

1922.

VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30th JUNE, 1922.

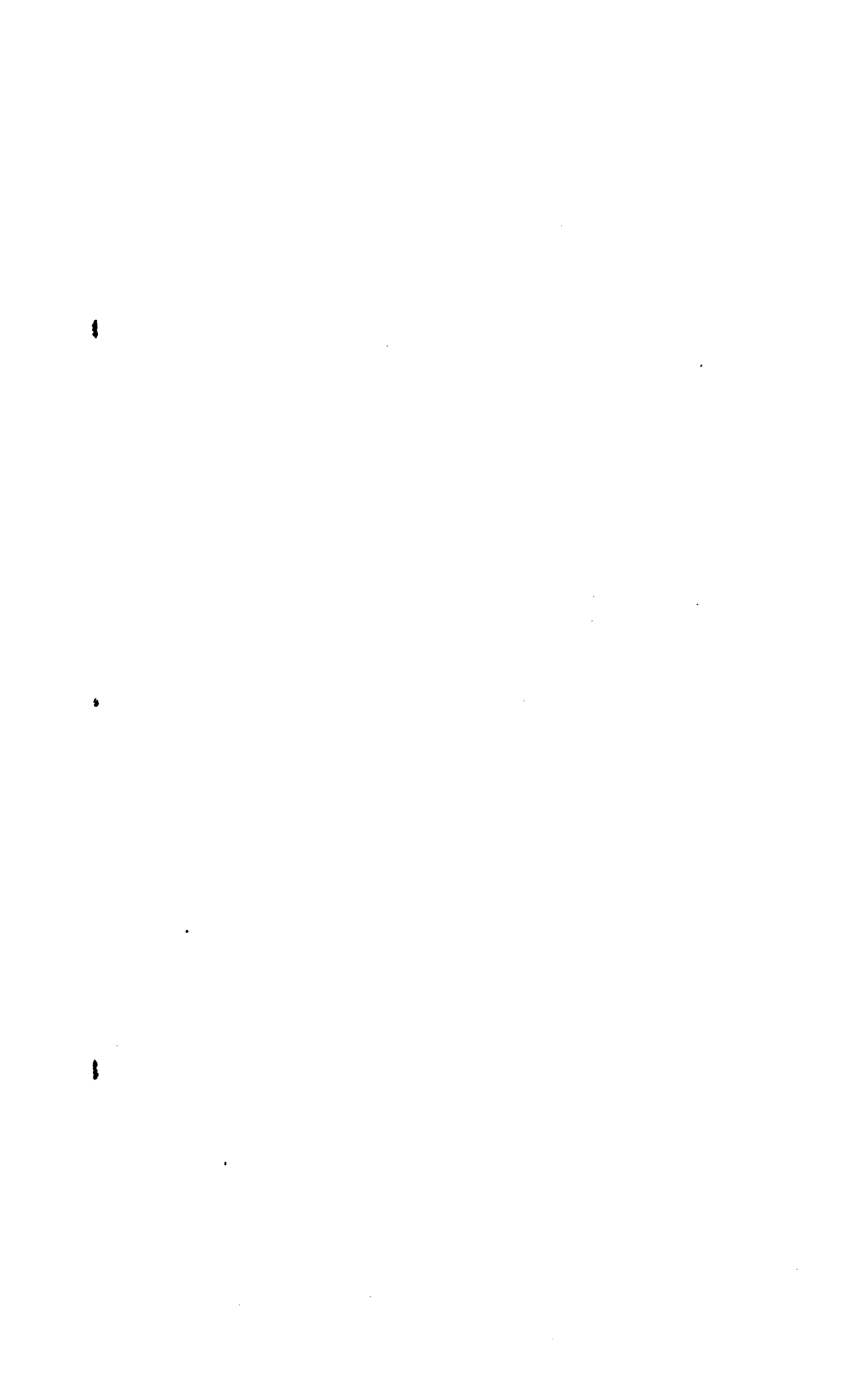
PRESENTED TO BOTH HOUSES OF PARLIAMENT PURSUANT TO ACT 6 GEO. V. No. 2716.

[*Approximate Cost of Report.*—Preparation, not given. Printing (762 copies). £175.]

By Authority:

ALBERT J. MULLETT, GOVERNMENT PRINTER, MELBOURNE.

No.17.—[3/-].—11585.



REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS
FOR THE YEAR ENDED 30TH JUNE, 1922.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 1st September, 1922.

To the Honorable the Minister of Railways.

SIR,

In conformity with the provisions of Section 99 of the *Railways Act 1915*, No. 2716, we have the honour to submit our Report in respect of the year ended 30th June, 1922.

The financial results of the operation of the Railways and the St. Kilda-Brighton and the Sandringham-Black Rock Electric Tramways during the period under review were as indicated hereunder:—

	Railways.		St. Kilda-Brighton and Sandringham-Black Rock Electric Tram- ways.			Total.	
	£	s. d.	£	s.	d.	£	s. d.
GROSS REVENUE—							
Earnings	10,696,663	3 11	66,770	12	5	10,763,433	16 4
Amount paid in respect of the loss resulting from the working of cer- tain lines of railway, &c., <i>vide</i> page 8	94,419	0 0				94,419	0 0
	10,791,082	3 11	66,770	12	5	10,857,852	16 4
WORKING EXPENSES	8,026,665	5 3	61,345	7	3	8,088,010	12 6
NET REVENUE	2,764,416	18 8	5,425	5	2	2,769,842	3 10
INTEREST CHARGES and EXPENSES		£ s. d.					
		2,589,816		8	7		
PENSIONS and GRATUITIES ..		194,580		19	6		
Adjustment with South Australia in connexion with Border Rail- ways, <i>vide</i> page 7		3,879		0	0		
Repayment to Capital Account in respect of the North Geelong to Fyansford Line, <i>vide</i> page 7..		675		0	0		
						2,788,951	8 1
DEFICIT						£19,109	4 3

Summary of the Financial Results by Contrast with the Results of the Preceding Year.

—	Year 1920-21.	Year 1921-22.	Increase. (+) Decrease. (-)
Gross Revenue—	£ s. d.	£ s. d.	£ s. d.
Railways—Earnings	9,694,264 17 9	10,696,663 3 11	+ 1,002,398 6 2
„ Amount paid in respect of the loss resulting from the working of certain lines of railway, &c., <i>vide</i> page 8	101,499 0 0	94,419 0 0	— 7,080 0 0
	9,795,763 17 9	10,791,082 3 11	+ 995,318 6 2
St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways	56,145 6 1	66,770 12 5	+ 10,625 6 4
Total	9,851,909 3 10	10,857,852 16 4	+ 1,005,943 12 6
Working Expenses—			
Railways	7,835,756 4 11	8,026,665 5 3	+ 190,909 0 4
St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways	72,723 11 5	61,345 7 3	— 11,378 4 2
Total	7,908,479 16 4	8,088,010 12 6	+ 179,530 16 2
Net Revenue	1,943,429 7 6	2,769,842 3 10	+ 826,412 16 4
Interest Charges and Expenses ..	2,409,674 6 6	2,589,816 8 7	+ 180,142 2 1
Pensions and Gratuities	182,036 1 9	194,580 19 6	+ 12,544 17 9
Adjustment with South Australia in connexion with Border Railways, <i>vide</i> page 7	2,005 0 0	3,879 0 0	+ 1,874 0 0
Repayment to Capital Account in respect of the North Geelong to Fyansford line, <i>vide</i> page 7 ..	1,349 0 0	675 0 0	— 674 0 0
Total of Interest Charges and Expenses, Pensions and Gratuities, &c. ..	2,595,064 8 3	2,788,951 8 1	+ 193,886 19 10
Deficit	£651,635 0 9	£19,109 4 3	— £632,525 16 6

Comparison of the Results of Working (excluding Electric Tramways) with those of the Three Preceding Years.

—	Year 1918-1919.	Year 1919-1920.	Year 1920-1921.	Year 1921-1922.
Average Mileage of Railways operated ..	4,159	4,194	4,237	4,279
TRAFFIC TRAIN MILEAGE.				
Passenger—Country	2,816,728	3,103,611	3,237,161	2,960,964
" Suburban	3,651,904	3,999,770	4,320,632	5,644,757
Mixed	2,509,505	2,528,802	2,529,249	2,518,987
Goods (including Live Stock)	4,053,518	5,390,282	5,446,514	4,732,107
Total	13,031,655	15,022,465	15,533,556(a)	15,856,815(a)
Number of Passenger Journeys { Country	8,217,414	10,263,863	10,061,866	9,310,726
{ Suburban	103,687,372	123,748,299	123,983,817	132,646,198
Tonnage of Goods	6,026,617	7,073,157	7,073,392	7,023,857
Tonnage of Live Stock	488,853	697,537	499,601	467,174
GROSS REVENUE.				
Passenger, &c., Business.				
Passenger—Country	£ 1,620,741	£ 2,195,888	£ 2,551,560	£ 2,672,474
" Suburban	1,273,668	1,584,363	1,846,564	2,142,346
Parcels, &c.	272,062	343,186	415,675	458,914
Horses, Carriages, and Dogs	19,280	25,253	28,795	33,189
Mails	39,713	31,259	54,664	69,697
Total	3,225,464	4,179,949	4,897,258	5,376,620
Goods, &c., Business.				
Goods	2,433,785	2,930,598	3,789,080	4,164,645
Live Stock	431,320	600,217	492,096	528,836
Minerals	92,684	190,307	130,100	121,575
Total	2,957,789	3,721,122	4,411,276	4,815,056
Miscellaneous Operations.				
Dining Car Service	15,730	25,471	25,809	26,048
Refreshment Services ... ..	...	105,619	258,315	267,998
Total	15,730	131,090	284,124	294,046
Electrical Power ... ..	...	...	...	92,540
Rentals	148,686	85,643	85,736	103,744
Miscellaneous	84,608	107,168	117,369	109,076
Total	6,432,277	8,224,972	9,795,763	10,791,082
Per mile of Railway worked	1,547	1,961	2,312	2,522
Per traffic train mile	9s. 10'4d.	10s. 11'4d.	12s. 7'34d.	13s. 7'33d.
WORKING EXPENSES.				
Transportation Branch	£ 1,243,666	£ 1,720,607	£ 2,246,443	£ 2,395,694
Way and Works Branch	870,123	1,262,069	1,576,857	1,708,539
Rolling-Stock Branch—Operating Expenses	1,320,274	1,722,967	2,139,809	1,793,643
" " Repairs and Renewals	646,296	926,684	1,068,362	1,217,902
" " Payment into Rolling-Stock Replacement Fund	50,000	50,000	187,068	150,000
Electrical Engineering Branch	3,397	85,963	146,698	264,825
Miscellaneous Operations	14,019	99,981	237,346	241,284
General Expenses	100,094	124,012	159,174	174,553
Payment into Railway Accident and Fire Insurance Fund	31,794	40,668	73,969	80,225
Total Working Expenses	4,279,663	6,032,951	7,835,756(b)	8,026,665(b)
Per mile of Railway worked	1,029	1,438	1,849	1,876
Per traffic train mile	6s. 6'82d.	8s. 0'38d.	10s. 1'06d.	10s. 1'49d.
Percentage of Gross Revenue	66'53	73'35	79'99	74'38
Net Revenue	2,152,614	2,192,021	1,960,007	2,764,417
Per mile of Railway worked	518	523	463	646
Per traffic train mile	3s. 3'64d.	2s. 11'02d.	2s. 6'28d.	3s. 5'84d.

(a) For details see Appendix No. 14.

(b) For details see Appendix No. 8.

Gross Revenue of the Railways.

The Gross Revenue of the Railways amounted to £10,791,082, which is £995,318 in excess of the record revenue earned in the preceding year, viz., £9,795,764, or equivalent to an increase of 10·16 per cent. The increases and decreases in the different subdivisions of traffic were as shown hereunder :—

	Increase.		Decrease.	
	Amount.	Per cent.	Amount.	Per cent.
	£		£	
Passenger Traffic—				
Country	120,914	4·74	...	...
Suburban	295,782	16·02	...	...
Dining Car Service	239	·93	...	...
Refreshment Services	9,683	3·75	...	...
Parcels, &c.	43,239	10·40	...	...
Horses, Carriages, and Dogs	4,394	15·26	...	...
Mails	15,033	27·50	...	...
Goods	375,564	9·91	...	...
Live Stock	36,740	7·47	...	...
Minerals ... ..	...	...	8,525	6·55
Electrical Power	92,540	...	...	...
Rentals	18,008	21·00	...	...
Miscellaneous ... ..	...	...	1,213	7·64
Amount paid to the Department in respect of the loss resulting from the working of certain lines of railway, &c., vide page 8 ...	...	...	7,080	6·97
Total	1,012,136		16,818	
Net Increase		£995,318		

The increase in the Revenue was due mainly to the fact that the higher fares and rates imposed as from 1st January, 1921, were operative for the whole of the year under review, as against only six months in 1920-21; to the increased traffic on the suburban lines as a result of electric traction; and to the new revenue from the sale of electrical power.

The Gross Revenue per traffic train mile was 13s. 7·33d., as compared with 12s. 7·34d. in the preceding year.

For comparative purposes, a statement is furnished hereunder showing the gross earnings per traffic train mile each year for the twelve years ended 30th June, 1922 :—

Year.	Revenue per traffic train mile.	
	s.	d.
1910-11	7	6·58
1911-12	7	6·53
1912-13	7	3·77
1913-14	7	4·81
1914-15	6	8·94
1915-16	8	3·03
1916-17	8	5·89
1917-18	9	7·58
1918-19	9	10·46
1919-20	10	11·40
1920-21	12	7·34
1921-22	13	7·33

Working Expenses of the Railways.

A detailed statement of the Working Expenses is given in Appendix No. 8.

The percentage of Working Expenses to Gross Revenue was 74·38, by contrast with 79·99 in the preceding year, and 73·35 in 1919-20.

Reconciliation with Treasury Figures.

The figures relating to the Revenue and Working Expenses, as shown in our accounts, do not agree with the Treasury figures because, in accordance with ordinary commercial practice, we credit the Revenue Account of each year with all the moneys which have been *earned* in such year, whether received or not, and debit the Working Expenses Account with the expenditure actually *incurred* in the year whether paid or not; whereas in the Treasury it is the practice to credit or debit each year with the amounts actually *received* or *paid* during the year.

A reconciliation is embodied in Appendix No. 26, so that the apparent discrepancies between the two sets of figures may be readily appreciated.

South Australian Border Railways Adjustment Account.

The agreement which was made in 1912 between the Victorian and South Australian Governments—and which was ratified by Act No. 2424—in connexion with the construction of the line from Murrayville to Pimaroo, and from Malanganee to Mount Gambier, prescribed that 40 per cent. of the revenue derived from the conveyance over other lines in either State of traffic originating or terminating on the connecting railways shall be paid into a “pool” and that after the losses (if any) on working the connecting railways, and the Ouyen to Murrayville railway, have been paid therefrom the balance is to be divided equally between the States—firstly, up to a maximum of £5,000 per annum unconditionally; and then the balance (if any) in the “pool”, subject to the proviso that the credit to either State may be revised under certain conditions.

The adjustment in respect of the year ended 30th June, 1921, involved the payment to South Australia of the sum of £3,879, which has been charged to the Working Expenses of the year under review.

Repayment to Capital in respect of the construction of the North Geelong to Fyansford Line.

The construction of the line from North Geelong to Fyansford (which was opened in September, 1918) was authorized by Act No. 2879, subject to The Australian Portland Cement Company Proprietary Limited undertaking to make good the amount by which the annual revenue from the line is insufficient to meet the working expenses, the interest on the Capital cost, and an annual contribution sufficient to extinguish the Capital expenditure within a period of fifteen years.

In accordance with the proposal to write off the cost of the line during the period in question, the sum of £1,349 in respect of the first two years was charged to the working expenses in 1920–21 and credited to Capital Account, and a further sum of £675 was similarly dealt with in 1921–22.

Percentage of Net Revenue to Capital Liability.

The Net Revenue, after providing for the payment of Working Expenses, Pensions and Gratuities, the adjustment with South Australia in connexion with the Border Railways, and the repayment to Capital Account in respect of the North Geelong to Fyansford Line, was equivalent to 4.02 per cent. of the total loan liability, as compared with 2.98 in 1920–21.

Credits under the Provisions of Section 102 of Act No. 2716, &c.

In conformity with the provisions of Section 102 of the *Railways Act 1915*, the following amounts were appropriated by Parliament and paid to the Department:—

	£	s.	d.
The loss incurred in connexion with the operation of certain non-paying lines (<i>vide</i> page 10) ...	90,540	0	0
The sum paid to South Australia in respect of the operation of certain border railways (as referred to on page 7) ...	3,879	0	0
The amount of the preference granted on goods of Australian manufacture ...	1,747	14	2
Total ...	£96,166	14	2

Railway Accident and Fire Insurance Fund.

The total amount credited to the Railway Accident and Fire Insurance Fund, inclusive of a contribution of £501 in respect of the St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways, was £80,726.

Pensions and Gratuities.

The amounts paid in pensions and gratuities (to ex-employees or to their dependent relatives) were £180,454 and £14,127 respectively, or a total of £194,581, as compared with £165,475 and £16,561 respectively, or a total of £182,036, in the preceding year.

At 30th June, 1922, there were 376 employees still in the Service entitled to either pension or compensation on retirement, by contrast with 520 at 30th June, 1921, or a decrease of 144, *vide* Appendix No. 19.

Capital Expenditure.

The total expenditure charged to Capital Account at 30th June, 1921, was ...

	£	s.	d.
June, 1921, was ...	60,186,181	11	11

and during the year the expenditure so charged (details of which are given in Appendix No. 20) was as follows:—

	£	s.	d.
Construction of New Lines and Surveys ...	277,550	14	10
Electrification of Melbourne Suburban Lines ...	1,610,670	1	8
Additions and Improvements to—			
Way and Works ...	700,716	18	11
Rolling-stock ...	431,673	5	5

Total Increase in Expenditure on Capital Account ...

	3,020,611	0	10
--	-----------	---	----

so that the total expenditure charged to Capital Account at 30th June, 1922, was ...

	£63,206,792	12	9
--	-------------	----	---

Loan Funds.

At 30th June, 1921, the total liability in respect of Current Loans was £ 58,991,461 s. 10 d. 0 and during the year the additional amount allocated was as follows :—

	£	s.	d.
For Construction works	4,943,803	9	4
For Redemption purposes	5,391,514	4	11
	10,335,317	14	3
Less Amount redeemed	5,391,214	19	11
Net Increase for the year	4,944,102	14	4
so that the total liability, at 30th June, 1922, in respect of Current Loans was (<i>vide</i> Appendix No. 21)	£63,935,564	4	4
The proceeds of Loans, after deducting Discounts and Expenses (less Net Premiums received), amounted at 30th June, 1921, to	£57,140,769	0	6
and as this amount was increased during the year ended 30th June, 1922, by	4,847,542	17	0
the total proceeds of Loans at 30th June, 1922, were	£61,988,311	17	6
The difference between the increase in the proceeds of Loans and the net increase in the total amount of Current Loans allocated, which represents the Net Discount and Expenses for the year, was	£96,559	17	4

Interest Account.

	£	s.	d.
The Interest Charges on Current Loans (<i>vide</i> Appendix No. 21) amounted to	2,585,098	6	2
In addition expenses were incurred by the Treasury in connexion with the payment of Interest to the extent of	4,718	2	5
The debit for Interest Charges and Expenses for the year 1921-22 was therefore	£2,589,816	8	7

which represents an increase of **£180,142** as compared with the debit for the previous year.

Non-Interest Bearing Funds.

	£	s.	d.
At 30th June, 1921, the amount provided out of Consolidated Revenue for Railway Construction, Equipment, Stores, &c., and on which interest is not charged, was	3,930,701	13	0
and further moneys (expended under Vote 90) were provided during the year out of Consolidated Funds and debited to Construction Works, to the extent of	6,130	11	0
The total amount so provided as at 30th June, 1922 (<i>vide</i> Appendix No. 6), was therefore	£3,936,832	4	0

Capital Expenditure on Lines Closed for Traffic, and on Surveys of Lines not constructed.

Lines Closed for Traffic.	Miles.	Approximate Capital Cost.
		£
Dunkeld to Peshurst (dismantled) ...	15·87	50,000
Canterbury Loop Line (dismantled) ...	0·20	160,000
Ashburton to Oakleigh ...	2·37	
Fairfield Park to Deepdene ...	3·34	
Darling to Waverley ...	0·84	
Lancefield to Kilmore (dismantled) ...	18·10	107,873
Fawkner Cemetery to Somerton ...	5·28	53,217
Geelong Race-course Line (dismantled) ...	1·96	5,317
Totals ...	47·96	383,427
Surveys for lines not constructed ...	...	372,884
Grand Total ...	...	£756,311

Non-Paying Lines.

The operation of the following lines for the twelve months ended 28th February, 1922, after the payment of Working Expenses and Interest Charges, resulted in a loss of £90,540, which has been appropriated by Parliament, after certification by the Auditor-General, and paid to the Department:—

Line.	Loss incurred after Payment of Working Expenses and Interest on Capital Cost, for the twelve months ended 28th February, 1921.
	£
Bairnsdale to Orbost	8,782
Beeac to Newtown	3,808
Benalla to Tatong	2,375
Cavendish to Toolondo	4,156
Manangatang to (Bryden's Tank) Annuello	2,309
Colac to Crowes	11,440
Eltham to Hurstbridge	5,719
Ferntree Gully to Gembrook	14,091
Heywood to Mumbannar (Malanganee)	3,791
Linton to Skipton	3,238
Lorquon to Yanac-a-Yanac	19
Moe to Walhalla	5,033
Neerim South to Toorongo River (Noojee)	1,526
Rushworth to Stanhope North (Girgarre)	1,018
Tallangatta to Cudgewa (Beetoomba)	11,612
Wangaratta to Whitfield	3,032
Nandaly to Kulwin	2,883
Piangil to Kooloonong	2,796
Alberton to Won Wron (Yarram)	1,511
Bittern to Red Hill	930
Malanganee to Border	471
Total	£90,540

New Lines of Railways.

During the year 50·28 miles of new railways were opened for traffic, and at 30th June last 35 miles were in course of construction. The details of the different lines are shown in Appendix No. 27.

Mileage of Railways and Tracks Open for Traffic.

The total route mileage open for traffic and the mileage of the main tracks and sidings, &c., are shown in the following statement, which also affords a comparison with the respective totals in the preceding year; and further details are given in Appendix No. 28:—

	At 30th June.		Average for Year.	
	1921.	1922.	1920-21.	1921-22.
	Miles.	Miles.	Miles.	Miles.
Route Mileage... ..	4,266·58	4,316·86	4,236·69	4,279·30
Main Tracks	4,619·82	4,671·89	4,589·93	4,632·87
Sidings	845·06	867·27	847·69	851·72
St. Kilda-Brighton and Sandringham- Black Rock Electric Tramways—				
Main tracks	14·95	14·95	14·95	14·95
Sidings... ..	1·40	1·40	1·36	1·40

St. Kilda—Brighton Electric Tramway.

The results of operating the St. Kilda-Brighton Electric Tramway, as contrasted with those of the preceding year, are embodied in Appendix No. 23; the principal items being as follow:—

	Year 1920-21.	Year 1921-22.
Number of Passengers	5,572,454	5,488,034
	£	£
Gross Revenue	47,005	55,372
Working Expenses	63,921	51,501
Net Revenue	Deficit 16,916	Net Revenue 3,871
Interest Charges	6,143	6,906
Net Result... ..	Loss £23,059	Loss £3,035

	£
The Capital Expenditure at 30th June, 1922, on account of the construction of the line was	107,573
and of rolling stock	65,088
or a total of	£172,661

Sandringham—Black Rock Electric Tramway.

A comparison of the results of the operation of this Tramway with those of the preceding year is shown in Appendix No. 24, and the chief items are shown hereunder:—

	Year 1920-21.	Year 1921-22.
Number of Passengers	1,232,796	1,278,571
	£	£
Gross Revenue	9,140	11,398
Working Expenses	8,802	9,844
Net Revenue	338	1,554
Interest Charges... ..	2,399	2,909
Net Result	Loss £2,061	Loss £1,355

Analysis of Passenger, Goods, and Live Stock Traffic.

There was an appreciable falling off during the greater portion of the year in the volume of country passenger traffic, and the total number of passenger journeys was upwards of 250,000 less than in 1920-21. On the other hand, the suburban passenger traffic was buoyant and shows an increase when contrasted with the preceding year of over eight million passenger journeys or equivalent to about 7 per cent.

The revenue from both sources was £416,696 in excess of the previous year's passenger earnings, and this increase is accounted for mainly by the greater volume of suburban traffic and the fact that the benefit of the higher rates which were imposed as from 1st January, 1921, was obtained during the whole of the year under review as against only six months in 1920-21.

It should also be pointed out that the volume of passenger traffic and the revenue in 1920-21 were adversely affected by the considerable decline in business in January and February, 1921, owing to the restrictions in the train services consequent on the shipping dispute, and this fact tends to influence the comparison in favour of the year 1921-22.

Details of the passenger business in the year under review and in the preceding year are given in Appendix No. 31, but for ready reference a summary is set out hereunder:—

	Country Passenger Traffic.		Suburban Passenger Traffic.		Totals.	
	Year 1920-21.	Year 1921-22.	Year 1920-21.	Year 1921-22.	Year 1920-21.	Year 1921-22.
Total number of journeys	10,061,866	9,810,726	123,983,817	132,646,198	134,045,683	142,456,924
Revenue	£2,551,560	£2,672,474	£1,846,564	£2,142,346	£4,398,124	£4,814,820

In Appendix No. 35 will be found a further statement showing the fluctuations in the passenger traffic and the changes in relative order of importance that have arisen during the past decade, in respect of metropolitan and suburban stations which in 1911-12 had a volume of more than 500,000 passenger journeys or which have since developed at least that volume of traffic.

A heavy decline in the goods business was experienced during the first four months of the year as a result of the unsettled position overseas and the falling off in the principal descriptions of low grade traffic, viz., chaff, firewood, coal, and hardwood timber, which form a large proportion of the goods tonnage. The position, however, commenced to improve in November, and the decreases in the abovementioned classes of traffic were almost offset by increases in other goods, principally fruit, wool, flour, wheat, and stone; the aggregate tonnage handled for the year, *i.e.*, 7,023,857 tons, being only 49,535 tons less than in 1920-21. Owing mainly to the fact that the higher rates imposed as from 1st January, 1921, were operative throughout the year under review, as contrasted with only six months in 1920-21, the revenue from the goods business increased to the extent of £367,040.

The live stock traffic fell off to a very considerable extent during the first half of 1921-22 owing to the decline in live stock values and the cessation of the export trade, and although a marked improvement took place from January onwards the total tonnage handled was 32,427 tons less than in 1920-21. The live stock revenue, however, was £36,740 greater than in the previous year, owing to the extra six months' application of the higher rates, as referred to above.

A comparative analysis of the goods and live stock traffic for the years 1920-21 and 1921-22 appears in Appendix No. 32.

The Harvest.

The harvest produced 43,867,596 bushels of wheat, and the quantity transported by rail from the producing districts amounted to 12,720,251 bags.

These totals compare as under with the respective figures in the previous five years, and it will be observed that the last harvest was the greatest since 1916-17:—

Year.				No. of Bushels Produced.	No. of Bags of Wheat carried by Rail from Country Districts.
1916-17	..	..	..	51,162,438	18,461,822
1917-18	..	..	..	37,737,552	12,601,167
1918-19	..	..	..	25,239,871	6,439,495
1919-20	..	..	..	14,858,380	4,854,737
1920-21	..	..	..	39,468,625	12,613,780
1921-22	..	..	..	43,867,596	12,720,251

There was a large increase in the quantity of wheat exported, 9,850,460 bags having been shipped as compared with 7,827,747 bags in 1920-21. The former total includes 1,119,697 bags despatched from Portland, which is almost double the quantity exported from that port in 1920-21, when it was used for the first time for the regular shipment of wheat.

At the 30th June last the quantity of grain stacked at the seaboard and in the country was 1,008,029 bags, which is considerably less than the quantity stacked at the same date in the previous three years; the respective figures being as follow:—

—	Number of Bags of Wheat Stacked at 30th June, 1919.	Number of Bags of Wheat Stacked at 30th June, 1920.	Number of Bags of Wheat Stacked at 30th June, 1921.	Number of Bags of Wheat Stacked at 30th June, 1922.
At or in the vicinity of Williamstown ..	5,871,166	206,291	690,080	303,949
At or in the vicinity of Geelong ..	4,773,352	405,993	1,101,017	256,225
At country stations ..	392,044	1,153,322	719,142	447,855
At country depôts ..	4,201,248	1,492,243	..	..
Totals ..	15,237,810	3,257,849	2,510,239	1,008,029

The country depôts referred to in the statement were specially created at Broadmeadows, Huntly, Maryborough, and Stawell for the storage of the bulk of the 1918-19 harvest, and they were cleared of wheat and disestablished as depôts in 1920-21.

Details of the number of bags of wheat despatched from the principal wheat loading stations during each of the six years ended 30th June last are given in Appendix No. 36.

Train Mileage and Train Loads, &c.

The total train mileage run during the year was 16,181,219, as compared with 15,909,291 in the previous year, or an increase of 271,928 miles.

The decrease which occurred in the country passenger and mixed train mileage is accounted for principally by the curtailment of the services in May, 1921, owing to the falling off in country traffic, while the increase in the suburban train mileage was due to the more frequent services provided on lines converted to electric traction during the year and on other electrified lines to cope with the increased traffic.

There was a decrease of 765,738 miles—equivalent to 13 per cent.—in the goods train mileage as compared with the preceding year. The freight ton miles, however, decreased by only 9 per cent., and the greater percentage reduction in the train mileage demonstrates the efficacy of the methods employed in handling the goods business throughout the year.

In the following statement a comparison is given of the train and truck performances with those of the previous five years :—

		1916-17.	1917-18.	1918-19	1919-20.	1920-21.	1921-22.
Percentage of actual to authorized load over ruling grade	Mixed ..	72	73	72	74	69	70
	Goods ..	87	89	89	88	86	87
Average gross tonnage per traffic train mile	Passenger ..	199	197	194	197	196	197
	Mixed ..	205	207	202	202	193	200
Average goods and live stock tonnage per loaded truck mile	Goods ..	319	322	322	323	313	328
	..	8.3	8.1	7.4	7.8	8.7	8.7
Number of passengers carried per passenger and mixed train mile	Country ..	77.19	78.19	77.74	92.85	111.14	117.90
	Suburban ..	146.33	144.67	164.00	179.02	159.98	130.07

It will be seen that the average gross tonnage per mixed and goods train mile shows a marked improvement as compared with the previous year, the increase being 7 and 15 tons respectively. The average gross tonnage per goods train mile, *i.e.*, 328 tons, is the best result yet obtained.

The record average goods and live stock tonnage per loaded truck mile, *viz.*, 8.7 tons, which was secured in 1920-21, was maintained during the year under review. In January last, when the busy season was at its height, we procured an average net tonnage of 9 tons 18 cwt. per loaded truck mile, which is the highest net tonnage ever obtained for any month.

The difference in the number of passengers carried per train mile in the Suburban Area is due to the more frequent services provided on lines converted to electric traction during the year, and indicates the effect of the increased service upon the previous overcrowding of cars.

Nominated Loading Day System.

At the beginning of the year we inaugurated a new system under which goods in less than truck load lots are accepted and despatched by rail only on specified days. This permits of small consignments for a particular station being assembled and formed into a truck load for despatch direct to that station.

The system was introduced on the Cohuna and Annuello lines on 11th July, 1921, and was extended to the Midland district on 22nd August, the North-Eastern district on 19th September, the North-Western district on 5th December, the Western and South-Western districts on 24th April, 1922, and the Eastern, South-Eastern, and Metropolitan districts on 1st July last.

Under the previous method goods for several stations were loaded into the same truck, with the result that delays arose *en route* and involved serious inconvenience to consignees, especially those living some distance from the railway, and the introduction of the nominated loading day system has resulted in fewer complaints regarding delays, freedom from congestion in the Melbourne outwards goods shed, a greater percentage of trucks being forwarded direct to destination, less damage, loss and pillage, and improved timekeeping by mixed trains.

Improved Train Services.

In pursuance of our policy of improving, wherever practicable, the transit arrangements for passengers, more especially those travelling to and from remote country districts, a morning express service was inaugurated as from 1st May between Melbourne and Bendigo.

This express, which leaves at 8.30 a.m., connects at Bendigo with trains on the routes radiating therefrom, and its provision not only enables passengers to commence their travel at a more convenient hour, but reduces the over-all time of the journey to Bendigo and stations beyond by nearly two hours.

The change involved certain alterations to the service formerly in operation between Melbourne and Bendigo, but any inconvenience thereby occasioned to passengers for stations on that section (which is still favored by a liberal train service) is infinitesimal as compared with the added convenience afforded long-distance passengers by the new express, ample evidence in the latter connexion being manifested by the patronage accorded this train since its inception.

Timekeeping of Trains.

Strict attention was paid to the timekeeping of all trains, and as a result of the measures adopted a considerable improvement has been effected in train running.

The following table shows the average percentage of trains on time for the year ended 30th June last, as compared with the previous twelve months:—

Twelve Months ended—	Percentage of Country Trains on Time.		Percentage of Suburban Trains on Time.	
	Passenger.	Mixed.	Electric.	Steam.
30th June, 1922 ..	84·69	81·47	92·07	87·91
30th June, 1921 ..	70·88	71·82	90·71	86·25
Improvement	13·81	9·65	1·36	1·66

Co-operative effort and loyal attention to duty on the part of the staff concerned have been important factors in securing these gratifying results.

Electrification of the Suburban Lines.

The scheme for the conversion of the Melbourne Suburban Railway System from steam to electrical operation, which has been in progress for nearly ten years, is approaching completion, and, excluding the Box Hill group of lines, and some outlying sections which are still operated under steam conditions, the Suburban system is now being served by electric trains which carry about 80 per cent. of the suburban passenger traffic.

It is anticipated that, with the exception of the outlying routes between Box Hill and Ringwood, and Heidelberg and Eltham, all of the lines approved by Parliament in December, 1912, for electrification will be equipped by the end of 1922, and that the whole scheme will be completed by February, 1923.

The completed scheme will include the erection of a Power House at Newport of an installed capacity of 105,000 horse power; the laying underground of 78 route miles of 20,000 volt transmission cables; the erection of 51 route miles of overhead 20,000 volt transmission lines; and the equipment of 346 miles of single track with 1,500 volt direct current conductors. In addition, sixteen sub-stations, having a total installed converting capacity of 116,000 horse power, are being erected and 710 motors and trailers fitted with electrical equipment. The electrified system when completed will comprise a total of 125 route miles of double track and 20 miles of single track. It will thus be seen that the scheme is a huge and complicated one. The work was greatly delayed by the War, but has made rapid progress since the first electric train was run between Essendon and Sandringham in May, 1919.

A marked increase in business has resulted from the electrification of the various lines. The economic efficiency of electric train operation compared with steam locomotive working has enabled an average increase of about 35 per cent., as compared with the previous steam time-tables, to be made in the total number of trains scheduled—the cost of which under steam traction would have been prohibitive, and the fast and frequent electric train service now provided during the slack hours has encouraged considerable additional traffic. On 95 route miles of electrified line, out of a total of 145 route miles, the extra traffic due to electrification (after allowing for the normal expansion that would probably have occurred had steam traction continued, and other factors) is valued at approximately £170,000 per annum, while the increase in the number of passenger journeys is estimated at 12½ per cent. Present indications are that the annual interest on the scheme will be offset by the increased traffic induced through the improved train service afforded by electrification.

Wonthaggi slack coal is utilized at the Newport Power House for the generation of electricity, and the use of this cheaper grade of fuel and the elimination of steam locomotives from the suburban system have enabled considerable savings to be effected in the cost of train operation. It is estimated that to run the present electric train mileage under steam conditions would require approximately double the quantity of coal now consumed at the Power House to generate current for train operation. In addition the coal for locomotives would require to be of a higher quality and would be relatively more expensive, while the advantages of the higher speed and the greater flexibility of the electric train would not be available under steam traction.

The total expenditure debited to the Electrification Capital Account at 30th June, 1922, amounted to £5,496,841, which will probably be increased by £650,000 when all charges have been liquidated. These figures are quoted on the assumption that the Department will, in accordance with the practice observed by the Commonwealth Government in regard to other State utilities, be afforded the benefit of a refund of the very large amount involved for duties of Customs on electrification plant imported since 25th January, 1921. When all the charges have been closely analysed, it may be found that expenditure recorded under the general heading of Electrification is correctly chargeable to the General Power Supply, Subsidiary, Automatic Signalling Schemes, &c., and not to the original electric traction scheme. If so, the cost of the scheme will be less than the estimated cost shown above.

Many changes which have added to its extent and efficiency have been made in the original scheme, *e.g.* :—

- (a) The original site of the Power Station was changed from Yarraville to Newport, thereby enabling the Power House to be extended. Advantage has been taken of this by the Electricity Commissioners in connexion with the Morwell Scheme, and the erection of Newport " B " Power House is well advanced.
- (b) The high tension cables were laid underground within the inner Metropolitan area to avoid carrying them overhead along the public thoroughfares.
- (c) Additional cables were laid between the Power House and the Jolimont Substation to give greater security to the railway electric service, and to enable power to be supplied for industrial purposes.
- (d) Generators of larger capacity than those originally intended have been installed at the Power Station.
- (e) Four additional substations have been erected, and increased converting power installed to provide for expansion of traffic.
- (f) Automatic substations have been introduced, and advantage generally has been taken of the advancement of engineering science during the time the scheme has been in progress.

The original project of establishing a railway traction scheme has developed in another highly important direction, *viz.*, the supply of power for industrial purposes. The total monthly output from Newport Power House is now approximately 14,770,000 units, of which 6,400,000 units are being sold for other than Railway purposes by arrangement with the Electricity Commission.

The cost estimated in 1912 has been considerably increased by the various developments that have taken place during the decade over which the scheme has extended, *e.g.*, revisions of the tariff, the rise in the price of labour and materials, and the heavy extra expense which had necessarily to be incurred in keeping the construction work moving during the war period.

The extent by which the cost of the scheme has been increased owing to the changed economic conditions is indicated by the higher prices which the Department was obliged to pay for the large quantities of plant necessary to complete the scheme, *viz.* :—

High Tension Cables	..	..	..	78	per cent.
Overhead Equipment Wiring	..	..	..	67	"
Electrical Equipment for Rolling Stock	..	..	..	80	"
Turbo Alternators for Power House	..	..	..	100	"
Substation Electrical Equipment and Switchgear	..	..	..	80	"
Cost of Labour	..	..	..	70	"

A calculated estimate of the net financial results of electrification must necessarily take a considerable time to prepare. As stated in our last report, we are arranging for the capital costs and the operating results of electrification to be analyzed as soon as finality is reached in connexion with the accounts, and a detailed statement will be published for the information of all interested.

An important advantage of the Electrification Scheme is that it has enabled the central station at Flinders-street to be used largely as a through station instead of a terminal, and has deferred costly duplications of tracks and the provision of other facilities which would have involved expenditure amounting to several million pounds. If electrification had not been adopted a large outlay would have been required for new locomotives and additional carriages to operate the suburban train services, and even then the great improvements in speed and frequency afforded under electrification would not have been practicable had steam working been continued.

Subsidiary Electrical Schemes.

The substation at Spencer-street, through which power is supplied from the main electrification system to light railway stations and yards and for other purposes, has been brought into operation. This will enable us to abolish the obsolete and inadequate lighting plant from which power for this service has hitherto been derived.

Small substations are about to be erected to enable power from the main electrification system to be used for the operation of the tools at the different Railway Workshops at North Melbourne, and of the electric crane equipment to be installed at the Montague Shipping Shed.

Automatic Signalling.

Automatic signalling, under which each signal is equipped with an automatic train stop, continues to be installed on the Suburban lines as fast as materials can be obtained. A further section, *i.e.*, between South Yarra and Caulfield, has been completed, while work is in progress between Richmond and Canterbury and will be finished concurrently with the electrification of the line. The plans for equipping additional sections have been prepared and the installation will be commenced in due course. The provision of a power interlocking machine at "D" Box, Flinders-street, and improvements in the automatic signalling equipment between Flinders-street Station and Jolimont Junction "E" Box are in hand.

Very successful results have followed the installation of single line automatic signalling between Upper Ferntree Gully and Belgrave. The conduct of the traffic has been expedited and delays to trains reduced to a minimum.

Way and Works Branch.

The Way and Works were maintained in good working order and repair throughout the year, *vide* the certificate of the Chief Engineer of Way and Works (Appendix No. 3).

The relaying of 45·2 miles of track with steel rails was undertaken and completed as shown hereunder :—

Description of Rails.	Miles of Track.
New 100 lbs.	3
New 80 lbs.	29
Serviceable 100 lbs. and 80 lbs.	2·4
Serviceable 75 lbs., 66 lbs., and 60 lbs.	10·8
Total	45·2

This total includes 18 miles of track laid with heavier rails in order to release serviceable steel rails for the construction of new lines of railway and sidings, and for renewals.

The tracks were strengthened by 5,060 additional sleepers, 283,833 sleepers were renewed, and 177 miles of fencing were rebuilt.

Sixty-one interlocking levers were installed at six places, and at 30th June, the total number of interlocked levers in use was 10,921 at 903 places: the proportion of interlocked places being 79·44.

Twenty sets of Staff, Arnett, or Tablet Lock Gear were provided at eleven intermediate non-staff stations: seven sets of Plunger Locking Gear were installed at five staff stations: and four stations were equipped with electric staff apparatus.

New Shipping Shed at Montague.

The new Shipping Shed at Montague was completed and brought into use on 7th November last, and the former Shipping Shed has been demolished so as to make the site available in connexion with the rearrangement of the Spencer-street yard.

Spencer-street Station and Terminal Accommodation.

The first section of the scheme for the proposed remodelling of the Spencer-street station and yard—which embraces the provision of four additional passenger tracks from the Flinders-street viaduct to Dudley-street, as well as new platforms, with subways and other facilities for suburban passenger traffic, &c.—was investigated by the Parliamentary Standing Committee on Railways, and in June last the Committee recommended that approval be given to the Departmental proposals, which involve an expenditure of approximately £344,000.

A commencement has been made with the work, and it is anticipated that this instalment of the scheme, which is of considerable magnitude, will be completed within two years.

Gravitation and Marshalling Yards at Tottenham.

The first section of the Gravitation and Marshalling Yards at Tottenham, which comprises about 55 per cent. of the entire scheme, has been completed.

In order to secure the maximum advantage from these yards it will be necessary to connect them with the North-Eastern and South-Western lines, and to provide independent tracks for goods traffic between Tottenham and the Melbourne Yard. The surveys for these proposed connexions have been made, and estimates of the cost of providing the lines are approaching completion.

New Chaff and Potato Depot.

Satisfactory progress has been made with the construction of the first portion of the proposed new Chaff and Potato Depot at Cowper-street, near Victoria Dock, which is being provided in order to relieve the difficulty experienced in handling the business at the Melbourne Goods Sheds, and it is anticipated that this accommodation will be available for use by the end of December next.

Gippsland Line.

In our last Report reference was made to the fact that the question of duplicating the line between Dandenong and Nar-Nar-Goon and regrading the section between Dandenong and Longwarry, in order to overcome the difficulty of operating the traffic on the Gippsland line, was being investigated by the Parliamentary Standing Committee on Railways.

In view of the probability of electricity being available from the Morwell scheme at a comparatively early date, at locations conveniently situated for affording a supply of power to operate the Dandenong Warragul line, we subsequently suggested that further investigation by the Committee be deferred in order to enable inquiries to be made in regard to an alternative scheme for electrifying the line from Dandenong to Warragul or some intermediate point. These inquiries are in progress.

Additional Accommodation at Various Places.

Additional facilities to meet the growth of traffic were completed and brought into use at a number of places, including Bendigo, Geelong, and North Geelong. There are, however, other important stations and depôts at which, owing to the marked development of business during recent years, the existing accommodation has become

inadequate for the efficient handling of the traffic. In view of the prevailing financial conditions capital expenditure on improvements has been restricted as much as possible, but it is essential that additional facilities be now provided at certain of these places, including Hamilton, Kyneton, Upper Ferntree Gully, and Royal Park; and steps are being taken accordingly.

A new station—Darebin situated between Alphington and Ivanhoe, was opened for traffic on 8th May last; another is in course of erection between Essendon and North Essendon; and it is intended shortly to establish a station between Westgarth and Fairfield.

Electric Lighting of Stations, &c.

During the year the lighting of seven additional stations, viz., Bacchus Marsh, Healesville, Mordialloc, Wendouree, Colac, Mansfield, and Wahgunyah was changed to electricity.

The improved system of lighting was also installed in the departmental residences at 26 country places, as well as at various trucking yards, engine sheds, and coal stages.

Rolling-Stock Branch.

The whole of the rolling-stock in use and the machinery and equipment were maintained in good working order and repair, *vide* the certificate of the Chief Mechanical Engineer (Appendix No. 2). Inventories of the rolling-stock in existence at 30th June last appear in Appendices Nos. 15 and 25.

During the year 8 of the older types of locomotives and 2 waggons were broken up; 11 locomotives and 1 waggon were sold; and the following stock was written down as shown:—

Class of Stock.	No. written down.	From	To
Older types of locomotives ..	6	Full tractive power ..	Scrap tractive power
	7	Half tractive power ..	Scrap tractive power
Old fixed wheel base cars ..	70	Full internal floor area ..	Half internal floor area
	33	Half internal floor area ..	Scrap internal floor area
Goods waggons (earlier type) ..	75	Full tonnage capacity ..	Scrap tonnage capacity

Notwithstanding the substantial writing down of stock as indicated in the foregoing statement, the deficiency in rolling-stock, which at 30th June, 1921, amounted to £33,419, was reduced to £2,063 at the end of the year under review.

The output of new rolling-stock was as follows:—

Locomotives—

“ A2 ” class for heavy passenger service	15
“ C ” class consolidation type for heavy goods work	10
Petrol rail motor	1
Total	26
Grab cranes (purchased)	2

Carriages—

Corridor vestibule (58 ft. long) for country services ..	6
Sliding-door cars for special and excursion traffic ..	43
Sliding-door cars for the suburban electric service ..	7
Trailer for petrol motor	1
Electric tram cars	6
Total	63

Trucks—

Open goods, 4-wheeled	..	..	..	..	49
Live stock	..	..	..	..	50
Total	..	..	..	..	99

Five of the "A2" class locomotives were constructed at the Ballarat Workshops and five at the Bendigo Workshops: the grab cranes and the chassis for the rail motor were purchased under contract: and the balance of the abovementioned new stock was constructed at the Newport Workshops.

In addition to the seven sliding door cars for the suburban electric service included in the foregoing, 18 new underframes and bogies for motor coaches were manufactured at Newport, and at 30th June last the position in regard to the rolling-stock required in connexion with the electrification of the suburban railways was as follows:—

	Total number required for Electrification.	Output during 1921-22.	Total number completed at 30th June, 1922.	Balance to be completed.
MOTOR COACHES.				
Construction of new sliding-door cars	211	7	183	28
Alteration of bodies of swing-door cars	144	..	144	..
Manufacture of new underframes and bogies..	144	18	144	..
TRAILER AND DRIVING-TRAILER CARS.				
Construction of new sliding-door trailer cars	21	..	..	21
Alteration of bodies of existing cars	334	..	323	11

Superheater Locomotives.

The new locomotives constructed during the year, viz., 15 "A2" class and 10 "C" class, were fitted with superheaters, and two "A2" and 7 "DD" class saturated steam engines were equipped with similar apparatus, making a total of 168 superheater locomotives in service at 30th June last.

Consolidation Locomotives.

Eleven of the "C" class consolidation locomotives designed for heavy goods work are now in use and are giving excellent service.

The utilization of these engines is an important factor in securing more efficient and economical working, inasmuch as the loads of trains can be increased without double heading, fewer trains are required, and congestion in yards is reduced. Four additional "C" class consolidation locomotives are now being built.

The construction of a number of "K" class consolidation locomotives—which are intended for use on light lines with heavy grades and sharp curves—is well advanced, and some of them will shortly be available for service.

In view of the recommendation of the Royal Commission on Uniform Railway Gauges that 4 ft. 8½ in. should be the standard in the event of the Australian railway gauges being made uniform, future locomotives will be designed so as to be readily convertible to that gauge.

Electric Locomotives and Parcels Coaches.

All the materials required for the two electric locomotives which it is proposed to construct for passenger yard shunting and suburban goods work have been ordered, and it is expected that the locomotives will be completed during the current year.

Two electric parcels coaches have been built and the third is in course of construction. A rapid parcels transport service by means of the two coaches in commission has been in operation for some time between stations on certain electrified lines, and not only has the parcels business been conducted more satisfactorily, but the suburban trains, by being relieved of the parcels traffic, have been enabled to maintain better time.

Petrol Rail Motor Vehicles.

Some time ago we decided to test the possibilities of petrol rail motor vehicles as a means of affording improved transport facilities on sparsely settled lines at a minimum of expenditure.

A chassis was purchased and adapted to rail operation, and a roomy and comfortable body of light construction, together with a trailer for extra passengers and van goods, was manufactured at the Newport Workshops.

The car and trailer, of which a photograph appears on page 103, were placed in service between Merbein-Mildura-Redcliffs on the 26th June last, and have proved very satisfactory from the aspects of both public convenience and economical operation.

Steps are now being taken to obtain six additional rail motor vehicles with trailers, and an investigation is being made with a view to determining the lines on which they can be used to the greatest advantage.

Newport Workshops.

The new Foundry is approaching completion, 75 per cent. of the work having been finished. The further tenders which were invited during the year for the provision of an Electric Steel Furnace were considered too high, and it was decided to allow the matter to remain in abeyance for about six months.

The departmental proposals for the establishment of a new Boiler Shop as the next stage in the extension and rearrangement of the Newport Workshops are being investigated by the Parliamentary Standing Committee on Railways, in accordance with the provisions of Section 21 of Act No. 2717.

Considerable additions were made during the year to the machine plant (practically all of which is now electrically operated) by the installation of modern heavy duty machine tools, from which most satisfactory results have been secured. A new log breaking-down plant and a bolt and nut making plant are now in course of erection, while a large motor-driven air compressor, which is expected to lead to a marked improvement in the output of plant operated by compressed air, is also being installed. Satisfactory progress has been made with the provision of a sawdust exhausting plant in the saw mill. This plant, which should shortly be in operation, will not only greatly improve the working conditions of the staff in the saw mill, but will permit of the machines being operated more continuously and thus lead to an appreciable increase in efficiency.

Three electric trucks for the purpose of conveying materials to and from the various shops were placed in service at Newport and another is on order. The utility of these trucks having been established it is proposed to extend their use to other workshops.

Ballarat and Bendigo Workshops.

The workshops at both of these places were utilized in the construction and repair of rolling-stock. As previously mentioned, five new locomotives were turned out from each place during the year.

Truck Construction.

The better use that has been obtained from the rolling-stock during the past two years has enabled the truck construction programme to be considerably reduced, and a further appreciable curtailment has been effected as the result of a recent investigation which was made to ascertain whether the existing goods waggons could carry a greater quantity of freight. It was found that, without any structural alterations in the majority of cases and with very slight changes in others, the rated carrying capacity of the principal classes of trucks could safely be increased to the extent of from 7 to 10 per cent.

A certain proportion of this work was carried out during the year under review, and the effect of the alteration will be appreciated from the fact that when the whole of the work now in progress is completed the total carrying capacity of the existing truck stock will have been increased by about 15,000 tons, which will give us the equivalent of more than 900 16-ton standard goods waggons.

In addition to obviating the expenditure of over £360,000 on the construction of new trucks, the action taken has resulted in more efficient working, inasmuch as the contents or paying loads of trains have been increased without augmenting the unproductive tare weight, thus enabling a unit of freight to be carried in a lesser number of vehicles, with the resultant advantages of fewer trains having to be run, less coal being consumed, less congestion, and better timekeeping by trains.

Stores Branch.

The value of the stock of stores on hand at 30th June last, as per the certificate of the Chief Storekeeper (*vide* Appendix No. 5), was £2,059,293, which is £131,579 more than the value at 30th June, 1921.

Owing to the curtailment of the programme of proposed works, materials which were ordered some time ahead and which under ordinary circumstances would have been used in the manufacture of rolling-stock and for carrying out other works, still remain on hand, and our inability to effect a reduction in the stocks held during the year was due principally to that fact.

Throughout the year all the materials in stock were kept under close control, and advantage was taken of the ruling high prices to dispose of large quantities of scrap and other materials which would not be required in the immediate future, the sales effected realizing a net profit of £10,814.

Coal Supplies.

The total tonnage of coal purchased was 671,804 tons, including 132,708 tons of slack coal which was required principally for use at the Newport Power House.

Supplies were obtained from the following sources :—

	Obtained from			Total. tons.
	New South Wales. tons.	State Mine. tons.	Other Victorian Mines. tons.	
Large coal	255,482	280,234	3,380	539,096
Slack coal	1,543	131,165	-	132,708
Total	257,025	411,399	3,380	671,804

The quantity of coal procured from the State Coal Mine was 142,441 tons more than in 1920-21, while the quantity of sea-borne coal obtained from New South Wales exceeded the previous year's total by 50,886 tons.

For some years past the shortage of Inter-State shipping has rendered it necessary to overland large quantities of New South Wales coal, but early in the year, as a result of the increased shipping which became available, and of the greater output from the State Mine, we were able to discontinue overland supplies.

In order to facilitate the handling of coal to and from trucks at the storage depôts, two locomotive grab cranes were put into use and proved very satisfactory. Consideration is being given to the question of extending the use of mechanical coal-handling appliances.

The quantity of coal consumed was 670,620 tons, which cost £918,498, or an average of 27/4.7 per ton. If the average rates that obtained in the undermentioned years had been operative in the year under review the cost of this coal would have been as follows :—

Year.	Average Cost per ton.	If those Rates had obtained in 1921-22 the Cost of the Coal Consumed would have been—	Increase at 1921-22 Rates.
1913-14	13/1.3d.	£ 439,530	£ 478,962
1917-18	21/2.7d.	711,695	206,803
1919-20	24/1.3d.	808,377	110,121

Travelling Irregularities.

Persistent attention was given throughout the year to the detection of travelling irregularities, and the number of cases reported, as shown in the following statement, indicates not only the effective nature of the check but also the need for it.

Detected by--	Number of Irregularities detected during the Year ended 30th June--			Decrease in 1922 over 1921.
	1920.	1921.	1922.	
Special Checkers on Suburban Trains and Barriers ..	3,327	9,331	8,288	1,043
Special Checkers on Country Trains	1,581	3,581	2,757	824
Conductors on Country Trains	2,611	1,999	1,657	342
Flying Gangs on Suburban Trains	875	567	309	258
Totals	8,394	15,478	13,011	2,467

Irregular travel has, of course, an adverse influence on the railway receipts, and, in view of the wide extent to which frauds are being practised, we have taken steps to further increase the check in that connexion.

Pilfering of Goods, &c.

We are pleased to state that a very considerable reduction is shown in the claims in respect of goods and parcels lost, damaged, or pillaged; the number preferred in the year under review having been 10,410 less than in the preceding year. This decrease, which is equivalent to 30 per cent., is reflected in the amounts paid, the sum involved in the year under review having been £20,415 as contrasted with £69,965 in 1920-21, or a decrease of £40,550.

This gratifying improvement is due partly to the better supervision that is being kept over goods in transit, and partly to the co-operation of traders and the staff; the former in giving greater attention to the packing of their goods and the latter in exercising more care in handling the consignments.

While we realize that it is impracticable to completely obviate loss and damage, &c., every effort will be made to effect a still further improvement in this connexion.

The following statement shows the number of prosecutions and convictions for theft during the year as contrasted with the previous two years, as well as the number of charges heard by the Board of Discipline in cases where the evidence against employees was not sufficient to justify a prosecution:--

Year ended 30th June.	Outsiders.		Employees.		Charges against Employees before the Board of Discipline.	
	Number Prosecuted.	Number Convicted.	Number Prosecuted.	Number Convicted and Dismissed.	Number of Charges.	Number of Employees Dismissed.
1920	60	54	46	36	5	3
1921	59	56	36	26	7	5
1922	78	73	44	37	10	8

Ambulance Organization.

The increasing interest that members of the Staff are taking in Ambulance work is demonstrated by the number who qualified in "First Aid" in 1921-22 as compared with the preceding year, the respective figures being 569 and 197, or an increase of 372 in the year under review.

A high standard was maintained at the Annual Ambulance Competitions amongst employees of the Victorian Railways which were held in October last. The winning team represented Victoria at the Inter-State Ambulance Competitions in Sydney on 1st December, when first place was secured by Queensland, with Victoria and New South Wales filling second and third places respectively.

The Ambulance equipment available at stations, depôts, and in vans of trains, &c., was increased by 19 chests, 40 boxes, and 46 stretchers, and at 30th June last the total equipment was as follows :

Hand litters	..	..	..	..	..	10
Stretchers	..	..	..	..	..	1,846
Chests	..	..	..	..	..	103
Blankets	..	..	..	..	..	135
Boxes	..	..	..	..	..	882

Dining Car Services.

Although there was a decrease in the number of meals served in the Dining Cars on the Inter-State and Mildura trains, the revenue from the Dining Car Services was £239 more than last year. This increase is accounted for by additional business in small commodities and light refreshments.

As a result of the reduced prices of certain supplies, including meat, we decided to reduce the cost of dinner on the Inter-State Dining Cars as from 1st June last from 5s. to 4s. in the first saloon and from 4s. to 3s. in the second saloon.

The receipts obtained from the various services during the year, as contrasted with the preceding three years, are shown hereunder :

	Year.				Receipts in 1921-22 as compared with 1920-21.	
	1918-19.	1919-20.	1920-21.	1921-22.	Increase.	Decrease.
	£	£	£	£	£	£
Sydney Express	7,809	14,317	14,117	14,689	572	..
Adelaide Express	5,167	7,829	8,211	7,989	..	222
Mildura line	2,664	3,325	3,481	3,370	..	111
Totals	15,730	25,471	25,809	26,048	572	333
	Net Increase				£239.	

After allowing for Working Expenses and the cost of the stores consumed, the year's transactions resulted in a profit of £3,493 which is £2,542 more than in 1920-21.

Refreshment Services.

The total revenue earned during the year from the Refreshment Services was £267,998, as compared with £258,315 in 1920-21, or an increase of £9,683.

With a view to enabling supplies of meat of prime quality to be obtained at ruling market prices, we have established a departmental butchery, and not only has a high standard been maintained, but a very marked reduction has been effected in the meat bill.

By improving the accommodation and appointments at the refreshment rooms and providing wholesome meals at reasonable prices, a much better service is being afforded than when the rooms were under the control of lessees.

Dining Room at Newport Workshops.

In March, 1921, we resumed direct control of the Dining Room at the Newport Workshops (which was constructed in 1907-8), and took steps to improve the quality of the meals supplied to the employees at the Shops.

Under the changed conditions the daily average patronage, which had dwindled to about 250, has increased to over 1,100. This marked increase rendered it necessary to enlarge the accommodation at the Dining Room, and the additions were completed in January last.

A wholesome three-course meal is provided daily (at mid-day) for the employees at a charge of about 8½d., and the better conditions at the Room are much appreciated by the men, and naturally improve the standard of efficiency.

Rest Houses for Employees.

In the past, employees at Ouyen have experienced great difficulty in obtaining living accommodation in the township, and with a view to insuring reasonable comfort for the men, we have provided Departmental accommodation at that depôt, and now cater for their board and lodging at a fair charge.

A rest house on a smaller scale has likewise been erected at Korong Vale, where living accommodation is also difficult to obtain.

The Staff.

The permanent staff was largely augmented by the appointment of returned soldiers and other supernumeraries under Act No. 3111. The number of such appointments was 6,994, although the figure is still subject to fluctuation in accordance with the result of medical examinations, the production or otherwise of birth certificates, &c. In addition, 774 youths were appointed to the position of Junior Clerk, Apprentice, Lad Porter or Lad Labourer.

The total additions to the permanent staff were, therefore, 7,768, but after allowing for the loss of employees through retirements, dismissals, deaths, &c., the net increase was 7,179.

On the other hand, the number of supernumeraries was reduced by 7,451, so that taking the staff as a whole there was a decrease of 272.

The number of employees in each Branch at the close of the year, by comparison with the end of the previous year, was as follows :—

Branch.	At 30th June, 1921.			At 30th June, 1922.		
	Permanent.	Supernumerary.	Total.	Permanent.	Supernumerary.	Total.
Secretary's	48	13	61	63	10	73
Transportation	3,966	3,898	7,864	6,359	1,578	7,937
Rolling Stock	4,717	4,502	9,219	7,049	2,040	9,089
Way and Works	2,600	5,218	7,818	4,556	2,811	7,367
Accountant's	139	78	217	198	6	204
Audit	118	62	180	130	51	181
Stores	92	115	207	200	88	288
*Printing	35	53	88	..	..	..
Electrical Engineering ..	300	728	1,028	595	633	1,228
Traffic	54	3	57	73	..	73
Refreshment Services ..	25	469	494	50	471	521
Totals	12,094	15,139	27,233	19,273	7,688	26,961

* Amalgamated with the Stores Branch as from 1st January, 1922.

The amounts disbursed in salaries and wages to the staff during each of the past three years are shown hereunder :

Year,						Total Salaries and Wages.
1919-20	..	..	..	..	..	£4,683,707
1920-21	..	..	..	..	..	5,895,347
1921-22	..	..	..	..	..	6,388,508

The increase in the total amount paid in 1921-22, as contrasted with the preceding year, was due principally to the fact that the higher salaries and wages granted to the staff as from 1st January, 1921, as referred to in our last Report, were operative during the whole of 1921-22, as against only six months in the previous year, and to the increase in the average number of men employed on capital works during the year under review.

Railways Classification Board.

The Board continued the hearing of claims as to work performed under special conditions, and of evidence as to the duties of the different grades.

No new Award was made, as the latter evidence has not yet been completed.

Betterment Board.

With a view to securing greater co-operation with members of the staff, we invited them to proffer suggestions for the more efficient working of the Service, and in April, 1921, appointed a Board, now designated the Betterment Board, for the purpose of investigating the suggestions submitted.

There has been a very gratifying response on the part of the staff. Up to the 30th June last 1,872 suggestions had been received, and of those investigated the Board recommended 144 for adoption, or for trial with a view to adoption. A number of bonuses have been paid to successful suggestors.

The new system has been advantageous to the Department, not only by reason of the increased efficiency which has resulted from the suggestions that have been adopted, but also by the development of a keener interest on the part of the staff in the business of the Railways. It has further been of benefit to the men themselves, inasmuch as it provides a means for rewarding and encouraging their efforts to promote better service.

Educational Activities.

In furtherance of our policy of increasing efficiency by means of the systematic education of the staff, we instituted classes of instruction for Junior Clerks and Lad Porters in the Transportation Branch who passed the last examinations for appointment to permanent offices in the Service. These classes were established at Melbourne, Ballarat, Bendigo, and Geelong, each being in charge of a railway officer of wide experience, and the students were coached for some weeks in the fundamentals of the railway duties associated with station working.

An Instructional School, in charge of a qualified Technical Instructor from the Education Department, has been established at Newport Workshops for the technical education of first and second year Apprentices, who will complete their course for a final year at the Working Men's College. Two additional Scholarships per annum have been awarded for competition by third year Apprentices at the Working Men's College. The Instructional School is being conducted under the auspices of the Victorian Railways Institute, which is the principal departmental medium of education.

During the year an exhaustive investigation was made into the question of further extending the educational activities of the Institute, and a scheme is now being considered for the establishment of additional educational classes thereat, and also for the inauguration of a system of correspondence tuition for employees in remote country districts. A new branch of the Institute was recently opened at Stawell.

Visit of Officers to America.

In our last Report we mentioned that certain departmental officers had been sent to America to investigate the highly important matter of the methods of supply, distribution and control of Stores and Material required for the service of the Railways, and also to observe the systems in operation in other aspects on the Southern Pacific Railroad and elsewhere.

Many matters of far-reaching effect which were studied by these officers are now receiving consideration, amongst which may be mentioned scrap reclamation, delivery of material from depôt store to workshop by mechanical means, supply train, &c.

The methods in operation in America in connexion with the purchase, custody, and distribution of stores, &c., have been introduced at the Main General Store at Spencer-street with very successful results. It is proposed to initiate these methods at all other depôts, and it is confidently expected that greater efficiency will be obtained in a marked degree in many essential aspects.

The stocktaking of stores and materials on hand at 30th June last was carried out in accordance with the new system, and the simplification of methods will enable the inventory to be prepared with enhanced efficiency and expedition.

Reorganization of Telegraph and Telephone Systems.

With a view to securing better results, the staffs in control of train running and telegraph work have been amalgamated, and the combined staff is now located in the Head Office. This reorganization was an important factor in the improved train performances during the year.

In making the change, the convenience of the travelling public was promoted by an arrangement under which public telegrams can now be lodged at the enlarged and improved Information Bureau situated near the Collins-street entrance to Spencer-street Station.

A strict censorship has been inaugurated over all departmental telegrams, and has had the effect of reducing the telegraph business by about 2,000 messages per day, which has appreciably mitigated the congestion that existed on the telegraph circuits.

Improvements are also being effected in the departmental telephone system. The telegraph wires are being utilized for telephone circuits, the telegraph being superimposed, and this has the effect of multiplying the means of communication without incurring the cost which would be involved in the erection of additional wires.

Printing and Stationery Branch.

The Printing and Stationery Branch was disestablished as a separate Division of the Department and incorporated with the Stores Branch as from the 1st January, 1922.

Acknowledgment of Services of Staff.

We have pleasure in acknowledging the good service rendered by the Officers and Employees, whose loyal co-operation has been a very material factor in the improved results obtained during the year.

State Coal Mine.

After the payment of Working Expenses and Interest Charges, providing for a contribution of £12,472 to the Sinking Fund, and allowing £36,000 for depreciation of Assets, the operation of the State Coal Mine for the year resulted in a surplus of £17,051.

A very considerable increase is shown in the output, the total having been 504,165 tons for the twelve months, as compared with 368,239 tons in the preceding year. 408,719 tons were supplied to the Railway Department and 16,249 tons to other Public Departments, 53,493 tons were sold to the general public, and the balance, *i.e.*, 25,704 tons, is accounted for by colliery consumption, sales to miners, &c.

The satisfactory increase in the yield was due to the fact that work proceeded with very little interruption, operations having been suspended on account of strikes, &c., only on twelve days, as contrasted with 63 days in 1920-21.

There was a decrease of 7·28d. per ton in the cost of extraction as compared with 1920-21, as a result of the increased output, which favorably affected the "on cost" and overhead expenses.

The completion of No. 14 air shaft and the installation of an exhaust fan with a capacity of 150,000 cubic feet of air per minute at a 6-inch water gauge have enabled an improvement to be made in the conditions below ground in the McBride tunnel, and permitted of its further development. Despite the reduced thickness of the seam and much faulting, the daily output from the McBride tunnel was increased from 850 to 1,000 tons.

Consequent on the completion of the ventilation shaft (No. 15) at the Eastern Area and the installation of an exhaust fan with a capacity of 150,000 cubic feet of air per minute at a 6-inch water gauge, the output from this source has been increased to about 600 tons per day.

Employment was provided for an average number of 1,554 employees, as compared with 1,193 in 1920-21, when, however, considerable time was lost on account of strikes, and as a result of the more regular time worked during the year under review there was an increase, as compared with 1920-21, of £101,319 in wages, the total amount disbursed being £420,543.

After deducting the cost of explosives, the net average earnings of the miners amounted to 26s. 2·64d. per shift, or an increase, as compared with the previous year, of 1s. 11d. per shift, which is accounted for by the fact that in 1920-21 the Hibble award was operative for only nine months.

Appendices.

The balance-sheet for the year and various accounts and statements, as well as other information, diagrams, and maps, are embodied in the Appendices, a list of which is given on page 29.

We have the honour to be, Sir,

Your obedient servants,

HAROLD W. CLAPP, Chairman,	} Victorian Railways Commissioners.
W. M. SHANNON,	
C. MISCAMBLE,	

A P P E N D I C E S.

Number.	Page.	
1	31	Heads of Branches.
2	31	Certificate respecting Rolling Stock, Machinery, &c.
3	31	Certificate respecting Way and Works.
4	31	Certificate respecting Electrical Equipment.
5	31	Certificate respecting Stores.
6	32-33	General Balance-sheet.
7	34	Working Expenses and Earnings.
8	35	Abstract of Working Expenses.
9	36	Comparative Analysis of Earnings and Working Expenses.
10	37-39	General Comparative Statement for Fifteen Years.
11	40	Total Amount paid for Salaries and Wages.
12	40	Staff Employed in June, 1921 and 1922.
13	41-44	Total Cost, Length, Highest Point, Steepest Gradient, and Average Cost per Mile of each Line; and the cost of Rolling Stock, General Offices, &c.
14	45	Train, Locomotive, and Vehicle Mileage.
15	46	Number of Locomotives, Coaching Stock, Goods Stock, and Service Stock on the Books.
16	47	Return of Persons Killed or Injured during Ten Years.
17	48	Statistical Statement.
18	49	Railway Accident and Fire Insurance Fund.
19	50	Number of Employees entitled to Pension or Compensation.
20	51-52	Expenditure charged to Capital Account.
21	53-55	Loans, Interest Charges, and Expenses.
22	56	Cost of Generating Current at the Newport Power House.
23	57	Results of Working the St. Kilda-Brighton Electric Tramway.
24	58	Results of Working the Sandringham-Black Rock Electric Tramway.
25	59	Inventory of Rolling Stock. Capacity, &c.
26	60-61	Reconciliation of the Railway and Treasury Figures relating to Revenue and Working Expenses.
27	62	Statement showing New Lines opened for Traffic, &c.
28	63	Mileage of Railways and Tracks.
29	64	Funds advanced from the Public Account.
30	65	Railway Stores Suspense Account.
31	66	Comparative Analysis of Passenger Traffic and Revenue.
32	67	Comparative Analysis of Goods and Live Stock Traffic and Revenue.
33	68	Expenditure charged to Capital Account for Twenty Years.
34	69-72	Date of Opening, Length, and Authority for Construction of each Line.
35	73	Return of Passenger Traffic at Metropolitan and Suburban Stations.
36	74-77	Return of Principal Wheat Loading Stations.
37	78-102	Return of Traffic at each Station. Photograph of Petrol Rail Motor Car and Trailer. Statistical Diagrams. Map of the Victorian Railways. Map of Melbourne Suburban Lines. Map showing Through Railway Connexions.

APPENDIX No. 1.

HEADS OF BRANCHES.

Secretary	Mr. G. H. SUTTON
Chief Mechanical Engineer	„ A. E. SMITH.
Chief Engineer of Way and Works ..	„ E. H. BALLARD.
General Superintendent of Transportation ...	„ T. B. MOLOMBY.
Chief Electrical Engineer	„ H. P. COLWELL.
Chief Accountant	„ T. F. BRENNAN.
General Passenger and Freight Agent	„ W. E. KEAST.
Chief Storekeeper	„ C. W. J. COLEMAN.
Auditor of Receipts	„ G. K. LOW.
Superintendent of Refreshment Services	„ C. J. HARRIS.

APPENDIX No. 2.

CERTIFICATE RESPECTING ROLLING STOCK, MACHINERY, ETC.

I hereby certify that, during the year 1921-22, the whole of the rolling stock, machinery, etc., under my control was maintained in good working order and repair.

A. E. SMITH,
Chief Mechanical Engineer.

APPENDIX No. 3.

CERTIFICATE RESPECTING WAY AND WORKS.

I hereby certify that, during the year 1921-22, the whole of the permanent way, stations, buildings, and other works under my control were maintained in good working order and repair.

E. H. BALLARD,
Chief Engineer of Way and Works.

APPENDIX No. 4.

CERTIFICATE RESPECTING ELECTRICAL EQUIPMENT.

I hereby certify that, during the year 1921-22, the whole of the electrical plant and equipment under my control was maintained in good working order and repair.

H. P. COLWELL,
Chief Electrical Engineer.

APPENDIX No. 5.

CERTIFICATE RESPECTING STORES.

I hereby certify that the Stock of Stores has been carefully and systematically inspected during the year, and that its value at 30th June, 1922, was £2,059,293.

C. W. J. COLEMAN,
Chief Storekeeper.

<i>Dr.</i>	GENERAL BALANCE-SHEET AT						
	Reference. Appendix. No.	£	s.	d.	£	s.	d.
Face value of Bonds and Stock allocated to the Railways	21	...			63,935,564	4	4
CONTRIBUTIONS FROM REVENUE FOR CAPITAL PURPOSES :—							
Proceeds of Sale of State Lands	2,825,740	6	1			
Consolidated Revenue provided for Redemption of State Loans	361,528	19	9			
Surplus Revenue	250,696	2	4			
Accrued Interest on Loan Moneys expended on certain lines during their construction and debited to the capital cost of such lines	21,619	0	0			
Consolidated Revenue provided under Appropriations and Votes	477,247	15	10			
Advance from Treasurer's Advance for materials in course of manufacture			3,936,832	4	0
Advance from Treasurer's Advance pending Loan provision...			76,196	8	0
Advances from Treasurer's Advance pending Loan provision...			10,309	2	6
Advances to Railways Stores Suspense Account from Public Account and Consolidated Revenue			400,000	0	0
Advances from Public Account (to be recouped) on account of Relaying	29	...			75,000	0	0
Special Funds			98,312	0	6
Sundry Creditors			383,346	16	4
Suspense Account—Net amount to be subsequently paid to Consolidated Revenue			213,104	6	6
Interest Charges and Expenses, Pensions and Gratuities, Border Railways Adjustment, Repayment to Capital Account in respect of the North Geelong to Eynsford Line	2,788,951	8	1			
Less Net Revenue for the year after providing for working expenses and payment of £150,000 into the Rolling Stock Replacement Fund...	...	2,769,842	3	10	19,109	4	3
Total			£69,147,774	6	5

This Statement has been checked with the Railway books and found correct.

J. A. NORRIS,
Auditor-General.

	Reference.	£	s.	d.	£	s.	d.
	Appendix. No						
Way, Works, Buildings, and Equip- ment, at cost	13	50,813,201	10	8			
Rolling Stock, at cost	13	12,020,707	3	4			
		62,833,908	14	0			
Surveys for proposed Railways, at cost ...	...	372,883	18	9			
Discount and Floating charges on Loans— Deduct Premiums ... ..	...	2,401,181	1	4	63,206,792	12	9
Advances from Public Account—Balance of Expenditure on account of Re- laying ... ..	...	453,928	14	6	1,947,252	6	10
Stores and Materials on hand	29	...			75,000	0	0
„ „ in transit	30	2,059,293	5	4			
	...	1,411	0	9			
		2,060,704	6	1			
Less amount at credit of Stores Deprecia- tion Account	30	2,855	8	11	2,057,848	17	2
Materials on hand, Electrification Capital Stock ... ..	...	...			286,267	5	0
Materials on hand, Power Signalling Capital Stock ... ..	...	...			64,692	19	9
Cash at credit of Railways Stores Suspense Account	30	947	1	3			
Cash in hands of Agent-General, London, and in transit	30	4,866	17	0	5,813	18	3
Cash in hands of Agent-General on account of the Electrification of the Melbourne Suburban Lines... ..	...	...			7,117	15	4
Cash at credit of Special Funds:— Rolling Stock Replacement Fund ...	25	56,473	10	10			
Trust Fund—Surplus Railway Land Railway Accident and Fire In- surance Fund ... ..	...	2,861	7	4			
...	18	41,838	9	8			
Railway Loans Repayment Fund ... ..	...	46,295	6	11	147,468	14	9
Cash and Securities at credit of the following Accounts:— Sundry Repayments to Treasury ...	...	74,865	11	7			
Preliminary Deposits ... ..	...	6,763	4	6			
Trust Funds—Cash and Securities ...	...	127,986	3	1	209,614	19	2
Sundry Debtors:— Working Expenses Account ... ..	...	10,383	15	6			
Stores Suspense Account—Sales of Stores and Materials ... ..	...	4,080	9	5			
Revenue Account ... ..	...	227,263	5	11			
					241,727	10	10
Balance of unexpended Loan moneys ...	...	...			879,068	2	4
Balance—Deficit ... ..	...	...			19,109	4	3
Total ... ..	...	...			£69,147,774	6	5

T. F. BRENNAN,
Chief Accountant.

APPENDIX No. 7.

WORKING EXPENSES AND EARNINGS FOR THE YEARS ENDED 30TH JUNE, 1921 AND 1922.

<i>Dr.</i>		RAILWAYS.				<i>Cr.</i>	
Working Expenses.	See Abstract.	Year ended 30th June—		Earnings.	See Appendix.	Year ended 30th June—	
		1921.	1922.			1921.	1922.
		£	£			£	£
To Maintenance of Way and Works ..	A	1,576,857	1,708,539	By Passengers	9	4,398,124	4,814,820
„ Rolling Stock—				„ Parcels	9	415,675	458,914
General Superintendence, &c.	B	63,705	58,147	„ Horses, Carriages and			
Maintenance of Rolling Stock ..	C	1,255,460	1,367,902	Dogs	9	28,795	33,189
Locomotive Power	D	1,879,951	1,680,830	„ Mails	9	54,664	69,697
Examination and Lubrication of				Total Coaching		4,897,258	5,376,620
Coaching and Goods Vehicles	E	196,153	54,666				
„ Transportation and Traffic ..	F	2,246,443	2,395,694	„ Goods and Live Stock ..	9	4,411,276	4,815,056
„ Electrical Engineering Branch ..	G	146,698	264,825	„ Electrical Power	9	..	92,540
„ Miscellaneous Operations	H	237,346	241,284	„ Rents and Miscellaneous	9	203,105	212,820
„ General Charges	I	159,174	174,553	„ Dining Car and Refresh-			
„ Contribution to the Railway Acci-				ment Rooms Services	9	284,124	294,046
dent and Fire Insurance Fund		73,969	80,225				
		£ 7,835,756	8,026,665				
„ Pensions and Gratuities		182,036	194,581				
„ Border Railways Adjustment		2,005	3,879				
„ Repayment to Capital Account ..		1,349	675				
		£ 8,021,146	8,225,800				
„ Balance Net Earnings		1,774,617	2,565,282				
Grand Total		£ 9,795,763	10,791,082	Grand Total	£	9,795,763	10,791,082

APPENDIX No. 8.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1921 AND 1922.

	Year ended 30th June --			Year ended 30th June --	
	1921.	1922.		1921.	1922.
	£	£		£	£
A.—MAINTENANCE OF WAY AND WORKS.					
Superintendence		144,051			
Stationery, Printing, and Advertising ..		7,011			
Stores Expenses		13,714			
Maintenance and Renewals of the Permanent Way		758,075			
Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c. ..		65,268			
Slips and Flood Repairs		1,132			
Bridges, Culverts, and Drains		66,155			
Signals and Interlocking		113,401			
Telegraph and Telephone Lines and Instruments		18,215			
Piers and Wharfs		1,019			
Weighbridges, Scales, Lifting Cranes, &c.		15,845			
Buildings, Platforms, and Fixtures ..		190,175			
Stock Yards		8,233			
Water Supply		16,974			
Machinery, Tools, and Supplies		50,065			
Injuries to Employees or others		3,611			
Special Maintenance and Betterments Expenditure		235,128			
Other Expenses		467			
	1,576,857	1,708,539			
Average Miles of Single Track Open, including Sidings	5,438	5,485			
ROLLING STOCK.					
B.—GENERAL SUPERINTENDENCE, ETC.					
General Superintendence		34,346			
Stationery, Printing, and Advertising ..		4,788			
Stores Expenses		19,013			
	63,705	58,147			
C.—MAINTENANCE OF ROLLING STOCK.					
Locomotives		654,171			
Coaching Stock		351,879			
Goods Stock		361,852			
	1,255,460	1,367,902			
D.—LOCOMOTIVE POWER.					
Superintendence		44,749			
Running Sheds, Labour and Supplies ..		130,553			
Drivers and Firemen		647,249			
Coal, Wood, and Kindlers for Locomotives, including Handling, Inspection, &c.		789,614			
Water		30,055			
Oil, Tallow, Waste, and other running supplies		34,109			
Other Expenses		1,957			
Injuries to Employees or others		2,544			
	1,879,951	1,680,830			
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES					
	196,153	54,666			
F.—TRANSPORTATION AND TRAFFIC.					
General Superintendence				148,920	
Stationery, Printing, and Advertising ..				55,618	
Stores Expenses				5,922	
Station Yard and Signal Service—					
Salaries, Wages, &c., of Staff				1,550,272	
Fuel and Light				47,734	
Uniforms for Staff				14,967	
Other Supplies				52,032	
Other Expenses				8,806	
Gatekeeping				40,995	
Guards and Conductors—					
Wages and Expenses				239,737	
Uniforms				3,055	
Cleaning, Icing, &c., of Carriages ..				79,482	
Supplies, &c., for Carriages				11,294	
Light for Carriages				41,500	
Repairs and Renewals of Tarpaulins and Lashings				85,667	
Operation of Grain Elevators and Grain Conveyors .. .. .				..
Operation of Coal Shipping Plants ..				..
Injuries to Persons				5,308	
Loss and Damage to Property and Goods				Cr. 1,771	
Compensation, Personal .. .. .				..
Other Expenses				6,156	
	2,246,443	2,395,604			
G.—ELECTRICAL ENGINEERING BRANCH.					
General Superintendence			9,338	11,358	
Main Power Station			99,995	198,173	
Inspection, Cleaning, and Lubrication of, and Supplies for Electrical Equipment of Cars and Electric Locomotives			10,351	10,597	
Maintenance and Electrical Equipment of Rolling Stock			13,243	15,234	
Transmission, Distribution Systems, and Sub-Stations Expenditure			31,460	42,371	
Other Operations (Credit)			Cr. 17,629	Cr. 12,908	
			146,698	264,825	
H.—MISCELLANEOUS OPERATIONS.					
Dining Car Service			24,948	22,645	
Refreshment Rooms Service			212,398	218,639	
			237,346	241,284	
I.—GENERAL CHARGES.					
Commissioners' and Secretary's Offices ..			31,627	35,130	
Chief Accountant's and Auditor of Receipts' Branches			96,531	101,653	
Legal and Medical Expenses			7,732	8,929	
Stationery, Printing, and Advertising ..			4,769	4,773	
Sundry other General Charges			18,515	24,068	
			159,174	174,553	
Contribution to the Railway Accident and Fire Insurance Fund			73,969	80,225	
Grand Total			7,835,756	8,026,065	
Pensions and Gratuities to the Staff ..			182,036	194,581	
Border Railways Adjustment			2,005	3,879	
Repayment to Capital Account			1,349	675	

NOTE.—In accordance with the decision of a recent Inter-State Conference of Commissioners the classification of expenditure under the respective heads has been varied as from 1st July, 1921, in order to obtain uniformity in presenting the accounts of all the Australian Railways. The expenditure under the above heads is therefore not available in respect of the year ended 30th June, 1921.

APPENDIX No. 9.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1921 AND 1922 (EXCLUSIVE OF ELECTRIC TRAMWAYS).

Particulars.	Year ended 30th June—							
	1921.				1922.			
	Average Miles Open for Traffic		Miles.		Average Miles Open for Traffic		Miles.	
	.. .. .		4,237		.. .. .		4,279	
Train Mileage—					Train Mileage—			
Passenger—					Passenger—			
Country .. .. .	.. .. .	.. .. .	4,501,785		.. .. .	.. .. .	4,220,457	
Suburban .. .. .	.. .. .	.. .. .	4,320,632		.. .. .	.. .. .	5,644,757	
Goods .. .. .	.. .. .	.. .. .	6,711,139		.. .. .	.. .. .	5,991,601	
Total .. .. .	.. .. .	.. .. .	15,533,556		.. .. .	.. .. .	15,856,815	
	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.
EARNINGS.								
	Journeys.	£	£	d.	Journeys.	£	£	d.
COUNTRY.								
First Class Passengers	1,722,699	842,050	208·8	44·89	1,537,465	831,486	204·0	47·28
Second Class Passengers	6,308,272	1,515,192	375·7	80·78	6,280,677	1,613,697	396·0	91·77
Season Tickets—								
First Class	1,214,328	161,895	40·1	8·63	1,221,436	194,375	47·7	11·05
Second Class	689,673	31,104	7·7	1·66	639,268	31,494	7·7	1·79
Workmen's Weekly Tickets—Second Class	126,894	1,370	·3	·07	131,880	1,422	·4	·08
Total Country	10,061,866	2,551,560	632·6	136·03	9,810,726	2,672,474	655·8	151·97
SUBURBAN.								
First Class Passengers	31,937,385	641,370	3,146·4	35·65	35,577,700	754,469	3,698·4	32·08
Second Class Passengers	39,495,944	618,436	3,031·6	34·35	44,709,790	744,255	3,648·3	31·64
Season Tickets—								
First Class	23,593,993	294,145	1,441·0	16·34	24,139,122	322,770	1,582·2	13·72
Second Class	16,981,741	153,204	751·0	8·51	17,693,214	177,651	870·8	7·56
Workmen's Weekly Tickets—Second Class	11,974,754	138,909	680·0	7·72	10,520,372	143,201	702·0	6·09
Total Suburban	123,983,817	1,846,564	9,051·8	102·57	132,646,198	2,142,346	10,501·7	91·09
Total Passenger	134,045,683	4,398,124	1,038·0	119·64	142,456,924	4,814,820	1,125·2	117·13
Parcels .. .. .	.. .. .	415,675	98·1	11·31	.. .. .	458,914	107·2	11·16
Horses, Carriages, &c. .. .. .	.. .. .	28,795	6·8	·78	.. .. .	33,180	7·8	·81
Mails .. .. .	.. .. .	54,664	12·9	1·49	.. .. .	69,697	16·3	1·70
Total Parcels, &c. .. .. .	.. .. .	499,134	117·8	13·58	.. .. .	561,800	131·3	13·67
Total Coaching .. .. .	.. .. .	4,897,258	1,155·8	133·22	.. .. .	5,376,620	1,256·5	130·80
General Merchandise	Tons.	£	£	d.	Tons.	£	£	d.
Wool	6,519,650	3,674,954	867·1	131·39	6,459,293	3,970,609	927·0	159·05
Live Stock	53,964	115,026	27·1	4·11	84,136	194,036	45·4	7·77
Minerals—	499,601	492,096	116·1	17·60	467,174	528,836	123·6	21·18
Coal, Coke, and Shale	499,778	130,100	30·7	4·65	478,981	120,768	28·2	4·84
Other than Coal, Coke and, Shale .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	807	·2	·03
Total Goods	7,572,993	4,411,276	1,041·1	157·75	7,491,031	4,815,056	1,125·3	192·87
Electrical Power .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	92,540	21·6	.. .. .
Rents .. .. .	.. .. .	85,736	20·3	.. .. .	.. .. .	103,744	24·2	.. .. .
Miscellaneous .. .. .	.. .. .	117,369	27·7	.. .. .	.. .. .	109,076	25·5	.. .. .
Total Power, Rents, and Miscellaneous .. .. .	.. .. .	203,105	48·0	.. .. .	.. .. .	305,360	71·4	.. .. .
Dining Cars .. .. .	.. .. .	25,809	6·0	.. .. .	.. .. .	26,048	6·1	.. .. .
Refreshment Rooms .. .. .	.. .. .	258,315	61·0	.. .. .	.. .. .	267,998	62·6	.. .. .
Total Dining Cars and Refreshment Rooms .. .. .	.. .. .	284,124	67·0	.. .. .	.. .. .	294,046	68·7	.. .. .
Total Earnings .. .. .	.. .. .	9,795,763	2,311·9	151·34	.. .. .	10,791,082	2,521·9	163·33
WORKING EXPENSES.								
	Expenditure.	Per cent. to Earnings.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per cent. to Earnings.	Per Average Mile Open.	Per Train Mile.
WORKING EXPENSES.	£	%	£	d.	£	%	£	d.
Maintenance of Way and Works	1,576,857	16·1	372·2	24·36	1,708,539	15·83	309·3	25·86
Rolling Stock—								
General Superintendence, &c.	63,705	·65	15·0	·98	58,147	·54	13·6	·88
Maintenance of Rolling Stock	1,255,460	12·82	296·3	19·40	1,367,902	12·68	319·7	20·70
Locomotive Power	1,879,951	19·19	443·7	29·05	1,680,830	15·58	392·8	25·44
Examination and Lubrication of Coaching and Goods Vehicles	196,153	2·00	46·3	3·03	54,666	·51	12·8	·83
Transportation and Traffic	2,246,443	22·93	530·2	34·71	2,395,694	22·20	559·9	36·26
Electrical Engineering Branch	146,698	1·50	34·6	2·27	264,825	2·45	61·9	4·01
Miscellaneous Operations	237,346	2·42	56·0	3·67	241,284	2·24	56·4	3·65
General Charges	159,174	1·62	37·6	2·46	174,553	1·62	40·8	2·64
Pensions and Gratuities	182,036	1·86	43·0	2·81	194,581	1·80	45·5	2·95
Contribution to the Railway Accident and Fire Insurance Fund	73,969	·76	17·4	1·14	80,225	·74	18·7	1·21
Border Railways Adjustment	2,005	·02	·5	·03	3,879	·03	·9	·06
Repayment to Capital Account	1,349	·01	·3	·02	675	·01	·1	·01
Total Working Expenses	8,021,146	81·88	1,893·1	123·93	8,225,800	76·23	1,922·4	124·50
PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS—				PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS—				
81·88				76·23				
PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.								
Divisions of Expenditure.					Year ended 30th June—			
					1921.		1922.	
					%		%	
Maintenance of Way and Works .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	19·68	.. .. .	20·77	.. .. .
Rolling Stock—								
General Superintendence, &c. .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	·79	.. .. .	·71	.. .. .
Maintenance of Rolling Stock .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	15·65	.. .. .	16·63	.. .. .
Locomotive Power .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	23·44	.. .. .	20·43	.. .. .
Examination and Lubrication of Coaching and Goods Vehicles .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	2·44	.. .. .	·66	.. .. .
Transportation and Traffic .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	28·01	.. .. .	29·12	.. .. .
Electrical Engineering Branch .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	1·83	.. .. .	3·22	.. .. .
Miscellaneous Operations .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	2·96	.. .. .	2·98	.. .. .
General Charges .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	1·98	.. .. .	2·12	.. .. .
Pensions and Gratuities .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	2·27	.. .. .	2·37	.. .. .
Contribution to the Railway Accident and Fire Insurance Fund .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	·92	.. .. .	·98	.. .. .
Border Railways Adjustment .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	·03	.. .. .	·05	.. .. .
Repayment to Capital Account .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	·02	.. .. .	·01	.. .. .
					100·00		100·00	

APPENDIX No. 10.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1907, TO 30TH JUNE, 1922.

Year.	Mileage of Railways Open for Traffic at end of Year.	Average Mileage of Railways Open for Traffic during the Year.	COST OF CONSTRUCTION.		ROLLING-STOCK.				Total Traffic Train Miles.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock conveyed.	GROSS REVENUE.				
			Capital Cost, including Rolling-stock.	Average Cost per Mile open.	Locomotives.	Passenger Cars.	Trucks.	Vans, &c.				Passenger, Parcels, Rentals, &c.	Goods and Live Stock.	Total.	Per Average Mile open.	Per Traffic Train Mile.
			£	£	Number.	Number.	Number.	Number.				£	£	£	£	s. d.
1907-08	3,396	3,396	41,928,567	12,346	488	1,246	10,764	518	10,383,408	74,907,425	3,754,861	2,004,927	1,868,441	3,873,368	1,141	7/5.53
1908-09	3,410	3,397	42,486,323	12,459	503	1,272	11,009	522	11,290,578	81,020,620	4,166,786	2,110,947	2,067,177	4,178,124	1,230	7/4.81
1909-10	3,491	3,441	43,142,329	12,358	523	1,308	11,515	511	11,705,612	85,280,235	4,468,440	2,221,482	2,222,381	4,443,863	1,291	7/7.11
1910-11	3,523	3,505	44,121,767	12,524	547	1,345	12,069	554	12,972,723	93,795,806	4,967,627	2,438,532	2,457,678	4,896,210	1,397	7/6.58
1911-12	3,622	3,543	45,836,573	12,655	623	1,352	14,292	634	13,836,375	104,234,732	5,297,685	2,711,985	2,506,982	5,218,967	1,473	7/6.53
1912-13	3,647	3,639	47,568,336	13,043	668	1,399	15,868	676	14,234,550	111,513,908	5,150,404	2,852,804	2,352,638	5,205,442	1,430	7/3.77
1913-14	3,835	3,747	49,629,062	12,941	735	1,460	17,391	826	15,028,649	116,611,448	5,816,088	2,957,543	2,603,415	5,560,958	1,484	7/4.81
1914-15	3,875	3,848	52,337,475	13,506	791	1,496	18,268	874	15,303,209	117,259,926	5,410,045	2,892,698	2,268,375	5,161,073	1,541	6/8.94
1915-16	4,100	3,955	54,600,928	13,317	808	1,584	18,913	865	13,826,538	115,771,238	5,829,835	3,094,953	2,610,210	5,705,163	1,443	8/3.03
1916-17	4,123	4,104	55,802,027	13,534	812	1,612	19,270	890	14,022,040	108,341,540	5,962,602	3,018,460	2,934,259	5,952,719	1,450	8/5.89
1917-18	4,152	4,139	56,655,910	13,645	817	1,641	19,380	912	13,626,371	105,753,073	6,231,093	3,424,712	3,137,547	6,562,259	1,585	9/7.58
1918-19	4,190	4,159	57,545,337	13,734	798	1,663	19,481	911	13,031,655	111,904,786	6,515,470	3,474,488	2,957,789	6,432,277	1,547	9/10.46
1919-20	4,214	4,194	58,445,846	13,869	788	1,693	19,532	910	15,022,465	134,012,162	7,770,694	4,503,850	3,721,122	8,224,972	1,961	10/11.40
1920-21	4,267	4,237	59,972,628	14,055	790	1,748	19,579	913	15,533,556	134,045,683	7,572,993	5,384,487	4,411,276	9,795,763	2,312	12/7.34
1921-22	4,317	4,279	62,961,395	14,585	799	1,782	19,694	921	15,856,815	142,456,924	7,491,031	5,976,026	4,815,056	10,791,082	2,522	13/7.33

Exclusive of Electric Tramways.

APPENDIX No. 10—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1907, TO 30TH JUNE, 1922.

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES (INCLUDING COMPENSATION FOR YEAR 1907-8 AND MISCELLANEOUS OPERATIONS)			EXPENDITURE: WAY AND WORKS BRANCH				EXPENDITURE: ROLLING-STOCK BRANCH						GENERAL EXPENSES.			RAILWAY ACCIDENT AND FIRE INSURANCE FUND.			
	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	WORKING.			REPAIRS AND RENEWALS.			Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	ELECTRICAL BRANCH.	Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.
								Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.							
	£	s. d.		£	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.		£	£	s. d.		
1907-08	612,719	1/2·16	15·82	648,589	191	1/2·9	16·75	573,990	1/1·27	14·82	400,116	0/9·25	10·33	52,455	0/1·22	1·35	...	45,086	0/1·04	1·16
1908-09	641,431	1/1·64	15·35	625,602	184	1/1·0	14·97	620,669	1/1·19	14·86	372,766	0/7·92	8·92	58,108	0/1·24	1·39	...	*90,863	0/1·93	2·18
1909-10	684,394	1/2·03	15·40	643,912	187	1/1·20	14·49	696,477	1/2·28	15·67	529,725	0/10·86	11·92	59,818	0/1·23	1·35	...	*97,219	0/1·99	2·19
1910-11	766,784	1/2·19	15·66	803,658	229	1/2·87	16·41	756,802	1/2·00	15·46	507,056	0/9·38	10·35	65,987	0/1·22	1·35	...	*91,386	0/1·69	1·87
1911-12	901,024	1·3·63	17·27	893,357	252	1/3·50	17·12	842,438	1/2·62	16·14	547,940	0/9·50	10·50	74,237	0/1·29	1·42	...	*51,495	0/0·89	0·99
1912-13	947,868	1/3·98	18·21	930,366	256	1·3·68	17·87	914,709	1/3·42	17·57	551,023	0·9·29	10·59	80,937	0/1·37	1·55	...	2,054	0/0·88	1·00
1913-14	1,066,738	1/5·03	19·18	935,652	250	1/2·94	16·83	1,003,621	1/4·03	18·05	632,859	0/10·11	11·38	85,968	0/1·37	1·55	...	27,805	0/0·45	0·50
1914-15	1,099,026	1/5·24	21·29	1,107,310	288	1/5·37	21·46	1,070,973	1/4·94	20·93	709,863	0·11·13	13·75	92,996	0/1·46	1·80	...	25,805	0/0·40	0·50
1915-16	1,127,568	1·7·57	19·76	998,619	252	1·5·33	17·50	1,075,002	1/6·66	18·84	672,317	0·11·67	11·79	95,380	0/1·66	1·67	...	28,526	0·0·50	0·50
1916-17	1,137,703	1/7·47	19·11	927,315	226	1·3·87	15·58	1,283,198	1/9·96	21·56	670,064	0/11·47	11·26	95,997	0/1·64	1·61	...	*39,763	0·0·68	0·67
1917-18	1,225,479	1/9·58	18·67	1,049,270	253	1·6·48	15·99	1,327,488	1/11·39	20·23	715,358	1·0·60	10·90	100,911	0/1·78	1·54	...	32,586	0/0·57	0·50
1918-19	1,257,685	1/11·16	19·55	870,125	209	1·4·02	13·53	1,320,274	2/0·32	20·53	696,296	1/0·82	10·83	100,094	0/1·84	1·56	3,397	31,794	0/0·59	0·49
1919-20	1,820,588	2/5·09	22·13	1,262,069	301	1/8·16	15·35	1,722,967	2/3·53	20·95	976,684	1/3·60	11·87	124,012	0/1·98	1·51	85,963	40,668	0/0·65	0·49
1920-21	2,483,789	3·1·47	25·35	1,576,857	372	2·0·36	16·10	2,139,809	2/9·06	21·84	1,255,460	1·7·40	12·82	159,174	0·2·46	1·62	146,698	*73,969	0/1·14	0·76
1921-22	2,636,978	3/3·91	24·44	1,708,539	399	2/1·86	15·83	1,793,643	2/3·15	16·62	1,367,902	1/8·70	12·68	174,55	0/2·64	1·62	264,825	80,225	0/1·21	0·74

* Includes Special Payment into Fund, year 1908-9, £69,972; year 1909-10, £75,000; year 1910-11, £66,905; year 1911-12, £25,400; year 1912-13, £26,027; year 1916-17, £10,000; year 1920-21, £25,000.

† Includes payment into Rolling Stock Replacement Fund, year 1909-10, £170,000; year 1910-11, £100,000; year 1911-12, £50,000; year 1912-13, £50,000; year 1913-14, £50,000; year 1914-15, £50,000; year 1915-16, £30,000; year 1916-17, £50,000; year 1917-18, £50,000; year 1918-19, £50,000; year 1919-20, £50,000; year 1920-21, £187,098; and year 1921-22, £150,000.

Exclusive of Electric Tramways.

APPENDIX No. 10—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1907, TO 30TH JUNE, 1922.

Year	TOTAL WORKING EXPENSES.				NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.					Balance of Net Revenue (including the net Revenue of the Electric Tramways) after Payment of Working Expenses.	Total Capital Expended on Lines open including Rolling-Stock.	Percentage of Profit to Total Capital Invested.	NET INTEREST CHARGES AND EXPENSES.	AMOUNTS PAID FOR PENSIONS AND GRATUITIES.	Adjustments.— Border Railways and Capital Account.	DEFICIT.	SURPLUS.
	Amount	Per Average Mile open.	Per Traffic Train Mile.	Per Cent of Gross Revenue	Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per Cent. on Capital Cost	Per Cent. on Railway Loans.								
	£	£ s. d.			£	£ s. d.	£	£	£	£	£	£	£	£	£	£	£
1907-08 ...	2,332,955	687 4/5	192	60.23	1,540,413	454 2/11	1960	3.67	3.86	1,536,488	41,205,560†	3.73†	1,485,807†	103,064	...	50,383†	...
1908-09 ...	2,409,439	709 4/3	222	57.67	1,768,685	521 3/11	1960	4.16	4.35	1,770,551	41,663,664†	4.25†	1,430,093†	105,415*	...	235,043†	...
1909-10 ...	2,711,645	788 4/7	159	61.02	1,732,318	503 2/11	1952	4.02	4.19	1,734,343	42,356,169†	4.09†	1,472,916†	106,330*	...	155,097†	...
1910-11 ...	2,991,673	854 4/7	135	61.10	1,904,537	543 2/11	1923	4.32	4.48	1,907,570	43,375,046†	4.40†	1,516,764†	107,831*	...	282,975†	...
1911-12 ...	3,310,484	934 4/9	42	63.43	1,908,483	539 2/9	1910	4.16	4.32	1,910,212	45,136,620†	4.23†	1,513,102†	131,319*	...	265,791†	...
1912-13 ...	3,476,957	955 4/10	62	66.80	1,728,485	475 2/5	1914	3.63	3.81	1,729,506	46,715,440†	3.70†	1,595,020†	112,236*	...	22,250†	...
1913-14 ...	3,752,641	1,002 4/11	93	67.48	1,808,315	483 2/4	1988	3.64	3.76	1,807,981	49,034,811†	3.69†	1,677,369†	112,855*	...	17,757†	...
1914-15 ...	4,114,973	1,069 5/4	154	79.73	1,046,100	272 1/4	1911	1.20	2.00	1,048,809	51,406,892†	2.04†	1,767,807†	123,438*	842,436†	...	
1915-16 ...	3,997,412	1,011 5/9	139	70.07	1,707,751	432 2/5	1964	3.13	3.15	1,710,487	54,391,352†	3.14†	1,927,107†	121,332*	337,952†	...	
1916-17 ...	4,154,040	1,012 5/11	110	69.78	1,798,679	438 2/6	1979	3.22	3.25	1,806,096	55,680,341†	3.24†	2,012,447†	131,416*	337,767†	...	
1917-18 ...	4,451,092	1,075 6/6	40	67.83	2,111,167	510 3/11	1918	3.73	3.76	2,119,128	56,563,081†	3.75†	2,126,906†	129,160*	136,938†	...	
1918-19 ...	4,279,663	1,029 6/6	82	66.53	2,152,614	518 3/3	1964	3.75	3.81	2,167,414	57,441,685†	3.77†	2,164,902†	151,588*	14,521	163,597†	...
1919-20 ...	6,032,951	1,433 8/0	138	73.35	2,192,021	523 2/11	1902	3.71	3.75	2,203,401	58,367,373†	3.78†	2,234,202†	152,932*	29,160	212,893†	...
1920-21 ...	7,835,756	1,849 10/1	06	79.99	1,960,007	463 2/5	1957	3.27	3.32	1,943,429	60,255,042†	3.23†	2,409,674†	182,036*	3,354	651,635†	...
1921-22 ...	8,026,665	1,876 10/1	49	74.38	2,764,417	646 3/5	1984	4.39	4.32	2,769,842	63,626,393†	4.35†	2,589,816†	194,581*	4,554	19,109†	...

* Prior to 1st July, 1908, Pensions and Gratuities were not debited against the Net Revenue.
 † Inclusive of St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways.

APPENDIX No. 11.

STATEMENT OF THE TOTAL AMOUNT PAID FOR SALARIES AND WAGES (EXCLUSIVE OF TRAVELLING AND INCIDENTAL EXPENSES) IN THE VARIOUS BRANCHES OF THE RAILWAYS DURING THE YEARS ENDED 30TH JUNE, 1921 AND 1922.

Branches.	Year ended 30th June—	
	1921.	1922.
Way and Works Branch	£1,583,885	£1,711,749
Rolling Stock Branch	2,068,908	2,253,771
Transportation and Traffic Branches	1,843,326	1,891,523
Electrical Engineer's Branch	216,486	297,709
Other Branches	181,742	233,756
Totals	£5,895,347	£6,388,508

APPENDIX No. 12.

STATEMENT OF ALL STAFF EMPLOYED ON THE RAILWAYS OF VICTORIA IN JUNE, 1922, AS COMPARED WITH JUNE, 1921.

Branch.	Year ended 30th June—					
	1921.			1922.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
Commissioners and Secretary's Office	46	15	61	54	19	73
Chief Accountant's	138	79	217	155	49	204
Traffic Audit	118	62	180	118	63	181
Stores	66	229	295	70	218	288
Permanent Way	270	6,567	6,837	282	6,121	6,403
Signalling	51	930	981	54	910	964
Locomotive	275	8,944	9,219	330	8,759	9,089
Traffic	1,637	6,284	7,921	1,896	6,114	8,010
Electrical	79	949	1,028	95	1,133	1,228
General	20	474	494	29	492	521
Total	2,700	24,533	27,233	3,083	23,878	26,961

CONSTRUCTION BRANCH.
YEAR ENDED 30TH JUNE.

1921.			1922.		
No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
10	96	106	22	70	92

AVERAGE NUMBER OF MEN EMPLOYED (EXCLUSIVE OF CONSTRUCTION BRANCH) DURING THE YEARS ENDED 30TH JUNE, 1921 AND 1922.

How Employed.	1921.	1922.
On Working Expenses	23,251	23,234
On Capital	2,428	3,094
Totals	25,679	26,328

APPENDIX No. 13.

STATEMENT SHOWING THE TOTAL COST (EXCLUSIVE OF ROLLING-STOCK), LENGTH, HIGHEST POINT, STEEPEST GRADIENT, AND AVERAGE COST PER MILE OF EACH LINE; ALSO THE COST OF ROLLING-STOCK, WORKSHOPS, GENERAL OFFICES, ETC., AT 30TH JUNE, 1922.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark		Steepest Gradient.	Cost, exclusive of Rolling-stock.		Average per Mile.
	Double and over.	Single.	Total.	Highest.	Lowest.		Total.	£ s. d.	
	Miles.	Miles.	Miles.	Feet.	Feet.	Feet.	£ s. d.	£	
Melbourne to Bendigo (exclusive of works, Melbourne to Essendon Junction) ...	100'89	...	100'89	1,902	18	1 in 50	5,025,067 2 5	49,807	
Bendigo to Echuca (including at Echuca portion of cost of Bridge over River Murray and cost of wharf) ...	2'01	53'07	55'13	758	314	1 " 52	719,103 15 6	15,327	
* Bendigo Cattle-yards Branch	0'89	0'89	732	707	1 " 61			
Lancefield Junction to Lancefield	14'50	14'50	1,675	1,072	1 " 40	67,320 4 5	4,643	
† Lancefield to Kilmore	18'10	18'10	1,734	1,160	1 " 40	107,873 7 2	5,960	
Kilmore Junction to Bendigo (Cattle Siding)	67'82	67'82	1,450	526	1 " 50	403,644 1 2	5,952	
Carlsruhe to Daylesford ...	0'38	22'17	22'55	2,469	1,791	1 " 50	177,853 10 4	7,887	
Daylesford Junction to North Creswick	23'11	23'11	2,292	1,429	1 " 41	182,583 12 7	7,901	
Kyneton (Redesdale Junction) to Redesdale	16'25	16'25	1,636	973	1 " 50	90,437 9 9	5,565	
Castlemaine to Dunolly ...	0'38	46'46	46'84	948	579	1 " 40	424,951 17 8	9,072	
Dunolly to St. Arnaud (including cost of Carapooce Ballast Pits Tramway) ...	0'28	32'73	33'01	943	611	1 " 50	181,282 6 0	5,492	
St. Arnaud to Donald	23'86	23'86	868	374	1 " 50	119,595 11 8	5,012	
Donald to Birchip	32'30	32'30	394	350	1 " 100	99,343 2 9	3,076	
Birchip to Crononby (Woomelang)	26'43	26'43	351	260	1 " 75	72,918 14 3	2,757	
Woomelang to Mildura	110'15	110'15	334	128	1 " 75	354,854 12 6	3,222	
Mildura to White Cliffs and Yelta	6'92	6'92	186	126	1 " 75	20,221 1 6	2,922	
Red Cliffs to Millewa North	20,032 8 10	in progress	
Dunolly to Inglewood	24'24	24'24	794	457	1 " 50	95,978 12 9	4,001	
Ouyen to Kow Plains	56'39	56'39	351	137	1 " 60	141,110 9 5	2,502	
Kow Plains to Murrayville	11'48	11'48	218	146	1 " 75	31,493 8 1	2,743	
Murrayville to South Australian Border	12'53	12'53	351	192	1 " 80	58 17 4	...	
South Australian Border to Pinnaroo (3'55 mls.)	2 6 1	...	
Castlemaine (Maldon Junction) to Maldon	10'24	10'24	1,177	890	1 in 40	62,457 13 2	0,099	
Maldon (Launceston Junction) to Shelbourne	9'89	9'89	1,126	649	1 " 50	68,436 10 6	6,920	
Maryborough to Ballarat ...	0'26	41'47	41'73	1,525	732	1 " 40	299,831 15 2	7,185	
Waubra Junction to Ballarat Race-course	2'10	2'10	1,508	1,466	1 " 50	7,485 3 4	3,564	
Pisgah Junction to Waubra	13'74	13'74	1,533	1,341	1 " 60	73,309 10 9	5,336	
Maryborough to Avoca	14'93	14'93	885	721	1 " 40	65,577 7 6	4,392	
Avoca to Ararat	39'04	39'04	1,215	763	1 " 50	174,414 17 6	4,468	
Crowland to Navarre	22'87	22'87	885	720	1 " 66	66,457 0 3	2,906	
Bendigo to Inglewood ...	0'80	28'15	28'93	779	443	1 " 70	201,709 16 10	6,972	
Inglewood to Charlton	42'82	42'82	639	422	1 " 50	256,565 11 6	5,992	
Charlton to Wycheproof	16'48	16'48	521	356	1 " 50	98,816 17 4	5,996	
Wycheproof to Sea Lake	47'89	47'89	357	172	1 " 94	87,838 15 2	1,834	
Sea Lake towards Pier Millan (Nandaly)	17'68	17'68	265	172	1 " 60	43,711 5 9	2,472	
Nandaly to Kulwin	19'68	19'68	256	148	1 " 60	76,583 18 0	3,891	
Wedderburn Junction to Wedderburn	4'86	4'86	660	554	1 " 50	38,795 7 2	3,807	
Korong Vale to Boort	17'86	17'86	459	296	1 " 50	85,622 17 5	4,794	
Boort to Quambatook	21'96	21'96	419	287	1 " 75	52,475 9 9	2,390	
Quambatook to Ultima	30'31	30'31	371	256	1 " 100	55,355 12 6	1,826	
Ultima to Chillingollah	20'14	20'14	263	164	1 " 60	35,293 6 10	1,752	
Chillingollah to Manangatang	18'59	18'59	245	169	1 " 75	39,152 15 9	2,106	
Manangatang to Amuello (Bryden's Tank)	14'19	14'19	200	172	1 " 75	67,122 4 6	4,730	
Eaglehawk to Kerang	72'99	72'99	742	255	1 " 70	352,469 18 9	4,829	
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill)	35'16	35'16	286	225	1 " 100	169,912 15 2	4,833	
Swan Hill to Piangil	27'39	27'39	291	216	1 " 75	69,284 19 8	2,550	
Piangil to Kooloonong (Fine Tank)	15'87	15'87	243	199	1 " 75	69,899 18 11	4,405	
Elmore to Coluna	57'09	57'09	438	264	1 " 100	143,622 5 10	2,516	
Footscray to Williamstown (including cost of piers at Williamstown) ...	5'50	0'37	5'87	66	8	1 " 100	585,533 13 4	99,410	
* Newport to Braybrook Junction	4'29	4'29	110	48	1 " 92	29,107 13 2	6,785	
Newport to Geelong (including cost of Geelong Pier) ...	4'50	34'01	38'51	113	11	1 " 81	1,390,281 2 9	35,466	
* Williamstown Race-course Branch	0'69	0'69	21	10	1 " 95			
Geelong to Colac ...	1'13	49'11	50'24	469	10	1 " 50	427,318 9 7	8,186	
† Geelong Race-course Branch	1'96	1'96	43	10	1 " 50	157,466 9 6	5,602	
‡ Colac to Camperdown	28'11	28'11	569	405	1 " 50			
Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ...	0'90	41'81	42'71	550	13	1 " 50	385,276 18 8	9,021	
Warrnambool to Koroit	9'36	9'36	245	19	1 " 50	89,744 7 9	9,588	
Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy)	11'34	11'34	208	11	1 " 60	105,777 1 7	9,328	
Geelong (Queenscliff Junction) to Queenscliff	20'72	20'72	264	10	1 " 50	117,157 16 9	5,654	
Mount Moriac to Wensleydale	10'92	10'92	752	361	1 " 50	39,259 2 6	3,595	
Birregurra to Forrest	19'85	19'85	579	363	1 " 40	147,846 7 6	7,448	
Irrewarra to Beac...	8'70	8'70	432	390	1 " 66	47,499 4 8	5,460	
Beac to Newtown	35'85	35'85	443	388	1 " 50	114,915 3 3	3,205	
¶ Colac to Beech Forest	29'66	29'66	1,748	225	1 " 30	78,873 5 11	2,659	
¶ Beech Forest to Crowes	14'24	14'24	1,826	1,356	1 " 30	44,429 14 9	3,120	
Camperdown (Curdie's River Junction) to Timboon	22'32	22'32	673	52	1 " 40	116,506 10 1	5,220	
Terang to Mortlake	12'16	12'16	447	414	1 " 60	58,078 3 1	4,776	
North Geelong to Ballarat ...	41'45	11'76	53'21	1,725	47	1 " 52	1,968,843 12 3	36,849	
* North Geelong Loop Line	0'22	0'22	53	46	1 " 57			
North Geelong to Fyansford	2'93	2'93	212	56	1 " 50	11,119 3 7	3,795	
Ballarat to Ararat ...	4'33	52'84	57'17	1,517	960	1 " 50	484,903 13 3	8,482	
Ararat to Stawell	18'85	18'85	1,086	761	1 " 100	195,941 0 5	10,395	
Stawell to Horsham ...	1'18	52'26	53'44	761	423	1 " 100	392,398 12 1	5,664	
* Stawell to Grampians	15'84	15'84	815	621	1 " 30			
Carried forward ...	164'04	1,772'96	1,937'00	...	...	...	18,065,207 13 5	...	

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Dismantled 28th May, 1909.

¶ 2-ft. 6-in. gauge.

APPENDIX No. 13—continued.
STATEMENT SHOWING THE TOTAL COST, ETC., OF EACH LINE, ETC.—continued.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.	
	Double and over	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.	Feet.	£ s. d.	£
Brought forward	164'04	1,772'96	1,937'00	...	...	...	18,065,207 13 5	...
Horsham to Dimboola	0'36	21'10	21'46	477	361	1 in 50	131,648 4 7	6,135
Dimboola to Serviceton (including cost of 1.16 miles constructed beyond Serviceton; also portion of cost of the Warranook Ballast Pits Tramway)	1'35	61'87	63'22	631	315	1 in 50	449,406 16 10	7,109
Braybrook Junction to Parwan	...	21'65	21'65	466	119	1 in 50	280,802 5 10	12,970
Parwan to Gordon	...	27'46	27'46	1,877	341	1 in 48	360,914 5 1	13,143
Gordon to Warrenheip	0'09	12'78	12'87	1,940	1,707	1 in 50	130,532 6 8	10,142
* Bungaree Junction to Race-course Reserve	...	1'53	1'53	1,884	1,848	1 in 50	3,332 4 2	2,178
Gheringhap to Maroona	...	99'76	99'76	978	193	1 in 100	429,114 7 9	4,301
* Lal Lal Race-course Branch	...	2'00	2'00	1,539	1,532	1 in 112	11,420 22 4	5,711
Ballararat East to Buninyong	...	6'84	6'84	1,626	1,436	1 in 40	66,279 11 6	9,690
* Ballarat Cattle-yards Branch	...	2'92	2'92	1,523	1,446	1 in 60	12,911 6 10	4,422
Ballararat (Linton Junction) to Searsdale	...	13'12	13'12	1,516	1,157	1 in 50	60,563 0 7	4,616
Searsdale to Linton	...	7'97	7'97	1,189	1,022	1 in 40	78,278 14 8	9,822
Linton to Skipton	...	12'75	12'75	1,383	944	1 in 37	56,890 12 0	4,462
* Burrumbeet Race-course Junction to Burrumbeet Race-course	...	1'14	1'14	1,297	1,256	1 in 50	3,689 9 1	3,236
Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant)	...	66'06	66'06	1,028	572	1 in 50	396,206 12 7	5,998
Hamilton to Portland (including cost of sidings to piers at Portland)	...	53'82	53'82	606	11	1 in 40	316,681 17 7	5,884
‡ Dunkeld to Korolt	...	48'99	48'99	834	207	1 in 60	171,548 7 10	3,502
Hamilton to Peshurst (including cost of Peshurst Ballast Crushing Plant)	...	18'10	18'10	727	590	1 in 60	77,669 11 6	4,291
Hamilton (Coleraine Junction) to Coleraine	...	23'01	23'01	668	301	1 in 40	113,222 6 11	4,921
Hamilton to Cavendish	...	15'47	15'47	794	577	1 in 50	47,109 19 6	3,045
Cavendish to Toolondo	...	43'74	43'74	864	558	1 in 40	196,994 3 9	4,504
Branxholme to Casterton	...	32'09	32'09	572	149	1 in 40	182,676 18 0	5,693
Heywood to Mumbannar	...	38'82	38'82	422	85	1 in 50	141,300 4 9	3,640
Mumbannar to South Australian Border	...	5'65	5'65	223	209	1 in 100	14,479 3 0	2,563
South Australian Border to Mount Gambier (11.67 miles)	...	...	...	...	...	...	47,247 16 10	...
Lubeck to Rupanyup (including portion of cost of the Warranook Ballast Pits Tramway)	...	9'77	9'77	487	455	1 in 147	45,255 6 8	4,650
Rupanyup to Marnoo	...	15'38	15'38	494	450	1 in 100	31,828 14 10	2,070
Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway)	...	31'20	31'20	464	360	1 in 66	158,090 15 2	5,067
Warracknabeal to Beulah	...	21'92	21'92	359	288	1 in 80	59,605 4 2	2,719
Beulah to Hopetoun	...	16'01	16'01	290	258	1 in 100	39,253 18 8	2,450
Horsham to Noradjuha	...	19'95	19'95	488	395	1 in 50	84,300 17 6	4,226
Noradjuha to Toolondo	...	11'24	11'24	560	475	1 in 100	28,032 18 9	2,494
Natinuk (East Natinuk) to Goroke	...	28'32	28'32	624	394	1 in 50	69,503 7 3	2,454
Dimboola to Jeparit	...	21'59	21'59	387	268	1 in 75	52,234 17 1	2,419
Jeparit to Albacutya (Rainbow)	...	18'47	18'47	388	263	1 in 75	36,655 1 11	1,985
Jeparit to Lorquon	...	13'68	13'68	395	271	1 in 100	35,387 17 2	2,441
Lorquon to Yanac-a-Yanac	...	18'38	18'38	473	355	1 in 75	47,357 9 1	2,777
Ratubow to Nypo	...	10'59	10'59	294	237	1 in 75	27,399 4 5	2,587
Essendon Junction to Essendon	3'50	...	3'50	143	14	1 in 67	...	...
‡ Flemington Race-course Branch	1'50	...	1'50	70	42	1 in 96	212,575 10 8	42,475
Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway)	61'12	120'87	181'99	1,147	105	1 in 50	2,431,799 5 1	13,381
Wodonga to River Murray (including portion of cost of Bridge over River Murray)	1'94	...	1'94	538	312	1 in 75	62,361 7 11	32,145
North Melbourne to Coburg	5'07	...	5'07	203	13	1 in 50	225,238 7 0	44,426
Coburg to Somerton	...	7'16	7'16	530	202	1 in 50	74,130 2 6	10,353
Royal Park (Junction) to Clifton Hill	2'28	0'11	2'39	136	103	1 in 50	162,217 2 7	67,873
Fitzroy Branch	0'07	0'88	0'95	119	85	1 in 79	76,975 19 2	81,027
Fitzroy (Whittlesea Junction) to Whittlesea	4'67	17'39	22'06	639	119	1 in 50	291,979 7 8	13,236
Northcote Loop Line	0'11	...	0'11	128	119	1 in 70	8,703 4 7	66,946
Tallarook to Yea	...	23'69	23'69	698	488	1 in 40	164,301 9 4	6,935
Yea to Mansfield and Alexandra-road	...	55'82	55'82	1,304	557	1 in 40	344,925 12 7	6,179
Alexandra-road to Alexandra	...	4'32	4'32	922	716	1 in 30	29,377 1 0	6,800
Mangalore to Shepparton	0'29	44'96	45'25	499	372	1 in 100	300,368 13 2	6,638
Shepparton to Numurkah	2'16	18'60	20'76	376	348	1 in 206	89,621 9 3	4,317
Numurkah to Cobram	0'20	21'45	21'65	376	355	1 in 165	89,882 9 5	4,152
Murchison East to Rushworth	...	12'87	12'87	476	391	1 in 80	68,942 7 3	5,357
Rushworth to Colbinabbin	...	12'82	12'82	510	363	1 in 50	39,154 10 6	3,045
Rushworth to Stanhope North	...	14'22	14'22	516	347	1 in 50	49,913 9 1	3,510
Toolanba to Tatura	...	6'83	6'83	385	371	1 in 108	29,575 16 0	4,330
Tatura to Echuca	...	34'07	34'07	377	320	1 in 122	161,994 18 1	4,755
Shepparton to Dookie	...	14'84	14'84	500	372	1 in 100	55,269 10 8	3,724
Dookie to Katamatite	...	17'02	17'02	490	383	1 in 69	41,358 1 7	2,450
Numurkah to Nathalia	...	13'79	13'79	356	335	1 in 330	52,367 18 5	3,798
Nathalia to Picola	...	6'75	6'75	335	325	1 in 264	14,027 14 4	2,078
Strathmerton towards Tocumwal	...	8'20	8'20	390	358	1 in 330	20,718 12 8	2,527
Strathmerton to Tocumwal Extension	...	2'07	2'07	372	365	1 in 92	18,531 1 1	8,952
Benalla to St. James	...	20'33	20'33	583	450	1 in 75	80,869 7 11	3,978
St. James to Yarrowonga	...	19'86	19'86	514	414	1 in 50	98,656 14 7	4,968
Benalla to Tatong	...	18'08	18'08	760	556	1 in 60	50,794 11 9	2,809
‡ Wangaratta to Whitfield	...	30'49	30'49	811	481	1 in 80	41,028 11 9	1,346
Wangaratta (Beechworth Junc.) to Beechworth	...	22'26	22'26	1,831	502	1 in 30	166,254 3 9	7,469
Beechworth to Yackandandah	...	12'84	12'84	1,012	981	1 in 30	97,351 14 10	7,582
Everton to Myrtleford	...	16'56	16'56	989	581	1 in 40	79,930 5 8	4,827
Myrtleford to Bright	...	18'54	18'54	1,004	688	1 in 50	112,796 6 6	6,084
Carried forward	248'77	3,265'79	3,514'56	...	...	...	28,406,307 1 4	...

* Trains run only as required for traffic. † See lines closed for traffic. ‡ Including portion dismantled. ¶ 2-ft. 6-in. gauge

APPENDIX No. 13—continued.

STATEMENT SHOWING THE TOTAL COST, ETC., OF EACH LINE, ETC.—continued.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.	
	Double and over	Single.	Total.	Highest	Lowest.		Total.	Average Per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.		£ s. d.	£
Brought forward	248'77	3,263'79	3,514'56	...	...	...	28,456,307	1 4
Springhurst to Wahgunyah	...	13'95	13'95	623	454	1 in 50	76,125	4 2
Wodonga to Tallangatta	...	25'71	25'71	726	530	1 " 40	191,921	4 11
Tallangatta to Cudgewa	...	42'33	42'33	2,580	625	1 " 30	292,339	13 2
Spencer Street to Flinders Street	0'76	...	0'76	33	17	1 " 40	278,000	1 8
Hobson's Bay Lines (Flinders Street to Port Melbourne, St. Kilda, Brighton, Hawthorn, and including works, Prince's Bridgeto Chapel Street, and pier at Port Melbourne)	16'33	...	16'33	55	9	1 " 66	2,799,303	7 3
Prince's Bridge to Collingwood	2'22	...	2'22	85	23	1 " 62	200,996	13 0
Collingwood to Heidelberg	2'9	2'54	5'49	196	68	1 " 50	218,016	9 6
Heidelberg to Eltham	...	8'35	8'35	303	110	1 " 40	64,207	12 8
Eltham to Hurst's Bridge	...	6'64	6'64	248	116	1 " 50	43,660	5 1
Brighton Beach to Sandringham	2'20	...	2'20	58	20	1 " 97	82,308	4 2
South Yarra to Oakleigh	7'05	...	7'05	184	22	1 " 54	654,670	19 7
Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branches to the Great Morwell Coy's. mine and Hernes Oak to Yallourn)	11'76	104'76	119'52	513	8	1 " 50	1,287,878	4 7
Sale to Stratford (Junction)	...	8'97	8'97	64	33	1 " 66	46,434	18 3
† Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines)	0'20	10'10	10'30	249	72	1 " 50	298,047	12 6
† Caulfield to Frankston	19'65	0'23	19'88	166	10	1 " 50	284,870	15 4
Frankston to Stony Point (including cost of sidings to pier at Stony Point)	...	18'85	18'85	327	10	1 " 50	116,222	0 2
Mornington Junction to Mornington	...	7'67	7'67	194	60	1 " 50	68,982	16 8
Bittern to Red Hill	...	9'91	9'91	631	43	1 " 30	74,412	13 9
Frankston Cemetery Line	...	...	...	...	...	...	330	16 11
Spring Vale Cemetery Line	...	1'60	1'60	231	145	1 in 50	9,278	16 6
Dandenong (Great Southern Junction) to Port Albert	0'17	117'11	117'28	746	10	1 " 40	1,051,217	0 2
Koo-wee-rup to McDonald's Track	...	30'69	30'69	988	22	1 " 30	290,652	14 11
Nyora to Woolamai	...	16'79	16'79	410	58	1 " 50	78,989	8 8
Woolamai to Powlett Coal Field (including sidings, Wonthaggi)	...	13'75	13'75	233	14	1 " 60	137,817	12 0
Korumburra to Coal Creek	...	0'89	0'89	735	630	1 " 30	5,741	7 11
Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line)	...	2'25	2'25	765	573	1 " 30	11,570	10 9
Korumburra (Jumbunna Junction) to Jumbunna	...	3'74	3'74	796	619	1 " 30	20,806	7 4
Jumbunna to Outtrim	...	2'40	2'40	649	539	1 " 40	27,915	8 11
¶ Welshpool to Welshpool Jetty	...	3'23	3'23	57	6	1 " 100	3,199	19 2
Alberton to Wom Woon	...	11'61	11'61	213	33	1 " 60	94,590	12 11
Warragul to Neerim South	...	13'49	13'49	681	349	1 " 40	124,763	1 0
Neerim South to Torongo River (Neerim South to Noojee)	...	14'01	14'01	1,415	676	1 " 30	131,334	0 2
Moe (Junction) to Thorpdale	...	10'67	10'67	798	219	1 " 40	118,837	1 4
¶ Moe to Walhalla	...	26'06	26'06	1,323	174	1 " 30	114,423	7 3
Morwell to North Mirboo	...	20'16	20'16	784	184	1 " 40	154,352	3 2
Traralgon to Heyfield	...	22'06	22'06	262	93	1 " 50	125,754	8 8
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0'52	49'30	49'82	296	9	1 " 50	306,359	17 10
Bairnsdale to Orbost	...	60'24	60'24	423	23	1 " 50	442,010	15 7
Maffra to Briagolong	...	11'79	11'79	238	109	1 " 50	62,634	5 4
Burnley to Waverley Road	...	5'23	5'23	111	33	1 " 60	175,744	15 10
Hawthorn to Lilydale	11'82	8'20	20'02	484	41	1 " 40	684,619	7 5
Lilydale to Healesville	0'26	15'71	15'37	351	230	1 " 40	225,077	14 1
Hawthorn (Kew Junction) to Kew	...	0'96	0'96	119	41	1 " 40	76,453	14 0
Ringwood to Upper Ferntree Gully	...	7'44	7'44	436	314	1 " 40	75,652	14 4
¶ Ferntree Gully to Gembrook	...	18'22	18'22	1,057	412	1 " 30	65,619	13 8
Lilydale to Warburton	...	23'97	23'97	738	289	1 " 37½	136,495	8 3
St. Kilda and Brighton Electric Tramway, St. Kilda Station to Brighton Beach	5'16	...	5'16	59	7	1 " 21½	107,572	18 8
Sandringham to Black Rock Electric Street Railway	2'22	...	2'41	112	41	1 " 18½	51,524	8 2
Total mileage of lines constructed §	332'04	4,040'35	4,372'39					
Less mileage closed for traffic at 30th June, 1922 :								
	Double.	Single.	Total.					
Dunkeld to Penshurst (dismantled 19th February, 1898)	15'87	15'87	15'87					
Lancefield to Kilmore (dismantled)	18'10	18'10	18'10					
Fawkner Cemetery to Somerton	5'28	5'28	5'28					
Oakleigh to Fairfield Park—								
Fairfield Park to Deepdene	3'34	3'34	3'34					
Ashburton to Oakleigh	0'20	2'17	2'37					
Canterbury Loop Line (dismantled)	0'20	0'20	0'20					
Burnley to Waverley Road—								
Darling to Waverley Road	0'84	0'84	0'84					
Geelong Race-course Line (dismantled 28th May, 1909)	1'96	1'96	1'96					
Total mileage open for traffic at 30th June, 1922	331'84	3,992'59	4,324'43					
Carried forward	331'84	3,992'59	4,324'43				40,428,046	8 8

† See lines closed for traffic. ‡ Including portion dismantled. § Gauge of lines constructed—miles 5-ft. 3-in., 4,149'84; miles 2-ft. 6-in., 121'90. ¶ 2-ft. 6-in. gauge. †† 4-ft.-8½-in. gauge, 2'41 miles.

APPENDIX No. 13—*continued.*STATEMENT SHOWING THE TOTAL COST, ETC., OF EACH LINE, ETC.—*continued.*

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low water mark.		Steepest Gradient.	Total.	
	Double and over	Single.	Total.	Highest	Lowest		£	s. d.
	Miles.	Miles.	Miles.	Feet.	Feet.			
Brought forward ...	331'84	3,992'59	4,324'43	...	...	...	40,428,046	8 8
Works, Melbourne to Essendon Junction	2,100,688	2 11
Railway Offices, Spencer Street	220,736	11 2
Sheds and Workshops, Williamstown	154,029	0 1
Sheds and Workshops, Newport (including cost of machinery and equipment)	780,123	13 10
Sheds and Workshops, Country Depôts (including cost of machinery)	28,310	12 10
Workshops, Bendigo (including cost of machinery)	166,794	4 7
Workshops, Ballarat (including cost of machinery)	160,535	10 9
General Construction Account (Capital Expenditure common to all lines)	1,277,095	15 2
Rolling-stock, Broad-gauge...	11,809,563	9 5
Rolling-stock, Narrow-gauge	105,373	7 7
Rolling-stock, Electric Tramway	86,299	3 3
McKeen Motor Cars	15,078	0 8
Steam Motor Car (Great Western type)	4,393	2 5
Electrification Melbourne Suburban Lines	5,496,841	10 8
Stores Advance Account	1,205,000	0 0
Total and Average Cost (all charges) ...	331'84	3,992'59	4,324'43	...	...	...	64,038,908	14 0

Note.—All tracks to piers, wharfs, and ballast pits, and to the Great Morwell Coal Mine, are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 28.

APPENDIX No. 14.

STATEMENT OF TRAIN, LOCOMOTIVE AND VEHICLE MILEAGE.

	Year ended 30th June—			Year ended 30th June—	
	1921.	1922.		1921.	1922.
TRAFFIC TRAIN MILEAGE.			DEPARTMENTAL MILEAGE.		
PASSENGER—			Light	172,670	336,777
Country—Ordinary ..	3,192,964	2,868,696	Ballast	277,369	269,428
Assistant .. .. .	..	55,896	Inspection Special ..	..	5,054
Light	44,197	36,372	Water .. .. .	..	170
	3,237,161	2,960,964	Loco.—Coal	375,268	324,404
			Casualty and Doubling ..	..	4,101
Suburban—Steam ..	2,137,641	1,687,427	Total	825,316	939,934
Electric	2,182,991	3,957,330	Shunting	2,409,953	2,311,031
	4,320,632	5,644,757	TOTAL LOCOMOTIVE MILEAGE ..	16,585,834	15,150,450
Total	7,557,793	8,605,721	VEHICLE MILEAGE.		
MIXED—			PASSENGER—		
Ordinary	2,528,149	2,513,157	Country	29,246,137	27,170,187
Assistant .. .. .	..	2,918	Suburban—Steam ..	12,620,812	9,910,751
Light	1,100	2,912	Electric	11,442,312	19,265,565
Total	2,529,249	2,518,987		24,063,124	29,176,316
GOODS—			Total	53,309,261	56,346,503
Ordinary	4,907,811	4,138,152	Goods—		
Assistant .. .. .	..	148,802	Loaded	104,920,932	98,948,322
Light	538,703	445,153	Empty	43,321,949	39,433,348
Total	5,446,514	4,732,107	Total	148,242,881	138,381,670
TOTAL TRAFFIC TRAIN MILES ..	*15,533,556	*15,856,815	TOTAL VEHICLE MILEAGE ..	201,552,142	194,728,173
			Gross Ton Mileage ..		
			Passenger Trains (Electric Trains excepted)	1,053,527,098	914,090,122
			Mixed Trains	488,257,778	503,754,509
			Goods Trains	1,847,718,516	1,678,806,203
			Total	3,389,503,392	3,096,650,834

NOTE.—* These totals do not include departmental coal mileage.

APPENDIX No. 15.

STATEMENT SHOWING LOCOMOTIVES, COACHING STOCK, GOODS STOCK, AND SERVICE STOCK ON THE BOOKS AT 30TH JUNE, 1922.

Vehicles.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Tractive Power.		Number.	Tractive Power.		Number.	Tractive Power.	
		Total.	Average per Loco.		Total.	Average per Loco.		Total.	Average per Loco.
LOCOMOTIVES.		lbs.	lbs.		lbs.	lbs.		lbs.	lbs.
Steam	767	15,973,811	20,826	17	204,152	12,009	784	16,177,963	20,635
Petrol	1	800	800	..	..	..	1	800	800
Electric .. .. .	..	..	..	..	..	..	..	..	..
Total	768	15,974,611	20,800	17	204,152	12,009	785	16,178,763	20,610
Steam Cranes	14	..	..	..	..	..	14	..	..

Vehicles.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity (Passengers).		Number.	Capacity (Passengers).		Number.	Capacity (Passengers).	
		Total.	Average per Vehicle.		Total.	Average per Vehicle.		Total.	Average per Vehicle.
COACHING STOCK.									
Passenger Cars—									
1st Class	637	44,494	70	..	..	..	637	44,494	70
2nd Class	834	56,566	67	46	1,385	30	880	57,951	66
Composite	237	12,154	51	3	96	32	240	12,250	51
Sleeping Cars—									
1st Class	11	220	20	..	..	..	11	220	20
2nd Class .. .. .	..	..	..	..	..	..	..	..	..
Sleeping and Dining	2	48	24	..	..	..	2	48	24
Special Cars	6	138	23	..	..	..	6	138	23
Parlor Cars	2	66	33	..	..	..	2	66	33
Dining Cars	4	150	37	..	..	..	4	150	37
Mail Vans	6	..	..	..	..	..	6	..	..
Luggage Vans	640	..	..	6	..	..	646	..	..
Carriage Trucks	19	..	..	..	..	..	19	..	..
Horse Boxes	69	..	..	..	..	..	69	..	..
Hearses	4	..	..	..	..	..	4	..	..
Motor Passenger Vehicles .. .. .	..	(Included in Locomotives.)	..	..	..	..	..	..	..
Brake Vans .. .. .	..	(Included in Luggage Vans.)	..	..	..	..	..	..	..
Other Vehicles	4	..	..	..	..	..	4	..	..
Total	2,475	..	..	55	..	..	2,530	..	..

Vehicles.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity.		Number.	Capacity.		Number.	Capacity.	
		Total.	Average per Vehicle.		Total.	Average per Vehicle.		Total.	Average per Vehicle.
GOODS.		tons.	tons.		tons.	tons.		tons.	tons.
Box Goods Waggons	105	1,448	13·8	2	20	10	107	1,468	13·7
Open Goods Waggons	15,163	209,427	13·7	212	2,120	10	15,375	211,547	13·7
Cattle Waggons	702	7,012	10·0	15	150	10	717	7,162	10·0
Sheep Waggons	1,175	11,349	9·7	..	..	..	1,175	11,349	9·7
Coal Waggons	278	3,637	13·1	..	..	..	278	3,637	13·1
Louvre'd Waggons	991	12,388	12·5	11	140	10	1,005	12,528	12·4
Refrigerator Vans	342	4,557	13·3	..	..	..	342	4,557	13·3
Powder Vans	24	120	5·0	..	..	..	24	120	5·0
Flat Waggons	148	2,809	19·0	..	..	..	148	2,809	19·0
Bolster Waggons .. .. .	..	..	..	..	..	..	..	..	..
Brake Vans .. .. .	..	(Included in Coaching Stock.)	..	..	..	..	..	..	..
Other Vehicles .. .. .	..	..	..	..	..	..	..	..	..
Total	18,928	..	..	243	..	..	19,171	..	..
SERVICE STOCK.									
Casualty or Break Down Vans	37	..	..	..	..	..	37	..	..
Water Trucks	238	..	..	..	..	..	238	..	..
Loco. Coal Trucks .. .. .	..	(Included in Coal Waggons.)	..	..	..	..	..	..	..
Ballast Waggons	173	..	..	..	..	..	173	..	..
Gas Vehicles	6	..	..	..	..	..	6	..	..
Workmen's Vans	192	..	..	..	..	..	192	..	..
Store Vans .. .. .	..	..	..	..	..	..	..	..	..
(Cranes (not Locomotive)	13	..	..	..	..	..	13	..	..
Plough Vans .. .. .	..	..	..	..	..	..	..	..	..
Motor Inspection Cars .. .. .	..	..	..	..	..	..	..	..	..
Pay Cars .. .. .	..	..	..	..	..	..	..	..	..
Other Vehicles	37	..	..	..	..	..	37	..	..
Total	696	..	..	..	..	..	696	..	..

APPENDIX No. 16.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1ST JULY, 1912, TO 30th JUNE, 1922.

Year.	Passengers.						Number of Passengers Killed and Injured per Million carried due to causes beyond their own Control.		Employés while in the Execution of their Duty.						Employés proceeding to or from Duty within the Railway Boundary.		Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.		
	Through causes beyond their own Control.		Through Contributory Negligence.		Solely through their own Action or Negligence.				Through causes beyond their own Control.		Through Contributory Negligence.		Solely through their own Action or Negligence.												
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1912-13 (a)	2	441	..	3	5	128	·001	3·953	1	15	1	10	4	179	..	..	10	12	13	12	..	12	36	812
1913-14	33	..	2	8	197	·000	·283	1	61	7	49	4	184	2	1	8	7	12	13	3	17	45	564	
1914-15	40	..	3	6	182	·000	·341	2	36	4	51	4	202	2	2	9	18	18	7	3	17	48	558	
1915-16	29	..	3	11	195	·000	·250	2	28	5	33	5	209	..	..	2	18	24	7	5	12	54	534	
1916-17	46	..	2	5	131	·000	·424	1	35	3	70	1	155	1	..	4	7	11	3	6	16	32	465	
1917-18	33	..	5	4	192	·000	·311	2	46	4	63	5	183	..	9	12	15	14	1	3	14	44	561	
1918-19	41	..	2	6	172	·000	·366	1	31	3	56	4	166	1	3	11	15	21	6	5	18	52	510	
1919-20	32	..	4	8	170	·000	·238	..	33	4	35	4	129	1	4	10	15	8	7	3	22	38	451	
1920-21	18	..	..	3	187	·000	·133	2	46	2	76	5	206	2	3	10	14	16	18	1	29	41	597	
1921-22	10	..	1	10	134	·000	·070	1	35	4	49	9	142	..	2	12	12	19	7	3	16	58	408	
Totals ..	2	723	..	25	66	1,688	·001	·558	13	366	37	492	45	1,755	9	24	88	133	156	81	32	173	448	5,460	

This Return only includes casualties in connexion with Train Working and the movement of Rolling-Stock.
(a) Including West Melbourne accident.

APPENDIX No. 17.

STATISTICAL STATEMENT.

Particulars.	Year 1921.	Year 1922.
Average Mileage of Railways open for Traffic	4,237	4,270
PASSENGER TRAFFIC.		
Passenger Train Mileage { Country	4,501,785	4,220,457
.. .. . { Suburban	4,320,632	5,644,757
Passenger Earnings { Country	£2,551,560	£2,672,474
.. .. . { Suburban	£1,846,564	£2,142,346
Number of Passengers Carried { Country	10,061,866	9,810,726
.. .. . { Suburban	123,983,817	132,646,198
Number of Passengers Carried One Mile { Country	513,854,906	497,610,966
.. .. . { Suburban	691,196,733	734,216,631
Average Miles each Passenger was carried { Country	51.07	50.72
.. .. . { Suburban	5.57	5.54
Average Number of Passengers per Car Mile { Country	17.57	18.32
.. .. . { Suburban	28.72	25.17
Average Earnings from Each Passenger { Country	5s. 0.86d.	5s. 5.38d.
.. .. . { Suburban	3.57d.	3.88d.
Average Earnings per Passenger Mile { Country	1.19d.	1.29d.
.. .. . { Suburban .. .. .	.64d.	.70d.
<i>Per Average Mile of Railway Open.</i>		
Number of Passengers Carried { Country	2,495	2,408
.. .. . { Suburban	607,764	650,226
Number of Passengers Carried One Mile { Country	127,412	122,113
.. .. . { Suburban	3,388,219	3,599,101
Passenger Train Mileage { Country	1,116	1,036
.. .. . { Suburban	21,179	27,670
Passenger Earnings { Country	£632.67	£655.82
.. .. . { Suburban	£9,051.78	£10,501.70
<i>Per Passenger Train Mile.</i>		
Average Number of Passengers { Country	114.14	117.90
.. .. . { Suburban	159.98	130.07
Average Number of Cars { Country	6.50	6.44
.. .. . { Suburban	5.57	5.17
Average Earnings from Passengers { Country	11s. 4.03d.	12s. 7.97d.
.. .. . { Suburban	8s. 6.57d.	7s. 7.09d.
GOODS TRAFFIC—PAYING.		
Goods Train Mileage	6,711,139	5,991,601
Goods Earnings	4,411,276	£4,815,056
Number of Tons Carried	7,572,993	7,491,631
Number of Tons Carried One Mile	727,930,176	684,887,362
Average Haul per Ton of Goods	96.12	91.43
Average Tonnage per Loaded Truck	8.7	8.7
Average Train Load (Tons)	137	143
Average Earnings per Ton	11s. 7.80d.	12s. 10.27d.
Average Earnings per Ton Mile	1.45d.	1.69d.
GOODS TRAFFIC—GROSS.		
Average Train Load (Tons)	313	328
Average Number of Vehicles per Train—Loaded	17.56	19.57
Average Number of Vehicles per Train—Empty	6.76	7.80
<i>Per Average Mile of Road Open.</i>		
Number of Tons Carried (Paying Traffic)	1,787	1,751
Number of Tons Carried One Mile (Paying Traffic)	171,803	160,058
Goods Train Mileage	1,584	1,141
Goods Earnings	£1,041	£1,125
<i>Per Goods Train Mile.</i>		
Average Earnings	13s. 1.75d.	16s. 0.87d.

APPENDIX No. 18.

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 2716, SECTIONS 109 AND 110—AT 30TH JUNE, 1922.

Receipts.	Amount.	Expenditure.	Amount.
	<i>£ s. d.</i>		<i>£ s. d.</i>
To Balance at 30th June, 1921	3,919 8 4	By Expenditure for the year ended 30th June, 1922—	
„ Payment to Fund during the year ended 30th June, 1922 (fifteen shillings for every one hundred pounds sterling of the revenue of the Victorian Railways) included in the Working Expenses of the Year	80,725 14 9	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners	2,652 8 9
		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	1,799 0 0
		(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in Clause (b)	9 9 0
		(d) Amount paid as compensation to employees of the Commissioners for injuries sustained on duty or in the event of death to persons dependent upon such employees	13,386 14 5
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	2,036 5 5
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	21,949 7 10
		(g) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon employees burning off within railway boundaries, &c.	973 8 0
		„ Balance at 30th June, 1922	41,838 9 8
	£84,645 3 1		£84,645 3 1

APPENDIX No. 19.

NUMBER OF EMPLOYEES IN THE SERVICE OF THE COMMISSIONERS
AT 30TH JUNE, 1922, AS COMPARED WITH THE NUMBER AT 30TH JUNE, 1921,
ENTITLED TO PENSION OR COMPENSATION ON RETIREMENT.

Branch.	At 30th June, 1921.	At 30th June, 1922.
Secretary's	3	3
Accountancy and Audit of Receipts	19	15
Electrical Engineering	1	...
Refreshment Services	1	1
Rolling Stock	169	124
Stores	5	5
*Printing and Stationery	1	...
Transportation and Traffic	208	144
Way and Works	113	84
Total	520	376

* Amalgamated with the Stores Branch as from 1st January, 1922.

APPENDIX No. 20.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING
30TH JUNE, 1922.

	Construction Branch Vote.			Loan Application Acts, &c.			Total.			Total Amount.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
SURVEYS AND CONSTRUCTION OF NEW LINES.												
Alberton to Wou Wron	185	6	0	26,568	7	10	27,053	13	10			
Bittern to Red Hill	600	0	0	35,686	4	8	36,286	4	8			
Cavendish to Toolondo	78	0	0	5,378	18	7	5,456	18	7			
Ehmore to Colma	2	0	0	Cr1,773	9	7	Cr1,771	9	7			
Heywood to Mumbannar	1	0	0	303	10	5	304	10	5			
Koo-wee-rup to McDonald's Track	1,751	5	0	153,096	7	5	154,847	12	5			
Manangatang to Bryden's Tank	57	0	0	183	7	0	240	7	0			
Morwell Brown Coal Railway	1,159	0	0	16,974	9	11	18,133	9	11			
Nandaly to Kulwin	74	0	0	214	18	2	288	18	2			
Neerim South to Toorong River	1	0	0	420	6	4	421	6	4			
Piangil to Pine Tank	159	0	0	1,129	7	8	1,288	7	8			
Red Cliffs to Millewa North	233	0	0	19,799	8	10	20,032	8	10			
Tallangatta to Cudgewa	187	0	0	2,618	6	0	2,805	6	0			
Orbost—Bridge over the Snowy River	1,343	0	0	—	—	—	1,343	0	0			
Surveys	—	—	—	10,820	0	7	10,820	0	7			
Totals	6,130	11	0	271,420	3	10	277,550	14	10	277,550	14	10
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES.												
Additional and improvements at existing stations, offices, yards, and works, including tracks, buildings, platforms, road approaches, trucking yards, weighbridges, safety appliances, drainage, sanitation, and new stations, &c., and other works							58,034	19	6			
Additional and improvements to accommodation for locomotives and cars, including shops, sheds, tracks, ash-pits, turn-tables, water supply, coaling plants, and other works							7,736	1	2			
Additional and improvements to signalling, interlocking, and other safety appliances for traffic working							4,976	8	0			
Additional and improvements to and strengthening of bridges							20,429	16	5			
Additional and improvements to various lines by relaying with heavier rails and providing extra sleepers and ballast							63,460	15	4			
Additional and improvements to level crossings, including cattle pits and stops							1,309	11	1			
Additional and improved dwelling accommodation for employes							47,477	18	5			
Additional cars for repair gangs, &c., and shelters for gang cars, &c.							1,975	14	3			
Additional telegraph and telephone lines (including instruments)							4,060	19	1			
Additional electric lighting							2,582	17	3			
Additional accommodation, plant and equipment at Refreshment Rooms							15,161	2	4			
Alphington and Ivanhoe (between)—Provision of a new station							1,885	17	11			
Ararat—Improved station, yard, and other accommodation							3,494	18	2			
Ballarat—Construction of locomotive workshops and tracks in connexion therewith							2,320	7	4			
Bendigo—Construction of locomotive workshops and tracks in connexion therewith							946	8	7			
Bendigo—Re-arrangement of goods yard, additional coaling accommodation and provision of an electric crane, &c.							9,542	6	0			
Camberwell and East Camberwell (between)—Re-arrangement of tracks							685	4	8			
Colac—Overhead bridge and approaches, regrading the line at "down" end of station, and provision of turntable							5,263	5	11			
Dimboola—Re-arrangement of the station yard, including purchase of land							3,614	7	5			
Essendon and North Essendon (between)—Provision of station at Glass-street							2,011	11	1			
Frankston—Improved station, yard, and other accommodation							6,733	3	8			
Geelong—Re-arrangement of the station yard							3,086	14	0			
Hawthorn to East Camberwell—Regrading of the lines							5,034	16	3			
Horsham—Additional siding accommodation, &c., and purchase of land							976	16	6			
Maribyrnong River Branch Line—Construction of line (expenditure previously debited to Electrification Funds)							15,849	0	0			
Maribyrnong River Branch Line—Additional siding accommodation							1,133	13	10			
Melbourne (Flinders-street Yard)—New carriage shed, sidings, and works in connexion therewith (proportion of cost thereof which is not chargeable to Item 3)							5,265	2	2			
Melbourne (Prince's-bridge)—Alterations and additions to tracks to accommodate the Glen Iris line traffic							3,476	15	11			
Melbourne (Prince's-bridge)—Additional siding accommodation							663	14	10			
Melbourne—Construction and electrical equipment of sub-station							15,563	13	6			
Melbourne (Spencer-street)—Extension of the Dining Car Depot							1,461	4	8			
Melbourne (Spencer-street)—Accommodation for Yardsmen, Guards, and Shunters							10,185	16	3			
Melbourne—Extension of the Laundry Depot							4,135	14	10			
Melbourne—Provision of a new shipping shed and accommodation in connexion therewith							18,090	4	7			
Melbourne and Footscray (between)—Purchase of land and preliminary work in connexion with proposed Locomotive Depot							6,068	7	4			
Melbourne Suburban Lines—Installation of power signalling							86,634	1	8			
Melbourne Yard—Re-arrangement and extension of the passenger and goods yards, &c.							18,269	3	0			
Melbourne—Additional accommodation at the general offices							22,042	3	1			
Melbourne—Provision for accommodation, &c., for Telegraph Operating Staff at the general offices							1,951	6	0			
Carried forward							483,592	2	0			

APPENDIX No. 20—*continued.*EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING
30TH JUNE, 1922—*continued.*

	Loan Application Acts, &c.		Total Amount.	
	£	s. d.	£	s. d.
Brought forward	483,592	2 0	277,550	14 10
<i>ADDITIONS AND IMPROVEMENTS ON EXISTING LINES—continued.</i>				
Montague—Establishment of a Coal Depôt	2,585	14 9		
Mooroolbark—Facilities for crossing trains	3,761	3 9		
Martoa—Improving the approaches to the station and purchase of additional land	2,024	10 9		
Newport and North Melbourne Rolling Stock Branch Workshops—Equipment for the electrical operation of plant, including sub-station buildings	6,067	18 2		
Newport Workshops—Additions and extensions of shops, &c.	25,279	14 8		
North Geelong—Re-arrangement of the yard	3,637	17 0		
North Melbourne—Way and Works Branch Workshops—Amalgamation of ironwork and Woodworking shops at Arden-street	895	4 1		
Ouyen—Barracks for Employés	2,552	11 10		
Port Melbourne—Additional siding and weighbridge accommodation	2,451	13 11		
Provision of plant and equipment, including motor vehicles, &c.	12,651	17 1		
Red Cliffs—Provision of a new station	2,249	16 9		
Sandringham to Black Rock Electric Street Railway—Additional buildings and equipment at Sandringham sub-station	1,702	1 3		
Serviceeton—Provision of engine shed, tracks, &c.	2,629	0 2		
Tottenham—Provision of gravitation goods yard	90,036	18 5		
Various—Provision of plant, &c., necessary to afford a supply of electric power in bulk	9,455	2 5		
Various—Provision of locomotive cranes and grabs for coal handling	5,370	2 1		
Various—Towards the installation of power signalling on country lines	3,467	17 10		
Wangaratta—Additional trucking-yard accommodation	4,463	1 8		
Williamstown and North Williamstown (between)—Improvements to tracks	4,548	9 3		
Workshops Machinery—				
Newport Workshops	56,792	14 1		
Newport Signal Shops	1,658	8 9		
North Melbourne Car and Wagon Shops	175	15 6		
Ballarat Workshops	9,076	18 4		
Bendigo Workshops	8,178	19 5		
	75,832	16 1		
	745,305	13 11		
Less credits on account of sales of land, materials, &c., and abolition of structures originally charged to Capital	Cr. 44,588	15 0		
			700,716	18 11
<i>TOWARDS THE ELECTRIFICATION OF THE MELBOURNE SUBURBAN LINES, EXCLUDING THE CONSTRUCTION AND STRUCTURAL ALTERATIONS OF ROLLING STOCK, BUT INCLUDING THE ELECTRICAL EQUIPMENT THEREOF</i>				
	1,610,670	1 8	1,610,670	1 8
<i>ROLLING STOCK.</i>				
Carriage stock	296,416	2 4		
Locomotives	79,125	17 2		
Trucks	21,408	12 3		
St. Kilda to Brighton Electric Street Railway—Rolling Stock	21,295	9 8		
Sandringham to Black Rock Electric Street Railway—Rolling Stock	10,847	17 10		
Vans and sundry stock	2,579	6 2		
	431,673	5 5	431,673	5 5
Net Expenditure charged to Capital Account for the year			Cr. 3,020,611	0 10

Accountancy Branch,
23rd August, 1922.

APPENDIX No. 21.

STATEMENT OF LOANS AT 30th JUNE, 1922, AND OF THE INTEREST CHARGES AND EXPENSES INCURRED DURING THE YEAR 1921-22.

Act	Rate of Interest per cent.	Principal.	Interest Charges.	Expenses in connexion with Payment of Interest.	Total Interest Charges and Expenses.	Date Redeemable.		Where Redeemable.
						Earliest.	Latest.	
56 Viet. No. 1296 ...	4	£ 464,672 1 0	£ 18,586 17 8	...	£ 18,586 17 8	1st July, 1913	1st April, 1923	Melbourne
53 Viet. No. 1032 ...	3½	3,150,000 0 0	110,250 0 0	472 10 0	110,722 10 0	1st October, 1923	...	London
52 Viet. No. 989 ...	3½	4,914,615 13 0	172,011 10 11	727 5 1	172,738 16 0	...	1st October, 1923	London
54 Viet. No. 1196 ...	3½	1,666,666 13 4	58,333 6 8	250 0 0	58,583 6 8	1st January, 1921	1st January, 1926	London
55 Viet. No. 1217 ...	3½	700,000 0 0	21,000 0 0	105 0 0	21,105 0 0	1st January, 1921	1st January, 1926	London
62 Viet. No. 1562 ...	3	3,080,389 7 4	92,411 13 7	435 3 5	92,846 17 0	1st January, 1929	1st January, 1949	London
62 Viet. No. 1560 ...	3	3,718,478 14 3	130,146 15 1	545 6 1	130,692 1 2	1st January, 1929	1st January, 1949	Melbourne
62 Viet. No. 1560 ...	3½	3,718,478 14 3	130,146 15 1	545 6 1	130,692 1 2	1st October, 1929	1st October, 1949	London
62 Viet. No. 1560 ...	4	965,681 4 0	38,627 4 11	144 17 0	38,772 1 11	...	...	...
62 Viet. No. 1560 ...	5½	2,850,400 0 0	156,772 0 0	426 14 8	157,198 14 8	...	...	...
62 Viet. No. 1560 ...	6½	1,334,374 15 6	86,523 8 8	207 13 2	86,731 1 10	...	...	...
60 Viet. No. 1468 ...	3	1,130,372 18 0	33,911 3 9	...	33,911 3 9	...	...	...
62 Viet. No. 1564 ...	3	24,426 18 10	732 16 2	...	732 16 2	...	30th September, 1917	Melbourne
63 Viet. No. 1623 ...	3	257,701 0 0	7,731 0 7	...	7,731 0 7	...	...	...
64 Viet. No. 1659 ...	3	500,000 0 0	15,000 0 0	...	15,000 0 0	1st July, 1921	1st July, 1930	Melbourne
1 Edw. VII. No. 1753 ...	3	313,438 14 4	9,403 3 3	...	9,403 3 3	1st January, 1923	1st January, 1932	Melbourne
4 Edw. VII. 1901 ...	3	36,890 2 3	1,106 14 0	...	1,106 14 0	1st January, 1934	1st January, 1954	Melbourne
Treasury Bonds Act 1982 ...	4½	...	83,125 0 0	...	83,125 0 0	1st July, 1915	1st April, 1922	Melbourne
5 Edw. VII. No. 1990 ...	3½	258,966 13 10	9,063 16 8	...	9,063 16 8	30th September, 1917	...	Melbourne
6 Edw. VII. No. 2026 ...	3	35,256 15 4	1,057 14 0	...	1,057 14 0	...	...	...
6 Edw. VII. No. 2026 ...	3½	1,984,532 16 0	69,458 13 0	...	69,458 13 0	...	...	...
6 Edw. VII. No. 2026 ...	3½	70,000 0 0	...	...	...	30th September, 1917	24th October, 1946	Melbourne
6 Edw. VII. No. 2026 ...	4	891,877 18 10	35,675 2 4	...	35,675 2 4	...	...	...
6 Edw. VII. No. 2026/760 ...	4	2,912,030 19 11	116,481 4 9	436 8 11	116,917 13 8	...	...	...
...	4½	542,200 0 0	23,043 10 0	...	23,043 10 0	...	...	...
...	4½	120,000 0 0	...	...	...	...	...	...
...	4½	...	8,488 2 5	...	8,488 2 5	...	...	...
...	4½	104,499 5 0	...	...	...	...	...	...
6 Edw. VII. No. 2026 ...	5	163,990 0 0	37,871 15 0	...	37,871 15 0	...	...	...
...	5½	514,859 13 8	27,030 2 8	...	27,030 2 8	...	...	...
...	5½	7,114,124 9 1	303,899 19 7	16 7 1	303,916 6 8	...	...	...
...	5½	3,217,943 0 0	43,912 9 11	...	43,912 9 11	...	...	...
...	6	400,000 0 0	36,000 0 0	...	36,000 0 0	...	...	...
...	6½	456,181 11 4	12,408 3 11	...	12,408 3 11	...	...	...

APPENDIX No. 21—continued.

STATEMENT OF LOANS AT 30TH JUNE, 1922, AND OF THE INTEREST CHARGES AND EXPENSES INCURRED DURING THE YEAR 1921-22—continued

Act.	Rate of Interest per cent.	Principal.			Interest Charges.			Expenses in connexion with Payment of Interest.		Total Interest Charges and Expenses.		Date Redeemable.		Where Redeemable.
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.		Earliest.	Latest.
6 Edw. VII. No. 2041	3½	411,555	0	0	14,404	8	6	...	14,404	8	6	30th September, 1917	1st October, 1930	Melbourne
	4	246,745	0	0	9,869	16	0	...	9,869	16	0			
	4½	24,700	0	0	1,049	15	0	...	1,049	15	0			
	4¾	5,000	0	0	332	10	0	...	332	10	0			
7 Edw. VII. No. 2116	3½	150,000	0	0	5,250	0	0	...	5,250	0	0	30th September, 1917	1st January, 1929	Melbourne
7 Edw. VII. No. 2167	3½	1,000,000	0	0	35,000	0	0	150 0 0	35,150	0	0	1st October, 1929	1st October, 1949	London
9 Edw. VII. No. 2161	3	300,000	0	0	9,000	0	0	...	9,000	0	0	30th September, 1917	...	Melbourne
9 Edw. VII. No. 2163	3½	144,676	12	6	5,063	16	7	...	5,063	16	7	1st August, 1913	1st October, 1944	Melbourne
1 Geo. V. No. 2308	4	353,052	15	8	14,122	2	3	...	14,122	2	3	1st June, 1931	...	Melbourne
2 Geo. V. No. 2323	3½	442,900	0	0	57,750	0	0	...	57,750	0	0	30th September, 1917	1st October, 1946	Melbourne
3 Geo. V. No. 2428	4	2,000,000	0	0	80,000	0	0	297 8 2	80,297	8	2	1st April, 1940	1st April, 1960	London
3 Geo. V. No. 2429	3	5,400	0	0	162	0	0	...	162	0	0	30th September, 1917	...	Melbourne
3 Geo. V. No. 2429	3½	95,615	14	4	4,776	5	6	...	4,776	5	6	30th September, 1917	1st July, 1923	Melbourne
3 Geo. V. No. 2429	4	166	2	1	6	12	11	...	6	12	11			
3 Geo. V. No. 2429	4½	10,000	0	0	12,341	7	3	...	12,341	7	3			
4 Geo. V. No. 2480/2531	4½	2,250,000	0	0	101,250	0	0	337 9 10	101,587	9	10			
4 Geo. V. No. 2480	5	1,034,700	0	0	...	...	...	...	...	...	...
4 Geo. V. No. 2481	3½	93,545	9	11	3,274	1	10	...	3,274	1	10			
4 Geo. V. No. 2481	4	382,986	19	5	16,753	8	4	...	16,753	8	4			
4 Geo. V. No. 2481	4½	575,000	0	0	23,718	15	0	...	23,718	15	0			
4 Geo. V. No. 2481	4¾	1,010	0	0	47	19	6	...	47	19	6			
4 Geo. V. No. 2530	5½	2,215,300	0	0	...	...	...	...	...	...	...
4 Geo. V. No. 2531	3	22,300	0	0	669	0	0	...	669	0	0			
4 Geo. V. No. 2531	4	3,000	0	0	3,641	0	11	...	3,641	0	11			
4 Geo. V. No. 2531	4½	2,103,000	0	0	86,748	15	0	...	86,748	15	0			
5 Geo. V. No. 2794	3	206,851	+	2	6,205	10	9	...	6,205	10	9			
5 Geo. V. No. 2794	3½	13	17	3	0	9	8	...	0	9	8			
5 Geo. V. No. 2794	4	893	19	3	35	15	2	...	35	15	2			
5 Geo. V. No. 2794	4¾	225,000	0	0	16,031	5	0	...	16,031	5	0			
5 Geo. V. No. 2794	5	181,675	6	11	9,383	15	4	...	9,383	15	4			
5 Geo. V. No. 2794	5½	650,000	0	0	34,125	0	0	55 0 0	34,180	0	0			
5 Geo. V. No. 2794	5¾	1,109,480	19	4	61,021	9	1	110 19 0	61,132	8	1			

Geo. V. No. 2968	...	...	...	4 $\frac{3}{4}$	100,000	0	0	4,750	0	0	...	4,750	0	0
Geo. V. No. 2968	...	...	...	5	100,000	0	0	5,000	0	0	...	5,000	0	0
Geo. V. No. 2968	...	...	...	5 $\frac{1}{4}$	150,000	0	0	7,875	0	0	...	7,875	0	0
Geo. V. No. 3012	...	...	...	3	8,913	2	7	267	7	11	...	267	7	11
Geo. V. No. 3012	...	...	...	3 $\frac{1}{2}$	1,273	12	10	44	11	6	...	44	11	6
Geo. V. No. 3012	...	...	...	4	77,026	14	0	3,081	1	4	...	3,081	1	4
Geo. V. No. 3012	...	...	...	4 $\frac{1}{4}$	86,260	0	0	1,897	9	11	...	1,897	9	11
Geo. V. No. 3012	...	...	...	5	671,407	14	5	37,896	17	6	...	37,896	17	6
Geo. V. No. 3012	...	...	...	5 $\frac{1}{4}$	487,564	0	10	25,597	2	3	...	25,597	2	3
Geo. V. No. 3012	...	...	...	5 $\frac{3}{4}$	6,500	0	0	357	10	0	...	357	10	0
Geo. V. No. 3012	...	...	...	5 $\frac{3}{4}$	55,000	0	0	3,098	6	1	...	3,098	6	1
Geo. V. No. 3012	...	...	...	6 $\frac{1}{4}$	219,525	0	0	10,313	19	7	...	10,313	19	7
Geo. V. No. 3063	...	...	...	3	25,840	18	2	225	0	8	...	225	0	8
Geo. V. No. 3063	...	...	...	3 $\frac{1}{2}$	661	7	7	11	11	6	...	11	11	6
Geo. V. No. 3063	...	...	...	4	1,486	7	5	29	14	6	...	29	14	6
Geo. V. No. 3063	...	...	...	4 $\frac{1}{4}$	100,000	0	0	2,136	12	11	...	2,136	12	11
Geo. V. No. 3063	...	...	...	4 $\frac{3}{4}$	20,000	0	0	475	0	0	...	475	0	0
Geo. V. No. 3063	...	...	...	5	72,812	0	10	3,606	2	8	...	3,606	2	8
Geo. V. No. 3063	...	...	...	5 $\frac{1}{2}$	250	0	0	5	17	5	...	5	17	5
Geo. V. No. 3063	...	...	...	5 $\frac{3}{4}$	367,180	0	0	11,080	11	0	...	11,080	11	0
Geo. V. No. 3063	...	...	...	6	176,911	0	0	3,715	4	10	...	3,715	4	10
Geo. V. No. 3063	...	...	...	6 $\frac{1}{4}$	1,016,812	0	0	28,590	16	3	...	28,590	16	3
42 Vict. No. 617, Melbourne and Hobson's Bay Railway Debentures	...	...	...	...	1,000	0	0	...	...	...	...	...	...	...
Total amount of current loans at 30th June, 1922	63,935,564	4	4	2,522,154	6	11	4,718	2	5	2,526,872	9	4
Add Interest on amounts charged to Public Account Advances Account, &c.	63,203	15	1	63,203	15	1
Less—Interest Paid by the Commonwealth Government on Transferred Railways properties	£	s.	d.	2,585,358	2	0	4,718	2	5	2,590,076	4	5
Amount paid by the South Australian Railways as Interest on Capital account Border Railways	228	5	10	259	15	10	259	15	10
Less Discount and Expenses on the Sale of Debentures	2,401,181	1	4	2,585,098	6	2	4,718	2	5	2,589,816	8	7
Deduct Net Premiums on Debentures	453,928	14	6	...	1,947,252	6	10
Total Net Proceeds of Current Loans at 30th June, 1922	61,988,311	17	6

APPENDIX No. 22.

DETAILED STATEMENT OF COST OF GENERATING ELECTRIC CURRENT AT
THE NEWPORT POWER HOUSE.

	Year 1920-21.	Year 1921-22.
	£	£
Operating costs	94,618	205,013
Freight on Wonthaggi coal carried by the Department for which the cost incurred is included in the operating costs of other Branches—mainly the Transportation and Rolling Stock Branches	17,243	36,490
Interest on Total Capital Cost of the Power House	50,954	60,836
Total	162,815	302,339
Number of Units generated—	No.	No.
For Departmental Purposes—		
Traction and Train Lighting	45,065,247	75,554,520
Railway Electric Tramways	2,073,095	2,138,401
Power Signalling	318,000	410,521
Railway Workshops	2,447,593	2,411,907
Lighting of Stations, Yards, &c.	24,198	41,028
Total—Departmental Services	49,928,133	80,556,377
For bulk supplies to the City Council, Melbourne Electric Supply Coy., and to Industrial Establishments	574,867	48,139,599
Total—All Services	50,503,000	128,695,976
Average cost per unit generated	Pence. 774	Pence. 564

Note.—The costs do not include charges in connexion with the proposed Amortisation Fund for which Parliamentary authority has not yet been obtained.

APPENDIX No. 23.

DETAILED STATEMENT OF RESULTS OF WORKING THE ST. KILDA AND
BRIGHTON ELECTRIC TRAMWAY.

	Year 1920-21.	Year 1921-22.
Average Mileage of Railway Worked	5.16	5.16
Car Mileage	552,772	538,495
Number of Passengers carried	5,572,454	5,488,034
Average Fare paid per Passenger	1.99d.	2.38d.
GROSS REVENUE—		
Passengers	£46,357	£54,628
Parcels	3	3
Miscellaneous	645	741
TOTAL GROSS REVENUE	£47,005	£55,372
Per Passenger Car Mile	20.41d.	24.68d.
Per Mile of Single Track	£4,555	£5,366
ORDINARY WORKING EXPENSES—		
Transportation Account	£20,499	£22,524
Way and Works Account	21,986	9,504
Rolling Stock Account	8,984	8,310
Power Account	11,290	9,609
General Expenditure	927	1,139
Payment into Railway Accident and Fire Insurance Fund	235	415
TOTAL WORKING EXPENSES	£63,921	£51,501
Per cent. of Gross Revenue	135.99	93.01
Per Passenger Car Mile	27.75d.	22.95d.
Per Mile of Single Track	£6,194	£4,990
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	<i>Deficit</i> £16,916	<i>Net Revenue</i> £3,871
INTEREST ON THE TOTAL CAPITAL COST	£6,143	£6,906
LOSS, AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES ..	£23,059	£3,035

APPENDIX No. 24.

DETAILED STATEMENT OF RESULTS OF WORKING THE SANDRINGHAM AND BLACK
ROCK ELECTRIC TRAMWAY.

	Year 1921-22.	Year 1921-22.
Average Mileage of Railway Worked	2·41	2·41
Car Mileage	121,575	127,348
Number of Passengers carried	1,232,796	1,278,571
Average Fare Paid per Passenger	1·73d.	2·09d.
GROSS REVENUE—		
Passengers	£8,927	£11,146
Parcels .. .. .	..	2
Miscellaneous	213	250
TOTAL GROSS REVENUE	£9,140	£11,398
Per Passenger Car Mile	18·04d.	21·48d.
Per Mile of Single Track	£1,974	£2,462
ORDINARY WORKING EXPENSES—		
Transportation Account	£4,502	£4,984
Way and Works Account	918	912
Rolling Stock Account	1,625	2,335
Power Account	1,506	1,285
General Expenditure	205	242
Payment into Railway Accident and Fire Insurance Fund	46	86
TOTAL WORKING EXPENSES	£8,802	£9,844
Per cent of Gross Revenue	96·30	86·36
Per Passenger Car Mile	17·38d.	18·55d.
Per Mile of Single Track	£1,901	£2,126
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£338	£1,554
INTEREST ON THE TOTAL CAPITAL COST	£2,399	£2,909
LOSS, AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES ...	£2,061	£1,355

APPENDIX No. 25.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1922.—CAPACITY, ETC.

	Built or purchased and charged to Capital from the inception of the Railways up to 30th June, 1922.	In existence at 30th June, 1922.	Deficiency.	Surplus.	Cost of making good Deficiency.	Value or Surplus.
					£	£
Locomotives (tractive power) ...	16,188,834 lbs.	15,782,144 lbs. (a) ¶	406,690 lbs.	...	142,342	...
Carriage Stock (floor area) ...	618,136 sq. ft.	634,209 sq. ft. (b)	...	16,073 sq. ft.	...	88,401
Van Stock (floor area) ...	167,470 sq. ft.	166,142 sq. ft. (c)	1,328 sq. ft.	...	5,312	...
Sundry Stock (floor area) ...	31,575 sq. ft.	32,605 sq. ft. (d)	...	1,030 sq. ft.	...	1,060
Truck Stock (carrying capacity) ...	254,099 tons	254,035 tons (e)	64 tons	...	1,344	...
					148,998	90,461
Excess of cost of making good Deficiency over Value of Surplus ...						£58,537
Amount at Credit of Rolling-Stock Replacement Fund at 30th June, 1922, available for replacement of Rolling-Stock ...						56,474

¶ Equivalent tractive power and internal floor area are included in these figures to represent the expenditure charged to Rolling-Stock Replacement Fund on Locomotives under construction, but not completed at 30th June, 1922.

(a) 36 locomotives have been written down to the tractive power represented by their value as scrap materials, and 2 to one-half tractive power.

(b) 318 vehicles have been written down to internal floor area represented by their value as scrap materials, and 79 vehicles have been written down to half area. Only 60 per cent. of internal floor area of 22 cars included on account of these vehicles being owned jointly with the South Australian Railways.

(c) 1 vehicle has been written down to internal floor area represented by its value as scrap materials, also the van compartments of 61 combined cars and vans. 45 vehicles have been written down to one-half internal floor area. Only 60 per cent. of internal floor area of 4 luggage vans and 3 mail vans included on account of being owned jointly with the South Australian Railways.

(d) 122 vehicles have been written down to internal floor area represented by their value as scrap materials, and 3 to half area.

(e) 1,010 "I," 38 "N," 116 "K," 88 "H," 2 "TH," 16 "Q," and 5 water trucks (total 1,275) have been written down to tonnage represented by their value as scrap materials, and 6 "Oo" (break down) trucks to half tonnage capacity.

A. E. SMITH,

Chief Mechanical Engineer.

APPENDIX No 26.

RECONCILIATION OF THE RAILWAY AND TREASURY FIGURES RELATING TO
REVENUE AND WORKING EXPENSES (*VIDE* PAGE 7).

REVENUE.

The Revenue of the Railways was	£10,791,082	3	11
And of the St. Kilda and Brighton Electric Tramway ...	£55,371	16	7
And of the Sandringham and Black Rock Tramway ...	11,398	15	10
		<u>66,770</u>	<u>12 5</u>
Making a total of	£10,857,852	16	4

That total includes the net amount of accounts due but unpaid at 30th June, 1922, which amount is not included in the Treasury figures because it was not received on that date, and which, in order to agree with the Treasury, must be deducted, viz.

90,845 16 0

£10,767,007 0 4

On the other hand it excludes the net amount of accounts outstanding at 30th June, 1921, which were paid in 1921-22, and therefore included in the Treasury figures, and which therefore require to be added, viz. ...

78,585 5 0

The Revenue as shown by the Treasury is thus

£10,845,592 5 4

WORKING EXPENSES.

The Working Expenses of the Railways amounted to	£8,026,665	5	3
And of the Electric Tramways to	61,345	7	3
Making a total of	£8,088,010	12	6

In order to bring this sum into agreement with the Treasury figures the following amounts must be deducted :—

(1) Amount of wages and accounts unpaid at 30th June, 1922, which will be debited by the Treasury in the year or years in which they are paid	£16,433	1	3
(2) Amounts paid in 1921-22 by public bodies in respect of works carried out for them by the Railway Department in previous years, which amounts were credited in the Treasury figures for 1921-22, but not in the Railway Working Expenses	7,354	19	2
(3) Amount paid by public bodies in respect of works to be constructed in 1922-23	14	10	1
		<u>23,802</u>	<u>10 6</u>
		£8,064,208	2 0

And on the other hand the following amounts must be added :—

(1) Amount of wages and accounts unpaid at 30th June, 1921, paid and charged by the Treasury in the year 1921-22, but debited by the Railways in previous years	£11,488	9	0
(2) Amount of expenditure incurred, and defrayed from the Vote of 1921-22, in providing works, sidings, &c., for public bodies, such expenditure not having been recouped to the Vote at 30th June, 1922, and not charged to the Railway Working Expenses	7,294	5	10
(3) Amount paid by sundry persons in 1920-21, and credited in the Treasury figures for that year, in respect of works carried out in 1921-22, the cost of such works not being chargeable to Railway Working Expenses	0	7	10
(4) Amount paid to the State of South Australia in respect of the Border Railways adjustment	3,879	0	0
(5) Amount repaid to capital account in respect of the North Geelong and Fyansford Line ...	675	0	0
(6) Amount of Interest paid on advances to Railways Stores Suspense Account from Public Account—Advances Account	14,000	0	0
		<u>37,337</u>	<u>2 8</u>
		£8,101,545	4 8

APPENDIX No. 26—*continued.*RECONCILIATION OF THE RAILWAY AND TREASURY FIGURES, ETC.—*continued.*

The Working Expenses as shown by the Treasury are :—

Division 88, subdivision 1 of the Appropriation Act 1921-22	...	...	...	...	£7,793,765	9	11
Division 88, subdivision 1A—Interest on Advance from Public Account—Advance Account to Railway Stores Suspense Account	...	...	...	...	14,000	0	0
Division 88, subdivision 2 (Rolling Stock Replacement Fund)	...	...	...	...	150,000	0	0
Division 88, subdivision 2 (Railway Accident and Fire Insurance Fund)	...	...	...	...	80,725	14	9
Division 88, subdivision 3—To provide for portion of expenditure temporarily charged to Public Account	...	...	...	...	50,000	0	0
Division 88, subdivision 4—Amount paid to the State of South Australia account adjustment Border Railways	...	...	...	...	3,879	0	0
Division 88, subdivision 5—Repayment to Capital Account, in connexion with the North Geelong and Fyansford Line	...	...	...	...	675	0	0
Act No. 2814/3011 (Commissioners' Salaries)	...	...	...	...	8,500	0	0
						<hr/>	
						£8,101,545 4 8	

APPENDIX No. 27.

NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1922.

Section.	Miles.	Date opened.
Bittern to Red Hill	9.91	2.12.21
Yarram to Won Wron	8.38	16.12.21
*Morwell Brown Coal line (junction with Herne's Oak to Great Morwell Coal Siding) to Yallourn	1.30	11.1.22
Koo-Wee-Rup to Strezlecki (McDonald's Track)	30.69	29.6.22
Total	50.28	...

NOTE.—The above lines are single tracks of 5-ft. 3-in. gauge.

* .55 of a mile is only of temporary construction.

NEW LINE UNDER CONSTRUCTION AT 30TH JUNE, 1922.

Section.	Miles.
Red Cliffs to Millewa North	35.00

NEW LINES AUTHORIZED, BUT NOT COMMENCED, AT 30TH JUNE, 1922.

Line.	Miles.
Merbein to Yelta	10.00
Black Rock to Beaumaris Electric Street Railway	2.20
Port Fairy to Yambuk	11.50
Won Wron to Woodside	9.75
Colac to Alvie	10.00
Total	43.45

APPENDIX No. 28.

MILEAGE OF RAILWAYS AND TRACKS.

		Mileage open for Traffic at 30th June.								
		Railways.						Tracks.		
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.
Year 1920-21.	5' 3" gauge	3'15	7'69	2'43	309'56	3821'85	4144'68	4497'92	835'87	5333'79
	2' 6" gauge	...	...	...	...	121'90	121'90	121'90	9'19	131'09
	Total	3'15	7'69	2'43	309'56	3943'75	4266'58	4619'82	845'06	5464'88
	Electric Street Railway, 5' 3" gauge	...	...	...	5'16	...	5'16	10'32	1'14	11'46
	Electric Street Railway, 4' 8½" gauge	...	...	...	2'22	'19	2'41	4'63	'26	4'89
Grand Total	3'15	7'69	2'43	316'94	3943'94	4274'15	4634'77	846'46	5481'23	
Year 1921-22.	5' 3" gauge	3'15	7'69	2'59	311'03	3870'50	4194'96	4549'99	858'08	5408'07
	2' 6" gauge	...	...	...	...	121'90	121'90	121'90	9'19	131'09
	Total	3'15	7'69	2'59	311'03	3992'40	4316'86	4671'89	867'27	5539'16
	Electric Street Railway, 5' 3" gauge	...	...	...	5'16	...	5'16	10'32	1'14	11'46
	Electric Street Railway, 4' 8½" gauge	...	...	...	2'22	'19	2'41	4'63	'26	4'89
Grand Total	3'15	7'69	2'59	318'41	3992'59	4324'43	4686'84	868'67	5555'51	
		Average Mileage open for Traffic during the Year.								
		Railways.						Tracks.		
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.
Year 1920-21.	5' 3" gauge	3'15	7'69	2'43	309'56	3791'96	4114'79	4468'03	838'52	5306'55
	2' 6" gauge	...	...	...	...	121'90	121'90	121'90	9'17	131'07
	Total	3'15	7'69	2'43	309'56	3913'86	4236'69	4589'93	847'69	5437'62
	Electric Street Railway, 5' 3" gauge	...	...	...	5'16	...	5'16	10'32	1'10	11'42
	Electric Street Railway, 4' 8½" gauge	...	...	...	2'22	'19	2'41	4'63	'26	4'89
Grand Total	3'15	7'69	2'43	316'94	3914'05	4244'26	4604'88	849'05	5453'93	
Year 1921-22.	5' 3" gauge	3'15	7'69	2'47	309'81	3834'28	4157'40	4510'97	842'53	5353'50
	2' 6" gauge	...	...	...	...	121'90	121'90	121'90	9'19	131'09
	Total	3'15	7'69	2'47	309'81	3956'18	4279'30	4632'87	851'72	5484'59
	Electric Street Railway, 5' 3" gauge	...	...	...	5'16	...	5'16	10'32	1'14	11'46
	Electric Street Railway, 4' 8½" gauge	...	...	...	2'22	'19	2'41	4'63	'26	4'89
Grand Total	3'15	7'69	2'47	317'19	3956'37	4286'87	4647'82	853'12	5500'94	

NOTE.—The mileage of Sidings as shown does not include 92'83 miles of Sidings which are not owned by the Department.

APPENDIX No. 29.

STATEMENT SHOWING FUNDS ADVANCED TO 30TH JUNE, 1922, FROM THE PUBLIC ACCOUNT UNDER THE PROVISIONS OF THE RAILWAYS ADVANCES ACTS 1910, 1912, 1914, AND 1915, FOR THE PURPOSE OF SUBSTITUTING HEAVY RAILS FOR LIGHT RAILS ON VARIOUS LINES.

Act No.	Amount Authorized.	Expenditure to 30th June, 1922.		Amount Repaid to 30th June, 1922.		Balance Outstanding at 30th June, 1922.	
						Amount.	How Repayable.
2268	£ 200,000	Year 1910-11 ...	£ 98,518	s. 11	d. 5	Year 1910-11 ...	£ 50,000
		„ 1911-12 ...	99,244	4	10			„ 1911-12 ...	50,000
		„ 1912-13 ...	2,237	3	9	„ 1912-13 ...	50,000
						„ 1914-15 ...	25,000
						„ 1915-16 ...	25,000
			200,000	0	0		200,000
2432	200,000	Year 1912-13 ...	82,457	17	0	Year 1914-15 ...	25,000
		„ 1913-14 ...	117,542	3	0			„ 1915-16 ...	25,000
						„ 1916-17 ...	50,000
						„ 1917-18 ...	25,000
						„ 1918-19 ...	25,000
						„ 1919-20 ...	25,000
						„ 1920-21 ...	25,000
			200,000	0	0		200,000
2550	200,000	Year 1913-14 ...	19,632	15	7	Year 1914-15 ...	25,000
		„ 1914-15 ...	180,367	4	5			„ 1915-16 ...	25,000
						„ 1916-17 ...	25,000
						„ 1917-18 ...	25,000
						„ 1918-19 ...	25,000
						„ 1919-20 ...	25,000
						„ 1920-21 ...	25,000
						„ 1921-22 ...	25,000
			200,000	0	0		200,000
2585	150,000	Year 1914-15 ...	7,837	18	4	Year 1915-16 ...	25,000
		„ 1915-16 ...	73,333	2	11		
		„ 1916-17 ...	10,039	17	2	„ 1921-22 ...	25,000
		„ 1917-18 ...	1,705	18	2		
		„ 1918-19 ...	22,595	17	11		
		„ 1919-20 ...	17,301	6	9		
		„ 1920-21 ...	17,185	18	9		
			150,000	0	0		75,000
							75,000

Out of Railway Revenue, in accordance with the provisions of Act No. 2940, during the financial year beginning :- £ s. d.
1st July 1922

APPENDIX No. 30.

<i>Dr.</i>	RAILWAYS STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1922.				<i>Cr.</i>	
	£	s.	d.	£	s.	d.
To Stores and Materials on hand when Account was authorized at 30th June, 1896 (Act 1439, Section 20)	559,440	16	2			
„ Advances from Loan Funds	855,000	0	0			
„ Advances from Consolidated Revenue	50,000	0	0			
„ „ Public Account	350,000	0	0			
„ Liability for Stores held on account of the Rolling Stock Branch and charged to Loan Funds	77,916	19	4			
„ Liability for Materials in process of manufacture charged to Treasurer's Advance	76,196	8	0			
„ Sundry Outstanding Accounts at 30th June, 1922	143,697	11	2			
	<u>£2,112,251</u>	<u>14</u>	<u>8</u>			
				By Stores issued for Belated Repairs (in accordance with Act 1820, Section 3)		50,000 0 0
				„ Cash in Treasury	947	1 3
				„ Cash with Agent-General in London and in Transit	4,866	17 0
				„ Stores and Materials on hand at 30th June, 1922	2,059,293	5 4
				Less Amount at Credit of Stores Depreciation Account	2,855	8 11
						<u>2,056,437 16 5</u>
						<u>£2,112,251 14 8</u>

APPENDIX No. 31.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS ENDED 30TH JUNE, 1921 AND 1922.

	Year ended 30th June, 1921.						Year ended 30th June, 1922.					
	Number of Journeys.			Revenue.			Number of Journeys.			Revenue.		
	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.
COUNTRY—				£	£	£				£	£	£
Single and Return Tickets ...	1,722,699	6,308,272	8,030,971	842,059	1,515,132	2,357,191	1,537,465	6,280,677	7,818,142	831,486	1,613,697	2,445,183
Periodical Tickets ...	1,214,328	689,673	1,904,001	161,895	31,104	192,999	1,221,436	639,268	1,860,704	194,375	31,494	225,869
Weekly Workmen's Tickets ...	...	126,894	126,894	...	1,370	1,370	...	131,880	131,880	...	1,422	1,422
Total ...	2,937,027	7,124,839	10,061,866	1,003,954	1,547,606	2,551,560	2,758,901	7,051,825	9,810,726	1,025,861	1,646,613	2,672,474
METROPOLITAN (within 20 miles of Melbourne)—												
Single and Return Tickets ...	31,270,532	38,868,506	70,139,038	614,143	599,820	1,213,963	34,879,540	44,009,966	78,889,506	721,107	718,800	1,439,907
Race and Special Picnic Tickets ...	666,853	627,438	1,294,291	27,727	18,616	46,343	698,160	699,824	1,397,984	33,362	25,455	58,817
Periodical Tickets ...	23,593,993	16,981,741	40,575,734	294,145	153,204	447,349	24,139,122	17,693,214	41,832,336	322,770	177,651	500,421
Weekly Workmen's Tickets ...	...	11,974,754	11,974,754	...	138,909	138,909	...	10,526,372	10,526,372	...	143,201	143,201
Total ...	55,531,378	68,452,439	123,983,817	936,015	910,549	1,846,564	59,716,822	72,929,376	132,646,198	1,077,239	1,065,107	2,142,346
GRAND TOTAL RAILWAY PASSENGER TRAFFIC ...	58,468,405	75,577,278	134,045,683	1,939,969	2,458,155	4,398,124	62,475,723	79,981,201	142,456,924	2,103,100	2,711,720	4,814,820
ST. KILDA AND BRIGHTON ELECTRIC TRAMWAY ...	...	...	5,572,454	...	...	46,357	...	...	5,488,034	...	...	54,628
SANDRINGHAM AND BLACK ROCK ELECTRIC TRAMWAY ...	...	...	1,232,796	...	...	8,926	...	...	1,278,571	...	..	11,147

APPENDIX No. 32.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE
FOR YEARS ENDED 30TH JUNE, 1921, AND 30TH JUNE, 1922.

Class of Goods.	Year ended 30th June, 1921.		Year ended 30th June, 1922.	
	Tons carried.	Revenue.	Tons carried.	Revenue.
		£		£
2nd Class	113,687	243,151	120,999	273,673
1st Class	158,751	277,269	156,896	309,256
"C" Class	101,390	153,972	102,564	165,120
"B" Class	180,758	171,758	185,256	192,970
"A" Class	233,714	209,754	226,204	219,493
Miscellaneous	369,467	177,734	323,935	176,756
Fish	5,997	9,225	5,523	9,010
Fruit	89,066	83,709	122,363	117,603
Butter	25,854	34,112	34,545	51,296
Other Dairy Produce	36,811	35,427	41,394	46,531
Wine	7,485	10,841	5,054	7,905
Wool	53,964	115,026	84,136	194,036
Flour, Bran, Sharps, and Pollard	225,039	109,033	263,559	119,065
Wheat	1,297,860	649,525	1,427,269	738,647
All other Agricultural Produce	492,961	257,170	518,998	280,569
Hay, Straw, and Chaff	366,387	143,587	319,378	122,647
Fertilizers	241,531	80,060	249,918	85,425
Minerals (including Coal, Coke, Ores, &c.)	499,778	130,100	480,428	121,575
Firewood	850,294	269,444	618,706	218,840
Timber	423,574	185,230	380,939	186,370
Stone, Gravel, and Sand	942,049	150,275	979,253	186,034
All other Goods	356,975	347,440	376,540	395,678
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, and Weighing ... ..	...	75,338	...	67,721
Total Tonnage of Goods carried, and Total Revenue derived therefrom	7,073,392	3,919,180	7,023,857	4,286,220
Live Stock	499,601	492,096	467,174	528,836
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom	7,572,993	4,411,276	7,491,031	4,815,056

Number of Live Stock.
Year ended 30th June, 1921.

Year ended 30th June, 1922.

Calves	48,051	...	57,933
Cattle	491,495	...	403,590
Horses	50,067	...	44,165
Pigs	199,688	...	282,411
Sheep	5,707,499	...	5,956,747

APPENDIX No. 33.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDED 30TH JUNE, 1922.

Year ended 30th June.	New Lines and Surveys.	Additions and Improvements on Existing Lines.	Rolling-Stock.	Total.
	£	£	£	£
1903	208,200	85,952	66,557	360,709*
1904	33,273	72,458	136,479	242,210
1905	44,301†	39,750	Cr. 21,710	62,341†
1906	31,657†	81,837	34,110†	147,604†
1907	34,250†	112,979	12,199†	159,428†
1908	38,125	187,722†	174,168†	400,015†
1909	129,976	269,752†	158,558†	558,286†
1910	197,928	250,511†	208,126†	656,565†
1911	253,882	328,125†	397,826†	979,833†
1912	355,959	445,796†	914,634†	1,716,389†
1913	397,915	‡544,606†	816,785†	1,759,306†
1914	481,459	‡770,406†	816,222†	2,068,087†
1915	535,610	‡1,452,826†	726,209†	2,714,645†
1916	360,678	‡1,429,008†	504,341†	2,294,027†
1917	153,501	‡806,671†	264,869†	1,225,041†
1918	134,161	‡597,194†	125,272†	856,627†
1919	135,167	‡707,740†	94,586†	937,493†
1920	242,916	‡531,598†	126,981†	901,495†
1921	306,205	‡1,057,104†	168,988†	1,532,297†
1922	277,551	‡2,311,387†	431,673†	3,020,611†
Total ...	4,352,714	12,083,422	6,156,873	22,593,009

* Includes expenditure out of Funds temporarily Advanced by the Treasury and repaid out of Revenue.

† Includes Electric Tramways.

‡ Includes expenditures towards Electrification of the Melbourne Suburban Lines as follows :—

Year 1912-13	...	...	...	...	£27,976
„ 1913-14	...	...	...	...	151,618
„ 1914-15	...	...	...	...	751,980
„ 1915-16	...	...	...	...	690,483
„ 1916-17	...	...	...	...	532,102
„ 1917-18	...	...	...	...	290,038
„ 1918-19	...	...	...	...	479,464
„ 1919-20	...	...	...	...	389,773
„ 1920-21	...	...	...	...	572,737
„ 1921-22	...	...	...	...	1,610,670

APPENDIX No. 34.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.
				Number.
1854—Sept. 13	Flinders Street	Port Melbourne	16·33	20.1.53
1857—May 13	Flinders Street	St. Kilda		19.3.56
1859—Feb. 8	Prince's Bridge	Richmond		43
" Dec. 12	Richmond	Cremerne		43
" " 19	Windsor	North Brighton		42
1860—Sept. 24	Richmond	Pic-nic Station		43
" Dec. 22	Cremerne	Windsor ...		43
1861—April 13	Pic-nic Station	Hawthorn...		43
" Dec. 21	North Brighton	Brighton Beach		127
1857—June 25	Williamstown Junction	Geelong		38·51	8.2.53
1859—Jan. 17	Footscray	Williamstown Pier	5·87	8.2.53
" Feb. 10	Melbourne	Sunbury	23·95	35
1860—Oct. 21	Essendon Junction	Essendon	3·50	85
1861—July 8	Sunbury	Woodend	24·70	35
1862—April 11	North Geelong Junction	Ballarat	53·21	35
" " 25	Woodend	Kyneton	8·32	35
" Oct. 21	Kyneton	Bendigo	43·90	35
1864—Sept. 19	Bendigo	Echuca	55·13	35
1867—Nov. 30	Newmarket Junction	* Race-course	1·50	126
1872—April 18	Essendon	Schoolhouse-lane	54·00	348
" Aug. 26	Schoolhouse-lane	Seymour	2·29	348
" Nov. 20	Seymour	Longwood	23·39	348
1873—March 20	Longwood	Violet Town	20·54	348
" Aug. 18	Violet Town	Benalla	16·14	348
" Oct. 28	Benalla	Wangaratta	24·04	348
" Nov. 21	Wangaratta	Wodonga	41·60	348
1874—July 7	Castlemaine	Maryborough	33·02	415
" " 7	Ballarat	Creswick	11·05	415
" Aug. 11	Ballarat	Beaufort	28·74	415
" Oct. 6	Maryborough	Dunolly	13·81	415
" Nov. 16	Creswick	Clunes	11·19	415
1875—Feb. 2	Clunes	Maryborough	19·49	415
" April 7	Beaufort	Ararat	28·64	415
" July 7	Beechworth Junction	Everton	12·05	475
1876—Feb. 15	Ararat	Scallan's Hill	17·85	475
" April 14	Scallan's Hill	Stawell	1·00	475
" Sept. 19	Bendigo	Bridgewater	24·49	475
" " 30	Everton	Beechworth	10·21	475
" Oct. 21	Maryborough	Avoca	14·92	475
" Nov. 18	Bridgewater	Inglewood	4·44	475
" " 25	Geelong	Winchelsea	25·64	475
1877—March 13	Winchelsea	Birregurra	12·79	475
" April 24	Ararat	Dunkeld	47·02	475
" June 1	Sale	Morwell	39·10	475
" July 27	Birregurra	Colac	11·81	475
" Oct. 8	Oakleigh	Bunyip	38·77	475
" " 29	Dunkeld	Hamilton	19·05	475
" Dec. 1	Moe	Morwell	8·76	475
" " 19	Hamilton	Portland North	52·81	475
" " 19	Portland North	Portland Pier	1·00	475
1878—Feb. 1	Race-course Junction	† Geelong Race-course	1·96	580
" March 1	Moe	Bunyip	31·59	475
" Sept. 3	Dunolly	Bealiba	12·16	580
" Dec. 17	Stawell	Murtoa	35·49	580
" " 23	Bealiba	St. Arnaud	20·85	580
1879—Jan. 29	Springhurst	Wahgunyah	13·95	580
" Feb. 5	Murtoa	Horsham	18·00	580
" April 2	South Yarra	Oakleigh	7·05	604
" May 7	Warrenheip	Gordons	12·86	580
" " 21	Geelong	Queenscliff	20·71	580
1880—Jan. 13	Mangalore	Shepparton	45·24	603
" Feb. 13	Toolamba	Tatura	6·83	636
" Feb. 16	Carlsruhe	Trentham	10·82	606
" March 17	Trentham	{ Daylesford (includ- ing extension) }	11·73	606
1881—June 7	Lancefield Junction	Lancefield	14·50	671
" Aug. 11	Waubra Junction	Ballarat Race-course	2·10	682
" Sept. 1	Shepparton	Numurkah	20·74	682
" Dec. 19	Caulfield	Mordialloc	9·85	682
1882—Jan. 26	St. Arnaud	Cope Cope	16·33	682
" April 3	Hawthorn	Camberwell	2·09	682
" " 15	Inglewood	Korong Vale	20·20	682
" " 22	Cope Cope	Donald	7·52	682
" July 1	Horsham	Dimboola	21·45	682
" Aug. 1	Mordialloc	Frankston	10·02	682
" Dec. 1	Camberwell	Lilydale	17·94	682
			Carried forward	1336·55

* Trains run only as required for traffic.

† Discontinued 18th May, 1909.

APPENDIX No. 34—continued.

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

Date of Opening.	From—	To—	Length In Miles.	Authorization Act.		
				Number.		
		Brought forward ...	1336.55			
1882—Dec.	15	Eaglehawk	Raywood	13.42	682	
1883—April	20	Korong Vale	Charlton	22.62	682	
"	June	14	Wodonga	River Murray	1.94	682
"	"	21	Raywood	Mitiamo	22.44	682
"	July	2	Korong Vale	Boort	17.86	682
"	"	2	Colac	Camperdown	28.10	682
"	Aug.	1	Ballarat	Scarsdale	13.11	682
"	Sept.	3	Benalla	St. James	20.33	682
"	Oct.	1	Charlton	Wycheproof	16.47	682
"	Nov.	13	Traralgon	Heyfield	22.06	682
"	"	16	Tallarook	Yea	23.69	682
"	Dec.	17	Everton	Myrtleford	16.56	682
1884—Feb.	12	Mitiamo	Pyramid Hill	12.59	682	
"	"	15	Branxholme	Henty	23.19	682
"	April	2	Braybrook Junction	Melton	15.64	682
"	June	16	Castlemaine	Maldon	10.24	682
"	Sept.	1	Henty	Casterton	8.90	682
"	"	9	North Melbourne	Coburg	5.07	682
"	Oct.	25	Pyramid Hill	Kerang	24.54	682
1885—April	6	Race-course Junction	*Williamstown Race-course	0.69	860, 889, 962 & 1381	
"	"	10	Morwell	Boolarra	12.11	682
"	Sept.	8	Boolarra	Darlimurla	4.44	682
1886—Jan.	1	Lal Lal Station	*Lal Lal Race-course	2.00	821 and 1381	
"	"	7	Darlimurla	North Mirboo	3.61	682
"	April	1	Melton	Parwan	6.00	682
"	May	6	St. James	Yarrowonga	19.86	821 and 1381
"	"	12	Murtoa	Warracknabeal	31.26	821 " 1381
"	Nov.	15	Ballarat Cattle-yards Junction	*Ballarat Cattle-yards	2.92	821 " 1381
"	Dec.	22	Gordon	Ballan	7.37	821 " 1381
1887—Jan.	19	Dimboola	Serviceton	63.19	821 " 1381	
"	"	19	North Creswick	Rocky Lead	12.65	821 " 1381
"	Feb.	16	Parwan	Bacchus Marsh	2.54	821 " 1381
"	March	18	Heyfield	Maffra	10.92	821 " 1381
"	April	21	Wedderburn Junction	Wedderburn	4.86	821 " 1381
"	"	23	Camperdown	Terang	13.87	821 " 1381
"	June	1	Rocky Lead	Daylesford Junction	10.46	821 " 1381
"	"	1	Lubeck	Rupanyup	9.77	821 " 1381
"	Aug.	19	Tatura	Echuca	34.07	821 " 1381
"	"	25	Horsham	Noradjuha	19.95	821 " 1381
"	Sept.	2	Brighton Beach	Sandringham	2.20	821 " 1381
"	"	24	Braybrook Junction	*Newport	4.29	821 " 1381
"	Nov.	8	Maffra	Stratford	6.11	821 " 1381
"	Dec.	19	Hawthorn	Kew	0.96	821 " 1381
1888—May	8	Royal Park Junction	Clifton Hill	2.39	821 " 1381	
"	"	8	Nicholson-street	Fitzroy	0.95	821 " 1381
"	"	8	Clifton Hill	Collingwood	0.90	821 " 1381
"	"	8	Clifton Hill	Alphington	2.35	682
"	"	8	Alphington	Heidelberg	2.24	821 and 1381
"	"	3	Moe Junction	Thorpdale	10.67	821 " 1381
"	"	8	Sale Junction	Stratford Junction	8.97	821 " 1381
"	"	8	Stratford	Bairnsdale	32.79	821 " 1381
"	"	15	Lilydale	Yarra Flats	7.35	821 " 1381
"	Oct.	1	Numurkah	Nathalia	13.79	821 " 1381
"	"	1	Numurkah	Cobram	21.65	821 " 1381
"	"	1	Shepparton	Dookie	14.84	821 " 1381
"	"	1	Kilmore Junction	Kilmore	9.51	821 " 1381
"	"	1	Bendigo	Heathcote	27.64	821 " 1381
"	"	1	Pisgah Junction	Waubra	13.74	821 " 1381
"	"	1	Frankston	Mornington Junction	5.02	821 " 1381
"	"	1	Dandenong (Great Southern Junction)	Tooradin	15.91	821 " 1381
"	Nov.	20	Inglewood	Dunolly	24.24	821 " 1381
"	"	20	Hamilton (Coleraine Junction)	Coleraine	23.01	821 " 1381
1889—March	1	Yarra Flats	Healesville	8.02	821 " 1381	
"	Aug.	7	Maffra	Briargolong	11.79	821 " 1381
"	"	7	Irrewarra	Beeac	8.70	821 " 1381
"	Sept.	10	Mornington Junction	Mornington	7.67	821 " 1381
"	"	10	Mornington Junction	Hastings	8.09	821 " 1381
"	"	10	Wodonga	Huon-lane	14.07	821 " 1381
"	"	12	Ballarat East	Buninyong	6.84	821 " 1381
"	Oct.	8	Whittlesea Junction	Preston Reservoir	4.78	821 " 1381
"	"	8	Coburg	†Somerton	7.16	821 " 1381
"	Nov.	12	Yea	Molesworth	10.68	821 " 1381
"	Dec.	3	Heathcote	Tooborac	10.56	821 " 1381
"	"	4	Bacchus Marsh	Ballan	17.54	821 " 1381
"	"	4	Ringwood	Upper Fern Tree Gully	7.44	821 " 1381
		Carried forward ...	2302.66			

* Trains run only as required for traffic.

† Including portion since dismantled

APPENDIX No. 34—continued.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.
				Number.
		Brought forward...	2302.66	
1889—Dec. 17	Hastings	Stony Point	5.74	821 and 1381
" " 23	Preston Reservoir	Whittlesea	17.29	821 " 1381
1890—Feb. 4	Terang	Mortlake	12.16	821 " 1381
" " 4	Terang	Warrnambool	28.82	821 " 1381
" " 4	Koroit	Warrnambool	9.36	821 " 1381
" " 4	Koroit	Port Fairy	11.34	821 " 1381
" March 17	Mount Moriac	*Wensleydale	10.92	821 " 1381
" " 24	Burnley	†Oakleigh	6.29	821 " 1381
" May 12	Warragul	Rokeby	8.12	821 " 1381
" " 30	Kerang	Swan Hill... ..	35.16	821 " 1381
" " 30	Camberwell	†Waverley Road	4.25	821 " 1381
" June 17	Molesworth	Cathkin	2.74	821 " 1381
" July 18	Huon-lane	Bolga	6.61	821 " 1381
" Aug. 22	Kilmore	Tooborac	20.10	821 " 1381
" " 22	Dunkeld	†Koroit	48.99	821 " 1381
" " 22	Hamilton	Penshurst	18.11	821 " 1381
" Sept. 1	Murchison East	Rushworth	12.87	821 " 1381
" " 16	Cathkin	Alexandra Road	4.41	821 " 1381
" Oct. 10	Scarsdale	Liuton	7.97	821 " 1381
" " 17	Myrtleford	Bright	18.54	821 " 1381
" Nov. 10	Cathkin	Merton	15.47	821 " 1381
" " 11	Tooradin	Loch	23.53	821 " 1381
" " 18	Ararat	Avoca	39.04	821 " 1381
1891—Jan. 15	Kyneton (Redesdale Junction)	Redesdale... ..	16.25	821 " 1381
" March 24	Fairfield Park	†Riversdale (including ‡Canterbury loopline)	4.99	821 " 1381
" " 24	Maldon (Laanecoorie Junction)	Shelbourne	9.89	821 " 1381
" May 7	Merton	Maindample	13.86	821 " 1381
" June 2	Loch	Korumburra	9.89	821 " 1381
" " 5	Birregurra	Forrest	19.85	821 " 1381
" July 23	Beechworth	Yackandandah	12.84	821 " 1381
" " 24	Bolga	Tallangatta	5.02	821 " 1381
" Oct. 6	Maindample	Mansfield... ..	8.64	821 " 1381
" Nov. 23	Spencer Street	§Flinders St. (Viaduct)	0.76	821 " 1187
" Dec. 17	Korumburra	Leongatha	9.19	821 " 1381
1892—Jan. 13	Leongatha	Port Albert	58.75	821 " 1381
" March 18	Rokeby	Neerim South	5.36	1030 " 1300
" April 5	Curdie's River Junction	Timboon	22.32	821 " 1381
" " 6	Lancefield	†Kilmore	18.10	821 " 1381
" Oct. 28	Korumburra	Coal Creek	0.89	1240 " 1255
" Nov. 22	Dookie	Katamatite	17.02	1529
1893—Jan. 5	Warracknabeal	Beulah	21.92	1273
" March 28	Donald	Birehip	32.30	1273
1894—March 6	Beulah	Hopetoun	16.01	1316
" May 7	Korumburra (Jumbunna Junction)	Jumbunna	3.74	1240 and 1294
" " 14	Bendigo Cattle-yards Junction	*Bendigo Cattle-yards	0.89	1030 " 1381
" June 1	Korumburra (Strezlecki Junction)	Strezlecki... ..	2.25	1240 " 1294
" " 19	Dimboola	Jeparit	21.59	1312
" July 31	Natimuk (East Natimuk)	Goroke	28.32	1292
" Aug. 7	Boort	Quambatook	21.96	1312
1895—March 8	Wycheproof	Sea Lake	47.89	1383
1896—Feb. 5	Jumbunna	Outtrim	2.40	1371 and 1420
" Dec. 15	Nathalia	Picola	6.74	1293
1899—March 14	Wangaratta	¶Whitfield... ..	30.49	1492
" Sept. 18	Birehip	Woomelang	26.45	1550
" Nov. 2	Jeparit	Rainbow	18.47	1558
1900—March 1	Quambatook	Ultima	30.30	1555
" Dec. 18	Upper Fern Tree Gully	¶Gembrook	18.22	1549
" " 26	Bungaree	*Race-course	1.53	1682
1901—Oct. 21	Melbourne	Collingwood	2.22	1590
" Nov. 13	Lilydale	Warburton	23.97	1589
1902—March 1	Colac	¶Beech Forest	29.66	1594 and 1760
" June 5	Heidelberg	Eltham	8.35	1299
1903—Jan. 15	Woomelang	Hattah	68.79	1679
" May 25	Hattah	Nowingi	11.94	1679
" Sept. 30	Nowingi	Yatpool	16.19	1679
" Oct. 27	Yatpool	Mildura	13.23	1679
" Dec. 21	North Geelong Loop Line	*	0.22	1884
1904—Jan. 1	Burrumbeet Race-course Junction	*Burrumbeet Race-course	1.14	1879
" Feb. 7	Springvale Cemetery Line	*	1.60	1763
" Dec. 5	Northcote Loop Line	*	0.13	1904
1905—Feb. 28	Strathmerton	Towards Tocumwal	8.20	1958
" June 26	Welshpool	¶Welshpool Jetty	3.23	1911
" " 26	Stawell	*Grampians	15.84	
		Carried forward	3440.29	

* Trains run only as required for traffic. See lines closed for traffic.
 † Opened for through passenger traffic, 17th December, 1894. ‡ 2-ft. 6-in. gauge.

APPENDIX No. 34—continued.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.
				Number.
1906—May 7	St. Kilda	Brought forward ... † Park Street, Middle Brighton	3440·29 4·07	1956 and 1973
„ Dec. 22	Park Street, Middle Brighton ...	† Brighton Beach ...	1·06	2035
1908—July 9	Strathmerton	Tocumwal Extension ...	2·07	2078
1909—June 15	Rupanyup	Marnoo	15·38	2124
„ July 1	Ultima	Chillingollah	20·14	2144
„ Oct. 28	Alexandra Road	Alexandra	4·32	2104
1910—May 3	Moe	¶ Walhalla	26·06	1691 and 2180
„ „ 9	Nyora	Woolamai	16·79	2125
„ „ 9	Woolamai	Powlett Coal Field ...	13·75	2221
„ July 4	Mildura	White Cliffs	6·92	1679
„ Dec. 1	Beecac	Cressy	11·36	2178
1911—June 20	Beech Forest	¶ Crowes	14·24	2149
„ Sept. 25	Cressy	Newtown	24·49	2178
1912—June 25	Ouyen	Kow Plains	56·39	2179
„ „ 25	Kow Plains	Murrayville	11·48	2290
„ „ 25	Eltham	Hurst's Bridge	6·64	2217
„ Sept. 24	Noradjuha	Toolondo	11·24	2222
„ Dec. 10	Jeparit	Lorquon	13·68	2224
1913—May 17	St. Kilda and Brighton Electric Tramway†	Maroona	99·76	2220
„ Aug. 8	Gheringhap	Manangatang	18·59	2418
1914—Jan. 28	Chillingollah	Navarre	22·87	2351
„ May 28	Crowland	Nypo (towards)	10·59	2441
„ June 26	Rainbow	Pier-Millan (towards) ...	17·68	2419
„ „ 29	Sea Lake	Tatong	18·08	2349
„ „ 30	Benalla	Colbinabbin	12·82	2350
„ Aug. 26	Rushworth	Piangil	27·39	2417
1915—May 27	Swan Hill	S'th Australian Border ...	12·53	2424
„ July 29	Murrayville	Cavendish	15·47	2434
„ Nov. 1	Hamilton	Cohuna	57·09	2433
„ „ 10	Elmore	Skipton	12·75	2442
1916—Jan. 17	Linton	Orbost	60·24	2223
„ April 10	Bairnsdale	Shelley	22·86	2414
„ June 13	Tallangatta	Dartmoor	26·02	2424
„ „ 20	Heywood	Yanac-a-yanac	18·38	2547
„ „ 27	Lorquon	Nayook	8·02	2504
1917—March 27	Neerim South	Girgarre (Stanhope North)	14·22	2754
„ May 15	Rushworth	Mumbanar	12·80	2424
„ Nov. 28	Dartmoor	S'th Australian Border ...	5·65	2424
„ „ „	Mumbanar	Kanagulk	10·55	2502
„ Dec. 17	Toolondo	Pyansford	2·93	2879
1918—Sept. 9	North Geelong	¶ Black Rock	2·41	2556
1919—March 10	Sandringham	Beetomba	9·73	2414
„ April 10	Shelley	Noojee	5·99	2504
„ „ 28	Nayook	Mittyack	11·07	2765
„ May 28	Nandaly	Balmoral	8·16	2502
„ June 16	Kanagulk	Kooloonong (Pine Tank)	15·87	2978
1920—March 24	Piangil	Kulwin	8·61	2765
„ June 16	Mittyack	Balmoral	25·03	2502
„ Nov. 19	Cavendish	Yarram	3·62	2542
1921—Feb. 8	Alberton	Anuello	14·19	2979
„ March 8	Manangatang	Cudgewa	9·74	2414
„ May 5	Beetomba	Red Hill	9·91	2769
„ Dec. 12	Bittern	Won Wrou	8·38	2542
„ „ 16	Yarram	Yallourn † Permanent	·75	3084
1922—Jan. 11	Herne's Oak (Morwell Brown) Coal Railway)	Yallourn † Temporary	·55	3084
„ June 29	Koo Wee Rup	Strezlecki (McDonald's Track)	30·69	2535
		Total mileage	4,372·39	
	Less mileage closed for Traffic at 30th June, 1922—	Miles.		
	Dunkeld to Peshurst (Dismantled February, 1898)	15·87		
	Lancefield to Kilmore (Dismantled September, 1917)...	18·10		
	Fawkner Cemetery to Somerton	5·28		
	Oakleigh to Fairfield Park—			
	Fairfield Park to Deepdene	3·34		
	Ashburton to Oakleigh	2·37		
	Canterbury Loop Line (Dismantled)	0·20		
		5·91		
	Burnley to Waverley Road—			
	Darling to Waverley Road	0·84		
	Geelong Race-course Line (Dismantled May, 1909)	1·96		
		47·96		
	Total mileage open for Traffic at 30th June, 1922	4,324·43		

* Trains run only as required for traffic. † Electric Tramway, 5-ft. 3-in. gauge. ¶ 2-ft. 6-in. gauge. || 4-ft. 8½-in. gauge.
NOTE.—All tracks to piers, wharfs, and ballast pits, and to the Great Morwell Coal Mines are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 28.

APPENDIX No. 35.

STATEMENT SHOWING FLUCTUATIONS IN PASSENGER TRAFFIC AT METROPOLITAN AND SUBURBAN STATIONS WHICH IN 1911-12 HAD A VOLUME IN EXCESS OF 500,000 PASSENGER JOURNEYS, OR WHICH HAVE SINCE HAD AT LEAST THAT VOLUME OF TRAFFIC.

Number of Passenger Journeys—in Thousands.

Name of Station.	1911-12.	1912-13.	1913-14.	1914-15.	1915-16.	1916-17.	1917-18.	1918-19.	1919-20.	1920-21.	1921-22.	Relative Order of Importance.	
	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	1911-12.	1921-22.
Spencer-street—													
Suburban ..	1,091,	1,046,	1,079,	1,079,	1,137,	1,090,	1,106,	1,158,	1,461,	1,528,	2,444,	30	9
North Melbourne ..	1,245,	1,219,	1,192,	1,175,	1,133,	1,022,	928,	974,	1,124,	1,119,	1,163,	25	40
Footscray West ..	259,	294,	323,	319,	357,	360,	398,	429,	501,	569,	541,	71	73
Kensington ..	1,424,	1,511,	1,542,	1,535,	1,501,	1,454,	1,365,	1,420,	1,610,	1,586,	1,569,	22	28
Newmarket ..	1,760,	1,822,	1,817,	1,850,	2,026,	1,751,	1,615,	1,639,	1,873,	1,829,	1,873,	15	18
Ascot Vale ..	2,413,	2,587,	2,647,	2,646,	2,636,	2,592,	2,530,	2,597,	3,052,	3,084,	3,138,	5	5
Moonee Ponds ..	1,814,	1,974,	2,067,	2,066,	2,023,	1,969,	1,946,	2,050,	2,486,	2,481,	2,545,	14	7
Essendon ..	1,431,	1,540,	1,700,	1,839,	1,821,	1,745,	1,755,	1,874,	2,335,	2,464,	2,636,	21	6
Footscray ..	2,707,	2,808,	2,902,	2,835,	2,907,	2,743,	2,716,	2,828,	3,213,	3,309,	3,554,	3	4
Seddon ..	902,	1,067,	1,165,	1,201,	1,232,	1,213,	1,258,	1,351,	1,533,	1,578,	1,586,	40	27
Yarraville ..	1,008,	1,130,	1,235,	1,276,	1,288,	1,286,	1,247,	1,299,	1,477,	1,542,	1,646,	33	24
Newport ..	977,	1,079,	1,131,	1,172,	1,150,	1,123,	1,158,	1,240,	1,426,	1,469,	1,544,	35	29
North Williamstown ..	767,	787,	792,	815,	886,	834,	846,	894,	1,029,	1,076,	1,094,	44	42
Williamstown Beach ..	516,	529,	539,	503,	502,	500,	508,	552,	627,	624,	625,	58	69
Williamstown ..	471,	487,	495,	486,	468,	428,	423,	495,	557,	549,	535,	60	74
South Brunswick ..	435,	438,	468,	473	471,	416,	374,	372,	435,	490,	630,	62	67
Brunswick ..	672,	699,	703,	686,	678,	610,	551,	583,	632,	745,	1,004,	51	49
Moreland ..	607,	623,	679,	716,	677,	628,	598,	644,	727,	879,	1,245,	54	39
Coburg ..	905,	975,	1,049,	1,060,	1,046,	918,	885,	953,	1,067,	1,157,	1,462,	38	33
North Fitzroy ..	425,	438,	445,	443,	436,	347,	280,	288,	318,	260,	556,	63	71
Northcote ..	490,	555,	614,	664,	676,	655,	638,	707,	771,	727,	947,	59	55
Croxton ..	735,	857,	949,	1,030,	1,063,	1,036,	949,	959,	1,018,	901,	1,125,	45	41
Thornbury ..	452,	574,	690,	806,	883,	893,	884,	919,	1,003,	902,	1,075,	61	47
Bell ..	368,	406,	429,	423,	455,	481,	491,	502,	538,	482,	629,	67	68
Prince's-bridge—													
Suburban ..	958,	1,043,	1,183,	1,250,	1,238,	1,180,	1,157,	1,234,	1,489,	1,386,	1,782,	36	20
Hawksburn ..	2,091,	2,148,	2,035,	1,872,	1,698,	1,569,	1,497,	1,504,	1,598,	1,391,	1,360,	8	36
Toorak ..	953,	991,	969,	972,	876,	859,	842,	904,	995,	945,	943,	37	56
Armada ..	1,694,	1,765,	1,624,	1,679,	1,462,	1,448,	1,343,	1,447,	1,641,	1,516,	1,523,	17	31
Malvern ..	1,964,	2,101,	2,145,	2,102,	2,100,	2,129,	2,128,	2,193,	2,480,	2,287,	2,289,	10	13
Caulfield ..	1,078,	1,248,	1,402,	1,510,	1,593,	1,702,	1,828,	1,981,	2,407,	2,328,	2,383,	31	12
Carnegie ..	210,	313,	437,	473,	515,	568,	634,	700,	820,	927,	994,	74	53
Murrumbeena ..	239,	284,	356,	435,	472,	522,	568,	619,	769,	797,	883,	72	58
Oakleigh ..	628,	761,	872,	888,	948,	977,	1,023,	1,067,	1,253,	1,345,	1,440,	53	35
Glen Huntly ..	333,	412,	486,	521,	551,	591,	652,	694,	820,	847,	949,	68	54
East Richmond ..	1,215,	1,256,	1,286,	1,227,	1,114,	653,	539,	545,	593,	568,	553,	27	72
Burnley ..	1,217,	1,322,	1,378,	1,349,	1,247,	879,	785,	748,	800,	728,	683,	26	63
Hawthorn ..	1,499,	1,573,	1,537,	1,384,	1,269,	1,100,	1,076,	1,097,	1,232,	1,167,	1,093,	19	43
Glensferrie ..	1,936,	2,145,	2,530,	2,438,	2,189,	1,975,	1,828,	1,829,	2,056,	1,947,	1,916,	11	17
Auburn ..	1,879,	1,972,	1,946,	1,796,	1,611,	1,322,	1,235,	1,274,	1,502,	1,439,	1,497,	12	32
Camberwell ..	1,730,	1,868,	1,949,	1,824,	1,725,	1,513,	1,455,	1,485,	1,751,	1,757,	1,771,	16	21
East Camberwell ..	991,	777,	844,	901,	919,	863,	901,	921,	1,053,	1,014,	1,008,	50	48
Canterbury ..	996,	1,118,	1,276,	1,359,	1,396,	1,337,	1,235,	1,336,	1,552,	1,574,	1,646,	34	25
Surrey Hills ..	569,	599,	655,	691,	759,	753,	748,	769,	891,	925,	933,	57	57
Mont Albert ..	231,	260,	281,	318,	343,	350,	342,	374,	447,	481,	531,	73	75
Box Hill ..	600,	683,	743,	758,	761,	778,	820,	854,	1,007,	1,039,	1,079,	55	46
Kew ..	1,121,	1,194,	1,054,	1,008,	659,	536,	538,	593,	708,	679,	618,	29	70
West Richmond ..	691,	744,	781,	762,	683,	599,	501,	521,	598,	593,	731,	49	62
North Richmond ..	706,	729,	786,	795,	739,	616,	515,	544,	643,	623,	778,	48	60
Collingwood ..	594,	629,	683,	692,	668,	600,	495,	521,	590,	558,	669,	56	64
Victoria Park ..	807,	861,	951,	939,	879,	748,	640,	705,	811,	796,	1,000,	42	51
Clifton Hill ..	1,312,	1,408,	1,508,	1,543,	1,499,	1,339,	1,199,	1,289,	1,449,	1,398,	1,698,	24	23
Westgarth ..	629,	671,	726,	790,	800,	738,	684,	763,	862,	849,	995,	52	52
Fairfield Park ..	863,	1,020,	1,199,	1,285,	1,298,	1,292,	1,193,	1,247,	1,426,	1,446,	1,602,	41	26
Alphington ..	203,	231,	259,	293,	303,	304,	313,	336,	412,	446,	505,	75	76
Ivanhoe ..	408,	474,	554,	648,	673,	696,	742,	790,	912,	951,	1,085,	64	45
Heidelberg ..	294,	329,	360,	389,	398,	402,	415,	449,	516,	545,	633,	70	66
Flinders-street—													
Suburban ..	8,828,	9,396,	9,597,	9,880,	9,930,	8,955,	8,445,	8,650,	11,098,	10,945,	11,561,	1	1
North Port ..	732,	764,	777,	771,	765,	622,	490,	497,	670,	721,	749,	46	61
Graham ..	800,	823,	828,	794,	759,	685,	594,	617,	745,	775,	814,	43	59
South Melbourne ..	1,180,	1,224,	1,268,	1,193,	1,167,	1,007,	800,	837,	1,039,	991,	1,002,	28	50
Albert Park ..	2,550,	2,656,	2,680,	2,568,	2,404,	2,169,	1,883,	2,041,	2,548,	2,435,	2,401,	4	11
Middle Park ..	1,829,	1,966,	2,031,	2,044,	2,099,	2,084,	2,037,	2,097,	2,451,	2,422,	2,429,	13	10
St. Kilda ..	2,345,	2,642,	2,771,	2,701,	2,828,	2,931,	2,918,	3,060,	4,251,	4,326,	4,399,	6	2
Richmond ..	2,810,	2,934,	2,870,	2,706,	2,418,	1,545,	1,443,	1,509,	1,839,	1,876,	1,999,	2	15
South Yarra ..	2,087,	2,150,	2,132,	2,039,	1,916,	1,758,	1,614,	1,699,	2,030,	1,981,	1,923,	9	16
Prahran ..	1,675,	1,690,	1,643,	1,505,	1,429,	1,303,	1,169,	1,231,	1,597,	1,751,	1,856,	18	19
Windsor ..	1,384,	1,529,	1,483,	1,445,	1,375,	1,298,	1,195,	1,249,	1,658,	1,866,	2,020,	23	14
Balaclava ..	1,492,	1,394,	1,516,	1,498,	1,450,	1,405,	1,402,	1,490,	1,997,	2,290,	2,518,	20	8
Ripponlea ..	69,	576,	752,	859,	830,	822,	807,	866,	1,078,	1,193,	1,310,	76	38
Elsternwick ..	2,282,	2,317,	2,413,	2,502,	2,494,	2,588,	2,662,	2,906,	3,566,	3,690,	3,848,	7	3
Garden Vale ..	311,	380,	481,	613,	706,	841,	901,	1,007,	1,242,	1,360,	1,458,	69	34
North Brighton ..	1,020,	1,063,	1,108,	1,109,	1,058,	1,048,	1,105,	1,167,	1,393,	1,431,	1,525,	32	30
Middle Brighton ..	902,	977,	1,022,	1,034,	990,	962,	988,	981,	1,217,	1,263,	1,321,	39	37
Brighton Beach ..	406,	402,	444,	441,	422,	423,	452,	481,	571,	597,	658,	65	65
Hampton ..	392,	470,	551,	595,	643,	679,	700,	731,	935,	997,	1,089,	66	44
Sandringham ..	707,	831,	925,	937,	940,	937,	987,	1,078,	1,405,	1,574,	1,769,	47	22

Note.—Ripponlea was opened for traffic during the year 1911-12.

APPENDIX No. 36.

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDED 30TH JUNE, 1922,
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER
ANNUM.

NOTES.—(1) During the years 1917-18, 1918-19, 1919-20 and 1920-21 all wheat required by Country Flour Mills was supplied from the districts in which the mills are located, and this considerably reduced the number of bags forwarded from certain stations, such as St. Arnaud, Donald, Horsham, and Nhill, in which towns Flour Mills exist.

(2) In cases in which no figures are shown the total number of bags of wheat forwarded by rail was less than 30,000 bags for the particular year or years.

Stations.	Year ended 30th June, 1917.	Year ended 30th June, 1918.	Year ended 30th June, 1919.	Year ended 30th June, 1920.	Year ended 30th June, 1921.	Year ended 30th June, 1922.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Goornong	58,496	31,262	..	..	..	38,293
Elmore	86,202	48,543	45,519	..	..	72,862
Rochester	121,612	41,298	35,423	..	..	71,688
Strathallan	63,307	38,001	..	..	..	..
Echuca	70,660	44,334	..	..	..	41,964
Shelbourne	113,952	42,800	..	..	41,881	51,872
Bealiba	41,949	..	..	..	..	..
St. Arnaud	56,742	..	..	..	..	48,370
Sutherland	96,472	73,877	50,966	48,313	93,628	101,310
Swanwater	39,758	62,580	42,405	32,776	71,943	81,810
Cope Cope	153,184	116,938	59,273	..	68,869	142,285
Donald	167,848	..	57,332	..	50,708	76,450
Litchfield	150,136	128,935	67,901	37,725	120,516	133,550
Massey	62,416	45,656	..	..	47,716	46,356
Watchem	165,982	112,151	46,195	..	96,097	118,106
Morton Pains	37,187	56,726	..	..	46,638	46,543
Birchip	85,664	66,776	..	..	..	51,520
Kinnabulla	59,171	75,361	..	..	48,041	51,618
Curyo	71,444	59,518	..	..	..	48,518
Watchupga	70,032	74,491	37,123	..	48,711	82,121
Woomelang	142,624	81,478	..	..	57,980	80,022
Lascelles	125,222	44,012	..	..	38,114	49,649
Gama	61,403	36,076	..	..	..	..
Turriff	81,723	..	..	..	41,280	..
Speed	102,568	33,794	..	..	63,234	51,870
Tempy	68,738	62,124	..	..	68,524	47,052
Nunga	46,210	65,513	..	..	55,577	30,749
Ouyen	126,811	54,539	..	..	49,379	48,478
Kiamal	30,092	31,182	..	..	66,111	..
Carwarp	36,112	33,991	..	..	45,763	..
Arnold	30,012	..	..	..	..	..
Galah	50,775	121,512	38,407	..	85,487	38,852
Walpeup	142,599	141,549	55,267	..	148,171	73,236
Torrta	34,154	48,738	..	..	65,934	30,195
Underbool	76,034	123,094	40,800	..	136,889	75,712
Linga	58,517	78,264	..	..	72,720	43,972
Boinka	44,366	52,478	..	..	60,436	31,769
Tuty	46,393	56,751	..	..	57,056	31,085
Cowangie	82,759	102,252	32,846	..	108,483	39,624
Danyo	44,893	69,443	..	..	48,843	27,481
Murrayville	122,090	158,807	39,042	..	103,882	52,301
Carina	85,200	111,282	..	..	66,062	38,887
Panitya	66,689	99,846	..	..	48,988	36,041
Derby	33,521	..	..	..	..	..
Bridgewater	57,399	..	..	..	..	..
Korong Vale	66,230	..	..	..	30,158	..
Wyhitella	76,530	40,951	..	..	54,077	49,634
Buckrabanyule	88,208	30,492	30,325	..	45,017	46,813
Barrakee	92,556	49,560	..	..	69,684	73,276
Charlton	237,678	156,442	136,794	..	53,254	231,681
Teddywaddy	60,422	48,074	..	..	55,569	47,374
Glenloth	77,477	83,927	34,419	..	60,604	62,849
Wycheproof	175,585	116,654	49,290	..	41,742	135,682
Dumosa	85,035	75,327	36,358	..	62,903	73,765

APPENDIX No. 36—continued.

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDED 30TH JUNE, 1922,
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER
ANNUM.

Stations.	Year ended 30th June, 1917.	Year ended 30th June, 1918.	Year ended 30th June, 1919.	Year ended 30th June, 1920.	Year ended 30th June, 1921.	Year ended 30th June, 1922.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Nullawil	92,455	60,616	34,950	..	57,099	62,658
Warne	33,908	..	..	..	..	..
Culgoa	152,048	70,987	44,474	..	59,213	83,825
Berriwillock ..	173,540	132,376	55,784	..	98,799	114,769
Boigbeat	48,557	59,379	..	..	..	32,295
Sea Lake	138,728	112,320	35,244	..	62,861	92,785
Ninda	31,810	47,399	..	..	..	..
Nyarrin	36,991	56,181	..	..	37,510	..
Nandaly	58,610	43,038	..	..	37,319	..
Pier Millan ..	..	..	..	..	32,994	..
Mittyack .. ..	..	..	..	..	32,937	..
Wedderburn ..	86,790	..	..	..	65,990	60,224
Borong	77,154	49,696	..	..	50,645	42,637
Mysia	35,181	..	..	..	..	..
Boort	108,403	78,604	48,585	..	76,002	73,202
Barraport	127,802	121,649	85,482	..	105,814	113,015
Gredgwin	34,739	41,977	..	..	35,574	41,582
Oakvale	38,594	41,814	..	..	..	39,993
Quambatook ..	157,217	104,138	76,166	..	123,354	125,553
Cannie	87,080	62,389	36,286	..	70,227	70,607
Lalbert	115,799	107,120	56,942	..	71,659	69,576
Meatian	111,987	117,139	48,913	..	76,643	78,286
Ultima	168,709	140,534	..	..	96,113	104,666
Gowan	45,542	36,675	..	..	38,403	37,319
Waitchie	98,542	126,827	30,149	..	56,377	55,545
Chillingollah ..	99,303	43,870	..	..	69,772	44,009
Chinkapook ..	82,644	87,172	..	..	84,973	58,160
Cocamba	59,858	62,996	..	..	50,623	..
Manangatang ..	43,470	41,178	..	..	81,846	39,097
Raywood	77,555	36,270	30,123	..	39,328	45,089
Tandarra	78,426	59,318	37,416	..	39,709	66,586
Dingee	98,007	62,153	36,737	..	49,600	43,065
Prairie	94,229	93,676	34,571	..	52,271	60,619
Mitiamo	107,405	71,320	..	..	41,831	57,867
Mologa	59,542	44,225	..	..	..	45,163
Pyramid	61,768	42,230	..	..	..	37,613
Kerang	89,314	58,353	..	..	..	32,907
Mystic Park ..	56,074	..	..	..	..	..
Lake Boga	92,564	62,002	..	..	..	34,016
Swan Hill	158,641	67,722	..	..	..	63,026
Woorinen	39,611	..	..	..	..	..
Pira	60,061	41,849	..	..	..	..
Nyah	65,001	52,030	..	..	37,950	..
Miralie	32,709	..	..	..	39,397	..
Piangil	61,562	52,833	..	..	37,784	54,154
Hunter	51,638	..	..	..	..	37,354
Warragamba ..	42,525	32,952	..	..	..	43,100
McCull	40,043	35,659	..	..	..	30,721
Lockington ..	53,435	51,951	..	..	..	..
Kotta	44,712	50,816	..	..	36,254	43,822
Kyemery	32,703	..	..	..	..	..
Glenorchy	72,183	..	..	..	..	..
Lubeck	110,831	44,048	61,236	..	81,026	64,101
Jung	214,682	200,315	139,257	..	131,962	247,347
Dooen	136,437	99,850	92,222	..	128,761	125,429
Horsham	96,272	..	..	..	..	..
Dahlen Siding ..	..	..	..	..	..	42,864
Pimpinio	116,131	81,799	71,638	..	104,155	122,674
Wail	154,893	129,108	110,991	35,906	143,729	145,955
Dimboola	160,634	55,570	..	47,182	..	99,761
Gerang Gerung ..	110,331	87,200	52,869	..	94,875	63,939
Kiata	96,784	39,951	54,475	..	60,187	55,185
Salisbury	51,654	30,940	..	..	..	..
Nhill	92,311	..	..	..	..	..
Tarranginnie ..	70,092	..	45,959	..	..	53,005

APPENDIX No. 36—*continued.*

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDED 30TH JUNE, 1922;
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER
ANNUM.

Stations.	Year ended 30th June, 1917.	Year ended 30th June, 1918.	Year ended 30th June, 1919.	Year ended 30th June, 1920.	Year ended 30th June, 1921.	Year ended 30th June, 1922.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Diapur	47,829	31,498	..	..	..	..
Miram	75,687	67,734	35,555	..	55,578	70,682
Kaniva	105,611	59,520	33,649	..	56,636	77,081
Lillimur	73,424	53,136	..	42,949	49,092	60,379
Serviceton .. ..	..	..	..	..	34,609	45,584
Duverney	39,983	..	..	..	..	..
Berrybank	39,445	30,645	..	..	..	..
Lismore	31,333	..	..	..	34,841	..
Westmere	64,473	85,960	..	..	43,676	58,555
Mininera	66,816	32,202	..	..	..	33,479
Tatyoan	58,378	..	..	..	..	..
Rokewood	38,737	37,149	..	..	..	..
Werneth	51,500	..	..	..	..	..
Maroona	30,439	..	..	..	..	..
Calvert Siding	51,008	..	..	..	..	..
Willaura	91,672	95,245	37,715	..	40,963	76,812
Jackson .. ..	..	..	..	..	40,062	48,194
Rupanyup	96,998	63,042	..	..	..	73,330
Burrum	71,157	51,252	49,146	..	70,647	84,912
Banyena	113,491	70,690	55,221	..	102,459	120,327
Marnoo	202,512	145,891	61,220	..	122,705	128,547
Coromby	72,978	114,478	61,274	..	77,855	89,784
Minyip	320,643	199,816	192,333	59,522	208,424	176,769
Nullan	90,296	93,927	54,792	..	64,681	84,611
Sheephills	245,792	153,021	113,999	..	176,624	199,697
Mellis .. ..	..	..	..	..	47,580	48,268
Warracknabeal	188,401	91,749	..	..	..	88,938
Lah	121,961	122,688	34,705	31,829	84,771	142,536
Brim	184,352	172,941	81,164	..	119,298	162,401
Galaquil	78,385	83,834	46,562	..	61,937	76,982
Beulah	212,022	119,425	82,585	..	110,369	182,214
Rosebery	106,011	87,738	34,210	..	45,937	62,659
Goyura	38,322	..	..	..	..	..
Hopetoun	214,647	101,296	54,392	..	99,022	116,926
Remlaw	45,221	..	31,774	..	34,794	31,320
Vectis	62,852	65,729	37,004	..	43,038	54,204
Natimuk	40,113	..	..	..	..	128,704
Goroke	38,003	34,562	..	..	..	34,228
Arkona	58,412	31,451	39,916	..	42,541	56,180
Antwerp	108,151	88,811	68,509	..	106,210	105,509
Tarranyurk	82,368	86,264	61,485	..	75,495	104,414
Jeparit	114,859	55,181	31,845	..	59,085	68,302
Ellam	87,047	66,755	36,808	..	60,805	72,619
Pullut	82,284	61,340	..	..	50,397	50,089
Rainbow	188,258	56,433	32,929	..	..	64,895
Detpa	69,573	92,655	42,370	..	71,712	64,834
Lorquon	106,727	102,266	52,176	..	78,378	104,994
Netherby	40,855	68,558	32,610	..	68,451	62,548
Yaapeet	91,866	116,830	30,702	..	63,017	57,911
Albacutya	38,981	30,188	..	..	33,659	37,540
Yanac	84,462	91,785	37,296	..	93,637	87,527
Wangaratta .. ..	..	..	..	..	..	32,731
Bowser .. ..	..	..	..	..	..	33,049
Springhurst	31,791	..	..	..	..	..
Shepparton	46,691	..	..	..	..	..
Congupna	32,028	..	..	..	37,170	32,480
Tallygaroopna	92,059	42,215	..	..	64,408	95,360
Wunghnu	64,795	..	..	..	..	60,956
Numurkah	51,787	..	..	..	..	51,988
Katunga	39,904	52,044	..	35,330	48,097	78,831
Strathmerton	46,147	39,705	..	..	44,883	43,873
Yarroweyah	31,440	..	..	..	..	..
Cobram	35,812	..	..	..	..	37,005
Rushworth	32,722	..	..	..	..	..
Colbinabbin	119,851	52,156	36,571	..	69,900	67,563

APPENDIX No. 36—*continued.*

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDED 30TH JUNE, 1922,
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER
ANNUM.

Stations.	Year ended 30th June, 1917.	Year ended 30th June, 1918.	Year ended 30th June, 1919.	Year ended 30th June, 1920.	Year ended 30th June, 1921.	Year ended 30th June, 1922.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Girgarre .. ..	..	30,309	..	..	..	..
Tatura	42,981	..	..	..	..	..
Merrigum	78,609	36,109	..	..	30,389	31,347
Kyabram	93,653	50,648	..	..	..	59,346
Tongala	46,128	..	..	..	..	..
Koyuga	33,761	..	..	..	..	..
Pine Lodge	64,929	..	..	..	64,146	47,256
Cosgrove	72,023	..	..	..	64,366	40,700
Dookie	42,539	..	..	..	32,460	..
Yabba North	38,816	..	..	..	47,624	38,414
Youanmite	32,720	..	..	..	40,816	41,890
Katamatite	137,960	64,686	..	..	98,371	92,655
Waaia	77,589	86,433	58,828	..	44,038	86,773
Nathalia	71,883	36,666	..	..	..	61,140
Picola	121,601	78,315	39,949	..	77,688	87,780
Goorambat	65,048	..	..	..	..	43,006
Devenish	44,544	..	..	..	54,603	48,556
St. James	101,327	..	..	..	58,737	63,884
Tungamah	76,430	..	..	..	66,066	42,711
Telford	103,129	37,308	..	..	88,077	58,978
Yarrawong	315,261	100,670	87,123	..	221,180	167,808
Rutherglen	46,374	..	..	..	..	..
Wahgunyah .. ..	..	54,580	..	..	..	41,731
Country Wheat	..	..	..	..	..	..
Depôts .. ..	..	..	..	2,676,373	1,492,243	..
Other Stations	1,710,092	1,767,825	2,396,924	1,806,832	1,851,298	1,628,505
TOTALS	18,461,822	12,601,167	6,439,495	4,854,737	12,613,780	12,720,251

APPENDIX No. 37.

RETURN OF TRAFFIC AT EACH STATION.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.	
Melbourne—Spencer-st., Country..	1,765,866	682,614 11 2	152,632 18 11	3,010 9 7	734,337	799,330	1,023,264 10 4	4,069	67	148	135	545	382	82	2,163	4,410 10 7	1,865,933 0 7
Melbourne—Spencer-st., Suburban	2,444,114	68,456 0 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	68,456 0 9
MELBOURNE—BENDIGO LINE.																	
North Melbourne	1,163,691	10,317 8 5	635 8 4	12 11 5	26,951	136,338	7,060 3 0	..	..	..	..	..	..	..	..	..	16,965 8 2
Arden-street .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7,060 3 0
Middle Footscray	368,364	4,741 7 0	55 13 6	1 3 6	..	..	..	..	..	..	..	..	..	..	..	..	4,778 4 0
West Footscray	541,321	6,918 6 9	1,032 8 5	8 17 8	25,422	55,916	13,064 6 11	..	..	..	..	..	..	..	..	..	21,023 17 9
Tottenham	63,152	818 1 0	0 0 7	..	..	330	..	..	..	..	..	..	..	..	..	..	818 1 7
Sunshine	442,984	12,863 13 11	2,123 10 1	4 19 9	18,488	40,178	35,347 4 1	4	2	..	..	4	1	..	..	9 2 6	50,348 10 4
Albion	51,679	1,120 0 9	17 2 1	..	90,236	9,244	16,905 8 3	..	..	..	..	..	..	..	..	..	18,102 11 6
St. Albans	74,480	1,790 12 6	107 7 2	..	1,012	604	240 2 2	2	1	..	..	..	..	..	..	..	2,141 3 4
Sydenham	9,708	481 19 1	59 15 10	9 18 9	6,093	1,724	1,414 3 4	1	1	..	..	3	25	19	..	..	2,009 5 9
Digger's Rest	10,234	668 19 5	180 7 1	5 9 1	10,197	1,367	2,235 16 9	6	4	89	..	11	12	54	3	170 15 2	3,261 7 6
Sunbury	51,265	3,156 11 2	226 7 3	23 6 3	3,627	5,387	1,243 14 8	2	194	179	5	2	194	168	1	786 19 1	5,436 18 7
Lancefield Junction	6,562	778 6 7	63 3 5	17 0 0	1,207	422	456 12 10	..	64	38	..	2	25	29	..	352 13 8	1,667 16 6
Riddell	6,699	1,052 7 2	115 16 2	4 2 10	2,924	1,230	903 4 5	3	10	70	..	4	27	33	..	167 17 0	2,243 7 7
Gisborne	13,220	1,944 19 8	132 10 6	16 16 3	3,119	3,334	1,660 11 9	..	42	71	..	..	57	75	..	296 1 3	4,100 10 7
Macedon	21,196	3,411 12 1	652 7 9	10 11 11	423	2,658	228 0 3	5	7	..	..	..	11	10	..	29 9 3	4,332 1 3
Woodend	27,655	5,153 7 10	350 16 6	64 3 5	4,556	2,479	2,100 5 7	16	48	62	2	13	28	35	3	358 5 6	8,326 18 10
Carlsruhe	2,737	305 0 11	13 7 9	10 12 6	103	102	92 19 1	4	3	26	..	5	5	8	1	95 4 2	517 4 5
Kyneton	51,047	10,332 2 7	1,138 9 2	206 13 7	7,821	9,514	4,355 6 11	42	138	471	44	29	149	343	23	1,985 8 10	18,038 1 1
Redesdale Junction	1,606	161 5 3	61 12 6	0 5 6	979	40	459 14 7	2	4	..	..	..	1	..	..	19 7 2	702 5 0
Malmsbury	9,386	1,548 6 11	231 9 8	3 2 1	880	634	928 6 7	6	31	41	1	6	41	22	1	219 18 9	2,931 4 0
Taradale	5,777	592 2 11	110 16 0	1 5 1	7,455	610	1,806 3 10	..	..	..	..	..	..	..	..	..	2,510 7 10
Elphinstone	3,644	585 8 11	72 11 7	1 0 6	2,259	498	928 4 4	2	5	31	2	2	8	5	..	158 2 2	1,746 7 6
Chewton	5,658	762 3 10	80 14 2	1 4 8	595	256	281 0 6	..	..	..	..	..	..	7	..	10 13 1	1,135 16 3
Castlemaine	83,972	16,841 9 1	1,309 13 6	25 17 9	7,506	29,018	11,014 16 2	9	7	2	8	11	25	134	48	113 16 4	29,305 12 10
Barker's Creek .. .. .	..	..	..	..	132	41	67 9 11	..	..	..	..	..	..	..	..	..	67 9 11
Harcourt	11,196	1,249 10 6	266 0 9	1 14 5	10,264	3,072	7,329 15 6	..	6	..	..	..	6	1	..	13 8 2	8,860 18 4
Ravenswood	2,292	302 9 8	40 12 7	0 17 3	2,005	234	438 17 10	1	1	7	..	..	10	46	..	28 0 3	810 17 7
Kangaroo Flat	5,447	778 4 8	195 16 11	2 2 4	1,403	593	1,107 4 5	..	1	..	..	..	1	..	..	0 12 0	2,034 0 4
Golden Square	12,708	2,376 16 9	664 9 4	3 8 5	3,621	5,779	2,621 15 3	..	..	..	..	..	12	..	329	..	5,866 9 9
Bendigo	231,827	70,397 15 1	7,961 18 3	1,128 9 2	44,695	87,541	53,560 4 5	358	447	2,453	144	345	1,185	2,614	187	11,640 8 9	144,688 15 8
LANCIEFIELD LINE.																	
Bolinda	675	100 0 4	10 10 3	0 2 1	1,377	198	441 19 10	..	12	42	..	..	8	12	..	133 8 11	686 1 5
Moncegetta	1,274	159 9 11	115 8 10	0 4 3	411	415	197 18 7	1	..	..	..	..	..	..	..	1 7 10	465 9 5
North Moncegetta	411	44 0 10	7 5 6	0 4 7	11	3	10 1 2	..	..	..	..	..	..	..	..	..	61 12 1
Romsey	7,586	1,320 8 5	186 13 9	9 1 7	6,499	1,242	2,813 18 4	11	58	156	17	9	34	60	1	685 12 8	5,015 14 9
Lancefield	7,901	1,740 2 9	144 0 0	12 6 9	9,956	1,994	4,060 2 8	9	84	246	1	5	32	92	2	934 12 6	6,891 5 8

DAYLESFORD LINE.																	
Tylden	1,104	232 14 4	30 4 10	6 4 5	644	89	328 1 11	1	7	56	..	3	1	5	..	205 17 11	803 3 5
Fern Hill	2,454	465 0 10	72 17 9	3 5 8	8,970	520	4,847 16 1	2	..	..	..	1	1	..	..	3 3 6	3,392 3 10
Trontham	9,492	1,690 19 7	184 10 6	7 14 11	8,467	1,867	4,912 5 8	..	1	18	..	1	5	8	..	86 9 0	6,881 19 8
Lyonville	3,132	278 3 7	14 8 7	0 4 11	1,859	202	931 3 5	..	..	..	..	..	..	..	..	1,224 0 6	1,040 13 5
Bullarto	2,548	221 5 10	12 8 10	..	1,531	206	794 10 4	3	1	..	..	2	..	..	..	12 8 5	1,040 13 5
Musk	1,839	110 4 7	15 17 8	0 0 8	1,384	118	789 14 6	..	..	..	..	..	..	..	..	915 17 5	1,040 13 5
Daylesford	28,947	8,060 4 11	593 11 11	12 19 10	6,695	6,070	4,645 11 9	20	16	45	30	18	50	111	12	260 11 4	13,572 19 9
Woodburn	184	9 5 1	0 14 7	..	..	..	0 19 9	..	..	..	..	..	..	..	..	10 19 5	..
Sallor's Falls	825	43 2 9	13 7 0	0 0 8	303	15	157 14 7	..	..	..	..	..	..	..	..	214 5 0	..
Leonard	806	78 3 8	26 10 7	0 3 2	3,406	149	1,470 1 9	2	..	..	..	..	..	..	..	0 17 0	1,575 16 2
Wombat	1,310	64 12 9	4 11 2	0 0 8	1,712	22	568 5 7	..	..	..	..	..	..	..	..	637 10 2	..
Rocklyn	2,371	143 3 8	15 13 3	0 2 0	597	68	293 17 1	..	..	..	..	2	..	..	..	452 16 0	..
Newlyn	4,133	341 12 3	30 3 2	11 0 2	14,269	1,006	9,032 18 3	11	22	32	5	1	10	..	..	253 2 0	9,668 13 10
Kingston	4,647	355 15 5	26 0 8	0 15 8	10,703	726	6,934 10 1	..	6	..	..	..	6	1	..	4 4 10	7,321 6 8
Allendale	7,163	901 5 10	53 16 1	0 12 11	2,102	1,652	1,631 1 1	15	45	142	52	8	9	40	20	386 12 2	2,673 8 1
Broomfield	1,910	135 3 11	12 12 0	0 2 9	3	36	13 16 2	..	..	..	..	..	..	..	..	161 14 10	..
REDESDALE LINE.																	
Edgecombe	103	4 6 0	..	..	2,172	2	471 8 5	..	..	..	..	..	..	..	..	..	475 14 5
Green Hill	108	6 5 0	2 18 11	..	135	5	44 16 1	..	..	..	..	..	..	..	..	54 0 0	..
East Metcalfe	394	27 12 3	7 11 8	..	904	42	320 3 7	..	1	21	..	..	..	..	..	102 13 0	458 0 6
Emberton	83	6 9 6	0 5 7	..	96	..	20 0 8	..	..	..	..	..	..	..	..	26 15 9	..
Barfold	663	56 4 0	25 13 4	0 6 2	772	111	331 6 9	1	1	100	..	1	4	2	..	281 5 6	694 15 9
Redesdale	1,382	269 9 6	189 11 3	0 6 11	3,023	605	1,418 1 1	5	3	55	1	..	18	14	..	158 17 0	2,036 5 9
SHELBOURNE LINE.																	
Muckleford	441	13 12 0	33 9 9	0 8 11	2,568	78	590 12 1	..	..	..	..	1	..	..	..	2 19 6	646 3 3
Maldon	12,400	2,232 4 11	292 4 11	13 18 11	1,576	1,627	1,289 14 4	3	2	23	3	3	4	2	1	144 12 9	3,972 15 10
Pollard	..	..	..	..	7	..	17 15 1	..	..	..	..	..	..	..	..	17 15 1	..
Shelbourne	382	149 18 7	17 7 7	0 5 6	6,797	985	4,035 10 11	1	1	21	1	1	..	..	..	130 5 9	4,333 8 4
CASTLEMARINE-MARYBOROUGH LINE.																	
Campbell	3,699	242 19 2	62 7 5	0 0 8	1,176	411	890 4 8	..	..	..	..	..	..	..	..	1 19 0	1,197 10 11
Guildford	9,170	604 3 6	42 16 3	2 5 7	926	514	537 5 6	2	4	..	..	1	1	10	1	26 11 10	1,213 2 8
Strangway	1,407	176 11 7	16 9 1	0 15 0	975	4	400 19 10	..	..	..	..	..	..	..	..	594 15 6	..
Newstead	6,600	1,466 16 0	110 16 5	121 2 0	5,029	1,791	3,375 2 11	25	31	88	48	10	37	32	13	600 5 8	5,674 3 0
Joyce's Creek	1,378	122 6 4	15 18 3	..	690	208	457 13 0	1	..	..	..	..	..	..	..	8 18 11	604 16 6
Moolort	950	254 0 9	24 6 0	0 14 5	4,340	345	2,499 1 0	11	4	41	..	2	15	13	1	248 9 11	3,026 12 1
State Rivers and Water Supply	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Siding	..	..	..	..	22,503	..	8,577 3 3	..	..	..	..	..	..	..	..	..	8,577 3 3
Carisbrook	4,816	996 10 11	104 13 8	17 12 10	8,467	516	4,322 0 6	10	13	101	35	6	17	13	1	605 17 2	6,046 15 1
Maryborough	50,213	17,409 13 5	1,270 7 4	94 7 2	14,274	13,832	10,941 10 10	27	24	14	4	32	48	36	5	224 10 6	29,940 9 3
MARYBOROUGH-MILDURA LINE.																	
Simson	673	19 7 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	19 7 1
Havelock	897	20 2 8	14 1 2	..	1,258	22	841 13 9	..	..	..	..	..	..	..	..	..	884 17 7
Bet Bet	2,162	244 18 10	36 17 3	0 10 4	3,107	459	1,996 6 3	..	..	..	..	..	..	..	..	3 19 11	2,282 12 7
Dunolly	10,410	2,782 6 8	194 4 0	12 10 3	15,779	4,423	8,235 3 6	13	20	27	6	8	4	30	..	261 5 9	11,485 10 2
Goldsbrough	1,363	125 6 9	19 8 9	0 13 6	10,333	183	3,790 0 4	..	..	..	..	..	..	..	..	3,935 9 4	..
Beallba	5,437	1,216 7 10	92 17 8	6 8 4	17,147	1,188	8,534 6 4	6	4	50	2	4	2	14	..	364 14 2	10,214 14 4
Maffescioni's Siding	..	..	..	..	2,840	35	1,462 19 1	..	..	..	..	..	..	..	..	..	1,462 19 1
Emu	1,993	402 12 4	32 1 10	10 19 5	3,891	468	5,188 10 4	6	..	2	..	4	..	2	..	22 13 7	5,656 17 6
Carapooce	809	259 14 1	18 17 0	5 15 1	4,531	410	2,912 14 8	3	..	5	..	..	..	..	..	118 5 0	3,315 5 10
St. Arnaud	18,420	9,033 10 9	761 2 4	101 5 7	18,308	13,904	14,004 18 1	37	23	139	4	24	4	73	..	973 14 6	24,874 11 3
Sutherland	507	146 16 8	10 7 10	0 2 1	906	906	5,196 8 0	..	..	58	..	..	..	..	..	272 6 6	5,627 1 1
Swanwater	123	20 16 7	0 14 3	..	7,084	762	2,957 7 2	..	..	..	..	..	..	..	..	45 18 4	3,024 16 4
Cope Cope	1,774	693 4 0	35 15 3	1 7 11	13,433	1,826	9,185 3 5	3	2	49	..	..	..	15	..	346 11 9	10,172 2 4
Donald	14,889	6,880 18 7	544 15 7	111 16 10	19,970	14,450	16,235 2 9	40	67	134	4	36	17	248	4	1,443 8 9	25,216 2 6
Lako Buloke	11	2 3 10	..	..	368	2,817	258 10 6	..	..	..	..	..	..	..	..	260 14 4	..
Litchfield	1,980	194 15 10	20 1 0	0 3 1	16,380	1,440	11,302 8 8	4	..	36	..	..	..	1	..	281 18 3	11,799 6 10
Massey	831	153 9 4	17 1 5	..	5,240	483	3,851 2 2	..	1	1	..	..	..	1	..	3 12 1	4,030 5 0
Watchem	4,908	1,495 5 3	97 7 2	31 19 9	10,221	2,301	7,847 3 10	13	61	175	1	18	10	32	..	1,345 0 9	10,816 16 9

APPENDIX No. 37.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.			
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.		
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.		
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.				
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.		£ s. d.	
MARYBOROUGH-MILDURA LINE— continued.																			
Morton Plains	241	111 12 0	4 8 0	..	4,103	270	2,917 7 4	2	..	23	..	1	2	6	..	131 3 10	3,164 11 2		
Birchip	8,306	4,038 15 1	430 12 7	61 19 7	8,350	8,596	7,213 11 8	51	55	319	6	45	10	80	..	2,363 7 5	14,108 6 4		
Karyrie	82	47 8 9	0 19 1	..	676	160	524 16 9	..	..	4	..	..	..	..	..	21 10 6	594 15 1
Kinnabulla	498	117 18 6	8 11 10	0 4 11	4,922	708	3,693 2 8	1	..	19	..	..	2	3	..	167 4 9	3,987 2 8
Curvo	2,998	614 18 9	26 1 0	11 16 3	5,011	687	3,473 7 9	4	25	54	..	4	1	18	..	338 0 1	4,664 3 10		
Watchupga	1,328	346 18 5	31 11 8	22 17 8	7,586	1,009	5,613 13 1	4	1	61	1	6	2	4	..	390 1 0	6,405 2 7		
Woomelang	5,867	2,419 4 2	174 0 5	18 2 7	9,687	2,373	7,288 11 1	13	6	67	4	9	12	8	..	448 5 6	10,348 3 0		
Lascelles	3,084	1,411 2 11	64 11 6	34 0 10	5,603	1,217	4,242 17 2	6	3	30	..	2	2	1	..	168 13 7	5,919 6 0		
Gama	169	79 12 4	13 0 7	..	3,310	327	2,514 0 8	1	..	..	..	..	..	..	..	3 12 8	2,610 6 3
Turrit	1,262	403 12 8	50 6 4	1 1 1	4,770	311	3,560 2 4	2	2	..	..	5	2	7	..	7 1 0	4,031 3 5
Speed	2,716	1,062 10 2	102 10 9	8 15 0	5,337	1,615	4,282 11 3	10	9	3	3	17	16	11	1	173 0 5	3,629 16 7		
Tempy	2,690	1,310 15 8	74 17 7	2 0 7	4,873	1,618	3,957 5 0	2	2	..	..	14	3	1	..	7 11 9	3,352 10 7
Gypsum Siding	61	23 4 4	0 1 6	..	1,136	224	866 12 6	..	..	..	..	..	..	..	..	..	889 18 4
Bronzewing	112	92 19 2	0 18 0	..	374	720	1,097 18 3	..	..	..	..	..	..	..	..	..	783 15 5
Nunga	195	174 17 10	8 7 8	..	2,787	720	2,107 15 5	..	..	..	..	..	..	..	..	..	2,291 0 11
Ouyen	14,930	9,128 17 9	620 17 6	99 11 8	6,332	7,249	5,596 5 4	32	34	23	..	23	43	21	..	363 0 11	15,799 13 2		
Kiamal	351	235 1 0	3 12 5	0 18 5	2,725	854	2,056 18 9	..	..	..	..	6	4	..	..	..	2,296 10 7
Hattah	597	244 1 4	122 7 1	0 14 7	227	124	221 8 4	1	3	..	..	..	..	..	..	1 8 6	589 19 10
Nowingi	163	62 16 1	65 5 9	..	40	160	12 3 7	..	..	..	..	..	..	..	..	..	140 5 5
Carwarp	2,392	872 5 5	103 3 5	1 6 1	4,986	1,272	1,981 5 6	1	2	10	1	27	4	3	..	104 3 10	3,661 18 3		
Yatpool	2,077	536 3 5	82 9 0	0 10 0	4,584	885	1,158 15 3	2	..	..	..	3	5	3	..	7 9 6	1,785 7 2
Redcliffs	21,359	4,512 8 10	220 15 5	18 12 8	373	20,001	555 12 5	4	..	..	..	42	7	..	..	5 18 7	5,313 7 11
Irymple	5,661	2,747 12 6	132 12 2	24 3 3	7,911	8,988	14,698 7 10	37	1	..	..	7	..	..	..	28 17 8	17,031 13 5
Mildura	41,394	23,286 13 4	2,403 19 11	167 10 5	12,128	27,506	18,904 3 11	12	124	150	..	56	54	104	2	3,239 9 1	48,001 16 8		
* .. Bookings on Rail Motor..	99	3 1 0	3 1 0	..	
MURDEEN LINE.																			
Merbein	11,846	2,893 0 9	356 2 8	6 9 8	8,396	13,265	16,694 5 9	1	2	..	..	13	12	36	..	27 0 8	19,976 10 5
MARYBOROUGH-ARARAT LINE.																			
Adelaide Lead	229	24 14 3	1 11 11	2 18 1	29 4 3	..	
Bung Bong	378	25 19 11	14 15 3	..	2,078	140	589 5 6	4 1 11	934 2 7	..	
Homebush	990	93 17 2	15 4 11	0 9 8	2,811	21	1,314 7 0	1,423 18 9	..	
Avoca	6,562	1,712 6 10	184 18 9	22 12 2	17,014	1,995	8,309 16 11	10	15	82	7	6	8	19	..	500 3 1	10,729 17 9	..	
Amphitheatre	2,252	412 19 2	45 15 11	0 2 1	7,114	659	3,092 1 2	..	1	1	2	1	..	1	..	10 8 9	3,561 7 1	..	
Elmhurst	1,942	540 14 11	63 17 8	0 6 4	2,359	596	1,781 6 11	..	9	42	10	1	3	8	..	255 13 2	2,641 19 0	..	
Eversley	105	20 6 5	0 15 11	0 7 7	574	112	301 8 2	9 4 6	332 2 7	..	
Ben Nevis	995	134 16 2	12 2 11	1 1 9	2,216	74	590 19 2	3	..	1	4	..	1	10 12 3	749 12 3	..	
Dunneworthy	336	25 2 11	1 10 8	..	4,478	59	807 0 9	1	2 15 0	836 9 4	..	
Warra Yadin	49	3 11 11	506	20	109 16 11	113 8 10	..	
NAVARRE LINE.																			
Crowland	882	100 0 7	7 12 2	0 3 5	1,822	105	1,082 11 9	9	1	1	..	37 8 10	1,228 5 9	..	
Joel	389	61 6 5	3 5 10	..	4,879	187	2,567 2 7	1	4 8 4	2,636 3 2	..	
Landsborough	1,104	262 9 6	14 10 7	2 4 3	6,664	581	3,949 12 7	..	4	16	5	1	..	109 8 6	4,333 5 5	..	
Cowley's Siding	2,166	10	1,167 14 9	1,167 14 9	..
Tulkara	127	25 7 10	0 1 2	..	4,947	249	2,309 6 0	1	2,334 15 0	..	
Navarre	1,168	387 17 7	27 19 7	2 11 9	15,835	2,216	9,518 6 1	..	1	8	..	1	..	11	..	44 10 3	9,981 5 3	..	

BALLARAT-MARYBOROUGH LINE.

9-19811	Selkirk Siding	..	..	..	..	17,534	..	9,700	3	8	..	..	..	..	..	..	..	..	..	..	9,700	3	8
	Waubra Junction	1,432	105 1 7	6 13 8	0 8 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	112	4	2
	Sulky	2,358	60 8 4	1 11 3	0 2 0	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	70	16	7
	Bald Hills	2,383	77 5 10	4 10 2	0 4 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	87	2	8
	Creswick	35,043	2,446 11 0	208 12 3	6 0 8	4,950	1,186	1,345	5	7	..	..	..	..	..	..	..	..	..	..	2	19	4
	North Creswick	10,257	782 4 11	45 18 11	2 7 1	122	230	105	2	11	..	..	..	..	..	..	..	..	..	..	6	2	3
	Pourello	713	89 19 11	6 14 11	0 7 3	106	152	97	19	6	1	3	32	1	..	..	..	..	..	..	206	0	10
	Chines	11,391	2,167 14 10	317 3 5	23 9 7	1,861	2,973	2,265	19	0	21	26	99	19	13	8	26	15	..	..	485	15	5
	Talbot	10,520	1,263 10 4	127 7 1	2 17 8	12,924	772	3,632	10	11	10	8	77	21	7	4	7	..	..	..	283	4	9
	Daisy Hill	77	8 9 8	0 13 10	11	10	6

WAUBRA LINE.

	Pisgah	477	11 3 3	0 5 6	..	7	4	5	17	0	..	..	..	..	..	..	..	..	..	..	17	5	9
	Midas	233	14 0 3	0 6 8	..	125	113	69	2	11	..	..	..	..	..	..	..	..	..	..	84	7	10
	Blowhard	2,290	193 4 10	12 18 4	0 2 0	4,325	864	1,979	9	5	6	32	26	..	1	..	..	..	..	..	124	0	4
	Learmonth	1,876	227 6 10	15 6 4	0 4 1	3,438	519	1,924	0	7	2,310	4	11
	North Learmonth	1,478	94 8 5	1 16 1	..	66	96	4	6
	Addington	1,590	132 13 19	21 0 10	0 2 9	3,008	183	1,832	17	4	..	2	15	..	..	..	..	..	..	..	23	11	0
	Waubra	3,187	484 11 8	41 11 1	5 14 6	8,114	1,227	5,002	17	8	15	44	60	1	8	22	18	..	..	..	204	0	8

DUNOOLA-INGLEWOOD LINE.

	Painswick	8	3 10 19	..	..	1,312	..	398	11	7	..	..	..	..	..	..	..	..	..	..	492	2	5
	Laurie	16	3 11 5	..	..	78	10	33	1	2	..	..	..	..	..	..	..	..	..	..	36	12	7
	Tarnaoola	1,243	344 5 11	52 6 0	0 13 1	2,826	519	1,936	12	5	2	..	..	..	..	..	..	..	..	..	9	0	0
	Kanelly	397	47 2 1	13 14 9	0 5 6	3,316	580	1,889	1	11	1,959	4	3
	Arnold	407	43 2 6	13 11 0	..	3,748	318	2,131	12	4	..	..	31	1	..	..	..	..	..	..	113	9	9
	Fulford	19	1 6 9	0 4 4	..	465	24	246	9	5	248	0	6

MURRAYVILLE LINE.

	Tiega	146	26 7 11	2 11 2	..	1,343	141	1,098	13	4	1	..	..	..	1	..	..	..	..	..	2	6	8
	Galah	747	142 4 7	25 2 9	0 2 1	4,065	946	3,269	7	2	3	1	..	..	4	3	..	..	..	..	39	11	4
	Walpeup	3,158	1,224 4 11	92 2 5	0 1 4	6,383	2,453	5,408	19	11	16	20	15	9	9	5	..	..	..	..	424	14	5
	Torrifa	912	265 16 6	28 18 2	1 19 2	2,965	625	2,367	13	2	1	1	..	..	3	1	2	..	..	..	1	19	9
	Underwood	3,862	2,118 15 8	152 3 5	5 3 2	8,118	2,851	7,077	16	6	..	7	..	..	4	11	19	..	..	..	235	14	7
	Linga	1,148	258 14 10	23 17 4	0 8 8	5,449	952	4,666	13	6	5	16	..	..	4	1	4	..	..	..	29	9	6
	Boinka	977	251 11 1	40 11 2	11 17 8	3,944	729	2,595	10	4	3	..	..	..	1	1	..	..	..	..	6	6	11
	Tutye	899	198 16 1	28 16 5	0 3 5	3,295	750	2,706	7	0	..	3	..	..	1	3	3	9	..	..	35	16	0
	Cowangie	1,854	1,023 14 4	82 13 6	4 19 2	5,714	1,976	4,972	14	4	6	1	4	4	8	2	1	..	..	..	109	9	4
	Danyo	146	30 16 2	11 8 0	1 5 9	3,452	615	2,908	8	1	..	..	..	..	2	..	..	..	..	..	..	..	..
	Murrayville	3,310	1,741 9 0	211 9 6	0 14 11	5,038	3,233	4,800	8	1	29	..	23	4	12	10	5	..	..	..	292	16	2

MURRAYVILLE-PINNAROO LINE.

	Carina	148	23 14 0	1 11 10	..	4,714	722	3,682	14	1	..	..	..	..	1	..	..	..	..	..	..	..	..
	Paritya	206	44 7 11	3 18 0	..	4,248	814	3,427	11	4	..	..	..	..	..	7	..	..	..	..	1	0	4

DENDICO-ECRUCA LINE.

	White Hills	..	..	..	..	7,480	31	1,750	8	7	..	..	..	..	..	..	..	..	..	..	..	1,750	8	7
	Epsom	1,773	188 2 7	29 19 4	1 2 11	4,846	2,737	3,070	10	2	..	..	..	..	1	..	..	..	..	..	..	3,291	9	7
	Huntly	970	113 12 10	15 18 5	32 10 0	1,634	177	977	10	11	39	..	..	..	9	..	..	..	..	..	..	1,165	15	3
	Bagshot	574	69 12 8	9 10 6	1 1 1	1,781	85	459	6	3	..	..	..	..	..	..	..	..	..	..	..	539	19	6
	Wellsford	452	48 13 3	4 11 5	0 2 6	1,73	7	82	3	7	..	..	..	..	..	..	..	..	..	..	..	135	10	9
	Goomourg	5,091	745 2 11	76 0 0	13 4 4	5,269	1,128	2,971	2	7	11	50	116	3	3	15	54	..	..	..	284	7	4	
	Avonmore	1,361	246 19 7	21 0 10	0 6 1	4,042	599	1,669	0	5	..	..	..	..	..	3	10	..	..	..	..	1,937	6	11
	Elmore	16,597	3,969 4 7	251 5 3	136 14 1	9,732	3,407	6,153	18	1	83	128	363	18	70	50	142	..	..	..	1,457	11	8	
	Rochester	20,474	6,070 13 3	539 17 3	204 0 5	8,625	11,198	6,942	11	1	86	140	332	74	53	58	114	..	..	..	2,367	14	6	
	Strathallen	870	250 18 4	36 11 4	0 8 3	2,507	606	1,665	0	2	..	..	..	..	..	2	9	..	..	..	..	2,215	3	2
	Ecruca	32,394	13,865 15 6	815 16 3	294 9 10	30,164	11,213	37,782	8	5	114	418	483	26	68	133	380	..	..	..	5,576	2	9	

APPENDIX No. 37.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.	
BENDIGO-SEA LAKE LINE.																	
California Gully	0 1 9	..	..	..	..	..	..	..	..	..	..	..	..	..	982 5 8
Eaglehawk	..	9,763	1,419 15 3	317 18 9	19 5 1	829	14,212	982 3 11	..	..	..	..	..	..	..	..	3,954 8 8
Marong	..	2,770	287 17 10	65 16 11	8 13 2	1,050	8,179	2,182 15 4	..	..	..	..	..	..	..	..	897 15 2
Leichtardt	..	847	106 0 10	17 19 3	0 12 5	1,696	624	521 14 4	..	..	..	..	..	..	..	..	978 6 5
Derby	..	1,172	141 11 0	10 5 11	0 8 11	3,726	511	807 0 1	..	..	..	..	..	..	..	..	1,807 7 9
Bridgewater	..	5,947	1,178 1 6	76 10 11	2 19 7	19,530	16,644	1,569 13 7	..	..	..	..	..	..	..	..	750 9 10
Inglewood	..	10,921	2,799 4 0	260 19 5	17 10 2	2,855	2,568	11,548 12 0	29	66	210	10	33	43	47	..	13,556 13 10
Kurtzig	..	369	65 11 4	7 3 6	0 2 1	3,112	198	1,322 15 3	..	..	..	..	..	..	..	..	5,570 17 11
Glenalbyn	..	543	121 16 8	12 18 0	0 2 9	1,729	146	630 4 8	..	..	..	..	..	..	..	..	824 14 8
Wedderburn Junction	..	2,305	988 11 2	48 13 4	22 4 2	4,507	120	1,103 18 8	..	..	..	..	..	..	..	..	1,502 4 11
Korong Vale	..	6,435	2,091 8 10	124 1 8	20 7 8	3,568	1,839	1,729 9 9	..	..	..	..	..	..	..	..	2,182 14 3
Wychitella	..	857	206 6 1	26 3 4	10 2 4	4,745	781	3,235 19 9	..	..	..	..	..	..	..	..	3,867 10 3
Buckrabyule	..	351	300 12 6	30 17 6	7 15 11	5,144	984	3,347 9 0	..	..	..	..	..	..	..	..	4,910 12 9
Barrakce	..	418	429 15 3	13 14 9	0 1 4	6,712	1,507	4,329 19 6	..	..	..	..	..	..	..	..	1,356 7 3
Charlton	..	7,345	3,344 0 1	361 14 9	38 7 3	26,743	7,239	18,918 3 6	..	..	..	..	..	..	..	..	4,310 12 9
Teddywaddy	..	394	31 16 8	6 1 4	..	4,338	1,080	3,019 9 1	..	..	..	..	..	..	..	..	2,320 9 4
Glenloch	..	1,434	439 8 5	32 3 10	1 12 10	6,451	1,312	4,696 6 10	..	..	..	..	..	..	..	..	1,258 3 9
Fairview	..	51	4 8 0	..	..	405	40	257 2 5	..	..	..	..	..	..	..	..	4,910 12 9
Wyeheproof	..	6,707	2,793 6 8	266 19 8	8 11 2	15,351	4,802	11,209 8 10	..	..	..	..	..	..	..	..	3,159 3 7
Dumosa	..	990	144 13 10	14 4 10	0 5 6	8,561	855	5,011 4 4	..	..	..	..	..	..	..	..	1,016 6 6
Nullawil	..	2,171	572 16 9	32 15 1	3 16 7	6,111	2,810	4,656 9 9	..	..	..	..	..	..	..	..	16,116 7 0
Warne	..	69	41 18 8	1 12 9	0 6 9	2,613	288	1,881 19 4	..	..	..	..	..	..	..	..	6,016 18 1
Culgoa	..	2,590	1,062 10 3	59 17 3	7 10 5	7,728	1,729	5,988 18 1	..	..	..	..	..	..	..	..	846 9 7
Berrivilloek	..	2,383	984 9 0	55 19 0	3 1 8	11,766	4,609	8,751 10 4	..	..	..	..	..	..	..	..	883 1 3
Boigbeat	..	80	45 15 9	4 9 6	..	3,656	333	2,685 10 2	..	..	..	..	..	..	..	..	6,168 19 5
Sea Lake	..	4,101	2,328 17 7	229 3 10	33 1 4	15,023	3,686	7,572 3 1	..	..	..	..	..	..	..	..	2,059 15 0
NANDALY LINE.																	
Ninda	..	92	47 16 7	0 18 6	..	2,710	397	2,031 18 9	..	..	..	..	..	..	..	..	6 2 0
Nyarrin	..	145	84 10 5	7 19 8	1 16 9	3,000	732	2,230 18 5	..	..	..	..	..	..	..	..	10 4 4
Nandaly	..	1,621	452 18 8	27 5 1	0 4 10	4,568	983	3,713 2 3	..	..	..	..	..	..	..	..	2,335 9 7
NANDALY-KILWIN LINE.																	
Pier Millan	..	119	79 2 5	2 10 5	0 1 5	2,246	526	1,771 17 1	..	..	..	..	..	..	..	..	1,853 11 4
Mittyack	..	245	236 4 1	4 12 6	0 10 2	1,747	904	1,360 15 4	..	..	..	..	..	..	..	..	1,604 12 10
Leitpar	..	40	41 7 7	0 10 4	0 8 1	793	1,532	612 11 1	..	..	..	..	..	..	..	..	653 6 1
Kilwin	..	200	174 2 0	5 7 0	1 1 10	1,505	6,369	1,173 3 4	..	..	..	..	..	..	..	..	3 14 9
WEDDERBURN LINE.																	
Wedderburn	..	2,323	725 8 6	97 0 8	31 12 8	15,473	2,193	9,266 9 8	1	..	39	..	2	1	15	..	136 18 5
KORONG VALE-CHILLINGOLLAH LINE.																	
Borong	..	892	214 7 7	33 15 2	8 10 9	5,577	931	3,663 4 4	1	..	56	1	4	3	19	..	297 5 4
Mysia	..	1,345	361 17 0	35 9 0	0 2 9	2,845	973	2,417 4 11	..	..	..	..	..	..	..	..	4,217 3 2
Bourt	..	7,430	2,969 13 3	313 14 2	64 17 1	9,332	5,817	7,172 15 8	..	..	..	..	..	..	..	..	3,530 13 1
Barraport	..	1,319	305 10 6	26 7 10	3 4 1	11,707	1,239	6,733 1 2	..	..	..	..	..	..	..	..	12,896 17 9
Gredgwin	..	1,667	232 8 10	19 14 0	0 4 2	4,170	380	2,573 11 1	..	..	..	..	..	..	..	..	7,528 18 7
Oakvale	..	186	48 2 9	4 14 6	..	3,740	380	2,538 2 8	..	..	..	..	..	..	..	..	3,242 3 9

APPENDIX No. 37.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.												
	Outwards.		Outwards.		Outwards.		Outwards.	Inwards.	Outwards.	Outwards.				Inwards.						Outwards.										
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.				Revenue.														
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.															
MELBOURNE—SERVICETON LINE.																														
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.							£	s.	d.	£	s.	d.						
Federal Manure Siding ..							15,807	15,265	6,535	11	2														6,535	11	2			
Deer Park ..	6,287	244	18	8	53	15	9	938	299	226	15	6														529	18	3		
Rockbank ..	8,371	549	8	8	95	14	10	10,915	1,657	2,224	6	8	1		5		11									22	0	0		
Melton ..	16,985	1,447	4	4	265	16	7	16,220	3,830	4,369	10	3	34		36		88									284	5	11		
Stoughton ..							1,780	62	433	14	8																433	14	8	
Parwan ..	4,549	419	1	9	17	15	8	5,177	7,183	1,961	13	0																		
Bacchus Marsh ..	36,870	4,984	12	6	1,709	0	1	297	8	6	15,845	13,078	7,939	9	6	61		238	139	10	40	110	103							
Rowsley ..	508	59	16	6	7	7	3		3,733	823	1,613	8	9																	
Inglisdon ..	754	137	4	10	12	19	8		229	38	131	8	5																	
Balla ..	11,318	2,237	14	6	226	4	4	24	8	11	4,545	2,550	1,984	5	0	29		93	367	21	13	21	135							
Bradshaw ..	203	42	11	5	3	9	7																							
Llandello ..							1,733				328	12	9																	
Gordon ..	8,325	1,092	8	1	119	14	6	7	5	5	3,709	1,045	1,636	11	10															
Milbrook ..	1,795	216	13	0	26	0	4	12	14	2	1,909	180	918	11	0															
Wallace ..	3,820	488	4	9	37	10	3	1	17	8	6,620	992	3,951	14	9															
Bungaree ..	10,732	1,091	17	9	31	19	8	56	1	3	15,859	957	8,964	15	0															
Dunnsdown ..	7,941	271	0	3	9	19	10	0	4	2	3,992	1,818	2,371	12	10															
Warrenhelp ..	10,713	493	8	0	30	4	3	4	13	4	744	241	401	8	9															
Ballarot East ..	39,672	4,580	6	3	346	10	5	7	4	0	5,511	32,068	3,233	7	11															
Ballarot ..	332,028	83,603	1	0	12,295	4	5	625	13	9	44,307	99,564	62,868	18	0	420		372	781	245	332	1,001	2,622	841						
North Ballarat ..	4,790	457	5	4	3	16	6	1	10	11		53																		
White's Siding ..							107																							
Wendouree ..	753	47	13	4	1	4	2																							
Dowling ..	132	8	4	10																										
Windermere ..	3,069	235	2	2	42	15	9	0	11	3	4,363	552	2,826	18	3															
Burrumbidgee ..	5,102	565	8	5	35	8	1	103	14	5	5,390	1,010	2,479	14	2															
Trawalla ..	2,194	424	1	1	42	11	8	4	7	0	3,970	942	1,631	17	7															
Jeaufort ..	13,779	3,451	7	1	328	16	3	63	4	9	10,706	3,201	3,823	3	11	19		17	198	11	31	35	130							
Middle Creek ..	1,747	314	18	0	25	0	3	0	13	0	1,239	288	875	0	2	9		28	73											
Buangor ..	5,935	664	18	10	68	15	5	11	10	7	4,712	4,241	2,196	0	10	5		2	29											
Dobie ..	2,191	125	0	7	16	3	11	0	6	2	241	352	290	13	11															
Ararat ..	103,102	19,812	2	10	1,106	5	1	222	7	4	4,890	10,224	4,678	5	8	25		26	65											
Armstrong ..	980	95	7	2	11	9	9	10	0	6	1,664	27	283	18	1															
Irvine's Siding ..							237																							
Great Western ..	4,663	680	14	0	32	8	6	1	4	10	3,893	1,171	1,993	1	6															
Stawell ..	31,779	11,447	13	6	898	15	8	70	2	1	17,716	12,615	11,185	12	7	10		19	45	10	21	42	64							
Deep Lead ..	483	62	5	5	8	2	0				2,582	13	618	13	11															
Glenorchy ..	5,194	967	16	1	100	10	10	28	4	8	9,685	1,278	5,311	14	7															
Wal Wal ..	1,317	274	16	4	24	14	9	1	2	9	6,394	321	3,631	17	2															
Larbeck ..	4,732	1,014	10	10	65	7	10	14	9	0	7,648	1,286	5,024	14	1															
Ashears ..	140	5	17	9																										
Murtoa ..	25,638	8,623	7	5	390	14	3	93	11	3	10,283	11,798	9,062	17	5	11		17	60											
Jung ..	5,067	804	7	5	45	10	3	10	6	3	21,067	3,214	14,638	3	0	11														
Dooen ..	1,824	449	10	3	29	6	10	13	12	8	10,858	1,650	8,156	2	8	11														
Dorsham ..	52,645	18,134	16	6	1,445	3	1	499	0	7	27,276	37,792	23,363	4	2	81		39	207											
Dahlen Siding ..							3,741																							
Pimpino ..	4,165	538	17	11	31	11	4	2	6	2	10,647	1,701	6,237	7	5															
Wail ..	1,216	98	10	3	15	5	0	0	4	9	12,790	1,078	8,817	12	8															
Dimboka ..	23,513	8,678	13	3	230	4	8	132	7	1	16,792	8,936	12,650	5	4	25		14	127											
Gerang Gerang ..	1,394	123	17	9	28	7	7	0	2	10	6,022	2,072	4,604	11	9															
Kiata ..	1,153	191	1	4	11	14	5	0	15	9	4,723	1,418	3,588	14	7															
Salisbury ..	357	33	5	5	7	12	8	2	6	11	1,454	339	1,127	18	7															

Nhill	13,986	6,972 17 8	486 4 0	50 6 4	15,728	19,384	13,267 13 5	4	20	61	4	5	10	86	..	1,213 17 7	21,990 19 0
Tarrangamie	216	14 1 4	3 16 3	0 14 7	4,574	574	1,968 12 11	..	2	2	..	1	1	..	..	24 9 0	2,011 14 1
Djapur	1,268	167 10 9	13 13 8	0 11 4	2,733	632	2,153 16 8	..	..	..	..	..	..	..	..	2,335 12 5	3,909 6 5
Miram	1,099	126 2 11	27 8 6	..	6,825	1,206	5,655 2 0	..	7	14	..	1	6	50	..	100 13 0	8,335 7 1
Kaniya	5,678	2,157 7 9	106 12 3	16 5 7	9,215	9,460	6,468 12 0	..	4	5	..	12	..	35	..	22 18 2	4,867 0 5
Lillimar	682	80 11 7	22 15 1	16 3 1	5,860	1,361	4,224 12 2	..	1	2	..	1	1	3	..	38 10 0	5,286 10 11
Serviceon	6,811	1,871 11 11	112 15 11	4 9 0	4,266	3,293	3,258 15 1	..	5	3	..	2	3	9	..	..	..
BENINYONG LINE.																	
Eureka	1,880	36 6 10	..	..	4,873	8,257	3,032 4 0	..	..	..	..	..	..	..	451	..	3,068 10 10
York-street	2,949	40 13 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	40 13 0
Levy	4,693	67 10 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	67 10 2
Canadian	10,122	141 17 4	..	..	39	208	31 17 7	..	..	..	..	..	..	..	..	..	173 14 11
Mount Clear	1,797	29 6 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	29 6 2
Reid	1,159	25 11 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	25 11 9
Mount Helen	1,353	36 14 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	36 14 10
Bminyong	64,405	1,818 6 4	101 6 1	1 16 6	3,206	3,130	3,828 9 11	..	4	..	..	..	2	..	..	6 2 10	5,756 1 8
BALLARAT-IRREWARRA LINE.																	
Cardigan	447	15 1 6	1 19 4	..	..	..	..	..	..	..	..	..	..	..	..	..	17 0 10
Kopke	141	6 10 5	0 15 3	..	..	..	..	..	..	..	..	..	..	..	..	..	7 5 8
Haddon	1,702	88 8 6	8 11 8	0 13 0	68	85	55 15 4	..	..	..	..	..	..	..	..	0 15 6	154 4 0
Nintingbool	367	18 5 7	4 4 6	..	..	..	..	..	..	..	..	..	..	..	..	..	22 10 1
Smythesdale	5,983	417 10 8	44 11 7	1 0 5	440	202	178 9 3	..	..	..	..	..	..	..	..	..	641 11 11
Searsdale	5,042	331 14 7	22 16 10	0 4 7	12,464	197	2,013 7 0	..	2	1	..	..	..	..	..	..	2,370 7 6
Newtown	6,742	459 7 6	44 9 9	0 11 1	914	191	294 12 7	..	5	12	..	3	1	3	..	31 9 6	830 10 5
Berringa	689	108 3 10	12 16 5	0 7 4	601	180	291 7 5	..	1	2	..	2	1	4	..	10 17 3	423 12 3
Ilabarook	2,693	300 11 5	32 3 3	0 6 8	1,896	491	758 17 8	..	7	18	..	6	13	8	..	73 0 6	1,164 19 8
Rokewood	717	147 6 10	21 5 2	3 6 1	3,601	763	1,490 1 3	..	8	5	..	20	13	7	..	112 2 2	1,773 5 6
Werneth	546	102 16 0	10 5 4	0 4 6	3,585	608	1,711 19 2	..	1	2	..	..	..	6	..	2 16 9	1,834 2 3
Cressy	6,642	1,549 14 11	120 18 2	5 13 4	4,013	2,175	2,223 19 7	..	24	26	..	151	11	19	..	41 130 1	562 17 9
Berlinba	711	121 18 4	11 4 3	0 11 3	1,822	789	1,055 10 2	..	1	6	..	52	3	10	..	208 3 0	1,297 7 1
Beear	4,556	892 12 0	131 1 5	3 9 10	1,965	1,859	1,389 16 6	..	6	18	..	68	34	5	..	15 24 1	2,781 16 0
Ondit	650	53 18 2	7 10 6	2 17 9	5,205	1,491	3,271 3 7	..	..	..	..	3	2	..	..	..	3,335 10 0
LINTON LINE.																	
Happy Valley	203	28 16 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	28 16 3
Linton	10,843	1,653 9 2	26 2 6	2 7 11	1,535	1,491	990 10 5	..	9	15	..	15	7	25	..	27 17 17	2,195 3 6
LINTON-SKIPTON LINE.																	
Aitong	532	81 1 6	8 0 3	..	239	290	214 14 8	..	4	3	..	14	..	6	..	9 5 1	60 12 4
Skipton	4,704	1,031 17 1	96 13 9	9 14 1	3,856	2,159	2,786 13 8	..	13	24	..	46	..	17	..	17 9 19	310 1 5
PORTLAND LINE.																	
Langi Logan	2,721	790 14 7	18 19 3	..	1,077	3,271	772 18 11	..	..	..	..	1	..	..	..	1 15 6	981 19 3
New Langi Logan Siding .. .. .	..	..	..	..	..	7,300	..	..	..	..	..	..	..	..	..	..	..
South Langi Logan Siding	279	50 2 3	..	..	..	5,335	..	..	..	..	..	..	..	..	..	..	..
Country Roads Pound Siding .. .. .	..	..	..	..	43,047	158	9,203 18 2	..	..	..	..	..	..	..	..	..	9,203 18 2
Maroona	2,526	606 2 5	47 10 1	7 10 3	1,875	629	1,397 6 10	..	1	..	..	91	..	3	..	2 7 1	2,454 3 10
Calvert Siding	7	0 8 7	..	..	1,608	230	936 5 9	..	..	..	..	..	..	..	..	..	936 14 4
Willaura	5,328	1,815 9 8	218 13 11	18 15 4	8,344	3,227	6,139 0 9	..	3	16	..	246	..	10	..	12 46 1	1,487 19 9
Stavely	823	146 18 3	11 4 4	0 7 7	2,608	586	1,786 15 2	..	1	..	..	63	..	3	..	..	461 5 4
Glen Thompson	3,538	1,042 7 3	195 0 9	17 7 11	3,691	1,264	2,791 13 8	..	3	..	..	22	..	5	..	13 25 1	2,106 10 8
Dunkeld	6,158	1,665 4 0	92 6 5	26 15 9	1,264	1,072	2,391 7 10	..	7	14	..	125	..	3	..	20 89 1	1,084 0 7
Moutajup	213	26 5 5	5 3 4	..	818	260	649 8 0	..	..	..	..	..	..	1	..	..	5,217 6 2
Strathkellar	549	33 9 6	14 8 8	..	882	346	914 17 7	..	..	..	..	9	..	..	..	..	680 16 9
Hamilton	48,562	16,822 18 8	1,660 18 3	394 2 11	14,748	18,292	11,492 17 8	..	92	127	..	714	..	64	..	69 253 2	1,044 4 6
Bransholme	5,014	1,132 4 11	82 8 4	19 6 1	1,101	947	1,400 11 6	..	5	13	..	36	..	4	..	3 7 1	1,044 4 6
Condah	3,031	801 1 9	35 19 9	66 19 10	849	743	1,312 11 4	..	4	1	..	66	..	36	..	7 1 29	5,468 14 9
Myanyn	950	135 19 1	12 10 3	9 12 11	241	193	183 9 10	..	..	..	..	..	..	..	..	..	2,962 0 8
Milltown	711	103 19 7	12 5 3	0 2 1	2,732	133	1,270 19 2	..	..	..	..	..	..	..	..	..	2,896 2 9
Heywood	7,474	1,749 1 6	177 14 3	10 14 8	2,230	951	1,960 10 7	..	5	7	..	66	..	1	..	6 15 1	332 12 1
Heathmere	152	15 8 4	0 17 3	..	2,201	160	1,292 6 2	..	..	..	..	..	..	1	..	..	1,387 6 1
Gorae	343	27 16 8	2 10 6	..	2,020	155	1,566 17 3	..	..	..	..	..	..	1	..	..	4,227 4 9
Portland North	2,156	433 2 8	14 9 5	1 4 4	1,828	2,713	2,136 4 9	..	2	4	..	4	..	9	..	..	1,308 11 11
Portland Wheat Depot .. .. .	..	..	..	..	12,393	98,537	506 6 11	..	..	..	..	..	..	..	..	..	1,597 4 5
Portland	11,037	5,225 15 6	1,074 2 10	31 1 6	4,577	17,560	6,935 11 10	..	6	12	..	5	..	10	..	14 15 38	2,764 7 10

APPENDIX NO. 37.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.																
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.															
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.															
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.																	
																	£	s.	d.	£	s.	d.										
HAMILTON—EAST NATTUCK LINE.																																
Kanawalla	77	15 17 10	..	0 2 1	166	68	115 8 5	..	..	..	..	..	..	..	..	..	..	131 8 4				
Kyup	43	6 18 1	..	0 13 11	68	72	145 4 4	..	..	..	..	..	..	..	..	..	0 15 6	153 11 10					
Cavendish	2,719	367 12 7	72 3 11	4 7 3	3,861	1,150	2,797 19 6	1	1	3	..	..	..	..	..	..	294 7 0	3,446 10 3								
Urangera	47	6 0 8	0 7 10	..	212	35	82 17 9	..	..	..	..	..	..	..	..	..	..	89 6 2				
Gatum	165	19 14 8	0 5 7	..	267	109	215 12 5	..	..	..	..	..	..	..	..	..	..	235 12 8				
Yasey	702	131 8 10	2 10 11	0 4 2	3,556	215	2,530 7 9	2	..	41	..	..	..	..	..	..	2,040 10 6	1,705 2 2								
Englefield	52	12 17 8	1 0 8	..	329	287	179 1 11	..	..	..	..	..	..	..	..	..	..	193 0 3				
Balmoral	2,791	916 7 6	53 8 3	5 11 9	2,325	1,133	3,185 12 1	2	5	10	..	2	7	20	..	..	217 7 4	4,378 6 11												
Kanagulk	519	166 0 2	8 5 10	..	1,691	374	1,815 15 10	1	1	..	..	3	1	..	..	..	10 15 4	2,000 17 2									
Jeffries	148	29 15 0	1 15 7	..	8	52	18 14 8	..	..	..	..	..	..	..	..	..	..	50 5 3				
Toolondo	1,939	275 13 6	15 4 9	0 3 0	1,156	219	899 0 8	..	4	19	..	1	..	6	..	..	52 19 6	1,123 12 5												
Jalumba	636	112 1 7	6 15 7	..	1,736	243	1,311 12 10	1	..	4	..	..	1	5	..	..	2 16 2	1,483 6 2										
Noradjuha	1,628	286 7 2	20 14 4	0 0 8	3,087	1,997	2,037 3 6	..	..	9	..	..	1	5	..	..	15 5 0	2,359 10 8								
COLERAINE LINE.																																
Bochara	32	7 5 11	0 4 9	..	185	10	96 18 6	..	..	..	..	..	..	..	..	..	..	104 9 2				
Wannon	464	74 6 1	19 15 3	0 9 6	144	163	394 3 4	..	..	..	1	..	..	1	..	..	4 9 6	493 3 2							
Gritjark	26	3 3 3	0 1 6	..	9	33	7 0 0	..	..	..	..	..	..	..	..	..	..	10 4 9				
Coleraine	3,203	1,952 6 3	178 15 10	39 12 11	3,458	2,644	5,628 9 2	19	89	197	46	17	8	67	2	..	2,599 5 5	10,389 11 7														
CASTERTON LINE.																																
Miakite	23	6 5 9	..	..	248	356	437 9 1	5	34	45	..	..	..	..	..	..	..	6 5 9					
Grassdale	1,971	270 0 7	11 16 0	0 15 6	..	..	437 9 1	5	34	45	..	..	..	..	..	..	597 2 7	1,227 3 9						
Merino	4,641	1,324 7 5	133 12 9	6 19 1	1,183	2,810	1,867 0 3	5	2	48	17	1	3	1	..	..	542 4 6	2,814 4 0												
Henty	738	192 11 7	18 4 3	0 3 6	247	495	334 6 0	2	39	32	35	..	..	6	3	..	817 13 2	1,363 0 6												
Sandford	2,971	527 15 7	26 7 7	54 12 11	417	692	486 3 4	13	75	166	1	5	7	28	..	..	2,135 17 4	3,230 16 0												
Casterton	10,259	4,095 8 6	324 7 10	102 6 5	5,797	7,014	8,511 10 0	10	3	4	54	13	6	6	..	..	503 12 0	13,537 4 9												
HEYWOOD—MT. GAMBIER LINE.																																
*Sinclair	..	..	..	..	955	3	237 12 9	..	..	..	..	..	..	..	..	..	..	237 12 9
Lyons	364	61 1 3	4 11 4	0 6 11	1,350	195	798 5 3	..	..	5	..	1	..	..	..	..	22 3 0	796 7 9								
Greenwald	1,044	219 15 9	6 1 6	0 2 1	2,236	183	1,384 19 9	..	..	1	..	..	..	2	..	..	0 16 3	1,602 15 4							
Winnap	883	226 12 4	11 0 5	0 2 1	567	183	460 9 0	..	..	17	1	..	..	5	..	..	112 8 6	810 12 4								
Dartmoor	1,455	331 10 6	29 11 1	1 7 1	749	325	735 18 6	1	4	7	..	..	..	18	..	..	61 15 2	1,160 3 4									
Marp	146	22 1 8	3 3 7	0 5 6	57	12	68 6 10	..	..	..	..	..	..	..	..	..	..	33 17 7				
Makangaue	261	61 13 5	4 4 1	5 15 6	189	85	305 3 10	1	..	..	..	..	..	1	..	..	3 3 0	379 19 10							
Remick	1,049	380 6 4	0 19 5	18 15 9	44	23	67 10 10	3	..	..	..	3	4	17	..	..	18 6 0	486 0 4									
GRAMPIANS LINE.																																
Eyan's Creek	1,104	38	511 13 5	511 13 5													
Grampians	5,831	..	1,667 0 2	1,667 0 2													
MARNOO LINE.																																
Jackson	17	0 16 0	0 1 4	..	4,102	170	2,343 15 6	2	2,344 12 10													
Rupanyup	4,858	1,769 6 5	139 17 8	5 14 3	14,365	13,765	10,598 10 1	8	13	88	1	11	11	15	1	..	642 12 6	13,066 0 11														
Barum	193	20 14 8	0 8 0	0 0 8	7,244	596	4,677 11 9	..	..	..	..	1	..	1	..	..	0 14 0	4,699 9 1								
Banyena	423	41 13 10	4 14 5	0 13 2	10,109	1,176	6,895 9 8	..	..	25	..	4	..	2	..	..	176 8 6	7,118 19 7										
Marnoo	1,623	559 14 4	42 12 1	6 10 9	11,696	2,620	8,929 6 8	11	9	70	2	7	4	9	..	..	451 10 3	9,959 14 1												

HOPETOUN LINE.																
Coronby	835	52 15 0	7 4 1	0 2 1	7,577	463	5,376 18 1	..	..	6	..	..	..	..	59 9 6	5,496 8 9
Minyip	9,490	2,819 2 9	223 7 6	51 10 0	15,992	6,988	12,269 18 1	27	15	63	..	16	..	23	608 8 0	15,972 6 4
Nullan	387	55 0 11	5 2 8	0 0 8	7,442	393	5,247 8 1	..	..	..	..	..	..	..	5,307 13 4	5,321 1 10
Sheephills	2,678	635 7 7	45 17 1	34 13 2	17,584	1,981	12,977 13 6	..	17	115	..	1	..	8	837 10 6	14,324 12 10
Mellis	55	10 9 7	0 10 0	0 0 8	4,056	141	2,913 12 7	..	..	..	..	..	..	..	..	3,224 12 10
Warracknabeal	20,970	8,440 12 5	675 11 3	78 14 5	26,924	15,147	22,339 9 1	25	21	263	2	34	15	62	1,736 12 3	33,590 19 5
Lah	783	79 9 5	9 13 3	..	12,555	1,382	9,208 5 0	..	1	14	..	..	..	2	231 12 10	9,529 0 6
Brim	3,440	669 12 6	29 4 9	0 14 10	14,081	2,407	11,182 11 9	1	2	85	..	3	3	2	63 12 0	12,455 15 0
Galaquil	782	77 6 6	7 12 1	..	6,719	794	4,907 3 4	..	..	..	..	..	..	..	5,085 13 11	5,085 13 11
Peulah	6,458	2,019 0 5	156 15 11	11 3 0	15,768	5,285	12,299 6 10	18	8	131	..	29	7	28	987 4 5	15,473 10 7
Rosebery	1,248	293 0 1	17 3 3	4 0 0	5,667	1,551	4,413 15 0	6	..	81	..	12	..	10	565 2 6	5,201 0 10
Goyura	620	192 14 2	7 11 3	0 5 6	2,201	483	1,632 15 5	..	1	..	..	..	..	..	3 19 0	1,747 5 4
Hopetoun	5,191	1,818 1 8	134 14 8	23 7 4	11,225	4,010	9,597 8 0	5	13	110	1	15	5	29	929 2 3	12,502 13 11
HORSHAM-GOROKE LINE.																
Ronlaw	225	17 16 0	..	..	2,798	268	1,856 16 2	..	..	..	..	..	..	..	..	1,874 12 2
Vectis	285	28 15 6	0 10 0	..	4,780	530	3,046 0 10	..	..	..	..	..	..	..	0 15 9	3,076 2 1
Quantong	2,042	228 0 11	8 19 5	19 11 4	1,875	625	1,610 16 1	..	..	..	..	..	..	..	..	1,866 18 9
East Natimuk	543	81 16 7	2 13 11	..	2	..	20 9 11	..	..	..	..	..	..	..	..	105 0 5
Nathunk	6,557	1,531 11 0	157 11 9	6 12 2	11,842	2,882	6,677 10 4	9	4	25	..	8	4	14	175 17 8	8,547 2 11
Arapiles	498	63 11 9	0 17 4	0 2 10	2,319	275	1,474 4 8	5	2	3	..	1	..	..	1 5 6	1,540 2 1
Mitre	912	133 6 2	6 14 7	0 1 9	3,350	347	2,661 13 6	..	..	..	..	..	..	..	..	2,801 16 0
Nurooung	75	10 13 1	1 0 3	..	1,027	101	421 2 4	..	..	..	..	..	..	..	..	432 15 8
Gymbowen	1,238	224 9 1	4 19 5	0 0 8	1,352	464	1,090 12 11	..	1	..	..	3	2	..	4 0 6	1,324 2 7
Goroke	5,071	1,194 12 9	81 15 3	2 17 8	4,809	1,949	4,596 0 2	8	8	66	..	9	3	6	336 3 9	6,271 9 8
RAINBOW LINE.																
Arkona	210	33 7 10	1 15 0	..	5,236	470	3,808 13 4	..	..	..	..	..	..	..	..	3,843 16 2
Antwerp	1,742	213 5 9	14 15 11	0 6 11	9,211	1,448	6,660 16 0	..	..	8	..	2	1	4	39 9 6	6,321 14 1
Tarranyurk	210	21 7 5	9 7 3	3 19 3	9,888	1,159	7,164 15 6	1	1	..	..	2	3	4	32 16 3	7,232 5 8
Jeparit	6,982	2,182 9 10	206 8 3	10 14 8	7,508	4,241	5,957 9 8	5	10	77	..	10	3	9	693 13 11	9,650 18 4
Ellam	87	7 17 8	15 2 9	0 8 2	6,832	993	4,934 0 5	..	..	12	..	..	..	..	76 5 3	5,933 14 3
Pultur	88	11 17 11	6 4 6	..	7,569	800	5,156 8 9	..	..	..	..	..	..	..	..	3,174 11 2
Rainbow	7,814	3,133 17 2	195 4 1	93 1 11	15,867	8,270	12,631 2 5	18	61	105	1	14	7	26	983 16 0	17,037 1 7
YAAPPEET LINE.																
Albacutya	160	17 17 8	..	..	3,916	324	2,313 4 0	..	..	..	..	2	..	..	..	2,331 1 8
Yaapeet	558	117 19 1	32 3 10	30 12 8	6,792	1,394	4,255 2 0	6	2	..	..	2	2	..	113 8 3	4,558 5 10
LORQUON LINE.																
Detpa	19	1 1 2	0 12 3	0 1 4	7,415	866	5,352 2 8	..	..	14	..	..	..	..	77 10 3	5,431 7 8
Lorquon	613	105 3 4	17 8 0	1 3 1	9,598	1,561	7,530 18 3	..	4	34	..	..	..	1	307 7 9	7,962 0 5
YANAC LINE.																
Netherby	638	215 11 9	18 18 0	6 0 6	5,871	1,374	4,751 15 10	..	1	..	4	1	..	..	22 2 8	5,014 8 9
Yanac	450	109 14 1	10 15 2	3 1 2	8,398	1,964	7,083 14 10	1	2	7	..	..	1	2	52 0 7	7,259 5 10
MELBOURNE-GEELONG LINE.																
Laverton	23,904	1,011 13 4	72 14 6	0 3 5	4,116	3,886	3,036 13 4	3	3	..	..	3	3	20	18 11 7	4,140 16 2
Werribee	112,392	6,827 5 7	1,555 5 1	153 18 6	23,977	17,129	6,678 5 0	93	205	474	1	114	175	213	1,471 2 6	16,685 16 8
Manor	4,620	216 4 9	8 6 7	15 8 7	1,161	283	277 5 10	..	3	..	..	1	15	..	2 8 0	519 13 9
Little River	12,796	1,079 19 9	182 2 5	6 17 4	8,508	1,573	2,333 1 0	5	32	67	..	11	16	54	214 0 9	3,816 1 3
Lara	14,936	1,483 9 6	117 5 9	16 12 10	27,383	3,573	7,841 6 0	8	1	88	..	20	4	54	232 2 6	9,710 16 7
Corio	14,823	1,215 16 9	136 17 5	0 18 8	150	1,027	101 2 3	1	..	..	..	3	..	..	3 0 6	1,457 13 7
North Shore	2,416	148 18 1	4 9 9	1 11 2	..	1	..	..	..	..	..	..	..	..	154 19 0	1,457 13 7
North Geelong	18,728	2,941 10 2	192 18 5	9 12 10	11,015	203,257	8,468 8 10	..	146	672	..	1	355	995	2,222 4 1	13,774 14 4
Geelong Freezing Works Siding	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..
Corio Quay	..	..	..	..	..	1,045	..	..	..	..	..	..	..	..	..	..
Geelong	368,537	72,154 4 1	6,177 18 6	557 14 6	225,591	125,819	56,107 4 5	93	211	34	114	150	284	72	1,432 1 10	136,429 3 4
Geelong Pier	..	..	..	..	100,049	262,754	18,384 5 8	..	..	..	..	..	..	..	..	18,384 5 8

APPENDIX No. 37.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
GEE LONG—PORT FAIRY LINE.																	
		£ s. d.	£ s. d.	£ s. d.			£ s. d.								£ s. d.	£ s. d.	
Marshall	1,331	145 10 3	519 19 4	1 0 2	694	3,022	291 1 3	2	17	..	..	..	36	19	66 19 0	1,027 10 0
Grovedale	1,132	136 16 4	5 19 5	0 2 9	..	..	..	..	..	..	..	..	..	..	..	142 18 6
Pettavel	575	72 10 5	7 2 0	0 11 1	3,939	290	1,187 0 3	..	..	..	..	..	..	..	..	1,267 3 9
Moriac	5,722	663 18 10	35 9 8	5 3 8	5,311	1,095	1,959 17 6	4	..	28	..	1	3	11	109 14 7	2,774 1 3	
Buckley	900	176 10 5	30 14 5	30 14 5	3,437	423	1,348 12 7	1	..	..	..	..	..	..	20 13 3	1,585 1 5
Winchelsea	12,724	2,322 3 9	208 10 11	24 2 0	9,170	3,283	4,808 6 1	21	27	165	16	6	52	25	668 6 10	8,031 9 7	
Armutage	564	124 13 9	12 6 4	8 3 8	2,018	413	790 16 7	3	1	..	..	3	..	..	5 18 9	941 19 1
Birregurra	12,978	3,002 1 11	285 1 8	13 16 0	2,276	5,618	1,606 6 0	2	12	98	4	2	11	18	354 19 1	5,262 4 8	
Warncourt	829	199 10 3	29 1 6	1 1 4	515	231	279 18 0	..	..	4	..	..	..	1	524 3 1	..
Errowarra	2,584	750 5 8	612 15 0	4 12 8	264	359	271 14 3	3	22	18	..	2	130	8	172 11 10	1,811 19 5	
Colac	64,473	18,375 1 10	2,149 8 11	324 1 7	12,538	33,102	11,450 1 7	165	484	143	246	126	603	275	3,523 0 9	35,821 14 8	
Larpet	1,488	354 7 6	58 14 6	0 17 8	10,449	948	6,317 11 4	5	..	5	..	1	39	9	33 4 6	6,864 15 6	
Pirron Yallock	4,902	1,644 4 19	151 0 6	32 16 0	1,078	1,294	729 5 10	5	14	..	..	6	9	3	115 2 2	2,063 9 4
Stoneyford	2,236	416 19 6	413 4 7	2 19 6	244	314	314 17 6	..	..	1	..	..	..	2	3 2 6	1,151 3 7
Ponabornet	5,590	637 5 5	458 19 11	9 3 2	1,321	2,017	2,267 19 8	15	9	18	14	2	6	8	67 2 4	3,440 10 6	
Weerite	1,374	354 13 0	1,099 3 9	0 2 1	171	391	266 10 8	6	101	71	..	1	11	7	892 17 11	2,613 7 5	
Camperdown	35,583	10,908 2 5	941 17 6	355 1 6	4,338	16,052	5,674 10 6	90	247	278	75	34	192	22	2,823 10 6	29,703 2 5	
Boocuan	864	340 12 6	17 6 2	71 14 1	225	392	259 7 2	..	63	86	..	8	139	34	838 19 10	1,518 19 9	
Terang	29,994	8,171 1 8	559 15 11	79 3 11	5,137	17,088	8,924 14 11	66	213	309	73	43	230	47	3,122 7 2	29,857 3 7	
Garvoc	2,944	526 13 11	91 14 5	6 4 1	4,388	519	821 13 11	2	3	27	..	2	21	2	182 14 7	1,629 0 11	
Pannaure	3,016	458 16 11	93 9 8	57 3 9	6,039	816	1,325 8 5	4	1	..	..	3	1	..	15 7 6	1,950 6 2
Cudgee	1,895	350 5 9	46 1 0	21 18 8	176	313	122 18 2	..	..	..	..	3	..	..	541 3 7	..
Albansford	5,656	1,226 1 9	139 19 7	57 1 8	1,442	2,378	1,895 18 0	3	32	19	..	4	39	2	240 2 8	3,550 3 8	
Warrnambool	138,849	19,511 5 4	1,790 15 8	561 18 0	47,333	59,052	18,873 14 4	62	144	141	113	59	153	206	2,735 19 5	43,443 12 9	
Woolen Mills Siding	18	32	1 13 0	1 13 0	..
Donnington	4,081	159 14 6	690 5 3	0 5 6	15,014	16,752	4,619 10 3	5,469 15 6	..
Blowa	2,838	517 8 10	29 3 2	17 2 4	4,564	1,840	3,492 2 8	3	1	1	7	..	20 9 0	4,067 6 0	..
Koroit	20,189	3,938 19 2	278 10 4	153 6 0	6,299	5,418	5,503 16 1	24	25	199	7	20	75	16	1,499 7 8	11,283 19 3	..
Crossley	339	19 5 6	0 1 0	..	4,405	210	3,314 10 10	3,333 17 4	..
Kirkstall	202	11 7 8	1 12 10	..	13	174	42 11 10	55 12 4	..
Moyne	204	16 3 4	0 18 5	..	243	131	97 2 11	114 4 8	..
Rosebrook	162	15 16 0	0 5 4	..	3,883	115	552 6 0	568 7 4	..
Port Fairy	10,289	3,694 0 5	332 11 9	51 2 11	3,247	7,392	4,261 7 3	15	16	27	11	6	20	21	477 7 9	9,016 10 1	..
GEE LONG—BALLARAT LINE.																	
Moorabool	4,664	551 13 9	35 18 3	4 10 9	1,048	218	288 12 1	2	1	1	8	1	7 10 2	888 4 3	..
Cherishingap	3,645	218 7 5	19 11 5	1 8 8	721	105	252 10 9	..	2	1	15	..	10 12 4	502 10 7	..
Bannockburn	9,676	1,076 3 11	130 1 9	2 4 4	4,605	1,234	1,847 2 8	3	11	21	..	1	15	10	127 3 5	3,162 16 1	..
Lethbridge	5,925	614 14 0	108 7 3	3 2 11	422	122	932 13 2	4	7	17	12	..	5	2	44 17 9	1,703 15 1	..
Lethbridge Quarry Siding	13,849	18	3,170 17 0	3,170 17 0	..
Meredith	9,816	1,342 18 11	152 13 4	5 19 6	8,192	972	2,417 7 8	16	25	60	22	13	7	50	238 18 7	4,157 18 0	..
Elaine	5,682	765 12 6	68 19 6	9 15 4	6,303	420	1,775 16 11	3	1	31	1	9	3	7	93 8 3	2,713 12 6	..
Lal Lal	5,094	487 19 3	56 16 10	2 17 10	10,831	315	3,076 6 8	3	2	1	2	3	9 8 10	3,633 9 5	..
Yendon	2,467	269 1 9	58 19 10	6 15 1	319	327	159 11 4	1	1	3	2	4	11 7 8	503 15 8	..
Navigator	1,496	86 3 11	1 15 4	0 4 2	88 3 5	..
FYANSFORD LINE.																	
Fyansford	51,123	44,461	41,901 13 1	41,001 13 1	..

APPENDIX No. 37.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.																				
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.																			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.																			
	£	s.	d.	£	s.	d.	£	s.	d.					Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.	£	s.	d.	£	s.	d.									
TIMBOON LINE.																																				
Naroghid	74	11	14	7	1	5	10	..	..	12	329	16	13	11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	29	14	4	
Cobden	3,268	655	2	7	169	5	11	3	1	9	3,088	2,818	3,014	10	8	10	6	1	2	14	1	1	..	..	..	..	37	3	1	3,879	4	0
Eltingaite	68	8	15	4	0	8	5	2,620	23	422	12	4	431	16	1			
Glenfyne	282	27	7	6	1	15	2	7,380	110	1,229	17	2	1	1,258	10	10			
Curdie	2,883	348	4	9	13	6	5	8,277	891	5,219	17	6	5,581	8	8		
Timboon	3,857	841	11	9	94	12	8	8	14	0	5,064	3,156	1,367	3	6	14	13	4	17	5	32	15	1	..	..	..	95	7	0	2,407	9	8	
MORTLAKE LINE.																																				
Mortlake	5,793	2,067	3	0	254	14	8	123	3	11	1,702	4,526	3,387	14	11	24	13	150	4	24	19	4	..	..	..	..	1,237	17	6	7,070	14	0
KORRIT-HAMILTON LINE.																																				
Warrong	50	8	8	5	0	0	11	0	1	5	24	50	11	8	2	5	19	18	11		
Woolsthorpe	192	35	3	0	2	11	6	2	13	4	35	380	45	3	6	1	3	1	1	5	0	86	16	4			
Hawkesdale	1,613	310	2	2	44	9	5	2	18	4	1,217	716	479	7	10	7	27	111	2	5	3	37	..	..	..	..	826	4	3	1,663	2	0
Minhamite	799	152	5	7	15	4	0	1	19	9	523	266	371	9	10	1	..	..	..	6	11	..	..	..	..	..	430	17	2	971	16	4
Purdeet	313	60	2	4	11	13	1	1	8	0	48	115	109	2	6	182	5	11		
Penshurst	5,190	1,333	5	3	217	18	4	30	12	2	1,430	2,104	2,355	16	10	16	124	207	26	8	9	9	8	..	..	..	2,248	19	1	6,086	11	8	
Tabor	226	29	8	7	2	11	9	1,421	350	1,062	13	3	1,094	13	7		
Yatchaw	138	13	8	7	0	16	10	0	2	9	1,441	93	1,071	15	3	..	..	..	..	3	1	..	..	..	..	..	19	1	6	1,105	4	11
MELBOURNE WODONGA LINE.																																				
Kensington	1,569,574	17,721	0	3	229	10	5	47	6	0	29,418	92,107	7,833	15	10	..	..	40	..	..	21	..	..	..	..	..	205	3	7	26,036	16	1
Newmarket	1,873,428	23,977	3	0	234	10	3	4,228	9	6	11,866	31,458	2,473	8	7	694	3,443	6,786	332	313	18,697	28,020	25	..	..	..	38,040	16	2	69,854	7	6	
Newmarket Show Grounds .. .. .	..	..	0	5	4	..	..	211	6	5	58	177	199	6	9	..	..	64	42	29	51	35	..	..	..	..	742	0	5	1,152	18	11
Ascot Vale	3,138,269	41,354	9	10	307	19	2	10	16	7	41,673	5	7		
Moonee Ponds	2,545,032	37,585	16	11	481	15	1	6	11	6	38,074	3	6		
Essendon	2,636,777	45,800	2	8	703	11	3	64	16	4	2,744	26,623	3,626	10	2	50,195	0	5	
North Essendon	17,450	263	15	0	263	15	0	
Paseo Vale	142,925	2,578	7	10	10	14	3	2,589	2	1	
Glenroy	103,768	2,288	0	9	35	3	11	18	1	11	61	1,923	33	5	6	2,374	12	1
Broadmeadows	59,981	1,540	4	9	292	6	6	17	1	11	406	1,433	222	9	6	22	25	..	2	9	73	107	..	..	..	..	193	7	1	2,175	9	9
Somerton	4,271	197	9	0	79	1	11	4	0	6	688	1,308	145	1	9	1	428	0	5	
Craigburn	9,088	570	15	4	372	18	2	8	9	0	2,185	1,095	524	7	9	34	15	59	1	15	68	186	1	..	..	..	431	2	6	1,907	12	9	
Donnybrook	7,138	613	0	0	668	4	7	36	1	6	2,722	943	757	9	0	14	47	100	..	26	29	219	..	..	..	..	578	9	8	2,653	4	9
Beveridge	3,207	290	17	9	171	10	7	9	5	3	645	252	210	18	5	..	..	91	5	4	6	55	3	..	..	..	150	10	7	833	2	7
Walla	10,084	1,181	18	4	462	5	8	10	15	11	1,576	578	515	10	5	6	..	50	184	5	6	76	92	1	..	..	816	3	4	2,926	13	8		
Lightwood	314	..	66	11	5	66	11	5	
Heathcote Junction	900	126	18	0	11	17	0	0	9	10	159	4	10	
Wandong	4,082	519	4	1	52	18	8	2	5	5	5,871	509	2,450	12	2	1	..	16	..	2	1	22	..	..	..	..	18	11	3	3,043	11	7
Kilmore East	11,797	2,448	1	3	463	19	8	21	2	7	89	183	110	5	6	25	66	160	..	10	74	90	..	..	..	..	716	10	11	3,759	19	11
Broadford	19,295	2,470	16	1	199	18	5	28	16	5	4,334	3,678	1,774	4	7	60	45	94	..	3	47	5,144	11	8	
McDongall	0	2	3	5,353	16,939	3,429	11	6	3,429	13	3

Tallaroek	10,318	2,240 9 1	87 11 1	7 2 10	872	287	571 9 8	9	26	49	8	13	14	31	1	242 5 2	3, 48 17 10	
Dysart					616	24	202 5 0									202 5 0	202 5 0	
Seymour	45,842	10,518 18 0	787 4 6	79 0 7	5,205	6,832	3,344 17 0	7	114	162	8	3	116	111		903 15 5	15,633 15 6	
Mangalore	3,309	616 10 4	53 10 6	21 16 7	5,097	146	1,252 8 3	3	4		1	3				27 7 5	1,971 13 1	
Avenel	10,098	1,224 2 4	137 19 10	36 13 1	1,783	586	1,033 18 10	3	13	34	4		34			224 12 10	2,657 6 11	
Monea	645	47 13 8	1 15 7	0 13 1	881	6	408 19 1	1		3						14 6 0	473 7 5	
Locksley	1,397	183 3 9	17 17 6	0 13 10	2,966	120	1,293 12 9		2	19			1	12		79 15 0	1,575 2 10	
Longwood	4,651	908 1 1	71 0 4	10 4 3	4,594	494	2,398 17 8	2	1	99			4	12	19	461 2 6	3,849 5 10	
Creighton	390	49 8 9	6 17 10	0 5 6	1,082	17	486 8 6							2		543 0 7	543 0 7	
Euroa	18,008	5,076 0 8	521 19 0	34 16 11	9,979	3,700	5,918 3 7	31	122	226	11	20	39	48	1	1,813 18 9	13,364 18 11	
Balmatium	740	165 4 0	10 3 5	0 6 2	805	19	411 3 4	1	1	51		1	1	1	1	269 9 9	856 6 8	
Violet Town	9,383	2,282 12 2	139 6 11	110 5 6	15,711	1,395	7,609 15 10	2	20	100	1	2	24	43		758 13 8	10,900 14 1	
Baddaghnie	2,393	513 12 5	54 13 10	0 16 6	6,165	1,060	3,014 3 4	2	38	40			6	10		372 6 4	3,955 12 5	
Hanson's Siding					3,679		1,643 11 2										1,643 11 2	1,643 11 2
Benalla	38,980	11,920 16 9	821 5 11	111 15 9	4,388	9,557	4,215 11 2	25	72	376	12	13	38	195	2	3,180 12 7	20,259 2 2	
Winton	1,213	210 9 10	12 9 6	5 7 10	3,268	322	1,620 18 3										1,858 3 5	1,858 3 5
Head's Siding					1,259	30	627 14 0										627 14 0	627 14 0
Glenrowan	6,847	1,120 0 0	78 18 6	13 15 3	11,104	889	3,327 6 0	5	80	44	1	15	2			663 12 1	5,203 11 10	
Wangaratta	56,028	17,525 7 2	1,092 6 6	361 17 1	17,064	22,917	12,184 2 11	139	318	393	102	80	176	227	216	4,620 11 2	35,784 4 10	
Bowser	616	126 4 9	13 6 0	1 8 6	4,188	528	2,246 13 11	1		1	1					3 8 3	2,391 1 5	
Springhurst	7,595	2,345 7 1	145 19 0	17 14 1	6,330	1,833	3,937 6 2	1	24	132	2		8	16	14	1,157 19 1	7,804 5 5	
Chiltern	8,566	2,455 12 6	136 17 7	25 13 0	2,884	2,027	1,293 3 7	8	10	18	3	5	4	3	5	182 19 5	4,094 6 1	
Barnawartha	4,970	1,300 7 9	98 2 6	7 4 4	5,701	962	3,155 10 9	3	179	173	14	6	7	21	2	2,460 14 5	7,021 19 9	
Wodonga	24,967	6,695 5 0	423 0 2	191 11 2	2,821	6,582	2,990 9 7	317	5,451	3,390	72	171	4,975	2,818	62	65,550 7 1	75,850 13 0	

WALLAN-BENDIGO LINE.

Leslie	82	3 5 4	0 8 4		528	3	108 6 7										112 0 3	
Bylands	258	36 7 8	4 14 6	0 4 11	458	16	129 7 7			50				6		111 6 4	282 1 0	
Kilmore	1,801	711 6 1	102 4 9	22 15 9	796	2,634	750 1 5	5	10	52		6	14	22	54	180 13 9	1,767 1 9	
Willowmavin	205	39 10 7	13 11 6		161	113	99 3 4		1	46						112 4 0	264 9 5	
Morandng	190	43 10 11	9 0 11	0 10 1	176	52	77 9 8										150 11 7	
High Camp	474	127 5 8	35 3 2	0 9 0	466	129	293 10 9	1	17	73	4	1		3		476 14 1	481 2 8	
Eyalong	969	183 13 3	22 4 5	1 1 7	7,686	252	2,589 17 9	7	5	65		10		18		250 10 2	3,047 7 2	
Tooborac	1,545	362 3 3	42 0 1	0 7 3	1,521	591	725 13 10	1	5	68			7	19		250 16 10	1,381 1 5	
McIvor Siding					12,452	203	4,954 2 1										4,954 2 1	4,954 2 1
Argyle	1,632	441 0 2	55 2 4	0 18 4	6,227	292	2,596 10 5							4				3,093 11 3
Heathcote	4,878	1,420 15 3	189 13 11	45 10 10	10,474	2,741	4,588 1 7	12	24	96	3	24	51	82		404 15 2	6,648 16 9	
Derrinal	376	122 12 0	9 18 8	7 4 10	998	182	439 15 8	2	8	28	3	3	6	9		120 0 6	699 11 8	
Knowsley	1,094	183 7 11	17 9 1	0 2 0	3,275	444	1,376 19 10	1	4	65	1	7	6	65		162 5 9	1,740 4 7	
Ingham					2,456	15	690 18 8										690 18 8	690 18 8
Axedale	1,316	140 8 3	19 0 9	5 2 7	5,720	327	1,317 19 5	2	23	15			4	3		119 10 4	1,602 1 4	
Longlea	364	26 7 9	6 2 0		256	97	148 1 11										180 11 8	180 11 8

MANSFIELD LINE.

Trawool	474	60 12 8	12 11 2	0 17 4	327	83	199 9 0	1			2					8 16 6	282 6 8	
Granite	375	97 12 6	0 14 7		963	242	2 9 4										190 16 5	
Kerrisdale	627	122 14 5	22 11 1	0 17 0	880	102	561 10 7	3	13	19	3	4	1	16		133 9 4	841 2 3	
Homewood	359	79 11 6	17 1 8	0 1 0	3,629	3,437	432 8 11	3	22	60	1	1	2	22		375 1 7	904 5 5	
Yea	7,868	2,705 9 10	281 0 4	21 16 6	4,687	384	2,883 9 0	10	70	149	1	3	36	101	1	924 16 8	6,816 12 4	
Cheviot	231	18 5 8	5 17 5		227	284	3,077 13 8										3,101 16 9	3,101 16 9
Molesworth	987	263 8 4	31 12 0	17 1 1	140	93	319 0 6	17	34	29	1	15	23	20		318 13 5	949 15 4	
Gathkin	2,541	721 11 0	31 12 6	3 4 8	709	566	160 13 5	1	1	1	3	3	1	5		25 16 11	942 18 6	
Yarak	1,569	450 19 3	55 2 10	2 18 11	421	107	708 2 7	4	17	50	5	2	4	22	1	385 7 8	1,662 11 3	
Kanumbra	969	152 4 7	19 1 1	1 13 9	1,352	376	335 10 5	1	2	47	2	1	2	8		262 16 5	771 6 5	
Merton	1,687	325 18 0	48 12 1	1 14 2	112	48	920 15 5		5	43		1	4	6		260 10 6	1,557 10 2	
Woodfield	784	146 6 5	15 0 8	1 3 11	530	362	249 11 3		3	28				7		161 2 6	573 4 9	
Bonnie Doon	2,475	525 6 1	51 19 5	3 14 0	147	127	782 13 6	7	50	44	3	5	7	5		616 4 8	1,979 17 8	
Maindample	961	154 9 11	18 13 5	1 16 7	3,121	3,612	301 16 11	2	239	291			5	3		317 11 3	794 8 1	
Mansfield	5,298	2,942 4 0	344 13 10	32 13 8			3,359 15 10	10			6	10	31	53	1	3,213 19 10	9,893 9 2	

ALEXANDRA LINE.

Korriella	295	65 3 11	10 7 2		136	102	177 0 1	1		10		2	3	3		90 5 3	342 16 5
Alexandra	3,260	1,541 1 11	190 11 10	14 0 10	10,437	6,512	8,543 14 2	7	13	38	8	3	11	10	2	914 1 5	11,293 10 2

APPENDIX No. 37.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
SEYMOUR-TOCUMWAL LINE.																	
		£ s. d.	£ s. d.	£ s. d.			£ s. d.									£ s. d.	£ s. d.
Tabik	2,783	104 3 7	43 6 0	28 11 6	2,403	287	1,186 14 7	5	30	46	..	7	10	40	..	286 18 0	1,949 13 8
Nagombie	13,759	2,872 0 3	229 7 5	73 5 5	10,795	2,708	4,988 0 8	28	135	139	8	23	47	64	..	1,209 13 9	9,363 7 6
Wahring	1,904	539 11 4	30 5 4	62 9 9	2,459	238	1,228 10 0	19	..	62	2	24	17	24	..	286 8 5	2,147 4 10
Murchison East	6,643	2,127 16 2	90 11 8	59 3 2	641	253	612 8 2	23	54	128	2	22	41	40	2	1,576 10 1	4,466 9 3
Arcadia	2,068	476 19 1	28 11 1	24 10 0	9,358	437	4,518 13 3	5	8	85	..	4	16	12	..	510 3 6	5,558 16 11
Toolamba	5,756	1,352 11 7	59 14 7	59 2 9	2,255	1,354	1,687 2 5	21	49	129	1	21	18	55	1	935 4 5	4,123 15 9
Mooroopna	8,146	2,830 2 11	259 19 4	44 12 3	17,204	15,096	13,192 5 7	15	21	38	14	8	11	8	..	493 8 10	16,822 8 11
Shepparton	33,392	12,198 0 11	1,289 3 11	135 1 3	16,022	28,490	14,843 6 0	51	131	325	36	47	47	296	76	2,475 17 11	30,941 10 0
Conjunga	481	148 8 6	40 13 4	0 3 5	2,974	245	1,768 17 1	4	13	26	..	2	8	16	..	244 0 9	2,202 3 7
Tallygaroopna	4,052	825 3 0	59 9 6	7 6 11	6,589	1,181	5,143 16 3	4	26	34	4	5	7	1	..	329 7 3	6,365 2 11
Wungah	3,035	652 8 10	38 10 5	0 9 7	6,609	638	3,843 0 6	4	32	54	..	3	15	28	..	522 16 3	5,027 5 7
Nimurkah	17,711	5,991 17 8	365 10 9	76 0 4	5,646	5,713	4,487 9 1	42	97	179	33	8	23	70	6	1,746 13 10	12,667 11 8
Katunga	1,286	278 13 2	20 16 1	7 2 1	6,565	560	3,522 9 3	5	18	75	13	5	1	7	..	656 13 5	4,485 14 0
Strathmerton	3,849	777 6 6	72 1 5	9 4 0 5	4,138	810	2,784 10 3	9	78	101	6	3	13	5	..	1,213 19 5	4,852 8 0
Mywee	129	15 10 4	1 10 10	..	1,243	72	714 2 1	..	..	..	..	..	..	..	..	..	731 3 3
Martin's Siding	..	..	..	..	1,261	24	850 7 7	..	..	..	..	..	..	..	..	..	850 7 7
Tocumwal	7,631	4,756 1 5	237 13 9	135 18 10	12,008	14,761	17,870 9 4	94	2,328	2,004	18	13	57	170	..	29,439 16 8	52,440 0 0
RUSHWORTH LINE.																	
Murchison	2,982	234 14 9	57 11 4	..	3,266	1,296	1,746 3 8	..	..	..	..	..	..	..	..	..	2,038 9 9
Hammond	1	0 1 5	..	..	28	..	10 10 5	..	..	..	..	..	..	..	..	..	10 11 10
Warunga	235	34 12 10	8 4 0	..	2,414	46	991 16 10	..	..	..	..	..	..	..	..	..	1,034 13 8
Rushworth	9,221	2,391 3 10	204 17 7	10 9 1	17,244	4,304	8,038 3 2	5	4	57	..	6	16	36	1	389 10 10	11,034 4 6
COLBINABBIN LINE.																	
Erwin	13	2 5 11	..	..	15,110	48	6,543 9 11	..	..	..	..	..	..	..	..	..	6,545 15 10
Wanalta	139	43 2 5	10 19 7	..	6,329	347	2,926 15 11	..	1	33	..	2	1	..	..	174 18 6	3,155 16 5
Colbinabbin	619	241 12 3	28 17 4	0 14 5	11,658	1,390	6,588 18 4	10	1	143	1	5	3	55	..	854 13 3	7,714 15 7
GIRGARRE LINE.																	
Karook	5	0 15 0	0 2 10	..	330	105	192 6 2	..	..	..	..	..	..	..	..	..	193 4 0
Stanhope	1,194	562 14 8	53 8 8	10 2 6	4,462	3,771	2,213 0 8	5	29	147	13	11	21	52	..	1,011 10 9	3,850 17 3
Girgarre	461	231 6 9	23 12 10	0 17 1	2,713	755	1,826 14 5	..	8	81	6	3	16	42	2	512 0 6	2,594 11 7
TOOLAMBA-ERUCA LINE.																	
Tatura	13,134	3,839 8 7	371 1 3	119 1 4	4,768	7,378	4,267 4 10	50	57	101	49	25	18	34	20	1,340 6 5	9,943 2 5
Byrneside	1,028	254 19 5	21 3 4	0 4 1	1,486	476	1,046 16 7	7	8	24	..	1	1	4	1	223 4 4	1,546 7 9
Merrigum	4,044	1,013 11 11	117 9 1	49 8 10	5,366	4,932	4,291 18 3	3	26	88	13	3	12	32	1	687 3 2	6,159 11 3
Kyabram	16,148	5,397 17 1	417 11 3	29 3 1	9,682	13,662	9,139 0 4	34	98	274	22	21	37	172	6	2,259 8 10	17,243 0 7
Tongala	7,315	1,938 9 3	155 8 7	60 0 3	4,229	3,649	3,945 10 11	15	62	52	60	5	15	27	4	1,765 17 10	7,865 6 10
Koyuga	2,169	251 2 9	16 16 3	1 6 5	1,379	475	964 8 8	2	22	38	..	..	..	..	..	350 7 3	1,584 1 4
Kanyapella	..	..	..	..	560	413	353 14 9	..	..	..	..	..	..	..	..	..	353 14 9
KATAMATITE LINE.																	
Pine Lodge	272	19 11 10	7 2 8	..	4,102	678	2,273 12 7	..	1	..	..	1	1	..	..	3 2 0	2,303 9 1
Lamrook	..	..	..	..	9,541	10	1,592 13 5	..	..	..	..	..	..	..	..	..	1,592 13 5
Osgrove	852	188 2 1	28 8 4	0 16 0	6,900	786	3,705 8 10	4	2	25	..	2	1	1	..	179 10 6	4,102 5 9
Dookie	3,456	1,215 5 7	134 10 8	5 18 6	25,951	2,357	5,139 17 7	2	41	125	..	6	14	39	..	1,003 4 0	7,498 16 4

APPENDIX No. 37.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.			
WAHGUNYAH LINE.																	
Lilliput	341	16 4 6	2 12 4	..	641	69	505 16 0	..	..	..	..	..	..	..	..	..	324 12 10
Rutherford	10,641	3,681 19 1	509 10 8	52 14 10	4,843	4,322	4,851 0 1	5	2	54	39	6	2	3	22	613 9 3	9,508 13 11
Wahgunyah	12,033	5,803 15 10	331 1 2	178 5 1	7,256	11,520	9,033 15 7	31	311	536	14	16	19	98	3	6,214 13 11	21,561 11 7
TALLANGATTA LINE.																	
Bandiana	62	2 4 0	..	..	..	3	..	..	..	..	..	..	..	..	..	..	2 4 0
Bonegilla	321	17 2 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	17 2 1
Ebden	1,944	502 1 1	56 2 6	30 9 4	1,977	5,957	1,075 7 7	3	340	228	6	6	10	3	1	5,029 2 11	6,693 3 5
Huon	2,638	638 14 2	46 4 0	2 6 0	1,364	1,951	1,540 16 10	1	256	53	12	4	27	3	2	2,637 11 3	4,865 12 3
Isolga	425	104 19 2	9 10 4	0 2 10	14	107	9 15 3	..	2	..	..	..	2	..	..	11 2 6	133 10 1
Tatonga .. .. .	..	..	..	..	..	..	..	1	56	..	..	..	..	..	..	454 19 6	454 19 6
Tallangatta	7,511	3,203 0 10	330 14 11	72 11 5	1,796	3,332	2,339 9 9	20	271	110	56	16	20	27	5	3,514 7 11	10,060 4 10
TALLANGATTA (UDGEWA) LINE.																	
Bullioh	399	20 8 4	2 18 1	..	137	62	105 8 10	..	..	..	..	..	..	2	..	7 10 0	136 5 3
Darbyshire	48	3 14 3	3 1 4	..	475	35	322 2 0	..	..	..	..	1	..	..	..	..	328 17 7
Koetong	260	64 18 9	6 13 8	0 4 4	501	73	150 13 2	2	64	46	..	4	..	2	..	749 5 6	971 14 11
Shelley	151	49 0 9	6 3 7	11 16 8	277	170	320 5 1	1	190	18	..	3	8	..	..	2,020 1 8	2,407 7 9
Beetoomba	400	123 17 1	18 15 11	0 12 0	1,180	279	627 4 8	3	3	14	1	2	9	16	..	164 7 10	934 17 6
Wabba	94	17 8 11	0 12 6	4	14	4	14 9 0	..	..	..	..	..	..	..	..	32 10 3	32 10 3
Cudgewa	1,677	1,076 14 4	79 3 8	172 11 11	1,138	2,554	1,999 8 1	33	971	69	15	24	37	17	1	10,197 19 2	13,525 17 2
WILLIAMSTOWN LINE.																	
South Kensington	358,988	4,217 6 8	1,089 15 10	3 1 1	27,035	76,707	7,047 14 9	..	..	..	..	..	..	..	..	..	12,357 18 4
Angliss' Siding .. .. .	..	..	..	..	8,636	412	1,432 19 4	..	..	..	..	..	..	..	..	..	1,432 19 4
Footscray	3,554,407	58,303 18 7	1,593 3 7	29 11 0	51,512	61,400	26,978 4 1	..	..	..	..	..	..	..	..	..	86,906 17 3
Seddon	1,586,256	22,161 10 3	104 13 9	1 5 2	..	..	..	..	..	..	..	..	..	..	..	..	22,267 9 2
Yarraville	1,646,891	23,549 1 2	196 10 4	2 13 5	147,544	51,778	73,561 4 4	..	..	..	..	..	..	..	..	..	97,309 6 3
Spotswood	402,065	5,781 12 1	732 11 3	0 14 2	23,814	53,776	40,682 5 6	..	..	..	..	..	..	..	..	..	47,217 3 9
Newport	1,544,654	26,369 0 5	207 0 7	17 6 7	15,985	181,732	6,594 1 10	1	2	..	..	..	..	..	..	11 14 10	33,169 4 3
Austral Meat Siding .. .. .	..	..	..	..	1,402	259	295 16 2	..	..	..	..	..	..	153	..	..	295 16 2
North Williamstown	1,094,401	22,358 5 9	175 15 3	2 8 3	931	9,085	259 10 3	..	..	..	..	..	..	..	..	..	22,795 19 6
Williamstown Beach	625,581	12,668 3 7	77 2 9	1 3 5	..	..	..	..	..	..	..	..	..	..	..	..	12,746 9 9
Williamstown	235,232	11,220 1 5	160 6 4	31 4 8	..	..	..	..	..	..	..	..	..	..	..	..	11,411 12 3
Williamstown Pier	43,503	1,087 7 11	39 17 2	0 2 9	218,491	569,404	25,966 19 2	1	..	..	..	1	..	1	..	7 13 6	26,292 0 6
ALTONA BEACH LINE.																	
Seaholme	26,293	445 13 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	445 13 0
Altona Beach	142,347	2,840 6 8	2 8 4	..	..	1,356	..	..	..	..	..	..	..	..	..	..	2,842 15 0
NEWPORT-SUNSHINE LINE.																	
Thomas' Siding .. .. .	..	..	..	..	21,455	122	3,570 8 3	..	..	..	..	..	..	..	..	..	3,570 8 3
McKenzie and Hollands' Siding .. .. .	..	..	..	..	113	71	20 16 4	..	..	..	..	..	..	..	..	..	20 16 4
Gray Bros' Siding .. .. .	..	..	..	..	509	388	153 0 3	..	..	..	..	..	..	..	..	..	153 0 3
Angliss' Quarry Siding .. .. .	..	..	..	..	57,820	16	10,224 0 9	..	..	..	..	..	..	..	..	..	10,224 0 9

APPENDIX NO. 37.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.		
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.	
	Number or Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.	
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.			
£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.				
MELBOURNE—BAIRNSDALE LINE—																		
<i>continued.</i>																		
Buoyip	11,094	1,686 6 8	334 2 9	22 12 1	6,547	2,294	3,098 4 10	4	21	4	15	9	14	10	2	91 6 4	5,232 12 8	
Longwarry	10,059	1,324 6 8	388 7 1	2 11 2	12,080	7,681	3,506 2 1	3	9	3	5	6	25	23	3	37 17 6	5,259 4 6	
Drouin	19,993	3,737 17 11	720 14 0	69 0 11	7,286	5,679	3,421 7 3	23	61	8	86	28	71	40	10	547 17 2	8,496 17 3	
Warragul	57,361	11,597 6 11	1,408 19 11	40 16 2	4,298	17,242	3,301 0 10	50	296	84	144	77	258	100	126	1,495 13 9	17,843 17 7	
Nilma	2,478	209 9 2	359 15 6	1 0 10	217	968	146 1 9	..	..	..	..	..	..	..	..	916 7 3	..
Darum	3,491	591 12 7	3,005 5 8	1 3 11	1,863	3,320	854 19 8	..	34	1	..	8	24	5	..	128 1 5	4,581 3 3	
Yarragon	10,173	1,819 12 8	1,589 0 8	27 1 3	2,629	3,023	1,705 4 6	16	16	3	30	18	39	16	2	160 1 5	5,301 0 6	
Traralgar	17,394	3,882 19 6	1,016 9 2	50 16 6	9,557	5,464	7,523 8 3	87	138	9	156	78	142	43	135	1,417 15 2	13,891 8 7	
Moe	19,122	4,232 6 2	421 18 11	5 9 8	3,057	5,190	3,516 3 6	16	36	10	9	13	43	50	27	111 12 8	8,287 10 11	
Electricity Commissioners' Siding	595	8,499	109 9 2	109 9 2	..
Yalourn	1,879	305 10 5	0 12 1	..	20	23,654	11 8 5	317 10 11	..
Great Morwell Coal Pit Siding	417	176 6 3	193 5 7	..	86,069	6,452	25,593 18 3	25,963 10 1	..
Morwell	26,906	7,860 1 10	139 4 5	13 10 4	1,504	4,494	1,249 1 11	28	137	105	68	14	109	98	57	1,174 0 3	10,435 18 9	
Traralgon	31,590	8,225 19 3	803 9 1	181 3 7	4,201	10,986	4,379 15 10	66	254	82	152	43	137	56	34	2,283 19 1	15,874 6 10	
Loy Yang	446	57 0 4	3 18 5	..	5	12	22 13 4	..	..	..	..	1	1	..	..	83 12 1	..
Flynn	1,062	195 15 4	20 15 3	2 13 1	228	146	179 16 11	4	23	37	..	..	14	14	..	359 16 4	759 1 11
Rosedale	7,166	1,697 6 4	142 0 6	28 17 8	1,372	910	1,222 1 10	73	5	84	..	6	34	..	..	1,148 0 4	4,238 6 8
Kilmany	1,818	416 17 8	50 14 1	0 17 10	5,108	800	2,125 0 10	8	12	59	..	2	9	10	..	452 2 4	3,045 12 9	
Fulham	559	139 9 2	12 0 10	..	15	405	27 6 9	178 16 9	..
Sale	35,078	12,214 13 7	964 5 1	310 17 0	11,098	14,522	9,282 9 2	77	109	201	4	31	59	39	..	2,282 11 1	25,054 15 11	
Montgomery	25	2 10 6	0 1 7	..	1,045	396	592 13 10	..	21	57	..	..	..	..	..	491 5 6	1,086 11 5
Stratford	9,498	2,258 8 6	181 10 7	108 19 1	10,818	2,423	2,847 12 6	12	85	75	..	8	24	4	1	1,365 7 5	6,761 18 1	
Munro	1,557	210 14 5	35 1 8	0 3 6	4,252	213	1,163 15 6	1	..	..	..	..	..	..	..	4 4 0	1,413 19 1
Futcher's Siding	1,757	27	344 8 8	344 8 8	..
Fernbank	2,090	506 3 11	70 12 6	20 19 11	5,040	465	2,209 18 3	..	..	11	..	..	..	..	..	78 16 8	2,886 11 3
Lindenow	3,296	1,144 19 2	92 10 11	11 3 8	5,959	1,248	4,198 16 9	6	8	40	..	0	4	..	..	830 14 3	6,278 4 9
Hillside	829	271 4 7	26 12 1	2 8 8	3,953	542	2,728 19 5	2	50	7	9	..	6	7	..	507 17 6	3,537 2 3	
Bairnsdale	28,950	13,796 1 9	1,073 15 10	116 19 1	9,912	13,411	12,049 19 0	46	64	147	32	46	64	47	2	2,322 7 10	29,359 3 6	
ORBOST LINE.																		
Nicholson	427	41 19 7	4 6 8	..	1 8	59	140 10 6	186 16 9	..
Bumbarrah	1,593	246 17 5	13 8 0	0 0 8	310	145	424 3 3	..	2	6	4	1	..	..	..	265 1 0	949 10 4
Mossface	1,460	232 15 3	12 10 11	..	2,126	367	1,927 9 1	3	2,173 15 3	..
Bruthen	5,956	1,717 2 6	164 13 10	12 4 2	1,679	1,685	2,100 17 9	8	54	95	11	4	28	13	..	1,212 18 7	5,207 16 10	
Colquhoun	199	51 16 6	2 17 5	..	5,456	353	2,066 19 1	1	..	..	..	2	2	..	..	5 12 0	2,127 5 0
Nawa Nawa	3,945	1,213 12 8	108 6 1	3 1 11	1,309	987	1,267 13 9	3	22	11	4	1	10	14	..	261 12 4	2,854 6 9	
Tostaree	941	179 19 8	10 2 0	0 5 3	1,332	231	1,184 3 4	1	..	..	..	..	2	1	..	7 2 0	1,381 12 3
Wavgara	610	125 16 5	3 8 1	..	345	193	291 1 3	420 5 9	..
Orbost	9,783	5,125 8 11	310 11 11	88 14 6	11,609	4,770	11,714 19 11	18	283	41	86	32	33	12	8	3,746 17 9	20,986 13 0	
NEERIM SOUTH LINE.																		
Hillico	264	6 10 1	32 18 7	0 0 8	153	606	100 0 7	1	2	139 9 11	..
Buin Buin	1,309	113 11 11	45 19 4	0 4 2	543	3,471	316 1 9	2	1	6 2 2	481 19 4	..
Bravington	261	12 19 6	1 13 2	..	72	87	39 7 3	53 19 11	..
Rokeby	935	102 3 8	15 5 6	0 2 0	3,012	564	1,154 16 0	..	1	..	35	..	1	..	..	105 15 9	1,378 3 11
Crossover	631	86 14 8	10 0 1	0 6 11	3,394	277	1,617 3 5	2	..	..	..	..	..	..	..	4 1 0	1,718 6 1
Neerim South	4,070	818 14 0	74 19 8	4 1 11	22,548	1,631	4,686 12 0	6	71	11	24	7	25	26	6	346 15 5	5,331 3 0	

1885-7

NOOJEE LINE.																	
Neerim	2,016	330 8 1	9 7 10	0 15 1	2,995	915	1,667 0 8	2	..	..	19	2	6	4	1	69 9 8	2,077 1 4
Nayook	1,995	473 2 10	35 6 5	0 6 11	3,736	1,190	2,774 18 8	4	..	9	2	12	10	12	3	115 2 2	3,398 17 0
Noojee	2,133	763 17 0	26 8 0	0 14 4	16,957	1,688	10,626 1 4	..	..	..	22	3	3	4	..	71 1 2	11,488 1 10
THORPDALE LINE.																	
David	5	0 1 11	..	..	11	20	20 0 4	..	..	..	..	..	..	..	..	..	20 2 3
Coalville	881	83 11 11	15 3 9	..	1,112	158	500 4 9	..	..	..	..	..	1	..	..	..	599 0 5
Narracan	1,419	175 2 10	21 2 8	0 1 5	937	552	584 8 0	5	2	3	1	2	3	3	..	37 15 11	818 10 10
Thorpdale	1,739	416 7 3	125 3 1	2 6 7	3,103	1,565	1,984 12 10	1	2	9	36	2	4	13	19	228 4 9	2,756 14 6
WALHALLA LINE.																	
Gooding	61	3 9 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3 9 0
Gould	1,753	236 18 10	8 7 3	0 13 0	4,556	449	2,503 4 1	..	1	..	1	..	1	..	..	1 8 0	2,750 11 2
Moondarra	929	142 10 7	11 4 4	0 8 11	2,591	246	1,904 12 1	..	1	1	3	3	10	2	..	5 2 6	2,063 18 5
Watson	413	62 8 0	6 17 11	0 5 6	141	78	111 0 1	..	..	..	1	..	1	..	..	0 12 0	181 3 6
Collins' Siding	..	..	..	..	1,508	110	807 11 6	..	..	..	..	..	..	..	..	..	807 11 6
Erica	2,776	451 0 1	32 5 5	0 10 5	4,522	699	2,892 7 5	2	2	4	48	4	5	7	..	35 12 10	3,411 16 2
Knott's Siding	478	97 0 2	2 18 6	..	381	189	166 10 4	..	..	..	..	..	..	..	..	1 17 0	268 6 0
Fullwood's Siding	..	..	..	..	3,719	19	2,259 2 10	..	..	..	..	..	..	..	..	..	2,259 2 10
O'Shea and Bennett's Siding	..	..	..	..	2,668	36	1,261 17 8	..	..	..	..	..	..	..	..	..	1,261 17 8
Platina	760	110 11 7	2 19 5	0 3 5	3,724	1,740	2,532 13 5	..	..	..	..	..	..	..	..	..	2,446 7 10
Thomson	91	2 3 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2 3 6
Walhalla	3,083	594 6 4	63 0 6	0 1 1	75	588	307 13 10	1	..	..	..	..	1	2	..	7 13 1	972 14 10
NORTH MIRBOO LINE.																	
Hazelwood	79	14 12 5	0 5 0	..	96	182	71 8 10	..	1	1	..	..	..	..	..	17 15 8	104 1 11
Yinnar	2,420	400 1 0	76 1 7	2 12 11	741	4,372	710 16 4	..	5	9	22	1	3	..	..	152 6 5	1,341 18 3
Boolarra	5,487	1,002 16 10	103 4 5	3 0 5	1,379	1,509	1,055 2 8	7	15	5	86	7	20	13	3	455 16 6	2,620 0 10
Dartimurla	976	111 5 8	14 10 2	0 3 5	917	66	397 7 5	1	..	..	..	..	..	..	..	3 9 3	526 15 11
North Mirboo	6,905	1,779 15 4	167 6 10	14 4 2	1,671	3,258	1,846 1 1	11	142	41	62	8	37	60	..	1,146 17 3	4,954 4 8
TRARALGON-STRAFORD LINE.																	
Glengarry	4,252	579 8 0	41 12 10	2 8 8	1,939	869	1,315 2 9	4	45	10	1	2	5	7	2	246 17 8	2,185 9 11
Toongabbie	3,380	482 9 3	37 16 7	8 5 4	2,676	387	1,187 6 9	3	2	10	2	4	2	3	1	99 0 11	1,814 18 10
Cowwarr	5,467	993 16 5	62 12 0	25 11 6	1,969	608	1,167 4 1	5	42	16	66	7	4	19	..	488 1 9	2,737 5 9
Dawson	228	42 18 10	2 9 11	..	1,393	35	598 2 11	..	..	..	..	..	..	..	..	..	643 11 8
Heyfield	8,424	2,453 8 0	161 2 9	40 18 9	6,305	4,209	3,842 8 10	19	85	89	77	9	31	25	40	1,483 1 11	7,981 0 3
Tinamba	3,295	1,194 4 3	76 7 6	48 12 1	1,931	1,637	1,565 3 10	28	153	44	74	15	29	17	3	1,691 6 1	4,575 13 9
Maffra	19,881	5,753 17 4	3,417 2 2	39 3 3	4,545	37,719	5,608 2 0	29	108	39	9	25	85	14	3	985 11 2	15,803 15 11
Powerscourt	..	..	..	..	9,307	..	693 17 0	..	..	..	..	..	..	..	..	..	693 17 0
BRIAGOLONG LINE.																	
Boisdale	1,578	195 1 11	44 13 4	13 4 11	4,343	917	1,139 2 0	2	22	..	3	..	9	3	1	360 19 8	1,753 4 10
Bushy Park	214	18 5 0	4 1 9	10 3 10	5,391	455	979 18 2	..	..	..	8	..	..	..	..	1,012 8 9	..
Briagolong	1,914	435 3 9	81 2 8	0 9 1	6,558	968	2,157 1 2	..	13	8	12	1	..	..	..	259 10 3	2,933 6 11
DANDENONG-WON WRON LINE.																	
Lyndhurst	3,573	284 7 1	1,328 14 10	0 14 5	5,400	2,944	931 0 5	..	10	..	..	..	11	4	..	12 9 6	2,557 6 3
Cranbourne	13,982	1,366 4 2	2,755 8 9	22 11 10	21,966	6,504	5,045 19 8	8	39	50	..	12	64	59	..	229 18 10	9,420 3 3
Clyde	7,309	747 11 10	1,731 15 2	4 5 2	3,870	1,253	947 15 8	..	5	26	1	3	8	16	1	70 3 2	3,501 11 0
Tooradin	4,624	654 15 7	256 9 11	2 0 10	1,295	2,214	649 16 0	8	39	26	1	10	21	15	3	185 11 2	1,748 13 6
Dalmore	3,040	445 10 1	70 14 3	1 16 11	5,749	1,731	2,265 8 11	2	10	15	6	4	9	1	..	61 14 3	2,845 4 5
Koo-wee-rup	18,165	2,878 10 9	468 2 3	5 5 3	16,108	20,289	6,684 14 1	33	27	17	67	35	39	54	2	294 12 2	10,334 4 6
Monomeith	2,461	389 17 4	460 19 9	36 16 6	92	587	188 0 11	18	183	33	1	7	214	29	..	624 6 5	1,600 0 11
Caldernade	3,535	624 17 4	1,588 15 10	4 13 10	326	2,237	185 19 3	10	35	15	4	12	29	24	6	202 19 0	2,617 5 3
Lang Lang	8,825	1,686 10 9	207 19 8	9 13 6	1,057	3,265	727 12 4	25	63	18	83	14	67	25	11	454 5 1	3,086 1 4
Nyora	11,901	2,284 7 0	208 13 2	7 9 2	6,641	3,644	2,135 2 10	7	16	11	3	9	23	12	1	107 0 8	4,742 12 10
Loch ..	7,813	1,385 8 6	202 9 8	3 15 1	2,108	2,521	1,116 10 8	21	125	32	5	11	41	73	4	478 9 4	3,186 13 3
Jeetho	1,782	185 1 4	529 17 5	0 8 10	209	155	120 1 6	..	5	11	4	..	15	..	..	79 3 2	914 12 3
Bena ..	6,062	712 13 6	381 7 7	2 5 0	1,031	2,696	723 4 1	3	90	28	..	6	25	21	1	430 16 1	2,250 6 3
Whitelaw	230	7 10 2	95 1 1	..	62	51	31 10 2	..	..	..	..	..	..	..	..	..	134 10 5
Korumburra	34,638	7,351 12 8	1,003 7 5	14 5 0	23,534	10,505	8,389 10 8	49	195	29	112	41	146	92	4	1,130 4 0	17,838 19 9
Kardella	2,454	298 17 7	143 15 9	0 9 8	433	449	257 1 7	..	3	..	..	..	1	1	..	5 1 0	705 5 7

APPENDIX No. 37.—RETURN OF TRAFFIC AT EACH STATION—*continued.*

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
DANDENONG-WON WRON LINE— <i>continued.</i>																	
	£ s. d.		£ s. d.	£ s. d.			£ s. d.							£ s. d.	£ s. d.		
Ruby	2,901	266 7 5	8 3 8	0 10 3	1,478	444	794 11 9	..	6	11	..	..	5	5	..	64 9 6	1,134 2 7
Leongatha	24,287	6,233 3 5	776 10 11	107 6 0	7,933	5,797	5,245 19 1	35	213	61	61	23	182	114	..	1,267 16 8	13,630 16 1
Rumpf's Siding	..	..	..	..	13,244	19	1,879 7 10	..	..	..	..	..	..	..	..	..	1,879 7 10
Gwyther	..	..	..	..	..	319	177 19 7	..	..	..	..	..	..	..	..	..	177 19 7
Koonwarra	1,236	175 12 11	8 7 2	0 19 3	712	302	383 16 1	..	3	3	19	..	3	1	..	118 2 5	886 17 10
Tarwin	1,786	227 17 4	10 6 6	1 12 8	567	365	415 6 3	1	35	15	10	1	9	2	..	261 17 1	916 19 10
Meenlyan	7,931	1,542 11 3	141 6 5	2 14 8	1,398	1,687	1,166 5 3	13	61	..	2	3	34	24	4	371 5 0	3,224 2 7
Stony Creek	3,025	610 15 6	70 6 11	6 16 3	782	900	630 4 3	1	20	22	76	3	11	26	5	613 17 6	1,932 0 5
Buffalo	1,598	368 5 10	7 12 11	4 19 9	1,459	271	719 19 4	2	34	3	1	..	4	..	..	172 8 11	1,273 6 9
Boys	160	32 11 5	1 10 11	..	853	61	381 5 7	..	2	..	..	..	1	..	..	2 16 6	418 4 5
Fish Creek	4,280	991 12 7	104 19 8	2 12 3	1,443	947	985 0 10	4	14	11	12	2	18	10	..	184 15 8	2,269 1 0
Hoddle	560	99 4 6	9 2 7	0 3 6	239	87	221 13 8	..	..	..	..	..	..	..	..	..	380 4 3
Foster	6,210	1,934 17 10	216 9 3	14 11 3	3,329	4,468	1,907 10 6	15	36	25	27	15	50	20	2	371 5 9	4,444 14 7
Bennison	1,694	224 0 0	66 16 6	4 9 6	215	369	411 16 10	..	..	..	..	..	..	..	..	..	707 2 10
Toora	4,832	1,635 19 3	124 0 8	11 15 5	824	3,238	1,098 3 11	12	20	19	15	16	37	22	4	362 17 3	3,232 16 6
Agnes	292	84 9 7	5 15 3	..	24	57	48 12 3	..	10	..	..	..	5	..	..	17 5 6	156 2 7
Welshpool	3,440	984 6 4	122 13 2	10 1 2	1,058	1,821	559 0 7	7	21	5	63	4	19	8	..	629 4 11	2,305 6 2
Welshpool Jetty	3,936	165 13 5	79 3 1	..	371	261	750 19 4	..	..	..	..	..	..	..	..	..	995 15 10
Hedley	763	144 7 5	18 16 6	2 4 4	99	103	81 18 1	3	6	26	4	..	7	15	..	200 7 5	147 13 9
Gellondale	1,480	588 2 9	42 3 1	9 13 7	2,276	1,959	891 5 8	8	178	20	1	9	45	3	..	1,226 14 11	2,758 0 0
Alberton	2,117	548 7 0	56 8 5	10 8 2	909	1,858	1,028 4 1	4	89	54	44	..	36	17	2	1,188 17 1	2,832 4 9
Yarram	10,211	3,938 13 9	321 9 1	18 8 10	2,031	6,631	3,053 15 5	22	122	112	78	13	38	16	9	2,284 2 9	9,616 9 10
*Devon	82	3 8 10	0 5 9	..	51	40	69 4 8	..	..	..	..	..	..	..	..	8 13 8	81 12 11
*Calrossie	104	3 17 10	0 17 3	..	986	40	1,202 18 10	..	..	..	..	..	..	..	..	9 1 4	1,216 15 3
*Won Wron	468	42 15 4	4 10 8	..	1,494	454	1,357 8 8	1	1	..	15	..	..	..	..	98 12 10	1,503 7 6
KOO-WEE-RUT-STREZLECKI LINE.																	
Bayles	40	6 16 0	0 0 7	..	5,290	1,042	2,637 6 9	..	..	..	..	..	..	..	..	..	2,644 3 4
Catani	32	3 18 8	..	..	961	284	474 19 10	..	..	..	..	..	..	..	..	..	478 18 6
*Yannathan	64	8 17 8	..	..	448	276	153 2 6	..	1	1	13	..	..	..	..	..	192 15 8
*Heathhill	12	1 2 6	..	..	105	2	59 17 10	..	..	..	..	..	..	..	..	..	61 0 4
*Athlone	47	5 1 0	..	..	258	36	105 15 4	..	..	..	..	..	..	..	..	..	110 16 4
*Topiram	57	3 2 8	..	..	36	115	18 1 8	..	..	..	..	..	1	..	..	9 10 4	30 14 8
*Triholm	85	7 11 1	..	..	248	577	103 5 6	..	..	..	..	..	..	..	..	20 13 2	131 9 9
*Strezlecki	125	11 14 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11 14 6
WONTHAGGI LINE.																	
Woodleigh	1,718	341 3 6	789 14 9	0 11 9	316	617	170 9 6	6	9	2	..	4	6	4	..	41 16 9	1,343 16 3
Kernot	1,580	311 2 6	276 11 10	0 10 9	173	710	180 0 11	4	33	9	2	..	13	5	..	190 14 6	959 0 6
Alnurra	2,449	591 13 4	50 4 1	6 6 1	1,704	588	483 13 2	9	110	12	3	..	86	13	..	504 4 4	1,636 1 5
Glen Forbes	2,567	535 16 5	295 16 10	1 11 6	280	1,579	301 9 6	8	16	20	19	10	6	5	1	213 18 2	1,348 12 5
Woolamai	2,085	453 12 8	241 19 0	1 8 7	280	445	167 16 7	10	44	16	22	2	19	14	3	309 1 10	1,173 18 8
Anderson	1,809	334 15 4	36 10 2	19 5 9	307	303	293 15 3	2	3	20	..	2	8	13	..	99 10 1	783 16 7
Mitchell's Siding	..	..	..	..	1,208	52	322 2 0	..	..	..	..	..	..	..	..	..	322 2 0
Kilconda	1,594	264 11 6	24 12 2	0 10 8	41	168	82 13 3	..	..	..	..	..	..	..	..	..	372 7 7
Dalyston	2,655	762 19 6	62 19 7	13 12 10	1,070	2,060	851 8 6	14	20	19	70	2	15	11	1	640 10 4	2,331 10 9
Powlett and North Woolamai Colliery Coy's Siding	..	..	..	..	8,394	63	2,914 12 9	..	..	..	..	..	..	..	..	..	2,914 12 9
State Coal Mine	..	..	..	..	70,303	9,802	26,666 7 1	..	..	..	..	..	..	..	..	..	26,666 7 1
Wonthaggi	37,175	9,838 10 8	724 5 7	55 11 1	780	13,265	1,130 14 9	3	3	7	..	3	3	11	..	48 15 4	11,797 17 5

APPENDIX No. 37.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.	
HEALESVILLE LINE—continued.																	
Yering	4,219	337 10 9	2,022 7 5	11 6 1	117	2,871	69 18 9	4	19	62	1	2	33	54	..	170 18 6	2,612 1 6
Yarra Glen	13,665	1,581 12 8	716 9 2	44 3 4	9,061	3,317	2,763 19 7	25	41	20	2	19	28	39	1	180 7 3	5,286 12 0
Tarrawarra	1,025	106 18 4	121 2 5	14 4 4	137	52	31 4 5	..	..	..	..	1	..	28	..	..	273 9 6
Healesville	45,995	8,699 13 4	628 2 5	23 12 5	12,427	36,738	4,944 1 7	8	6	7	2	6	68	78	5	58 8 9	14,353 18 6
GLEN IRIS LINE.																	
Heyington	38,201	476 19 6	4 1 2	..	..	..	..	..	..	..	..	..	..	..	..	..	481 0 8
Kooyong	124,667	1,897 17 9	13 4 2	..	..	..	..	..	..	..	..	..	..	..	..	..	1,911 1 11
Tooronga	446,356	6,246 19 8	71 18 10	0 0 8	265	22,991	164 11 0	..	..	..	..	..	..	..	..	..	6,483 10 2
Gardiner	232,511	3,846 4 11	127 3 10	..	10	..	..	..	..	..	..	..	..	..	..	..	3,973 8 9
Glen Iris	142,637	2,437 18 6	25 13 7	..	..	..	..	..	..	..	..	..	..	..	..	..	2,463 12 1
Darling	137,826	2,510 2 1	18 18 1	..	173	14,843	138 14 8	..	..	..	..	..	..	..	..	6 2 0	2,673 16 10
KEW LINE.																	
Barker	227,076	3,306 7 11	35 9 5	0 4 8	..	..	..	2	10	..	3	2	7	..	..	32 2 1	3,342 2 0
Kew	618,435	8,423 3 7	297 15 0	8 10 8	392	30,226	475 12 7	..	..	..	..	..	..	..	..	..	9,237 12 11
OUTER CIRCLE LINE.																	
Riversdale	28,723	449 2 0	..	..	9	14,348	184 18 11	..	..	..	..	..	..	..	..	..	634 0 11
Golf Links	2,524	49 0 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	49 0 11
Hartwell	2,841	72 17 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	72 17 4
Burwood	23,695	406 10 1	19 15 7	..	90	5,810	16 7 2	..	..	..	..	..	..	..	..	..	442 12 10
Ashburton	28,828	549 4 1	0 2 1	..	..	2,569	2 2 5	..	..	..	..	..	..	..	..	..	551 8 7
Shenley	45,274	749 6 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	749 6 5
Balwyn	13,475	228 10 4	3 4 0	..	..	..	..	..	..	..	..	..	..	..	..	..	231 14 4
Deepdene	14,751	234 1 0	166 14 7	..	..	2,680	0 3 9	..	..	..	..	..	..	..	..	..	400 19 4
FERNTREE GULLY LINE.																	
Bayswater	71,327	2,362 17 11	363 15 7	23 5 6	419	7,026	247 16 5	..	..	..	..	1	2	5	..	3 2 0	3,000 17 5
Boronia	23,752	962 17 8	135 5 2	..	..	1	..	..	..	..	..	..	..	..	..	..	1,098 2 10
Lower Ferntree Gully	23,625	1,450 17 2	767 9 5	4 12 5	600	2,601	130 1 11	..	..	..	..	..	..	..	..	..	2,353 0 11
Herron's Siding .. .. .	..	..	..	..	23,200	..	4,059 11 9	..	..	..	..	..	..	..	..	..	4,059 11 9
Upper Ferntree Gully	70,724	5,383 0 8	250 15 0	12 14 6	15,241	4,310	2,536 19 3	10	7	15	..	6	46	45	4	58 4 7	8,241 14 0
GEMBROOK LINE.																	
Upwey	13,559	888 5 9	57 1 5	2 11 7	7	216	15 11 6	..	..	..	..	..	..	..	..	..	963 10 3
Belgrave	29,130	2,161 11 11	260 6 0	7 1 10	1,482	2,951	515 9 0	..	..	..	..	..	..	..	..	0 10 6	2,944 19 3
Selby	3,623	253 6 10	21 3 2	2 3 1	6	247	5 9 8	..	..	..	..	1	5	..	..	1 14 6	283 17 3
Aura	2,243	359 8 9	49 16 9	0 14 11	1,191	271	339 12 3	..	..	..	..	..	..	..	..	..	549 12 8
Clematis	3,566	362 14 1	94 14 7	0 12 3	367	213	137 4 0	..	..	..	..	..	..	..	..	..	595 4 11
Emerald	9,473	960 1 5	213 18 9	2 6 3	1,916	3,485	753 9 8	..	5	11	1	2	15	14	..	26 18 3	1,956 14 4
Nobelius' Siding .. .. .	..	..	58 3 5	..	58	35	164 12 1	..	..	..	..	..	..	..	..	..	222 15 6
Wright	289	37 13 7	0 7 1	0 1 1	..	..	..	..	..	..	..	..	..	..	..	..	38 1 9
Cockatoo	6,961	912 18 1	123 14 1	3 0 9	3,529	1,666	1,089 3 7	..	..	..	..	1	2	..	..	2 6 6	2,131 3 0
Gembrook	7,583	1,198 18 9	165 18 3	1 16 11	12,859	1,774	5,093 1 0	2	..	..	..	19	20	20	..	11 5 10	6,471 0 9

WARBURTON LINE.

Mount Evelyn	10,672	1,003 15 3	236 14 8	3 6 4	3,693	1,456	1,492 17 4	3	..	..	..	2	4	1	..	1	11 11 9	2,658 5 4
Wandin	11,078	1,042 10 1	367 6 2	1 1 8	2,789	2,074	1,265 6 11	1	1	1	..	..	4	1	1	..	8 12 1	2,684 16 11
Seville	5,450	549 8 7	121 7 7	18 3 6	3,244	2,122	763 15 7	1	2	..	..	..	4	14	12	..	1 6 0	1,454 1 3
Killara	484	73 1 6	13 0 1	1 15 6	1,706	266	443 3 8	..	..	39	..	..	1	1	30	..	93 5 6	624 6 3
Woori Yallock	5,590	637 4 11	117 8 0	1 2 9	8,155	1,190	2,577 11 3	1	48	6	..	..	8	13	13	..	153 3 6	3,486 10 5
Launching Place	4,643	686 15 11	396 2 6	1 12 7	2,083	1,286	692 3 6	22	40	12	..	5	11	23	14	..	163 12 10	1,940 7 4	
Yarra Junction	20,964	3,333 11 5	245 10 1	7 2 6	51,321	4,230	17,867 17 8	..	..	..	..	..	9	9	21	..	8 12 8	21,462 14 4
Britannia	6,884	674	2,460 17 10	2,460 17 10	..
West Warburton	4,022	476 1 9	146 5 4	1 1 8	1,033	578	412 17 2	..	2	5	..	..	10	29	2	..	21 2 3	1,057 8 2
Millgrove	5,094	477 8 0	32 0 11	1 3 1	4,875	462	1,753 5 3	1	..	..	..	..	1	2	..	1	21 5 11	2,266 13 2
Warburton	22,546	4,529 0 1	247 10 2	5 6 6	541	6,732	652 19 7	9	12	4	8	18	22	21	4	..	123 15 10	5,553 12 2	
La La Extension	37,771	..	13,915 9 6	13,915 9 6	..

HEIDELBERG-ELTHAM-HURST-BRIDGE LINE.

Jolimont	207,253	2,140 8 6	42 7 2	0 6 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,183 2 2
West Richmond	731,389	7,346 4 0	494 16 7	0 14 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7,841 15 1
North Richmond	778,229	9,317 1 5	633 4 0	2 6 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9,932 11 6
Collingwood	669,078	7,559 13 1	343 7 3	1 13 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7,904 13 9
Victoria Park	1,000,675	12,042 17 11	863 3 11	1 0 1	17,996	73,338	6,226 19 0	..	..	..	..	..	..	..	..	..	..	..	10,154 0 11
Clifton Hill	1,698,688	18,594 2 4	966 6 5	2 8 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	19,562 16 11
Westgarth	995,940	12,171 4 5	246 7 6	0 15 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12,418 7 8
Fairfield Park	1,602,084	23,425 19 5	146 11 7	1 14 1	240	22,035	415 13 10	..	..	..	..	..	..	..	..	..	..	..	23,989 18 11
Alphington	505,780	8,245 14 6	45 9 9	0 12 4	37,680	5,592	7,108 12 10	..	..	..	..	..	..	..	..	..	..	..	15,400 9 5
*Darwin	27,781	527 4 0	2 8 1	0 1 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	529 13 2
Ivanhoe	1,085,771	20,585 10 5	136 18 8	1 3 6	93	6,458	72 16 9	..	..	..	..	..	..	..	..	..	..	..	20,796 9 4
Heidelberg	633,356	13,673 2 1	157 10 6	20 6 5	1,483	12,370	543 7 4	1	24	1	..	..	15	..	..	..	89 3 11	14,483 10 3	
Rosanna	27,785	598 13 2	..	..	..	721	..	..	..	..	..	..	..	..	..	..	..	..	598 13 2
Macleod	45,598	1,273 1 8	13 19 5	0 2 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,287 3 3
Mont Park	..	..	..	..	87	3,238	172 0 7	..	..	..	..	..	..	..	..	..	..	..	172 0 7
Greensborough	171,358	4,637 10 2	68 8 8	0 2 9	108	2,184	65 4 8	1	5	..	2	..	6	..	..	..	22 11 9	4,793 18 0	
Eltham	141,798	4,399 12 0	53 14 2	0 18 7	260	1,595	78 14 6	2	10	..	..	..	7	13	..	..	17 19 0	4,550 18 3	
Diamond Creek	27,536	1,140 19 10	85 16 11	0 19 9	445	986	213 17 5	..	..	2	..	1	..	18	..	..	2 8 0	1,444 1 11	
Balee	5,649	304 7 0	1 6 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	305 13 3
Hurstbridge	28,197	1,880 18 9	198 9 2	4 7 9	9,380	2,087	1,989 6 10	1	1	..	1	..	1	2	..	..	3 6 10	4,076 9 4	
Melb.—Flinders-street—Country	898,985	162,745 4 2	71,079 4 9	139 2 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	233,963 10 11
Melb.—Flinders-street—Suburban	11,561,094	234,669 9 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	234,669 9 1

PORT MELBOURNE LINE.

Montague	379,290	3,830 17 4	80 6 0	0 3 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,911 6 8
North Port	749,427	8,356 0 5	101 2 10	0 10 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8,457 13 10
Graham	814,210	8,250 1 7	106 3 8	1 4 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8,357 9 10
Port Melbourne	362,295	4,252 12 10	104 0 7	0 11 4	95,282	213,375	31,225 0 0	5	11	1	..	..	11	72	28	..	55 7 3	..	35,637 12 0

ST. KILDA LINE.

South Melbourne	1,002,158	11,182 2 1	525 19 10	1 1 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11,709 3 0
Albert Park	2,401,086	25,291 19 5	385 5 1	1 2 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	25,678 7 2
Middle Park	2,420,248	24,575 4 7	178 9 1	1 2 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	24,754 16 3
St. Kilda	4,399,725	50,804 10 3	499 12 8	2 15 11	213	19,959	176 12 5	..	..	..	..	..	..	..	..	..	..	..	51,483 11 3

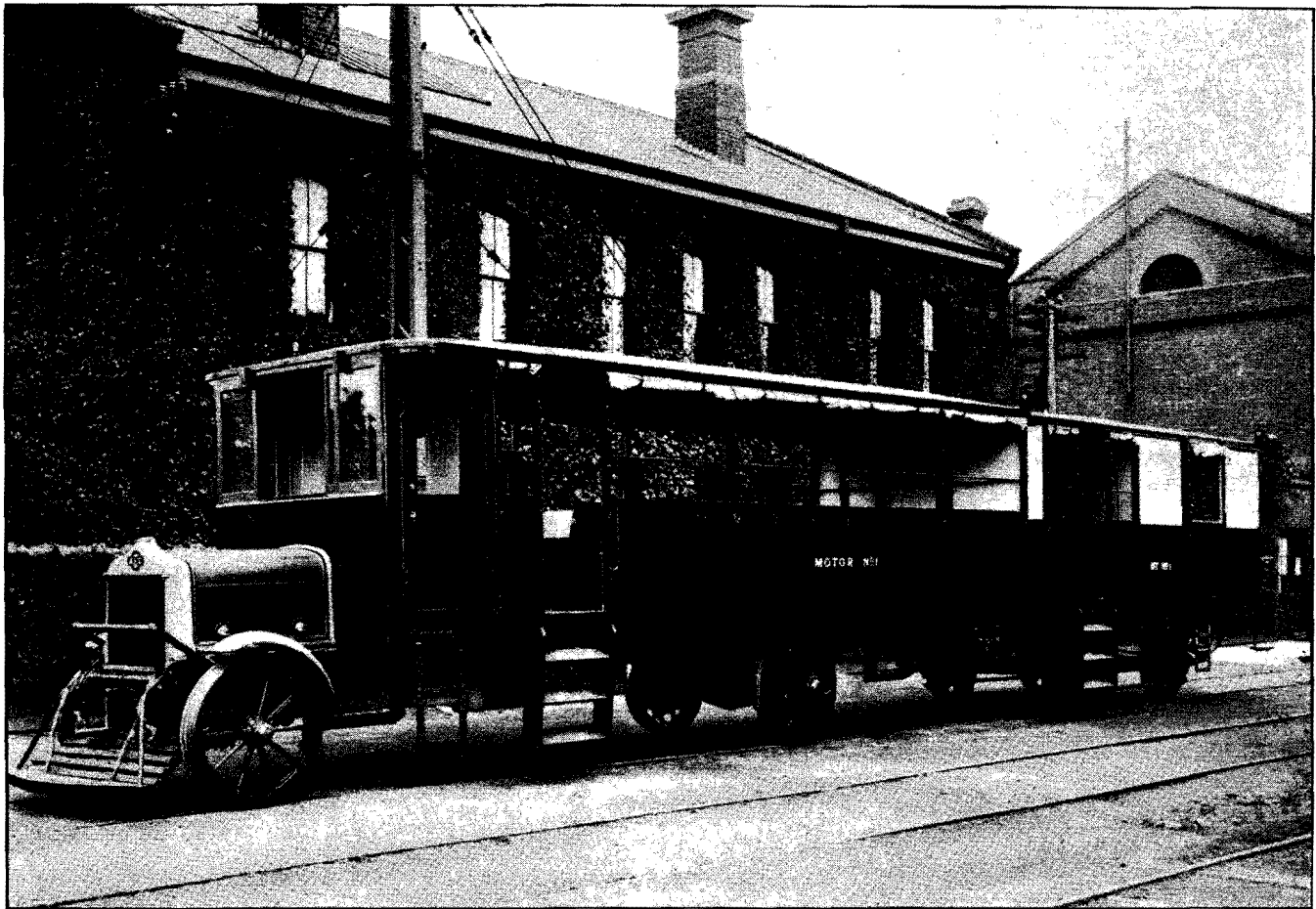
BRIGHTON-SANDRINGHAM LINE.

Richmond	1,999,611	33,254 9 0	2,098 4 9	12 10 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	35,365 4 8
South Yarra	1,923,274	27,482 17 8	1,342 16 10	8 2 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	28,833 17 5
Frahan	1,856,018	25,376 11 7	2,454 13 1	3 10 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	27,834 15 2
Windsor	2,020,188	26,885 9 2	784 7 9	2 15 5	1,257	50,172	1,272 3 10	..	..	..	..	..	..	..	..	..	..	..	28,944 16 2
Balaclava	2,518,489	34,405 16 7	381 19 4	3 14 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	34,791 10 5
Bipponlea	1,310,375	19,953 0 5	323 4 7	2 10 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	20,278 15 4
Elsternwick	3,848,939	67,786 5 11	686 17 11	3 15 2	350	40,363	523 19 10	..	..	..	..	..	..	..	..	..	..	..	69,000 18 10
Gardenvale	1,458,917	26,150 14 9	158 3 1	1 9 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	26,310 7 6
North Brighton	1,525,924	28,789 10 4	370 0 3	3 18 7	320	29,856	449 3 1	..	..	..	..	..	..	..	..	..	..	..	29,612 12 3
Middle Brighton	1,321,257	26,232 11 6	245 1 6	2 8 11	397	15,200	279 8 10	..	..	..	..	..	..	..	..	..	..	..	26,759 10 9
Brighton Beach	658,069	13,796 19 1	69 0 10	0 13 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13,866 12 11
Hampton	1,089,713	23,291 4 11	223 0 9	0 14 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	23,515 0 0
Sandringham	1,769,228	42,602 6 8	353 4 3	5 3 7	271	27,164	609 18 10	..	..	..	..	..	..	..	..	..	..	..	43,570 13 4

APPENDIX No. 37.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.			
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.		
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.		
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.				
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.		£ s. d.	
VARIOUS.																			
Traffic derived from Deniliquin and Moama Stations	2,483	2,367 17 4	435 12 8	87 16 11	18,728	6,435	21,569 17 11	50	1,914	3,012	3	56	109	650	..	30,793 10 3	55,254 15 1		
Traffic derived from South Australian Stations	57,973	90,964 9 11	11,073 15 1	905 1 11	40,174	37,728	63,897 1 3	..	..	..	..	..	..	..	..	7,088 1 8	173,928 9 10
Traffic derived from New South Wales Stations	152,396	136,847 10 0	16,392 9 11	1,277 11 4	40,380	88,875	58,281 18 9	..	..	..	..	..	..	..	..	603 12 4	213,403 2 4
Traffic derived from Queensland Stations	5,131	3,840 1 9	291 4 1	1 15 7	14,115	3,202	11,635 5 5	..	..	..	..	..	..	..	..	..	15,768 6 10
Traffic derived from Commonwealth Stations	..	1 7 4	26 10 0	..	23	1,436	57 16 0	..	..	..	..	..	..	..	..	..	85 13 4
Traffic derived from Western Australian Stations	6,774	8,858 13 1	271 7 10	..	2	11	17 7 0	..	..	..	..	..	..	..	..	..	9,147 7 11
Government Tourist Bureau	377,747	278,604 6 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	278,604 6 11
Steamer	63,927	1,247 10 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,247 10 0
Thos. Cook and Son to New South Wales, South Australia, &c.	1,631	2,639 6 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,639 6 4
Totals	142,568,433	4,892,566 12 2	464,669 8 3	33,698 5 4	7,023,857	7,023,857	4,372,072 2 3	9,527	35,810	54,025	6,956	7,754	39,801	56,999	7,244	536,128 3 1	10,290,134 11 1		
Less unallotted Credit Notes, &c.	111,509	77,746 18 5	5,755 12 4	508 19 5	..	..	85,852 0 10	..	..	..	..	..	..	..	..	7,291 17 9	177,155 8 9
	142,456,924	4,814,819 13 9	458,913 15 11	33,189 5 11	7,023,857	7,023,857	4,286,220 1 5	9,527	35,810	54,025	6,956	7,754	39,801	56,999	7,244	528,836 5 4	10,121,979 2 4		
Mails	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	69,697 12 11
Telegraph	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,564 8 11
Power	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	92,539 15 10
Rentals	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	103,744 3 5
Miscellaneous	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13,091 19 4½
Dining Car Service	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	26,048 0 0
Refreshment Rooms Service	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	267,998 1 2
GRAND TOTALS, RAILWAYS	142,456,924	4,814,819 13 9	458,913 15 11	33,189 5 11	7,023,857	7,023,857	4,286,220 1 5	9,527	35,810	54,025	6,956	7,754	39,801	56,999	7,244	528,836 5 4	10,696,663 3 11½		
St. Kilda and Brighton Electric Tramway	5,488,034	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	55,371 16 6½
Sandringham and Black Rock Electric Tramway	1,278,571	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11,398 15 10½
GRAND TOTALS	149,223,529	4,814,819 13 9	458,913 15 11	33,189 5 11	7,023,857	7,023,857	4,286,220 1 5	9,527	35,810	54,025	6,956	7,754	39,801	56,999	7,244	528,836 5 4	10,763,433 16 4½		

* Stations open for only portion of the year.



PETROL RAIL MOTOR CAR AND TRAILER.

Approximate Tare Weight of Motor Car	..	..	..	..	6 tons 4 cwts.
Approximate Tare Weight of Trailer	..	..	..	..	4 tons 6 cwts.
Seating Capacity of Motor Car	..	..	..	..	43 passengers
Seating Capacity of Trailer	..	..	..	..	12 passengers and 2 tons of freight
Wheel Base of Motor Car	..	..	..	..	18-ft. 2 $\frac{3}{4}$ -in.
Outside Dimensions of Motor Car	..	..	..	..	22-ft. 7-in. x 9-ft.
Outside Dimensions of Trailer	..	..	..	..	16-ft. 2 $\frac{1}{2}$ -in. x 9-ft.

DIAGRAM N° 1

AVERAGE MILEAGE OPERATED

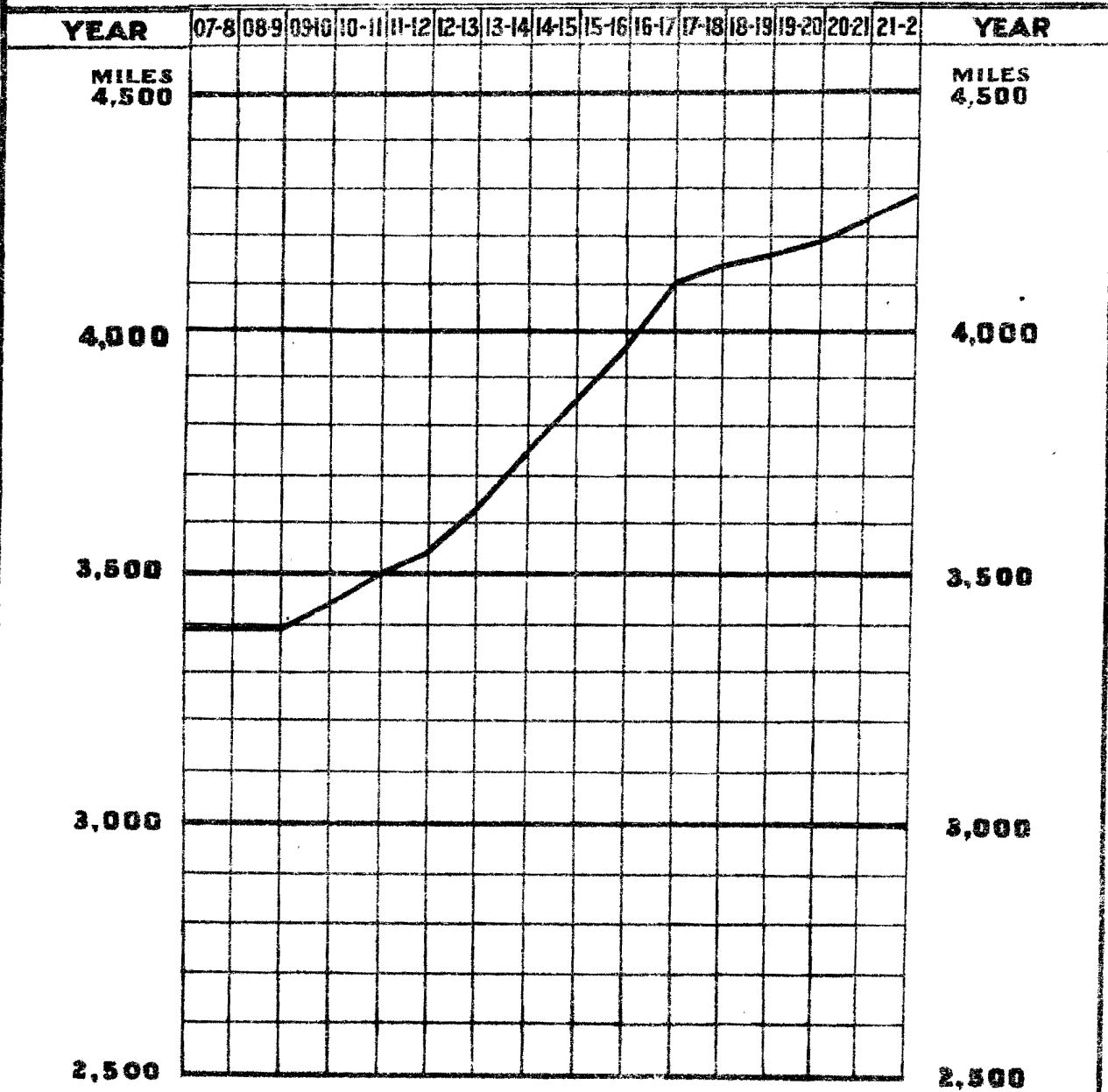


DIAGRAM N° 2

AVERAGE COST OF CONSTRUCTION PER MILE

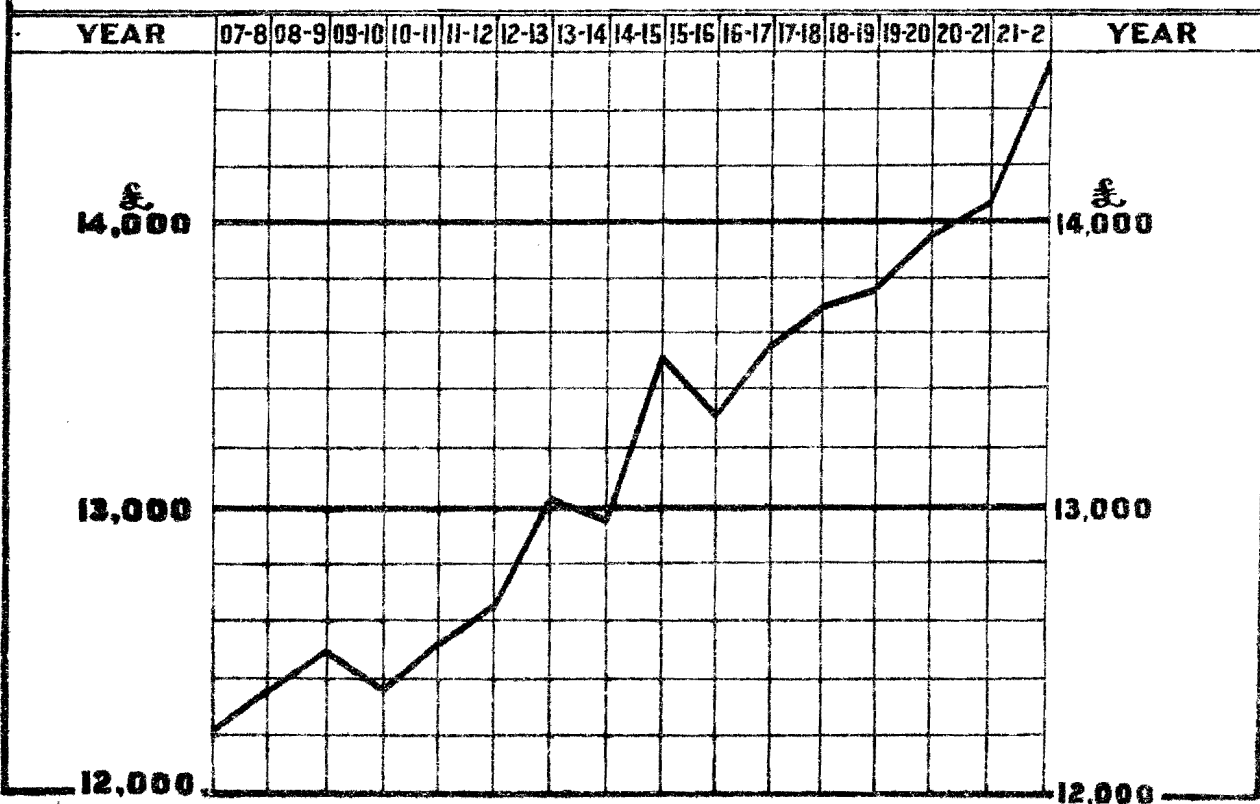
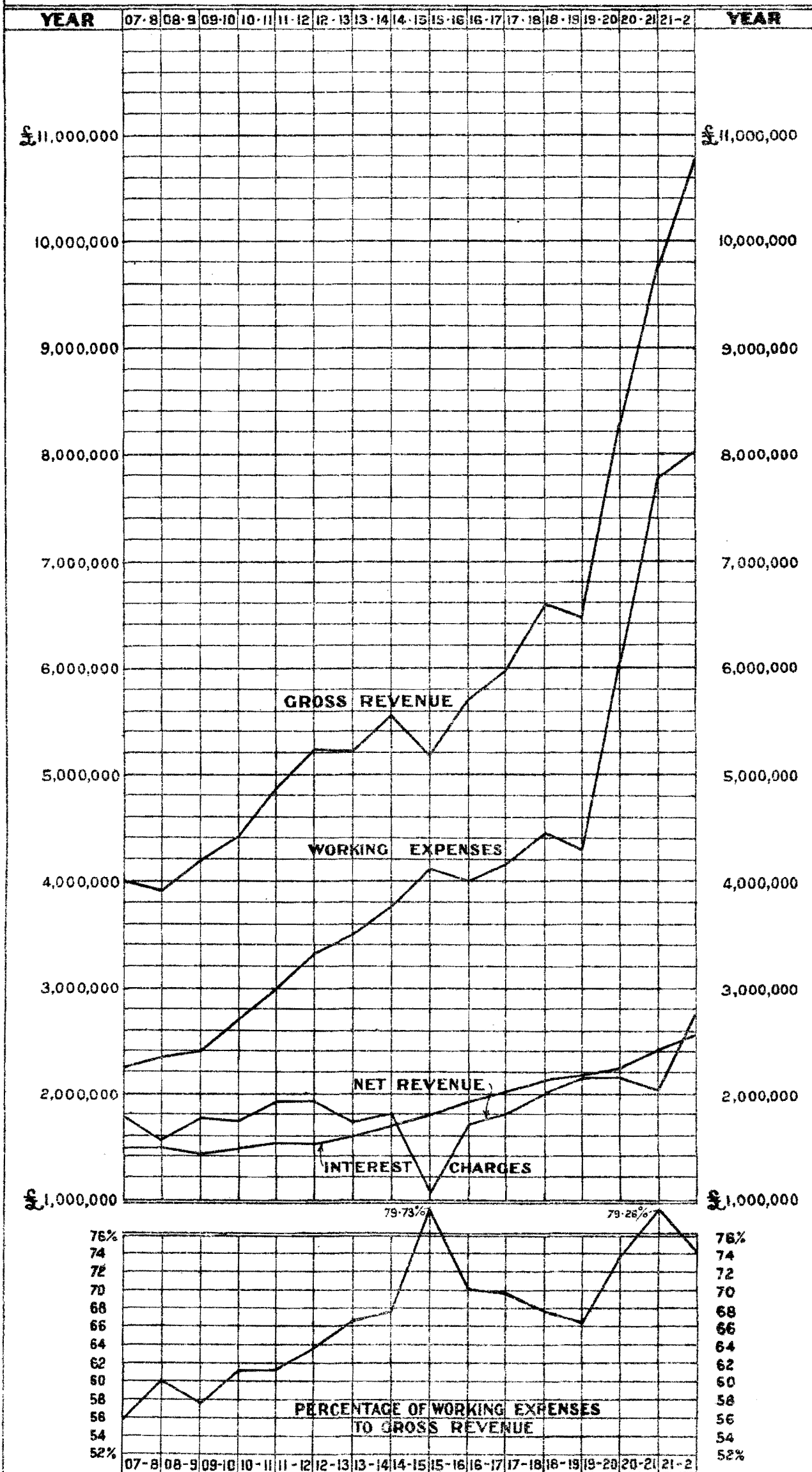


DIAGRAM Nº 3



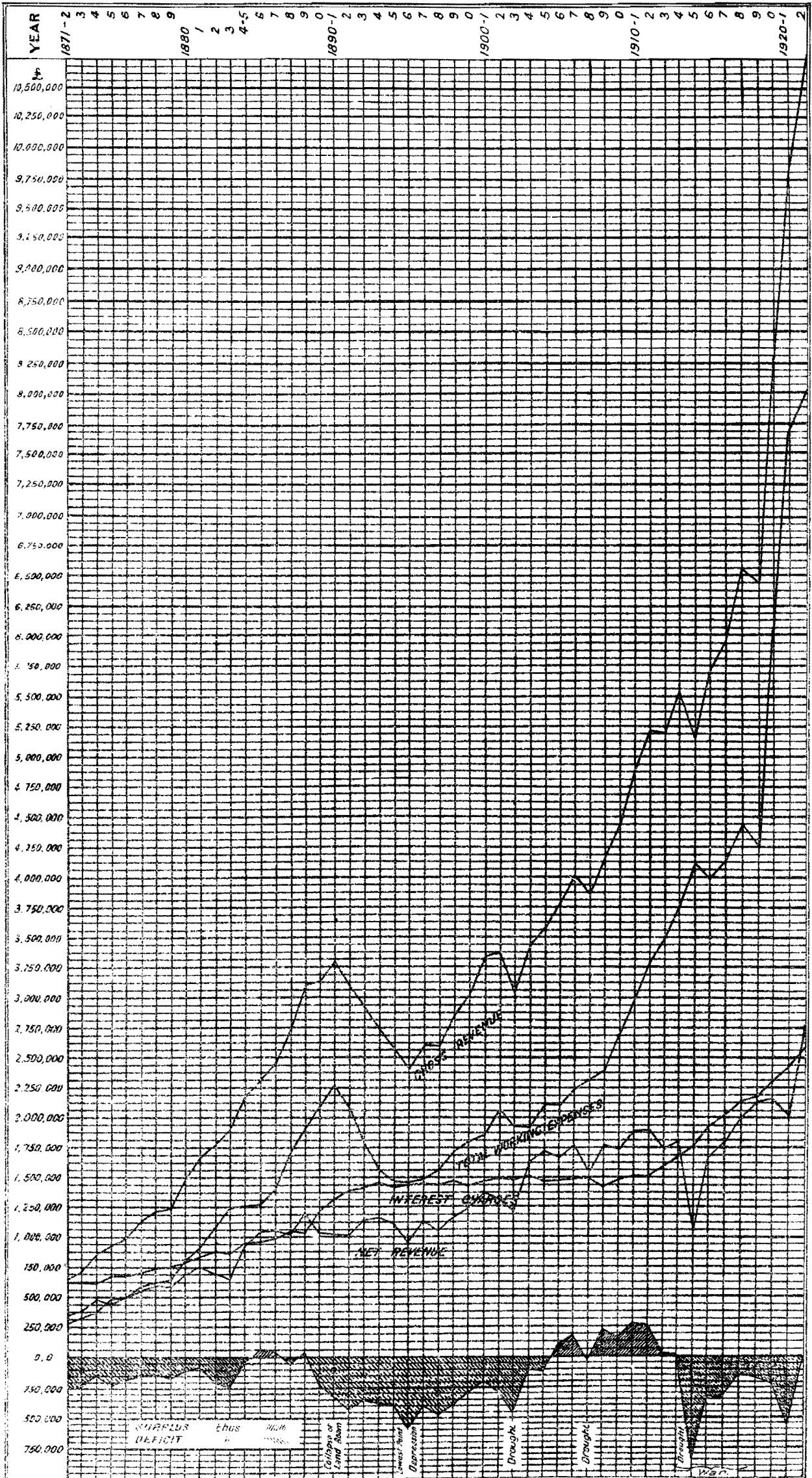


DIAGRAM N° 3A

DIAGRAM N^o 4

PER AVERAGE MILE OF RAILWAY OPEN

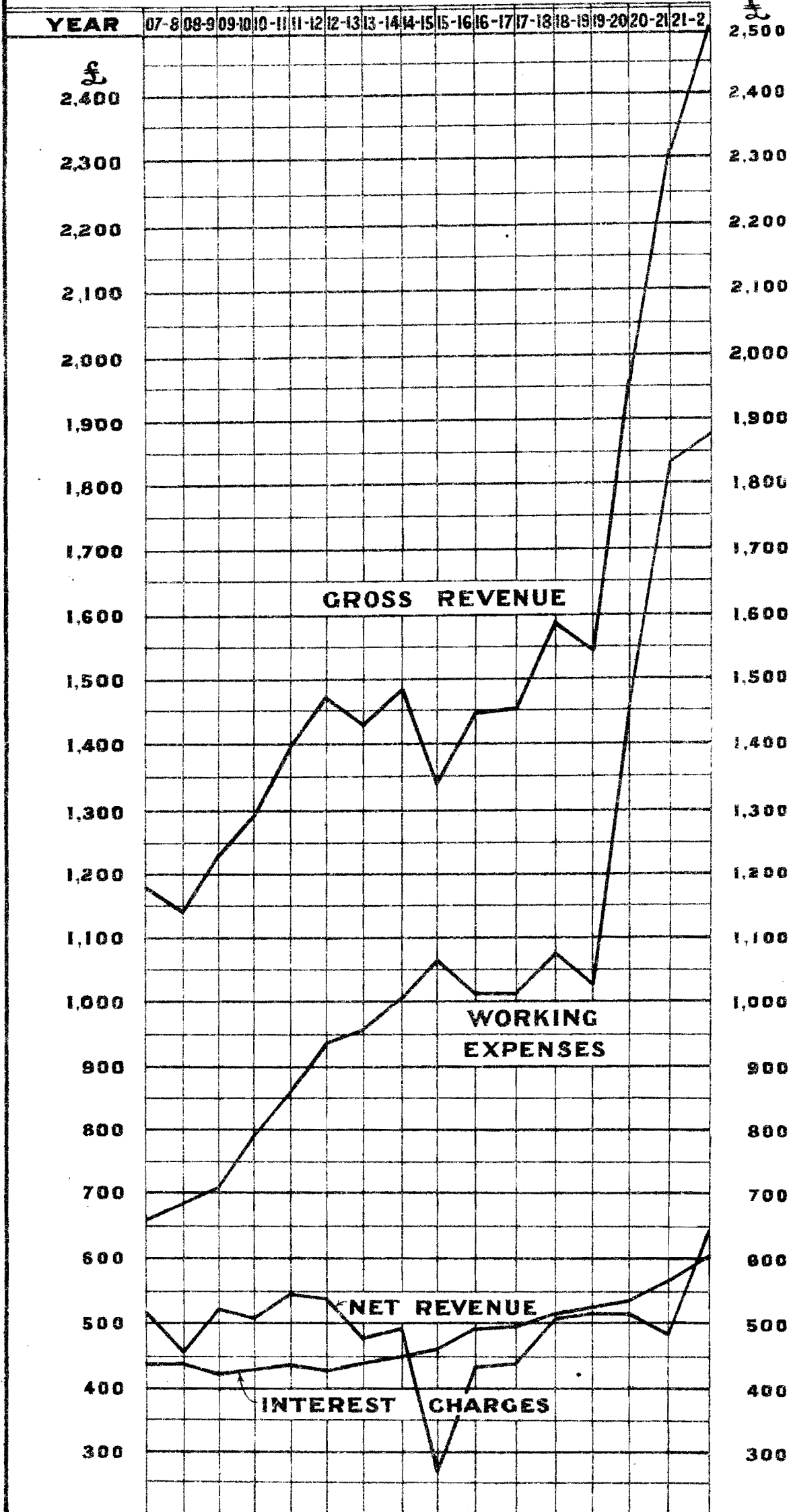
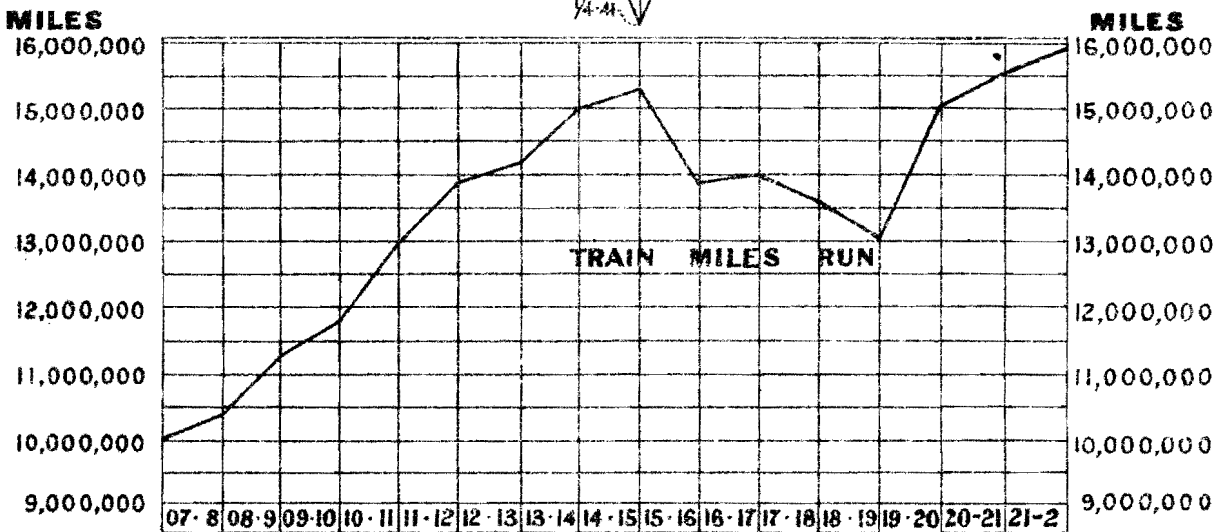
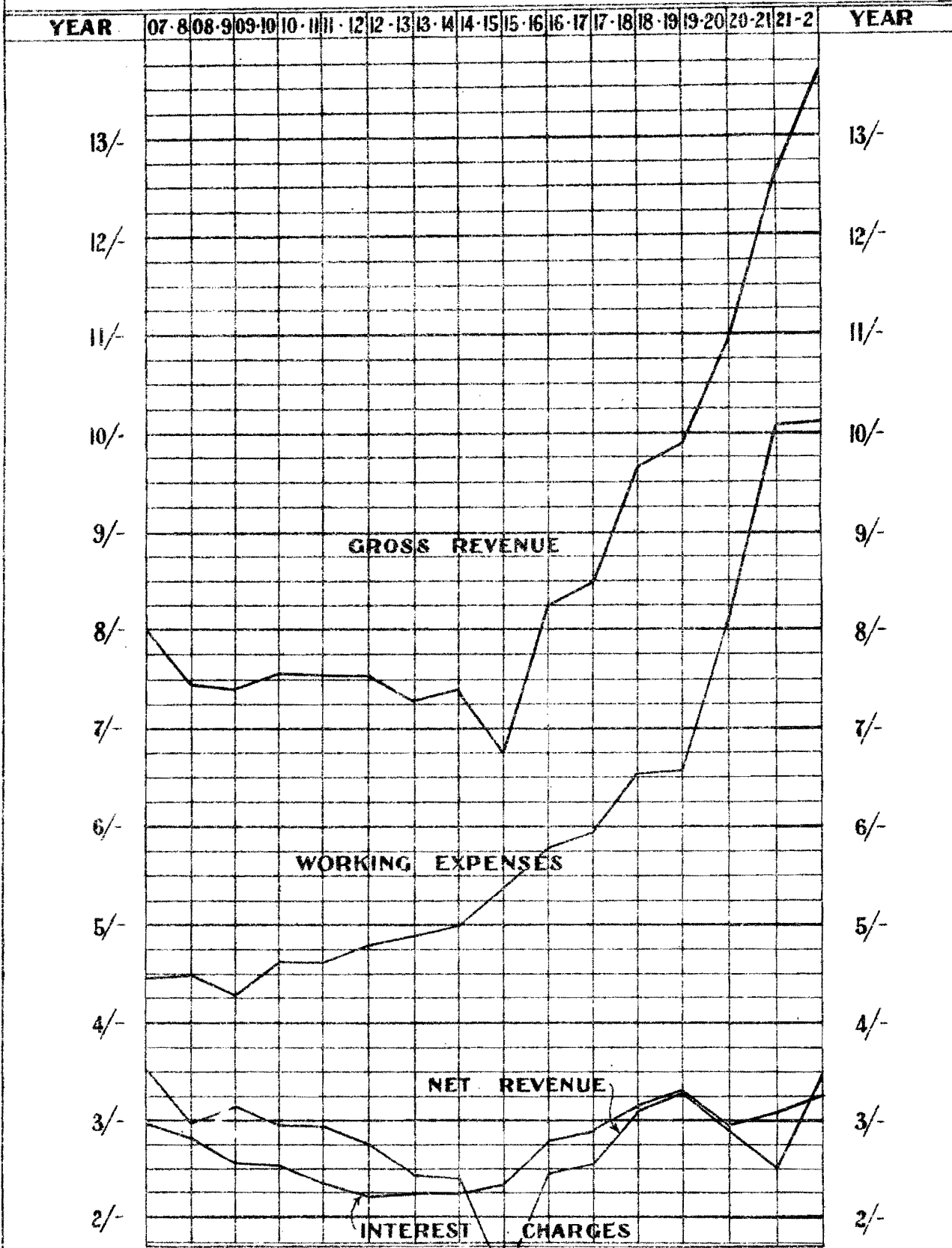


DIAGRAM N° 5 PER TRAIN MILE RUN





NEW SOUTH WALES

A U S T R A L I A

S O U T H

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

MAP OF VICTORIA Showing Victorian Government Railways (in Red)

SCALE OF MILES 0 10 20 30 40 50

1922



Victorian Railways
 MAP OF
MELBOURNE SUBURBAN LINES

SCALE OF MILES
 0 1 2 3 4 5

1922



**Railway Map
OF
AUSTRALIA**
1922
Showing through connections
between West Australia and Queensland
(in Red)
Scale of Miles
0 50 100 150 200 250 300

Distances between Capital Cities via Trans-Australian Railway.

Fremantle to Kalgoorlie (W.A.)	387 Miles.	Adelaide (S.A.) to Melbourne (V.)	483 Miles.
Kalgoorlie (W.A.) to Port Augusta (S.A.)	1,051 "	Melbourne (V.) to Sydney (N.S.W.)	588 "
Port Augusta to Adelaide (S.A.)	259 "	Sydney (N.S.W.) to Brisbane (Q.)	715 "
Total Distance--Fremantle to Brisbane		3,483 Miles.	

NOTE.—Perth time is 1½ hours behind Adelaide time and 2 hours behind Melbourne time. Melbourne, Sydney, and Brisbane observe the same time.