

1884.

VICTORIA.

VICTORIAN RAILWAYS.

RAILWAYS CONSTRUCTION BILL,

STATEMENT BY THE VICTORIAN RAILWAYS COMMISSIONERS
OF THE ESTIMATED COST OF PROPOSED NEW LINES, AND
OF PROBABLE TRAFFIC, AND OTHER RETURNS THEREFROM.

PRESENTED TO THE LEGISLATIVE ASSEMBLY PURSUANT TO ACT 47 VICT. No. 767 SEC. 79.

Ordered by the Legislative Assembly to be printed, 16th October, 1884.

By Authority :

JOHN FERRIS, GOVERNMENT PRINTER, MELBOURNE.

A.—No. 7.

APPROXIMATE COST OF PAPER.

									£	s.	d.
Preparation—Not given.											
Printing (700 copies)	..	..	..	..	..	..	..	..	16	0	0

To the Honorable the Minister of Railways.

VICTORIAN RAILWAYS,

Melbourne, 13th October, 1884.

SIR,

We are required by clause 79 of the Victorian Railways Commissioners Act, No. 767, to transmit to you, under seal, estimates of the cost of the railways submitted for the approval of Parliament, and information as to the traffic and other returns likely to be derived from such railways.

In accordance therewith we beg to append Statement A, showing the length of each line proposed to be authorized, the estimated cost per mile, and the total aggregate cost.

These estimates (subject to 5 per cent., which has been added for contingencies, instead of 10 per cent., the usual addition, and to note in Statement A, *re* line Yackandandah to Beechworth) will, in our opinion, be sufficient, provided ample time is given for surveys, for the preparation of specifications and schedules for letting contracts, for the contractors to examine the country and works before sending in their tenders, and for the execution of the works; and that care is exercised in letting the contracts so as not to create too great a strain upon the available labour.

The Commissioners are unable to furnish estimates of the traffic likely to be created by the construction of these railways, as experience has shown that the traffic of a district during the time it was without railway communication is no guide to the traffic which has immediately developed upon the provision of means for its transit, and they feel that the preparation of any such information would be unreliable and misleading; but, judging from the ascertained capacity of districts similarly situated which have most recently been supplied with railways, the Commissioners are of opinion that the proposed outlay is justified, and that, although some of the lines may not pay *per se* for some time after they are opened, they will be feeders to existing lines upon which a large capital has already been expended, and the result will be satisfactory from a railway revenue point of view, independent of the numerous advantages the districts individually interested, and the country generally, will derive from so considerable an addition to the Victorian railways.

The attached Statement B supplies information furnished by the Government Statist of the products of the districts served by the proposed railways, and affords evidence of the large local requirements to be met.

In addition, special features attach to some of the proposed railways which form part of through routes, such as the Bacchus Marsh and Gordons, and South Australian Border lines.

The Commissioners desire to point out that these estimates assume that rolling-stock sufficient to equip most of the proposed new railways has already been provided. No doubt a large quantity of rolling-stock, some of which has still to be delivered, was ordered in expectation of Parliament sanctioning the construction of new railways; but

since then the traffic on existing lines has so largely increased, that the new stock has been absorbed for present requirements, and the Commissioners, feeling that they are not taking a too sanguine view of the future development of the traffic, are of opinion that, by the time the new railways become available for the public, further provision for rolling-stock will have to be made.

Notwithstanding this, however, they think the natural increase of revenue will warrant the provision of additional capital when the time arrives for recommending it, and it is only a question whether provision should not be made for it in the present estimates.

In addition to the expenditure shown in Statement A, works are required on the lines opened for traffic. Statement C gives full information of the various items, and particulars of the circumstances necessitating the outlay.

It will be observed that no provision is made in the proposed loan for any expenditure for increased siding or station accommodation on old lines, beyond the 30th June, 1885. Experience has shown that, as traffic develops, additional accommodation, properly chargeable to capital account, is necessary, and, with so large a system as the present Victorian railways, the Commissioners consider it would be wise to still further increase the total amount of the loan, so that there may be a fund to meet emergencies of this character, which are sure to arise during the next few years.

Given under our hand and seal this 13th day of October, One thousand eight hundred and eighty-four.

(L.S.)

R. SPEIGHT, Chairman.

ALFRED J. AGG, Commissioner.

R. FORD, Commissioner.

STATEMENT A.

COUNTRY LINES.—EXCLUSIVE OF PERMANENT-WAY MATERIAL AND ROLLING-STOCK.

Description of Line.	Steepest Gradient.	Length.	Estimated Cost.	Total.
	1 in—	Miles.		£
Bacchus Marsh to Gordons... ..	48	27·20		
Bacchus Marsh Junction to Newport... ..	91	4·80		
Ballarat Cattle Yards	50	2·96		
Ballarat Racecourse <i>viâ</i> Mt. Blowhard to Springs	50	13·15		
Birregurra to Cape Otway Forest	40	20·00		
Camperdown to Curdie's River (Pt. Campbell line)	40	19·71		
Camperdown to Terang and Warrnambool	50	43·00		
Creswick to Daylesford	40	23·01		
Dandenong to Leongatha (Gt. Southern line)	40	69·78		
Dimboola to South Australian Border	50	63·18		
Fitzroy to Whittlesea	50	20·82		
Frankston to Cemetery	50	0·75		
Hamilton to Coleraine	40	23·00		
Heyfield to Bairnsdale	50	49·80		
Horsham to Natimuk	50	13·13		
Koroit to Belfast	50	12·58		
Koroit <i>viâ</i> Penshurst to Dunkeld	50	47·79		
Koroit to Warrnambool	50	10·63		
Kyneton to Redesdale	50	16·56		
Lillydale <i>viâ</i> Yarra Flats to Healesville	40	15·22		
Lubeck to Rupanyup	100	10·50		
Malden towards Laanecoorie	40	11·76		
Moe to Narraenu	40	9·00		
Mount Moriac to the Forest (50lb. rails, 4-in. ballast, and half-round sleepers)	40	11·00		
Murchison to Rushworth	50	13·06		
Murt. a <i>viâ</i> Sheephills to Werracknabeal	70	31·25		
Myrtleford to Bright	50	18·47		
Numurkah to Cobram	100	18·50		
Numurkah to Nathalia	100	12·88		
Sale to Stratford	50	9·53		
Seardsdale to Lintons	40	8·25		
Shepparton to Dookie	70	13·85		
St. James to Yarrawonga	50	19·86		
Tatura <i>viâ</i> Tarrupta to Echuca	100	34·00		
Terang to Morthlake	66	12·94		
Wandong to Heathcote and Sandhurst	40	71·17		
Warragul towards Neerim	40	10·16		
Wodonga to Tallangatta	40	25·33		
Yaekandandah to Beechworth (no survey by this Dept. This is Mr. Stewart's estimate, prepared for Shire Council, with allowance for land, stations, &c.)	30	13·13		
Yea to Mansfield	40	50·96		
Total ... ..	...	902·67	£3,960 per mile ...	3,574,881
SUBURBAN LINES.—INCLUDING PERMANENT-WAY MATERIAL, BUT NOT ROLLING-STOCK.				
Alphington to Heidelberg	50	2·75		
Brighton to Pic-Nie Point	100	2·69		
Buraley to junction with line from Oakleigh to Alphington	50	6·20		
Outer Circle, from Oakleigh <i>viâ</i> Camberwell to a point on Alphington line, with two junctions at Camberwell	50	10·55		
Royal Park to Clifton Hill	50	2·38		
Total ... ..	...	24·57	£14,294 per mile ...	351,196
				3,926,077
Permanent-way material provided for 625 miles.				
Add 10 per cent. sidings not provided—61 miles, at £714 per mile			£43,554	
Additional permanent way material required—277 miles, at £714 per mile			197,778	
Add 10 per cent. for sidings—27 miles, at £714 per mile			19,278	260,610
				4,186,687
Junction Station, Alphington and Clifton Hill lines ... ..	...	...	20,000	
New works recommended by Commissioners ... ..	...	...	1,056,500	
Cost permanent-way material to recoup No. 717 ... ..	...	...	125,000	
Cost permanent-way material to recoup revenue ... ..	...	...	50,000	
				1,251,500
Rolling-stock ... ..	...	...	...	161,813
				5,600,000

13th October, 1884.

A.—No. 7.

STATEMENT B.

VICTORIAN RAILWAYS.

STATEMENT SHOWING THE LENGTH AND ESTIMATED COST OF THE UNDERMENTIONED PROJECTED RAILWAYS, AND THE POPULATION, LIVE STOCK, LAND IN CULTIVATION, PRODUCE, VALUE OF RATEABLE PROPERTY, PLANT, MACHINERY, AND IMPROVEMENTS ON FARMS IN THE DISTRICTS LIKELY TO BE SERVED BY SUCH LINES, WITH THE AREA TO WHICH THE STATISTICS REFER, AND OTHER INFORMATION.

Proposed Railway.			Estimated Population.	Value of Rateable Property.		Number of Farms.	Live Stock.				Cultivation.							Produce.						Estimated Value of—		Area to which Statistics refer.			
From	To	Length.		Estimated Cost.	Total.		Annual.	Horses.	Cattle.	Sheep.	Pigs.	Wheat.	Oats.	Other Cereals.	Root Crops.	Hay.	Green Forage.	Other Tillage.	Total.	Wheat.	Oats.	Other Cereals.	Root Crops.	Hay.	Wine.		Improvements on Farms.	Farming Machinery and Plant.	
		miles.	£	£	£					acres.	acres.	acres.	acres.	acres.	acres.	acres.	acres.	acres.	bushels.	bushels.	bushels.	tons.	tons.	gallons.	£	£			
Bacchus Marsh	Gordons	27-20	208,498	4,724	340,430	30,953	324	1,941	11,284	53,233	2,604	716	2,223	1,344	457	2,007	4,469	163	11,379	12,055	52,832	27,319	2,050	2,955	...	137,469	15,181	Ballan shire, six-tenths of Bacchus Marsh shire	
Bacchus Marsh Junction	Newport	4-80	19,059
Bacchus Marsh Junction	Ballarat Cattle Yards	2-96	8,318
Ballarat Racecourse, via Mount Blowhard	Springs	13-15	44,442	2,508	128,613	12,861	111	759	2,608	15,000	696	1,127	2,832	495	1,099	3,774	2,850	178	12,355	24,508	94,565	9,173	2,958	7,493	...	59,981	16,717	Two-thirds Colac shire in Polwarth, two-thirds Winchelsea shire in Polwarth	
Birregurra	Cape Otway Forest	20-00	68,827	2,255	395,625	30,991	132	1,384	8,969	154,906	1,322	128	1,673	542	135	424	4,994	155	8,051	2,756	46,191	13,850	563	874	600	4,405	99,023	15 miles radius	
Camperdown	Curdie's River (Port Campbell Line)	19-71	57,540	3,852	1,150,242	58,245	318	2,845	16,885	217,231	4,534	1,044	1,416	717	2,078	1,074	148	4,210	10,687	23,893	39,493	23,745	10,185	2,234	...	467,576	23,378	Two-thirds Colac shire in Polwarth, two-thirds Winchelsea shire in Polwarth	
Camperdown	Terang and Warrnambool	43-00	153,663	15,840	10,598,116	200,849	895	5,886	32,750	522,651	8,097	3,211	3,657	1,933	6,028	3,172	14,687	636	33,374	71,684	98,348	66,340	29,488	6,539	...	41,082	710,470	Fifteen miles radius	
Creswick	Daylesford	23-01	101,844	3,331	139,022	13,551	126	465	2,317	1,658	748	590	449	323	141	595	185	104	2,387	10,278	13,532	9,801	435	1,117	5,120	30,429	3,777	One-half of Daylesford borough, and four-tenths of Mount Franklin shire	
Dandenong	Leongatha (Great Southern Line)	69-78	325,048	5,735	588,443	48,714	538	4,865	42,821	66,558	5,203	362	786	345	544	1,097	29,976	778	33,888	7,270	24,029	10,182	3,458	1,713	...	28,686	175,572	Cranbourne shire, Buln Buln shire, Mornington, part of Phillip Island shire on the main land, Alberton shire (West riding), and one-quarter Nar-racan shire	
Dimboola	South Australian Border	63-18	207,139	6,200	793,234	62,075	994	3,812	4,677	88,592	2,052	70,279	713	111	3	8,389	6	11,414	90,915	367,907	9,054	1,484	8	8,929	...	210,447	66,155	Lowan shire in Lowan county	
Fitzroy	Whittlesea	20-82	71,810	8,813	798,271	59,828	321	2,468	10,281	11,708	1,999	65	604	415	356	3,775	1,950	735	7,900	1,117	16,485	8,097	3,151	7,107	7,450	18,932	120,258	Whittlesea, Heidelberg, and Jika shires	
Frankston	Cemetery	0-75	4,786
Hamilton	Coleraine	23-00	81,875	6,250	1,696,617	93,087	406	3,058	16,171	570,045	1,647	2,698	1,730	104	299	2,509	898	255	8,493	39,944	40,424	2,270	709	346	300	316,925	18,058	Fifteen miles radius	
Heyfield	Bairnsdale	49-80	169,216	6,775	964,749	63,036	371	3,284	54,958	22,842	4,391	1,748	1,468	2,214	354	1,019	7,724	1,108	15,635	24,914	36,897	84,989	2,026	2,137	...	132,716	19,189	Bairnsdale shire, one-half of Avon, and two-tenths of Maffra shires	
Horsham	Natimuk	13-13	42,076	1,260	84,860	8,486	110	728	790	25,253	361	12,206	39	18	...	1,255	...	2,039	15,557	145,305	723	221	...	1,289	...	44,604	9,869	One-tenth of Wimmera shire	
Koroit	Belfast	12-58	57,533	3,300	499,375	27,614	196	1,347	6,835	44,797	2,699	1,085	581	637	1,750	1,121	2,933	443	8,550	21,346	15,052	23,705	8,260	1,258	...	7,856	96,527	Belfast borough, and one-half Belfast shire	
Koroit, via Penshurst	Dunkeld	47-79	140,399	17,368	3,244,032	188,759	970	7,642	38,872	443,365	7,520	4,185	3,192	2,505	7,322	2,956	13,764	964	34,888	93,734	85,485	86,231	34,542	6,689	200	501,055	37,747	Koroit and Warrnambool boroughs, six-tenths Belfast, Minnamite, and Warrnambool, and one-half Mount Rouse shires	
Koroit	Warrnambool	10-63	61,952	6,718	1,440,695	77,814	646	4,221	19,210	180,694	10,392	2,326	1,419	2,044	6,134	1,924	10,178	389	24,414	61,933	41,242	71,128	30,484	4,641	...	23,938	256,027	South riding Warrnambool shire, and Koroit borough	
Kyneton	Redesdale	16-56	74,282	4,342	420,246	23,092	274	1,613	8,432	43,313	1,584	2,599	3,428	740	300	2,826	1,874	295	12,062	41,052	88,376	18,846	1,643	4,199	1,063	108,982	15,247	Two-tenths of Kyneton and McIvor shires, and half of Metcalfe shire	
Lilydale, via Yarra Flats	Healesville	15-22	65,364	3,704	344,878	19,488	278	1,831	11,168	26,979	1,365	57	445	189	363	1,445	6,349	665	9,513	1,112	12,986	3,726	1,875	2,651	748	6,712	44,595	47,392	Eltham shire, one-half Evelyn outside Anglesey outside, one-quarter Yea shire
Lubeck	Rupanyup	10-50	34,703	1,750	299,970	19,998	192	1,486	1,820	37,453	829	27,578	68	49	...	3,130	...	5,773	36,598	403,689	2,048	1,055	...	3,754	...	94,329	30,916	Four-tenths of Dunnmunkle shire	
Maldon	Laanecoorie	11-76	37,296	4,517	301,772	23,380	358	2,173	6,573	47,941	1,432	8,175	2,564	218	15	4,585	265	2,465	18,287	114,354	57,544	4,550	54	5,440	4,544	125,070	30,715	One-half of Maldon, and one-quarter of Marong shires	
Moe	Narracan	9-00	45,794	546	46,740	4,674	97	184	1,770	1,201	760	3	87	43	114	103	6,607	186	7,143	53	2,379	1,147	623	229	...	13,036	10,016	One-quarter of Narracan shire	
Mount Moriac	Forest	11-00	22,155	915	173,964	12,304	65	383	3,069	43,448	609	48	443	155	55	128	1,512	77	2,418	542	10,475	3,048	185	236	...	2,822	47,392	One-half of Winchelsea shire in Grant, one-third of Winchelsea shire in Polwarth	
Murchison	Rushworth	13-06	48,629	4,200	552,354	27,617	325	2,430	8,880	60,000	2,100	18,919	4,552	2,395	...	2,402	...	11,194	39,462	248,252	91,328	43,544	...	924	...	136,059	31,357	Three-tenths of Waranga shire	
Murtoa, via Sheep Hills	Warracknabeal	31-25	98,807	7,071	991,335	61,535	694	5,320	9,056	158,951	3,189	85,448	775	173	4	8,340	...	10,803	105,540	1,290,336	11,195	3,070	2	10,019	...	327,206	86,701	St. Arnaud shire, county of Borung, one-quarter of Dunnmunkle, and one-tenth of Wimmera shires, and one-quarter of the East riding of Lowan shire	
Myrtleford	Bright	18-47	73,531	5,881	387,000	33,175	305	3,732	21,177	7,075	3,054	2,154	1,327	365	230	1,421	463	1,155	7,115	28,933	27,146	5,703	545	2,038	42,232	14,546	94,123	Bright shire, and one-third of Yackandandah	
Numurkah	Cobram	18-50	56,353	2,750	279,711	23,766	530	1,825	6,026	22,462	1,454	23,878	1,460	2,184	2	1,096	...	2,273	30,893	390,773	36,900	45,397	2	1,354	...	36,409	86,245	One-quarter of Yarrawonga shire, and one-eighth of Shepparton shire	
Numurkah	Nathalia	12-88	38,585	5,302	543,906	52,264	765	4,182	13,403	46,152	2,938	45,784	3,086	7,372	...	2,748	...	3,275	62,465	767,624	84,947	155,623	...	4,675	200	251,341	117,035	One-half of Echuca shire in Moira county, and two-thirds of Shepparton shire	
Sale	Stratford	9-53	40,711	5,429	829,025	53,754	340	7,516	45,391	23,351	4,332	1,584	1,600	1,731	326	956	9,583	895	16,675	21,010	41,000	61,694	1,887	2,391	...	17,922	132,479	Two-thirds of Avon shire, Maffra shire (East riding), and two-thirds of Bairnsdale shire	
Scarsdale	Lintons	8-25	57,089	540	26,460	3,223	18	135	955	10,407	150	10	32	15	13	167	...	118	355	156	788	230	36	285	6	6,498	826	826	One-tenth of Grenville shire
Shepparton	Dookie	13-35	43,150	2,844	275,500	26,027	357	2,181	9,002	40,080	1,512	16,992	2,594	1,906	26	1,395	77	1,803	24,793	262,315	57,605	39,042	33	1,753	631	108,636	37,475	One-sixth each of Shepparton and Euroa shires, one-eighth of Benalla shire	
St. James	Yarrawonga	19-86	75,452	3,650	376,750	30,580	597	2,296	7,644	32,636	1,923	31,915	1,786	1,759	3	1,177	2	3,441	40,083	511,417	42,241	36,240	4	1,364	...	93,743	35,816	One-half of Yarrawonga shire	
Tatura, via Taripita	Echuca	34-00	103,428	4,046	678,838	42,579	538	3,499	13,845	80,119	2,280	33,314	3,925	4,254	5	3,021	196	4,300	49,015	403,020	72,867	63,443	7	3,101	7,066	205,490	94,447	One-quarter of Echuca, and one-sixth of Waranga shires	
Terang	Mortlake	12-94	42,597	625	200,663	20,066	32	535	3,476	109,096	407	134	167	17	31	246	1,859	44	2,498	2,064	4,126	405	144	441	...	2,642	108,943	One-quarter Mortlake shire	
Wandong	Heathcote and Sandhurst	71-17	299,766	14,155	1,049,593	97,750	826	5,283	37,656	111,204	4,943	6,976	5,875	668	597	4,822	1,459	1,644	21,951	93,277	124,032	13,938	1,842	6,821	34,722	45,836	346,497	One-quarter Mortlake shire	
Warragul towards Wodonga	Neerim	10-16	48,069	493	59,169	2,952	56	298	1,827	2,655	634	5	66																

STATEMENT C.

VICTORIAN RAILWAYS.

SCHEDULE OF WORKS required for Accommodation of Traffic on Existing Lines.

Particulars of Work.	Estimated Cost.	Why required.
	£	
Interlocking	20,000	The interlocking arrangements necessary in the interests of safety are far from complete. All busy stations and junctions should be protected by these appliances, and this vote is necessary to make fair progress during the year 1884-5.
Coal Gears, Melbourne ...	21,000	As long as the supply of coal for locomotive purposes can be maintained, we can rely upon a hand to mouth supply under the present system; but any dislocation of it, either by a strike amongst the colliers, or the irregular arrival of the ships, would be liable to close the railways for want of fuel, as we have only what is practically a from day-to-day's supply.
Bridge over Yarra at Cremorne ...	20,000	A considerable sum has already been spent in making independent lines for the various suburban services as far as South Yarra. The works already completed and being still carried out cannot be utilised to anything like their fullest advantage without this bridge, as there will still be the bottle-neck between Richmond and South Yarra. The suburban service is very onerous, trains following each other every three minutes, and there is every prospect that the traffic will go on increasing. At the present moment we are endeavouring to avoid one series of trains delaying the other, but the only real remedy is the completion of the work.
Melbourne Yard Alterations ...	15,000	This amount is required for various alterations in the Melbourne yard, either necessary for the safety or better accommodation of the traffic, and consistent with the future re-arrangement of the passenger-station accommodation. The Essendon lines require better access to the Spencer-street station. The low level sidings for timber traffic require expanding, while additional sidings for constantly growing traffic, alterations of engine roads in the interests of safety, and sundry other contingencies always arising in so large a yard will fully absorb the remainder of this sum.
Locomotive, Carriage, and Waggon Workshops, including Tools	225,000	The present arrangements for repairing the rolling-stock are altogether inadequate, and have not kept pace with the requirements of the service. The consequence is that justice is not done to the work, nor can it be with the present limited facilities. General workshops are required, and well-considered plans have been prepared. With the exception of a small quantity, the Department already possess land suitable both in shape and position for a site at Newport, and, as one of the most essential conditions of safety is that there should be proper facilities for maintaining the rolling-stock in good condition, the outlay cannot too strongly be recommended.
Additional Accommodation for Goods Traffic at Melbourne	100,000	As additional lines are made, increased accommodation will be wanted at Melbourne for the traffic, including additional sheds and sidings: the expenditure will be gradual, but provision should be made at this time for it.

STATEMENT C—*continued.*

Description of Work.	Estimated Cost.	Why Required.
	£	
Melbourne Engine Sheds ...	75,000	The provision for stabling the locomotive engines at Melbourne is altogether inadequate, the consequence is that the engines cannot be properly taken care of or attended to. It will be wise economy to provide the necessary accommodation.
Sheds for Storing Carriages at Principal Stations	50,000	No shelter accommodation for carriages has been provided on the Victorian Railways, the consequence is that the stock deteriorates too rapidly. It is false economy not to have proper shelter, and, looking some years in advance, this amount will be a fair provision.
Moiety of Cost, Murray Bridge, Albury	25,000	
Duplication North-Eastern Line, Essendon to Seymour	200,000	The traffic on this railway is very heavy, and at the busiest time of the year it can only be passed over the line with difficulty. There is every prospect of the traffic increasing year by year, and it is essential this widening should be carried out.
Duplication, Hawthorn to Camberwell	8,500	There is a large suburban service between Melbourne and Camberwell, and there is every appearance of its growing. The present line is inconveniently constructed, and it is difficult to get the trains through. The work is much wanted.
Falls Bridge, Raising Sandridge and St. Kilda Lines	140,000	Cost of constructing a bridge over the Yarra near the Falls Bridge, and raising the Sandridge Railway to admit of the enlargement of the Moray-street subway. A considerable portion of this expenditure is in the interest of the municipalities.
Viaduct, Flinders-street ...	73,000	To increase communication between the two stations, and to carry out obligations already incurred to abolish tramway.
Melbourne to Echuca, including £6,000 to complete North Melbourne Bridge	£9,200 ...	Of this amount, £6,000 is a commitment for bridge over line at North Melbourne. A sum of £18,000 was voted in November, 1883, towards this work, but the cost of the work will be £24,000. There is also a proposed outlay for Refreshment Rooms at either Castlemaine or Kyneton, which will be well laid out.
Carlsruhe to Daylesford ...	£250 ...	This small sum is necessary to protect works already constructed, but incompletely so through insufficiency of original estimate. It is no use putting up wooden buildings and leaving them to perish for want of paint.
Castlemaine to St. Arnaud	£200 ...	Same as preceding
Sandhurst to Inglewood	£550 ...	A very small expenditure to provide for the expansion of traffic on such a branch for one year.
Ballarat to Avoca ...	£1,350 ...	The principal item here is for Station at Maryborough. The balance is but a small amount for so great a length of line.
Footscray to Williamstown	£3,000 ...	There is a large suburban traffic on this line; the platforms require lengthening, and several other works are necessary to meet the requirements of the business.
Ballarat to Horsham ...	£11,700 ...	The principal expenditure is £3,000 to complete engine sheds at Geelong, and £4,000 for additional accommodation at Ballarat. The Geelong alteration will cost £5,000, £2,000 of which will be charged to Revenue. The Ballarat accommodation is much wanted, and we strongly recommend it. The Ararat Refreshment Rooms also require enlarging.
Geelong to Queenscliff and Colac	£950 ...	For a wood siding at South Geelong (£300), £500 of the remainder to make the cottages provided for staff decently habitable.
Warrenheip to Gordons	£1,600 ...	The principal portion of this expenditure is required for station accommodation and other works which are necessary.

STATEMENT C—continued.

Description of Work.		Estimated Cost.	Why Required.
		£	
Essendon Junction to Wodonga	£15,000	...	£1,000 for better Station at Newmarket; much needed. £5,000 for additional station room at Flemington. The race traffic is large, and the Department gets a large revenue from it. The proposed alterations will be of mutual advantage. £1,138 for a better Station at Essendon. A sum was voted on previous Estimates, but it was only towards the cost of such work. Without this further expenditure nothing can be done to advantage. £3,500 for additional Sidings at Seymour. Trains are made up at Seymour, and the heavy traffic of the North-Eastern lines will be advantaged by this accommodation. £1,800 for water supply; the present supply is insufficient for locomotives. £1,130 for completion of Domybrook and Beveridge widening. Insufficient provision in Act 776.
South Yarra to Sale ...	£6,500	...	£1,950 for Bridges over lines at Hawksburn, Toorak, and Caulfield. £2,700 for Goods Station at Toorak. Land has been already purchased, and accommodation should be provided at once, to enable facing points to wood siding at Hawksburn to be taken out.
Hobson's Bay Lines ...	£10,800	...	£1,000 for asphaltting platforms at various stations. £3,000 for Station at Sandridge. The accommodation here is very bad, and requires improving. £2,200 for Bridges at Suburban Stations not already provided. £3,550 for Station at Windsor. £1,250 was voted on last Estimates (Act 776), but it is insufficient, and the station is much wanted. £1,200 for land at Brighton, necessary to enable the remaining land of the Department to be utilized. £500 for a Lamp-room at Flinders-street, the present arrangement being very dangerous.
To meet urgent contingencies	£20,000	...	This is as small an amount as can be done with to meet urgent cases during current year upon so large a system, there being 1,700 miles of railway now open for traffic.
Block System ...	£2,900	...	This is wanted on Essendon, Mangalore, Ballarat, Elphinstone, and Castlemaine lines.
		84,000	
		1,056,500	

13th October, 1884.

