0	709 0 0	...	"
	1549	1881. Mar. 3	Thompson and Co.	...	Manufacture of points and crossings	...	All lines	...	5,728 5 0	3,028 11 11	...	"
	1550	1881. Mar. 31	Moline and King	...	Construction of the Traralgon to Heyfield railway	...	Traralgon to Heyfield	...	50,625 2 4	21,238 0 4	...	"

1580	2384	Mar. 10	J. McDonald	...	Erection of 23 gatekeepers' cottages	...	Hawthorn to Lilydale	...	3,580 15 0	3,300 0 0	...	Not completed at 31 Dec. '82.
1581	2385	" 10	Wm. Quayle	...	" 11	...	Horsham to Dimboola	...	1,767 19 3	1,602 14 10	165 4 5	Completed.
1582	2539	" 24	McDermott, McNeil, and Bath	...	" 13	...	Colac to Camperdown	...	2,039 19 0	1,950 8 6	89 10 6	"
1583	2553	" 31	James Kennedy	...	"	truck repairing shed	Melbourne Terminus	...	809 0 0	1,125 11 0	0 3 9	"
	1553	Oct. 13	James Kennedy	...	Extra on ditto	...	"	...	320 0 0			"
1584	2309	Mar. 3	J. E. Rillstone	...	Manufacture of point connexions	...	Melbourne Terminus and Hobson's Bay lines	...	207 9 0	201 0 7	6 8 5	"
1585	1351	Aug. 25	McKenzie and Holland	...	Manufacture and supply of patent interlocking points and signal apparatus	...	All lines	...	15,454 15 8	...	...	Not completed at 31 Dec. '82.
1586	2697	May 12	J. E. Rillstone	...	Manufacture of semaphore fittings	...	"	...	410 13 4	403 4 0	7 9 4	Completed.
*1588	2698	" 12	Howes and Co.	...	Duplication of line from Caulfield to Oakleigh	...	South Yarra to Oakleigh	...	3,311 6 8	1,718 8 3	...	Not completed at 31 Dec. '82.
1589	2540	Mar. 24	A. T. Taylor	...	Erection of a gatekeeper's cottage on the Queens-cliff station ground	...	Geelong to Queenscliff	...	136 15 3	126 12 0	10 3 3	Completed.
1590	2554	" 31	S. Willis Bros.	...	Tar paving stations	...	Hobson's Bay lines	...	804 2 0	902 7 0	7 11 8	"
"	1524	Oct. 6	S. Willis Bros.	...	Extra on ditto	...	"	...	105 16 8			"
1592	2555	" 31	Jas. Hughes	...	Excavating tank at Mitiamo station	...	Eaglehawk to Kerang	...	3,949 0 0	3,070 15 5	...	Not completed at 31 Dec. '82.
1593	...	...	Moubray, Rowan, and Hicks	...	Supply of sundry furniture for stations	...	All lines	...	85 4 6	85 4 6	...	Completed.
1594	2670	Apr. 28	W. E. Brown	...	Erection of 2 gatekeepers' cottages near Toolamba	...	Goulburn Valley line	...	255 16 4	234 8 5	21 7 11	"
1595	2699	May 12	Mitchell, Newell, and Dalglish	...	Construction of Wodonga to Murray railway	...	Wodonga to River Murray	...	24,983 19 3	9,539 15 4	...	Not completed at 31 Dec. '82.
1596	2361	Mar. 3	J. Mooney	...	Supply of ironbark piles	...	Oakleigh to Sale, and Caulfield to Frankston	...	243 15 0	243 15 0	...	"
1597	1758	Nov. 24	Wm. Williams	...	Manufacture of 100 cattle wagons	...	Rolling-stock	...	14,350 0 0	...	...	"
1598	2700	May 12	David Munro	...	" five (5) engine turntables	...	All lines	...	2,020 11 10	692 15 6	...	"
1599	2753	June 2	Jas. Cockburn	...	Erection of goods shed at Daylesford	...	Carlsruhe to Daylesford	...	571 10 4	500 0 0	...	"
1600	2671	Apr. 28	J. S. Robertson	...	" engine-driver's residence on Lancefield station ground	...	Lancefield-road to Lancefield	...	193 14 5	179 4 5	14 10 0	Completed.
1601	2701	May 12	C. Ezard	...	" station buildings at Moonee Ponds	...	Essendon line	...	471 18 6	461 13 10	10 4 8	"
1602	2672	Apr. 28	J. S. Robertson	...	" station-master's residence at Kensington	...	"	...	185 11 5	52 0 0	133 11 5	"
1603	2673	" 28	G. Thomson	...	" gatekeeper's cottage on St. Arnaud station ground	...	St. Arnaud to Donald	...	128 17 9	120 11 5	8 6 4	"
1604	2688	May 5	D. Leslie and Co.	...	Construction of Borung to Boort railway	...	Borong to Boort	...	30,000 12 1	12,861 0 9	...	Not completed at 31 Dec. '82.
1605	2674	Apr. 28	J. E. Rillstone	...	Manufacture and supply of point connexions	...	Melbourne Terminus and Hobson's Bay lines	...	199 13 0	197 1 3	2 11 9	Completed.
1606	2689	May 5	Edward Jeffers	...	Excavating tank at Lake Boort	...	Borong to Boort	...	3,382 18 4	2,421 14 6	...	Not completed at 31 Dec. '82.
1607	1443	Sept. 15	Sali Cleve	...	Supply of 34,600 tons of steel rails and fishplates	...	All lines	...	227,495 0 0	...	...	"
1608	2768	June 9	J. Mackintosh	...	" sleepers	...	"	...	2,887 10 0	2,034 9 1	...	"
1609	1626	Oct. 27	Morris and Begg	...	Alterations and additions to engine shed, Ballarat	...	Williamstown Junction to Ballarat	...	6,991 9 5	...	...	"
1610	2754	June 2	Smith and Sutherland	...	Construction of the Branxholme to Casterton railway	...	Branxholme to Casterton	...	75,038 9 5	10,733 3 1	...	"
1611	1448	Sept. 15	Langlands Foundry Co.	...	Manufacture of engine, tender, carriage, and truck wheels	...	Rolling-stock	...	Rates	1,405 6 0	...	"
1612	2524	Mar. 24	John Blyth and Co.	...	Supply of 6-inch cast-iron water pipes	...	Melbourne Terminus	...	117 14 0	117 14 0	...	Completed.
1613	2727	May 19	D. Leslie and Co.	...	Construction of the Charlton to Wycheproof railway	...	Charlton to Wycheproof	...	42,471 2 8	13,500 16 4	...	Not completed at 31 Dec. '82.
1614	483	June 30	A. Kelly	...	Supply of sleepers and crossing timbers	...	Hobson's Bay lines	...	2,182 7 8	1,633 6 6	...	"
1615	2771	" 9	S. Willis Bros.	...	Supply of bluestone metal	...	Hobson's Bay lines	...	3,365 6 3	3,436 15 6	...	Completed.
"	1689	Nov. 10	S. Willis Bros.	...	Extra on ditto	...	"	...	71 9 3			"
1615A	2728	May 19	Wm. Chambers	...	Supply of bluestone metal	...	"	...	948 15 0	911 6 1	37 8 11	"
1616	2702	" 12	J. E. Rillstone	...	Manufacture of point and signal connexions	...	All lines	...	413 4 8	122 9 6	...	Not completed at 31 Dec. '82.
1617	525	July 7	E. Noble and Co.	...	" semaphore quadrants	...	"	...	264 0 0	240 0 0	24 0 0	Completed.
1618	2703	May 12	George Couch	...	" semaphore fittings and lamps	...	"	...	448 2 3	447 15 7	0 6 8	"
1619	2755	June 2	J. Greenough and Co.	...	Tar paving stations, Hawksburn to Oakleigh	...	South Yarra to Oakleigh	...	2,093 16 7	1,859 16 8	...	Not completed at 31 Dec. '82.

² This contract was determined by the Board on 20th December, 1882.

1654	1350	Aug. 25	McKenzie and Holland	Manufacture and supply of semaphore fittings ...	All lines ...	797 10 0	...	...	Not completed at 31 Dec. '82.
1655	529	July 7	J. Gow ...	" of 25 sets of ironwork for derrick cranes	" ...	1,626 10 0	1,485 12 9	140 17 3	Completed.
1656	527	" 7	Geo. Booker ...	Ashlar and masonry walls, &c., at Yarra bridge, Hawthorn	Hawthorn line ...	278 19 2	265 5 10	13 13 4	"
1658	1431	Sept. 8	Phoenix Foundry Co.	Manufacture of 50 locomotive engines and tenders	Rolling-stock ...	148,180 0 0	2,639 12 11	...	Not completed at 31 Dec. '82.
1659	539	July 14	Johnson and Co. ...	Supply of ironwork in girders for Yarra bridge, Hawthorn	Hawthorn line ...	444 4 0	401 10 6	42 13 6	Completed.
1660	571	" 28	T. Hutton ...	Supply of posts and rails at Beaufort ...	All lines ...	156 5 0	153 10 0	2 15 0	"
1660A	572	" 28	P. A. Mills ...	" " " Moe ...	" ...	107 10 0	36 15 4	...	Not completed at 31 Dec. '82.
1660B	573	" 28	B. Trewhella ...	" " " Trentham ...	" ...	210 0 0	...	...	"
1660C	621	Aug. 11	W. McComb ...	" " " Rosedale ...	" ...	125 0 0	105 8 8	...	"
1661	574	July 28	Buchanan and Nodrum	Supply of 2 donkey engines ...	" ...	335 0 0	...	...	"
"	1623	Oct. 27	Buchanan and Nodrum	Extra on ditto ...	" ...	10 0 0	247 10 0	...	"
1662	540	July 14	D. Blair ...	Supply of redgum timber at Echuca ...	" ...	Rates	1,802 14 11	...	"
*1663	541	" 14	H. M. Fiedler ...	" hardwood timber at Fernhill ...	" ...	"	199 12 7	...	"
1664	542	" 14	J. and A. Trinca ...	Supply of hardwood timber at Bunyip ...	" ...	"	478 16 1	...	"
1665	622	Aug. 11	W. E. Brown ...	Erection of 9 gatekeepers' cottages ...	Eaglehawk to Kerang ...	1,414 12 6	1,067 17 1	...	"
1666	575	July 28	Geo. Thomson ...	" 1 gatekeeper's cottage ...	St. Arnaud to Donald ...	131 10 6	120 6 8	11 3 10	Completed.
1667	543	" 14	Simpson Bros. ...	Supply of sawn timber at Beechworth ...	All lines ...	Rates	56 2 2	...	Not completed at 31 Dec. '82.
1668	544	" 14	J. Williams ...	" " " Violet Town or Baddaginnie	" ...	"	...	...	"
1669	547	" 14	Price and Co. ...	" " " Myamyn or Heywood ...	" ...	"	367 11 9	...	"
1670	1335	Aug. 18	J. N. Cox ...	Erection of platform, wall, &c., at Camperdown ...	Colac to Camperdown ...	368 17 6	285 12 6	...	"
1671	1794	Dec. 1	C. and E. Millar ...	Water-supply works, and erection of turntable at Lilydale	Hawthorn to Lilydale ...	1,084 19 0	...	...	"
1672	545	July 14	J. Quiggin ...	Supply of sawn timber at Mooroopna ...	All lines ...	Rates	667 8 0	...	"
1673	546	" 14	P. Murren ...	" " " Rosedale ...	" ...	"	100 3 6	...	"
1674	1545	Oct. 13	N. Irwin ...	Erection of goods shed at Bullarto ...	Carlsruhe to Daylesford ...	"	150 10 0	...	"
1677	624	" 11	R. Boston ...	Ironwork for verandah, Flinders-street station ...	Hobson's Bay lines ...	240 17 3	101 1 4	18 16 5	Completed.
1678	627	" 11	Wright and Edwards	Supply of shafting, pulleys, &c., for running shed, Sandridge	" " ...	119 17 9	289 0 0	...	"
1682	1380	Sept. 1	Pritchard and Blackwood	Erection of station buildings at Dimboola ...	Horsham to Dimboola ...	2,186 1 1	292 3 5	...	Not completed at 31 Dec. '82.
1683	1525	Oct. 6	C. and E. Millar ...	Construction of the Tallarook to Yea line of railway	Tallarook to Yea ...	97,637 16 4	...	...	"
1684	1526	" 6	R. and J. Shimm...	Erection of station buildings at Middle Brighton ...	Hobson's Bay lines ...	1,387 15 3	340 12 6	...	"
1685	1433	Sept. 8	Jas. McGuire ...	Manufacture of 500 sets of locking bars ...	All lines ...	165 0 0	94 10 0	...	"
1686	1349	Aug. 25	P. Kiely ...	Supply of metal at Pakenham ...	Oakleigh to Sale ...	1,182 10 0	1,182 10 0	...	"
1687	1469	Sept. 22	G. F. Pickles and Sons	Construction of 10 horse boxes ...	Rolling-stock ...	2,925 0 0	...	...	"
1687A	1470	" 22	A. Harkness and Co.	" 20 sheep and 50 flat trucks ...	" ...	6,657 10 0	...	...	"
1687B	1435	" 8	Johnson and Co. ...	" 50 flat and 100 ballast trucks ...	" ...	10,950 0 0	1,800 0 0	...	"
1688	1451	" 15	McLean Bros. and Rigg	Supply of two 10-ton weighbridges ...	G. V. line and Daylesford line ...	180 0 0	180 0 0	...	Completed.
1689	1486	" 29	Thomas Feely ...	" piles ...	Footscray to Williamstown ...	3,025 0 3	144 15 4	...	Not completed at 31 Dec. '82.
1689A	1487	" 29	Echuca and Moama Saw-mill Co.	Supply of sawn timber... ..	Footscray to Williamstown ...	2,275 7 11	437 14 2	...	"
1690	1381	" 1	John Maher ...	" bluestone metal ...	Warrneheip to Gordons ...	130 3 4	122 12 5	7 10 11	Completed.
1691	1384	" 1	J. and W. Robson ...	" sleepers ...	All lines ...	1,025 10 5	927 8 10	98 1 7	"
1691A	1472	" 22	D. Blair ...	" " " ...	" ...	1,902 1 8	1,843 12 2	58 9 6	"
1691B	1546	Oct. 13	J. Vorbach ...	" " " ...	" ...	641 13 4	...	...	"
1692	1348	Aug. 25	Geo. Couch ...	Manufacture of traverse tables ...	" ...	716 10 9	...	...	Not completed at 31 Dec. '82.

* This contract was transferred to Dockendorf and Hutchinson on the 7th December, 1882.

1737	1573	Oct. 20	W. Chambers ...	Supply of bluestone metal ...	Hobson's Bay lines ...	474 7 6	400 0 0	...	Not completed at 31 Dec. '82.
1738	1650	Nov. 3	J. E. Rillstone ...	Manufacture of semaphore ladders ...	All lines ...	203 5 0	...	...	" "
1739	1565	Oct. 20	Wm. Anderson and Sons	Manufacture and supply of cast-iron chairs ...	" ...	779 13 8	...	...	" "
1740	1718	Nov. 17	A. Harkness and Co.	Manufacture of 10 carriage trucks ...	Rolling-stock ...	1,079 0 0	...	...	" "
1742	1651	" 3	Thompson and Co....	" points and crossings ...	All lines ...	2,384 10 6	...	...	" "
1743	1652	" 3	N. Irwin ...	Erection of station buildings at Cope Cope ...	St. Arnaud to Donald ...	889 0 0	...	...	" "
1744	1709	" 17	B. Jensen ...	" passenger station at Raywood ...	Eaglehawk to Kerang ...	884 11 2	...	...	" "
1745	1653	" 3	Pritchard and Blackwood	" goods shed, &c., at Pimpinio ...	Horsham to Dimboola ...	1,080 9 3	...	...	" "
1746	1654	" 3	Pritchard and Blackwood	" " Wail ...	" ...	1,079 7 3	...	...	" "
1747	1655	" 3	Pritchard and Blackwood	" " Dimboola ...	" ...	1,501 11 4	...	...	" "
1748	1685	" 10	J. E. Rillstone ...	Manufacture of platelayers' tools and lorries ...	All lines ...	998 17 0	...	...	" "
1750	1686	" 10	Jarvic and Robertson	Construction of piers and abutments for duplication of viaduct at 22 miles 62'54 chains	North-Eastern line ...	564 6 6	...	...	" "
1751	1687	" 10	W. T. Wright ...	Construction of piers and abutments for duplication of viaduct at 23 miles 29'04 chains	" ...	426 10 0	...	...	" "
1752	1530	Oct. 6	Wm. Hobson ...	Supply of 1,000 sleepers ...	Oakleigh to Sale ...	125 0 0	125 0 0	...	Completed.
1753	1656	Nov. 3	Johnson and Co. ...	" girders for bridge at Wells-street, Middle Brighton	Hobson's Bay lines ...	914 9 10	...	...	Not completed at 31 Dec. '82.
1754	1822	Dec. 8	G. Paine ...	" bluestone metal ...	Footscray to Williamstown ...	1,250 0 0	...	...	" "
1755	1657	Nov. 3	James McEwan ...	" furniture ...	All lines ...	243 19 6	...	...	" "
1757	1720	" 17	David Munro ...	Manufacture of coal-stage ramps and trucks ...	Rolling-stock ...	210 10 0	...	...	" "
1758	1710	" 17	B. Jensen ...	Erection of two gatekeepers' cottages ...	North-Eastern line ...	255 15 0	...	...	" "
1759	1721	" 17	E. S. Thomassen ...	Manufacture of 180 engine and tender buffers ...	Rolling-stock ...	675 0 0	...	...	" "
1760	1711	" 17	B. Jensen ...	Erection of 8 gatekeepers' cottages ...	Eaglehawk to Kerang ...	1,351 16 0	...	...	" "
1761	1712	" 17	Humble and Nicholson	Manufacture of boilers and pumps ...	All lines ...	2,656 10 0	288 0 0	...	" "
1762	1795	Dec. 1	J. and W. Robson ...	Supply of sleepers ...	" ...	2,234 7 0	442 8 2	...	" "
1762A	1713	Nov. 17	David Blair ...	" " ...	" ...	1,031 5 0	...	...	" "
1762B	1796	Dec. 1	J. Mackintosh ...	" " ...	" ...	962 10 0	...	...	" "
1764	1793	" 1	Hoffman Patent Steam Brick Co.	" bricks ...	Hobson's Bay lines ...	260 0 0	...	...	" "
1765	1797	" 1	L. McPherson and Co.	Water-supply tank and dam at Sebastian	Eaglehawk to Kerang ...	1,373 11 0	...	...	" "
1767	1823	" 8	W. Hutchinson ...	Supply of gravel ballast ...	Footscray Junction to Sandhurst ...	416 13 4	61 17 6	...	" "
1768	1824	" 8	W. Swanson ...	Erection of station buildings at Portland...	Portland to Hamilton ...	3,183 19 0	...	...	" "
1769	1826	" 8	A. Kyle ...	" gatekeeper's cottage at Tarrawingee ...	Wangaratta to Beechworth ...	157 17 0	...	...	" "
1770	1825	" 18	H. Parnall ...	" " Dunach siding	Ballarat to Maryborough ...	128 16 9	...	...	" "
1771	1714	Nov. 17	A. Anderson ...	Supply of bluestone channel pitchers ...	Melbourne Terminus ...	97 7 0	59 6 10	...	" "
1772	1715	" 7	W. Flanagan ...	" " metal ...	" ...	214 9 0	...	...	" "
1773	1827	Dec. 18	A. McDonald ...	" " ...	Geelong to Queenscliff ...	838 10 0	114 7 6	...	" "
1774	1719	Nov. 27	E. Noble and Co. ...	Manufacture of 500 wrought-iron buffers ...	Rolling-stock ...	1,137 10 0	...	...	" "
1782	1759	" 4	R. Bain and Son ...	Manufacture of cast-iron work for buffer frames ...	Hobson's Bay lines ...	133 2 0	...	...	" "
1783	1798	Dec. 1	Brinc Bros. ...	Supply of gravel ballast ...	Ararat to Portland ...	148 19 0	148 18 0	0 1 0	" "
1784	1574	Oct. 20	G. James ...	Supply of drilling machine ...	Melbourne Terminus... ..	80 0 0	80 0 0	...	Completed.
1785	1575	" 20	J. Storer ...	" screwing machine ...	" ...	80 0 0	80 0 0	...	" "
1786	1576	" 20	J. Morris ...	" screw-cutting lathe ...	" ...	150 0 0	150 0 0	...	Not completed at 31 Dec. '82.
1787	1577	" 20	Robison Bros. and Co.	" engine and boiler ...	" ...	180 0 0	180 0 0	...	Completed.
1788	1578	" 20	A. Sutherland ...	" blast fan ...	" ...	9 0 0	9 0 0	...	" "
1791	1716	Nov. 17	Jas. Gow ...	Manufacture of 20 tip-waggons ...	North-Eastern line ...	688 16 0	...	...	Not completed at 31 Dec. '82.
1792	1800	Dec. 1	E. W. Drayton ...	" pins and ferrules ...	All lines ...	421 12 6	...	...	" "

No. 24.—STATEMENT showing Contracts in progress at 31st December, 1881, for Construction of Lines, Stations, Buildings, Rolling-stock, and other works ; also the Contracts entered into during the Year ending 31st December, 1882—*continued*.

Contract No.		Date of Gazette.	Contractor.	Description of Contract.	Line of Railway.	Contract Amount.	Expenditure to 31st Dec., 1882.	Balance Unexpended.	Remarks.
Engineer-in-Chief's.	Gazette.								
1793	1799	1882. Dec. 1	W. T. Wright ...	Construction of piers and abutments for bridge at 54 miles 57'44 chains	North-Eastern line	£ s. d. 180 9 6	£ s. d. ...	£ s. d. ...	Not completed at 31 Dec. '82.
1794	1828	" 8	D. Munro ...	Construction of piers and abutments for duplication of viaduct at 47 miles 21'10 chains	" "	2,266 0 0	...	...	" "
1795	1622	Oct. 27	B. Cooke ...	Supply of piles	Footscray to Williamstown	92 8 11	81 19 8	...	" "
1796	1690	Nov. 10	E. Edwards and Son	Manufacture of 25 platform trollies	All lines	199 7 6	...	...	" "
1797	1760	" 24	Peter Denholm ...	Erection of 20,000-gallon tank at Sandridge	Hobson's Bay lines	512 0 1	...	...	" "
1798	1761	" 24	J. Blyth and Co. ...	Supply of 4-inch cast-iron pipes	North-Eastern line	147 12 0	147 10 3	0 1 9	Completed.
1800	1829	Dec. 8	A. T. Taylor ...	Erection of station buildings at North Brighton	Hobson's Bay lines	1,443 4 7	...	...	Not completed at 31 Dec. '82.
1801	1899	" 29	McLean Bros. and Rigg	Supply of ten 10-ton weighbridges	All lines	900 0 0	...	...	" "
1807	1792	" 1	W. Evans ...	Supply of buffing springs	Rolling-stock	163 2 6	163 2 6	...	Completed.
1808	1900	" 29	P. Denholm ...	Erection of 20,000-gallon tank at Maryborough	Ballarat to Maryborough	250 3 5	...	...	Not completed at 31 Dec. '82.
1809	1901	" 29	P. Denholm ...	" " " Clunes	" " " "	250 3 5	...	...	" "
1811	1902	" 29	J. C. Smith ...	Supply of fifty 400-gallon tanks	All lines	218 10 10	...	...	" "
1812	1821	" 8	Grant and Co. ...	" sleepers	St. Arnaud to Donald	150 0 0	150 0 0	...	Completed.

Engineer-in-Chief's Office,
16th July, 1883.

W. H. GREENE,
Engineer for Existing Lines.

ROBT. WATSON,
Engineer-in-Chief.

By Authority: JOHN FINNES, Government Printer, Melbourne.