

1921.

VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDING 30TH JUNE, 1921

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

Approximate Cost of Report.—Preparation, not given. Printing (350 copies), £165.]

By Authority:

ALBERT J. MULLETT, GOVERNMENT PRINTER, MELBOURNE.

2ND SESSION.—No. 9.—[3a.].—11887.

**REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS
FOR THE YEAR ENDING 30TH JUNE, 1921.**

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 24th September, 1921.

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 ending 30th June, 1921.

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	9,694,264	17 9	56,145	6	1	9,750,410	3 10
Amount paid under the provisions of Section 102 of Act 2716, in respect of the loss resulting from the working of certain lines of railway, &c., <i>vide</i> page 7 ..	101,499	0 0				101,499	0 0
	9,795,763	17 9	56,145	6	1	9,851,909	3 10
WORKING EXPENSES ..	7,835,756	4 11	72,723	11	5	7,908,479	16 4
NET REVENUE	1,960,007	12 10	16,578	5	4	1,943,429	7 6
			(Deficit)				
INTEREST CHARGES and EXPENSES			2,409,674	6	6		
CONTRIBUTIONS and GRATUITIES ..			182,036	1	9		
Adjustment with South Australia in connexion with Border Rail- ways, <i>vide</i> page 7			2,005	0	0		
payment to Capital Account in respect of the North Geelong to Fyansford Line, <i>vide</i> page 7..			1,349	0	0		
						2,595,064	8 3
DEFICIT						£651,635	0 9

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

—	Year 1919-20.	Year 1920-21.	Increase. (+) Decrease. (-)
Gross Revenue—			
Railways—Earnings	£ s. d. 8,133,617 9 1	£ s. d. 9,694,264 17 9	+ 1,560,647 8
„ Amount paid to the Commissioners under the provisions of Section 102 of Act 2716 in respect of the loss resulting from the working of certain lines of railway, &c., <i>vide</i> page 7	91,355 0 0	101,499 0 0	+ 10,144 0
St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways	8,224,972 9 1	9,795,763 17 9	+ 1,570,791 8
Total	62,090 16 11	56,145 6 1	— 5,945 10 1
Total	8,287,063 6 0	9,851,909 3 10	+ 1,564,845 17 1
Working Expenses—			
Railways	6,032,951 2 6	7,835,756 4 11	+ 1,802,805 2
St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways	50,711 5 11	72,723 11 5	+ 22,012 5
Total	6,083,662 8 5	7,908,479 16 4	+ 1,824,817 7 1
Net Revenue	2,203,400 17 7	1,943,429 7 6	— 259,971 10
Interest Charges and Expenses ..	2,234,201 13 1	2,409,674 6 6	+ 175,472 13
Pensions and Gratuities	152,932 15 5	182,036 1 9	+ 29,103 6
Adjustment with South Australia in connexion with Border Railways, <i>vide</i> page 7	3,199 0 0	2,005 0 0	— 1,194 0
Repayment to Capital Account, <i>vide</i> page 7	25,960 19 8	1,349 0 0	— 24,611 19
Total of Interest Charges and Expenses, Pensions and Gratuities, &c. ..	2,416,294 8 2	2,595,064 8 3	+ 178,770 0
Deficit	£212,893 10 7	£651,635 0 9	+ £438,741 10

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

	Year 1917-1918.	Year 1918-1919.	Year 1919-1920.	Year 1920-1921.
Average Mileage of Railways operated ...	4,139	4,159	4,194	4,237
TRAFFIC TRAIN MILEAGE.				
Passenger—Country	2,839,226	2,816,728	3,103,611	3,237,161
" Suburban	3,603,069	3,651,904	3,999,770	4,320,632
Mixed	2,513,111	2,509,505	2,528,802	2,529,249
Goods (including Live Stock)	4,670,965	4,053,518	5,390,282	5,822,249
Total ...	13,626,371	13,031,655	15,022,465	15,909,291
Number of Passenger Journeys	105,753,073	111,904,786	134,012,162	134,045,683
Tonnage of Goods	5,779,389	6,026,617	7,073,157	7,073,392
Tonnage of Live Stock	451,704	488,853	697,537	499,601
GROSS REVENUE.				
Passenger, &c., Business.				
Passenger—Country	£ 1,686,835	£ 1,620,741	£ 2,195,888	£ 2,551,560
" Suburban	1,205,721	1,273,668	1,584,363	1,846,564
Dining Car Service	18,953	15,730	25,471	25,809
Refreshment Rooms Service ... ..	...	...	105,619	258,315
Parcels, &c.	267,129	272,062	343,186	415,675
Horses, Carriages, and Dogs	19,214	19,280	25,253	28,795
Mails	56,422	39,713	31,259	54,664
	3,254,274	3,241,194	4,311,039	5,181,382
Goods, &c., Business.				
Goods	2,661,596	2,433,785	2,930,598	3,789,080
Live Stock	370,206	431,320	600,217	492,096
Minerals	105,745	92,684	190,307	130,100
	3,137,547	2,957,789	3,721,122	4,411,276
Rentals	102,893	148,686	85,643	85,736
Miscellaneous	67,545	84,608	107,168	117,369
Total ...	6,562,259	6,432,277	8,224,972	9,795,763
Per mile of Railway worked	1,585	1,547	1,961	2,312
Per traffic train mile	9s. 7'58d.	9s. 10'46d.	10s. 11'40d.	12s. 3'77d.
WORKING EXPENSES.				
Transportation Branch	£ 1,225,479	£ 1,257,685	£ 1,820,588	£ 2,483,78
Way and Works Branch	1,049,270	870,123	1,262,069	1,576,857
Rolling-Stock Branch—Operating Expenses	1,327,488	1,320,274	1,722,967	2,139,809
" " Repairs and Renewals	665,358	646,296	926,684	1,068,36
" " Payment into Rolling-Stock Replacement Fund	50,000	50,000	50,000	187,068
Electrical Branch ... ..	...	3,397	85,963	146,698
General Expenses	100,911	100,094	124,012	159,174
Payment into Railway Accident and Fire Insurance Fund	32,586	31,794	40,668	73,969
Total Working Expenses ...	4,451,092	4,279,663	6,032,951(a)	7,835,756(a)
Per mile of Railway worked	1,075	1,029	1,438	1,849
Per traffic train mile	6s. 6'40d.	6s. 6'82d.	8s. 0'38d.	9s. 10'21d.
Percentage of Gross Revenue	67'83	66'53	73'35	79'99
Net Revenue ...	2,111,167	2,152,614	2,192,021	1,960,007
Per mile of Railway worked	510	518	523	463
Per traffic train mile	3s. 1'18d.	3s. 3'64d.	2s. 11'02d.	2s. 5'57d.

(a) For details see Appendix No. 6.

Gross Revenue of the Railways.

The Gross Revenue of the Railways amounted to £9,795,763, which is £1,570,791 in excess of the record revenue earned in the preceding year, viz., £8,224,972, or equivalent to an increase of 19·10 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	355,672	16·2	...	...
Suburban	262,201	16·55	...	...
Dining Car Service	338	1·33	...	...
Refreshment Rooms Service	152,696	144·57	...	...
Parcels, &c.	72,489	21·12	...	...
Horses, Carriages, and Dogs	3,542	14·03	...	...
Mails	23,405	74·87	...	...
Goods	858,482	29·29	...	...
Live Stock ... ..	...	...	108,121	18·01
Minerals ... ..	...	...	60,207	31·64
Rentals	93	·11	...	...
Miscellaneous	57	·51	...	..
Amount paid to the Commissioners under the provisions of Section 102 of Act 2716 in respect of the loss resulting from the working of certain lines of railways, &c., vide page 7	10,144	...	...	...
Total	1,739,119	...	168,328	...
Net Increase	£1,570,791			

The Gross Revenue per traffic train mile was 12s. 3·77d., as compared with 10s. 11·40d. 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 ending 30th June, 1921 :—

Year.	Revenue per traffic train mile.	
	s.	d.
1909-10	7	7·11
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	3·77

Working Expenses of the Railways.

The percentage of Working Expenses to Gross Revenue was 79·99, by contrast with 73·35 in the preceding year, and 66·53 in 1918-19. The higher percentage during the year under review is more than accounted for by the unfavorable factors itemized on page 27.

Reconciliation with Treasury Figures.

The figures relating to the Revenue and Working Expenses, as embodied in our accounts, do not coincide with the figures recorded by the Treasury, because it is customary, in accordance with ordinary commercial practice, to credit the Revenue Account of each year with all the moneys which have been *earned* in such year, whether received in such year or not, and to debit the Working Expenses Account with the expenditure actually *incurred* in the year; 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. 13, 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 Pinnaroo, 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, 1920, involved the payment to South Australia of the sum of £2,005, 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.

It is proposed that the cost of the line shall be written off over the period in question, and the amount involved for the first two years, viz., £1,349, has been charged to the working expenses of the year under review and credited to Capital Account.

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 2.98 per cent. of the total loan liability, as compared with 3.51 in 1919-20.

Credits under the Provisions of Section 102 of Act No. 2716.

	£	s.	d.
In conformity with the provisions of Section 102 of the <i>Railways Act</i> 1915, the sum of	£99,494		
in respect of the loss incurred in connexion with the operation of certain non-paying lines (<i>vide</i> page 13), and the amount of	2,005		
	101,499	0	0

which was paid to South Australia in connexion with the operation of certain border railways (as referred to above), were appropriated by Parliament and paid to the Department.

The amount due in respect of preference granted on goods of Australian manufacture, viz. 1,147 6 6 has not yet been paid to the Department, but credit has been taken for it in the accounts for the year.

Total	£102,646	6	6
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Railway Accident and Fire Insurance Fund.

The total amount credited on the statutory basis to the Railway Accident and Fire Insurance Fund, inclusive of a contribution of £281 in respect of the St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways, was £49,250.

In addition a special payment of £25,000 was made to the fund and charged to the working expenses for the year (*vide* Appendix No. 7) in order that there would be sufficient money at the credit of the fund to cover the liabilities.

Pensions and Gratuities.

The amounts paid in pensions and gratuities (to ex-employees or to their dependent relatives) were £165,475 and £16,561 respectively, or a total of £182,036, as compared with £151,044 and £1,888 respectively, or a total of £152,932 in the preceding year.

At 30th June, 1921, there were 520 employees still in the Service entitled to either pension or compensation on retirement, by contrast with 627 at 30th June, 1920, or a decrease of 107, *vide* Appendix No. 8.

Capital Expenditure.

The total expenditure charged to Capital Account at 30th June, 1920, was £ s. d.
58,653,884 5 9
and during the year the expenditure so charged (details of which are given in Appendix No. 9) was as follows :—

	£	s.	d.
Construction of New Lines and Surveys	306,205	4	10
Electrification of Melbourne Suburban Lines	572,737	8	11
Additions and Improvements to—			
Way and Works	484,366	8	10
Rolling-stock	168,988	3	7

Total Increase in Expenditure on Capital Account 1,532,297 6 2

so that the total expenditure charged to Capital Account at 30th June, 1921, was £60,186,181 11 11

Loan Funds.

The total liability, at 30th June, 1920, in respect of Current Loans was £ s. d.
57,626,317 7 4
and during the year the additional amount allocated was as follows :—

	£	s.	d.
For Construction works	1,330,679	14	1
For Redemption purposes	8,102,276	12	11
	9,432,956	7	0
Less Amount redeemed	8,067,812	4	4

Net Increase for the year 1,365,144 2 8

so that the total liability, at 30th June, 1921, in respect of Current Loans was (*vide* Appendix No. 10) £58,991,461 10 0

The proceeds of Loans, after deducting Discounts and Expenses (less Net Premiums received), amounted at 30th June, 1920, to £ s. d.
55,810,089 6 5
and as this amount was increased during the year ending 30th June, 1921, by 1,330,679 14 1

the total proceeds of Loans at 30th June, 1921, were £57,140,769 0 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 £34,464 8 7

Interest Account.

	£	s.	d.
The Interest Charges on Current Loans (<i>vide</i> Appendix No. 10) amounted to	2,404,392	19	2
In addition expenses were incurred by the Treasury in connexion with the payment of Interest to the extent of	5,281	7	4
<hr/>			
The debit for Interest Charges and Expenses for the year 1920-21 was therefore	£2,409,674	6	6

which represents an increase of **£175,473** as compared with the debit for the previous year.

Non-Interest Bearing Funds.

	£	s.	d.
The amount provided out of Consolidated Revenue for Railway Construction, Equipment, Stores, &c., and on which interest is not charged, was, at 30th June, 1920	3,921,197	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	9,504	0	0
<hr/>			
The total amount so provided as at 30th June, 1921 (<i>vide</i> Appendix No. 5), was therefore	£3,930,701	13	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	
Ashburton to Oakleigh	2·37	160,000
Fairfield Park to Deepdene	3·34	
Darling to Waverley	0·84	7,000
Lancefield to Kilmore (dismantled)	18·10	108,329
Fawkner Cemetery to Somerton	5·28	53,217
Geelong Race-course Line (dismantled)	1·96	5,317
<hr/>		
Totals	47·96	383,863
<hr/>		
Surveys for lines not constructed ... ..	...	378,345
<hr/>		
Grand Total ... ..	...	£762,208

The interest charges upon this non-productive Capital, which is borne by the Railways would, at the rate of 4 per cent., amount to **£30,488** per annum, and we again desire to direct attention to the inequity of requiring the Administration to meet interest on the cost of lines which should never have been built or in respect of proposed lines which have not been constructed.

New Lines of Railways.

During the year 52·58 miles of new railways were opened for traffic, and at 30th June last 52·38 miles were in course of construction. The details of the different lines are shown in Appendix No. 14.

Mileage of Railways and Tracks Open for Traffic.

The route mileage open for traffic and the mileage of the main tracks and of sidings are shown in Appendix No. 15, and compare as follows with the corresponding mileages for the year 1919-20 :—

	At 30th June.		Average for Year.	
	1920.	1921.	1919-20.	1920-21.
	Miles.	Miles.	Miles.	Miles.
Route Mileage... ..	4,214'00	4,266'58	4,194'17	4,236'69
Main Tracks	4,567'24	4,619'82	4,547'41	4,589'93
Sidings	849'57	845'06	848'16	847'69
St. Kilda-Brighton and Sandringham- Black Rock Electric Tramways—				
Main tracks	14'95	14'95	14'95	14'95
Sidings... ..	1'35	1'40	1'35	1'36

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. 11 ; the principal items being as follow :—

	Year 1919-20.	Year 1920-21.
Number of Passengers	6,805,892	5,572,454
	£	£
Gross Revenue	50,494	47,005
Working Expenses	42,813	63,921
Net Revenue	7,681	Deficit 16,916
Interest Charges	6,005	6,143
Net Result... ..	Profit £1,676	Loss £23,059

The falling off in the revenue is accounted for by the heavy decrease (£7,117) in the amount credited to the tramway in respect of the suburban all-lines tickets which were formerly issued to soldiers on their return from active service ; and the reduction in the number of passengers is due to a similar cause.

The increase in the Working Expenses, which include the sum of £3,000 written off the Capital cost of the Power Plant at Elwood, was due mainly to the higher cost of wages and materials, and the heavy additional expenditure involved in effecting improvements to the drainage of the tracks.

	£
The Capital Expenditure at 30th June, 1921, on account of	£
the construction of the line was	109,789
and of rolling stock	43,792
or a total of	£153,581

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. 12, and the chief items are shown hereunder :—

	£	£
	Year 1919-20.	Year 1920-21.
Gross Revenue	11,597	9,140
Working Expenses	7,898	8,802
Net Revenue	3,699	338
Interest Charges... ..	2,316	2,399
Net Result	Profit £1,383	Loss £2,061

The decrease in the revenue was due to the reduction (£4,003) in the amount credited to the tramway in respect of travel by returned soldiers as previously referred to, while the increase in the Working Expenses was caused mainly by increased wages and the higher cost of materials.

The Capital Outlay incurred on the line (including Rolling Stock) up to 30th June, 1921, was £59,973.

Analysis of Passenger, Goods, and Live-stock Traffic.

During the first six months of the year the volume of passenger traffic was much greater than in the corresponding period of the previous year, but in the latter half of 1920-21 there was a considerable falling off in the passenger business owing to the restrictions in the train service in January and February consequent on the shipping dispute, and to the depression in trade which occurred shortly after the resumption of normal traffic.

The total number of passenger journeys for the year, however, was slightly in excess of the aggregate for 1919-20 (which constituted a record); the decrease which took place in the country passenger traffic having been more than counterbalanced by an increase in the number of suburban passenger journeys. Owing mainly to the higher fares charged, the revenue derived from all sources was much greater than that obtained in 1919-20, the increase amounting to £617,873.

Details of the passenger business during the years 1919-20 and 1920-21 appear in Appendix No. 20, but for ready reference a summary is given hereunder:—

	Country Passenger Traffic.		Suburban Passenger Traffic.		Totals.	
	Year 1919-20.	Year 1920-21.	Year 1919-20.	Year 1920-21.	Year 1919-20.	Year 1920-21.
Total number of journeys	10,263,863	10,061,866	123,748,299	123,983,817	134,012,162	134,045,683
Revenue	£2,195,888	£2,551,560	£1,584,363	£1,846,564	£3,780,251	£4,398,142

In Appendix No. 27 will be found a further statement showing the fluctuations in the passenger traffic, and the changes in relative order of importance which have arisen during the past decade, in respect of metropolitan and suburban stations which in 1910-11 had a volume of more than 500,000 passenger journeys or which have since developed at least that volume of traffic.

The total goods tonnage was 7,073,392 tons, as compared with the record tonnage of 7,073,157 tons carried in 1919-20. Decreases occurred in the tonnage of flour, wheat, fodder, wool, and minerals handled during the year, but they were offset by increases in other classes of traffic, principally firewood, timber, stone, gravel, and sand. Although practically the same tonnage was handled in both years, the extent of the goods traffic, particularly in wheat, was much greater in 1920-21 owing to the longer distance over which goods were hauled; the average haul being 21·7 per cent. greater than in 1919-20. The revenue from the goods traffic was £798,275 in excess of that obtained last year, the increase being attributable mainly to the higher rates operative and to the increased haulage involved.

There was a considerable reduction in the live stock tonnage and revenue as compared with the year 1919-20, and the decrease was due principally to the fact that in that year an abnormal quantity of live stock was sent to markets and removed from drought-stricken areas to distant parts of the State for agistment.

A comparative analysis of the goods and live-stock traffic for the years 1919-20 and 1920-21 appears in Appendix No. 21.

The Harvest.

The wheat yield for the 1920-21 season was 39,468,625 bushels, and the quantity carried by rail from stations in the producing districts amounted to 12,613,780 bags. The latter total, however, includes 1,492,243 bags of previous seasons' wheat despatched from the wheat depôts at Huntly, Maryborough, and Stawell, which were specially created (together with the depôt formerly at Broadmeadows) for the storage of the bulk of the 1918-19 harvest, and which have now been cleared of wheat and disestablished as depôts.

The following statement shows the wheat yield and the quantity railed from country districts during each of the past five years, and it will be observed therefrom that the 1920-21 harvest was the best since 1916-17 :—

Year.	No. of Bushels Produced.	No. of Bags of Wheat carried by Rail from Country Stations.
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

During the year 7,827,747 bags were exported, as compared with 9,430,195 bags in 1919-20, and the former total includes 568,161 bags shipped from Portland, which has been equipped with increased railway facilities for dealing with export traffic and was used for the first time for the shipment of wheat.

At 30th June last the quantity of grain stacked at the seaboard and in the country was 2,510,239 bags, which compares as under with the quantity stacked on the same date in each of the previous three years :—

	Number of Bags of Wheat Stacked at 30th June, 1918.	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.
At or in the vicinity of Williamstown	14,022,844	5,871,166	206,291	690,080
At or in the vicinity of Geelong	6,616,145	4,773,352	405,993	1,101,017
At country stations	697,070	392,044	1,153,322	719,142
At country depôts .. .. .	..	4,201,248	1,492,243	..
Totals	21,336,059	15,237,810	3,257,849	2,510,239

In Appendix No. 28 will be found particulars of the number of bags of wheat despatched from the principal wheat-loading stations during each of the six years ended 30th June, 1921.

Train Mileage and Train Loads.

The total train mileage run during the year was 15,909,291, which is 886,826 miles in excess of the mileage during 1919-20.

The country passenger train service shows an increase of 133,550 miles, which was chiefly the result of the heavy Inter-State traffic during the first half of the year, and of the restoration in the latter portion of 1919-20 of train services which were curtailed during the war ; while the increase in the suburban passenger train mileage, amounting to 320,862 miles, was due mainly to the improved services provided under electric traction on the Williamstown, Coburg, and Fawkner lines.

There was an increase of 431,967 miles in the goods train mileage owing to the greater extent of the traffic—principally wheat—handled during the year, and the additional train mileage is reflected in the freight-ton miles, which increased in greater ratio, thus denoting the economical conduct of the goods business.

A comparison of the year's train and truck performances with those of the previous five years is given hereunder :—

		1915-16.	1916-17.	1917-18.	1918-19	1919-20.	1920-21.
Percentage of actual to authorized load over ruling grade	Mixed ..	70	72	73	72	74	69
	Goods ..	83	87	89	89	88	86
Average gross tonnage per traffic train mile	Passenger ..	192	199	197	194	197	196
	Mixed ..	199	205	207	202	202	193
Average goods and live stock tonnage per loaded truck mile	Goods ..	300	319	322	322	323	313
	..	7.5	8.3	8.1	7.4	7.8	8.7
Number of passengers carried per passenger and mixed train mile	Country ..	80.49	77.19	78.19	77.74	92.85	89.11
	Suburban ..	147.67	146.33	144.67	164.00	179.02	159.98

Throughout the year there was a predominance of traffic on the "up" journey, in which direction the loads of goods trains were well maintained, but owing to the lesser volume of tonnage offering on the "down" journey, goods trains which had necessarily to be run to provide for the "up" traffic were appreciably short of full tonnage loads, and this light loading of goods trains in the "down" direction is responsible for the reduction shown in the general average gross tonnage per goods traffic train mile. The lower average gross tonnage per mixed train mile is due to a similar cause, as well as to the earlier completion of the wheat traffic to the seaboard and the lesser amount of loading that has latterly been available for mixed trains on branch lines.

The average goods and live-stock tonnage per loaded truck mile, *i.e.*, 8.7, is the best result yet attained, and is an increase of 18 cwt. as compared with the average tonnage in the previous year. This marked improvement is largely the result of the action which was taken as from 1st April, 1920, to increase the class weight minimums of certain descriptions of goods so as to more nearly accord with the quantities that can be loaded into trucks, but it has also been materially contributed to by the cordial response to our appeals to the public and the staff for their co-operation in extracting more and better service from the equipment.

The falling off in the number of passengers carried per train mile in the suburban area is chiefly the result of the electrification of the Williamstown, Coburg, and Fawkner lines, on which a more frequent service of shorter trains has been provided.

Non-Paying Lines.

The operation of the following lines for the twelve months ended 28th February, 1921, after the payment of working expenses and interest charges, resulted in a loss of £99,494, which has been appropriated by Parliament, after certification by the Auditor-General, and paid to the Department under the provisions of Section 102 of the *Railways Act 1915, No. 2716* :—

Line.	Loss incurred after Payment of Working Expenses and Interest on Capital Cost, for the twelve months ending 28th February, 1921.
	£
Bairnsdale to Orbost	12,249
Beeac to Newtown	1,878
Benalla to Tatong	1,163
Cavendish to Toolondo	8,365
Chillingollah to Manangatang	1,727
Colac to Crowes	8,274
Jeparit to Lorquon	507
Eltham to Hurstbridge	3,811
Ferntree Gully to Gembrook	8,080
Hamilton to Cavendish	1,096
Heywood to Mumbannar (Malanganee)	5,157
Linton to Skipton	2,544
Lorquon to Yanac	1,622
Moe to Walhalla	6,192
Neerim South to Toorong River (Noogee)	3,963
Noradjuha to Toolondo	1,462
Rainbow to Nypo (Yaapeet)	438
Rushworth to Stanhope North (Girgarre)	1,402
Sea Lake to Pier Millan (Nandaly)	1,025
Tallangatta to Cudgewa (Beetoomba)	9,245
Wangaratta to Whitfield	3,084
Nandaly to Kulwin	4,167
Piangil to Kooloonong	3,747
Alberton to Won Wron (Yarram)	3
Ouyen to Murrayville	5,395
Murrayville to Border	2,102
Malanganee to Border	796
Total	£99,494

Fares and Rates.

The adoption of the awards announced during the year by the Railways Classification Board caused a very large increase in the working expenses, which were further augmented as a result of the advance in the price of coal, the higher interest rates paid for loan moneys, and other extraordinary and unavoidable charges.

On the basis of the fares and rates operative in the early part of the year, the revenue was quite insufficient to meet the heavy additional expenditure entailed by these extra charges, and in December last the Government approved of our recommendation that the fares and rates should be increased by 18 per cent.

The higher fares and rates, which became operative as from the 1st January were, however, not made applicable to certain raw materials for country industries, nor in the case of children travelling to and from schools outside the suburban area, while the rates for the carriage of fish were only increased by 10 per cent. It was also considered expedient to exclude the area covered by tramway competition from the operation of the higher fares, but following upon the increase which was made subsequently in the tramway fares the railway rates to and from stations in the area in question were increased by approximately 5 per cent. as from 1st March.

It was expected that additional revenue to the extent of approximately £775,000 would be obtained from the higher charges during the period from 1st January to 30th June, but as a result of the serious decline in the passenger traffic in January and February owing to the shipping dispute, and the falling off in business that occurred in the latter months of the year, the additional revenue amounted to only about £646,000.

The total increase in the railway charges in this State since the 1st July, 1913, now amounts to 44 per cent., which compares as under with the increases that have been made on other systems, viz. :—

Sweden	..	..	..	Up to 200 per cent.
Norway	..	..	..	„ 180 „
Holland	..	..	..	„ 140 „
France	..	..	..	„ 140 „
Italy	..	..	..	„ 120 „
Great Britain	..	..	..	„ 100 „
Belgium	..	..	..	„ 100 „
United States	..	..	..	„ 93 „
New South Wales	..	..	..	„ 60 „
Victoria	..	..	..	„ 44 „

In previous Reports we have pointed out that the increases which have been made in recent years in the fares and rates in this State have been necessitated by heavy additional expenditure on account of increased wages, higher interest charges, and the marked advance in the cost of materials, &c. ; and, having regard to the extent by which the working costs of the year under review were further increased by such factors, the advance of 18 per cent. in the fares and rates as from the 1st January was fully justified.

Electrification of the Suburban Lines.

As a result of the special steps taken to expedite the electrification of the suburban railways, it is now anticipated that, notwithstanding the conditions due to the war, the work will be practically completed by the end of 1922.

The suburban passenger traffic on the following lines is now being conducted by electric trains :—

- Sandringham—Essendon, Flemington Racecourse and Show Grounds.
- Essendon—Broadmeadows.
- Melbourne—St. Kilda.
- Melbourne—Port Melbourne and Piers.
- Melbourne—Williamstown Pier—Williamstown Racecourse.
- Melbourne—Coburg—Fawkner.
- Melbourne—Clifton Hill—Reservoir—Heidelberg—Royal Park.

and subject to the Contractors for the supply of the requisite additional electrical gear

being able to fulfil their promises we expect to be able to commence electric traction on the following routes by the times shown hereunder:—

Route.	Expected date of operation.
Footscray—St. Albans	September, 1921
Melbourne—Caulfield—Oakleigh—Glenhuntly	February, 1922
Caulfield—Mordialloc—Frankston	August, 1922
Oakleigh—Dandenong—Spring Vale Cemetery	August, 1922
Melbourne—Box Hill—Kew—Glen Iris	November, 1922
Box Hill—Ringwood	January, 1923
Heidelberg—Eltham	February, 1923

This forecast is based upon the manufacture of plant proceeding without serious interruption, either in Australia or Great Britain. While delivery has been somewhat affected by industrial troubles in Great Britain, it is hoped that the abovementioned dates will be worked to.

The increase in traffic which has followed the electrification of every line so far converted testifies to the popularity of the electric service. For this reason, and also to enable advantage to be obtained of the greater efficiency in train operation which electrification renders practicable, we are sparing no efforts to finish the scheme, as approved by Parliament, by about the end of next year or early in 1923.

When the scheme is completed, the whole of the suburban system will be provided with a fast and frequent service of electric trains, and Melbourne will then possess suburban railway transit facilities unequalled in any other city of the same size.

As was inevitable, the capital cost of the scheme has been considerably increased by the war, but notwithstanding this, when due consideration is given to every factor bearing on the question, electrification is expected to prove a financial success. Not only does electrification enable savings to be made in working expenses and in the cost of coal, but the satisfactory train service provided induces additional traffic, and enables costly constructional schemes to be deferred. At a time when capital is scarce and dear the postponement of such works is a consideration which is entitled to be taken into account when assessing the financial merits of the electrification scheme. Experience in working the trains at the Flinders-street station has already proved the great advantages of electric over steam operation in increasing the traffic-handling capacity of this terminal.

As soon as finality can be reached in connexion with the electrification accounts, it is proposed to have prepared a complete analysis of the capital cost and the operating results of electrification, which will be published for the information of every one interested, and will enable a close scrutiny to be made of the financial results. As the question is a very complicated one, and a statement of the kind should be final and authoritative, it cannot be completed until after all the lines included in the scheme are converted and the costs adjusted.

Details have been prepared of the passenger traffic for the first complete year of electric traction on the Sandringham—Essendon, Melbourne—St. Kilda, and Melbourne—Port Melbourne lines, on which full electrical operation was commenced on the undermentioned dates—

Melbourne—St. Kilda	31st August, 1919.
Melbourne—Port Melbourne	26th October, 1919.
Sandringham—Essendon	14th September, 1919.

The following figures will be of general interest:—

TRAFFIC RESULTS FOR FIRST TWELVE MONTHS OF COMPLETE ELECTRICAL OPERATION FROM THE DATES SHOWN ABOVE.

Line.	Total Passenger Journeys.	Revenue.	Increase compared with preceding 12 Months.		Percentage Increase.		Proportion of Increase ascribed to Electrification.	
			Passenger Journeys.	Revenue.	Passenger Journeys.	Revenue.	Revenue.	Revenue.
		£		£	%	%	£	%
Sandringham—Essendon	42,127,846	562,973	8,047,588	131,383	23·6	30·4	47,043	*10·9
Melbourne—Port Melbourne	5,100,690	56,466	1,399,543	17,114	37·8	43·5	9,090	*23·1
Melbourne—St. Kilda	13,950,228	138,206	3,391,419	38,144	32·1	38·1	18,612	*18·6

* Notes.—In calculating this percentage, allowance has been made for the natural increase which has taken place over the whole of the suburban lines. In other words, the increase ascribed to electrification does not include the increased traffic which it is estimated would have resulted had steam operation been continued.

The proportion of the increase in revenue estimated to be due to electric traction which is derived from daily tickets, compared with the total, which includes not only daily tickets but also weekly workmen's and periodicals, is shown hereunder—

Line.	Total Additional Revenue due to Electric Traction.	Proportion derived from Daily Tickets.		Proportion from other Classes of Tickets.	
		£	%	£	%
Sandringham—Essendon	47,043	37,305	79·3	9,738	20·7
St. Kilda	18,612	18,166	97·6	446	2·4
Port Melbourne	9,090	8,626	94·9	464	5·1

The figures witness to the increased traffic that has been developed, particularly by the more frequent service provided on these lines under electric traction during the less busy hours of the day.

Sufficient rolling-stock has now been fitted with electrical equipment to enable a start to be made with the provision of a uniformly made-up train for the suburban system. By the time the Electrification Scheme is completed all trains during the rush hours will consist of three first and three second class carriages, and this will be achieved by making all motors second class and all trailers first class. The re-arrangement of all the trains running on the Sandringham—Essendon line will be completed before the end of 1921, and this method of placing the cars, together with the bold lettering with which they are now inscribed, should make it easy for passengers to find the class in which they desire to travel, while from the Railway stand-point it increases efficiency by enabling greater use to be made of the electrically-equipped rolling-stock.

The improved facilities for train operation afforded by electric traction will enable the suburban parcels and passenger business to be separated, which will be a further step in the direction of more efficient operation. Two electric motor parcels coaches designed for the conveyance of parcels, milk, &c., have been constructed, and are about to be put into service. These coaches, which will be run to a regular timetable on the various electric lines, will relieve the ordinary trains of all parcels business, and they will also be used to transfer parcels, luggage, &c., between the Flinders-street and Spencer-street terminals. This amounts to a large volume, and will be more cheaply and expeditiously handled by the electric coaches than at present. Additional motor parcels coaches will be provided, and when the whole system is in full operation, the present method of transferring parcels from one platform to another at the Flinders-street terminal will be discarded.

Subsidiary Electrical Schemes.

Power from the Electrification Scheme is now being supplied to operate the St. Kilda—Brighton and the Sandringham—Black Rock Electric Tramways, and also to drive the tool equipment at the Newport Workshops.

The sub-station which is being erected at Spencer-street, and which will take the place of the present small lighting plant, will be completed during the next few months. This sub-station will supply power for lighting the metropolitan railway stations and yards and for other services, after which the existing plant, which is practically obsolete, will be dismantled. Schemes have also been approved for supplying power from the electrification system to the various railway workshops at North Melbourne, and for the operation of the electric crane equipment at the Montague shipping shed.

Automatic Signalling.

Steady progress continues to be made with the provision of additional safety appliances. Complete automatic signalling, whereby each signal is equipped with an automatic train stop, has been brought into operation on the Prince's-bridge—Clifton Hill Line, and automatic signalling will be installed on the Caulfield line concurrently with its electrification. Schemes of automatic signalling have been prepared for the Box Hill and Williamstown lines, while others are under investigation.

The conversion of track circuits from direct to alternating current rendered necessary by the electrification of the suburban lines is being carried out on the sections not yet under consideration for automatic signalling.

Supply of Bulk Power.

Section 19 of Act 3104, which amended the law relating to the Electricity Commissioners and to the supply of electric energy, transferred to the State Electricity Commission our obligation, under the Railways Act, to distribute bulk power to Undertakings having a generating station, and to consumers within the municipal districts of Footscray, Williamstown, Werribee, Braybrook, and part of Port Melbourne.

The arrangements necessary to give effect to this enactment have been made in co-operation with the State Electricity Commission, and, in future, that body will make all detailed business and financial adjustments in connexion with the supply of electrical energy for industrial purposes from the electrification system.

Way and Works Branch.

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

The relaying of 48.5 miles of track with steel rails as shown hereunder was undertaken and completed :—

Description of Rails.	Miles of Track Re-laid.
New 100 lbs.	7.2
New 80 lbs.	30.2
Serviceable 100 lbs. and 80 lbs.	3.5
Serviceable 75 lbs., 66 lbs., and 60 lbs.	7.6
Total	48.5

and this total includes 19 miles of track re-laid with heavier rails in order to provide serviceable steel rails for the construction of new lines of railway and sidings.

The tracks were strengthened by 8,058 additional sleepers, 157,502 sleepers were renewed, and 138 miles of fencing re-built.

One hundred and forty-five interlocking levers were installed at 10 places, the total number of which at 30th June was 890, embracing 10,929 levers, and the proportion of interlocked places represents 79.04 per cent.

Nineteen intermediate non-staff stations were provided with 26 sets of staff, Annett, or Tablet Lock Gear ; 7 sets of Plunger Locking Gear were installed at 4 staff stations, and 4 stations were equipped with electric staff apparatus.

New Shipping Shed at Montague.

The work of equipping this shed with the requisite facilities for the conduct of shipping business has proceeded steadily during the year and is now rapidly approaching completion.

In order to meet the requirements of the Central Wool Committee, its lease of the shed has been extended until 30th September, and on the expiration of the term the balance of the work inside the building will be expedited with a view to the shed being brought into use on the 1st November next, when the present shipping shed will be abolished and the site utilized in connexion with the scheme for the rearrangement of the Spencer-street Yard.

Spencer-street Station and Terminal Accommodation.

Further progress has been made with the preparation of the scheme for the remodelling of the Spencer-street Yard, and a plan has been drawn for the whole of the proposed rearrangements of the goods and passenger business.

The first instalment of the scheme, which provides for the construction 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, will shortly be submitted for reference to the Parliamentary Standing Committee on Railways in accordance with the provisions of Section 21 of Act No. 2717.

In addition to involving the absorption of the site occupied by the existing shipping shed, the new accommodation for the suburban passenger traffic, as referred to above, will occupy part of the area now utilized for goods sidings, and, in order to adequately provide for the requirements of the goods traffic consequent on the loss of this space, it is proposed to take over portion of Dynon-road, North Melbourne, and negotiations in that behalf are in progress with the bodies concerned.

Gravitation and Marshalling Yards at Tottenham.

The construction work in connexion with the proposed Gravitation and Marshalling Yards at Tottenham has progressed steadily during the year, and 45 per cent. of the total filling required has now been deposited on the site, while 92 per cent. of the necessary excavation work has been completed. The drainage and track work and the subways are also well advanced, and it is anticipated that portion of the yards will be completed in time for use during the current financial year.

In the contemplated scheme provision is made for the yards to be directly connected with the South-western and North-eastern lines, as well as for separate goods lines between Tottenham and the Melbourne Yard, and surveys for these connexions are being carried out by the Chief Engineer for Railway Construction.

New Chaff and Potato Depot.

The proposal to transfer the chaff and potato traffic at the Melbourne Goods Sheds to a site on the west side of the present Gravitation Yard was investigated in January last by the Parliamentary Standing Committee on Railways, and subsequently approval was given for the provision of the first section of the proposed new depôt at an estimated expenditure of £46,000.

This section, which includes the provision of covered sidings, pitched roadways, weighing facilities, &c., is now in hand, and when available for use will admit of the existing chaff shed being utilized for other traffic at the Melbourne Goods Sheds and thus tend to relieve the difficulty that is experienced in handling the volume of general goods business offering under normal conditions.

The new accommodation which is being provided will meet the requirements of the volume of chaff and potato traffic that now requires to be dealt with during the season, and as the business develops consideration will be given to the question of proceeding with other portions of the proposed depôt.

Additional Accommodation at Country Depots, &c.

Good progress was made during the year with the provision of additional and improved accommodation at important country depôts; extensive rearrangements of the yards at Bendigo, Geelong, and North Geelong having practically been completed and extra facilities provided at other places.

Plans and estimates are being prepared for the rearrangement of yards, &c., at Ararat, Horsham, Murtoa, Dimboola, and Woodend, in order to facilitate the conduct of the goods traffic, and steps are also being taken with a view to effecting improvements on certain lines to admit of the running of "C" class consolidated locomotives.

Proposed New Locomotive Depot.

Apart from depositing a large quantity of surplus material on the site which has been selected at South Kensington for the proposed new Locomotive Depôt, little headway has been made with the project, which, as stated in our last Report, has been incorporated in the general scheme for the rearrangement of the Spencer-street Yard.

Prince's Bridge.

For some time past the available accommodation for the storage of cars in the Prince's-bridge Yard has been greatly overtaxed, and the difficulty has been accentuated as a result of the electrification of the Northern Group of suburban lines.

In order to enable the traffic to be satisfactorily dealt with, it was imperative that additional facilities should be made available, and as the whole of the area within the existing railway boundary is fully occupied, action was taken with a view to obtaining possession of the area known as the East Melbourne Cricket Ground.

It is proposed to resume possession of the land in October next, and the existing siding accommodation will then be increased to an extent which will meet immediate requirements.

Proposed Duplication and Regrading of the Gippsland Line.

Owing to the marked development of business on the Gippsland line in recent years, great difficulty has latterly been experienced in working the traffic, and with a view to determining as to the best means of overcoming the trouble, the matter was fully investigated during the year.

It was found that the present and prospective requirements of the traffic could be met by duplicating the line between Dandenong and Nar-Nar-Goon, and regrading the section between Dandenong and Longwarry, and in the last Loan Application Act provision was made for the sum of £250,000 towards the cost of the work.

In accordance with Section 21 of Act 2717 the proposition is being investigated by the Parliamentary Standing Committee on Railways.

Electric Lighting of Stations, &c.

In pursuance of our policy of having country stations lit by electricity where the necessary current can be obtained locally at a reasonable price, the lighting of the station buildings at Sale, Rainbow, Toora, Nathalia, Charlton, Elmore, and Heyfield was changed to electricity during the year. The improved system of lighting was also installed in departmental residences at 24 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 tools 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, based on numbers and capacity, are embodied in Appendices Nos. 16 and 17.

During the year 15 obsolete locomotives of low capacity, 22 obsolete trucks and 1 workmen's sleeper were broken up and removed from the register; 4 "E" class locomotives were sold; and the following stock was written down as shown:—

Class of Stock.	No. Written Down.	From—	To—
Suburban locomotives of low capacity..	3	Full tractive power	Scrap tractive power
Old fixed wheel base cars	57	Half internal floor area	Scrap internal floor area
Old fixed wheel base cars	148	Quarter internal floor area	Scrap internal floor area
Goods wagons (earlier type)	200	Full tonnage capacity	Scrap tonnage capacity.

At the 30th June, 1920, the inventory of rolling-stock showed a deficiency which it was estimated would cost about £112,000 to make good, and as a result of the large amount expended in replacing rolling stock during the year, and despite the substantial writing down of the stock as referred to above, the deficiency at 30th June last was reduced to £33,419.

The output of rolling-stock was as indicated hereunder:—

	Number Manufactured.
<i>Locomotives—</i>	
“A2” class for heavy passenger service	14
“DD” class for passenger and goods service	6
Grab crane (purchased)	1
Total	21
<i>Carriages—</i>	
Sliding door cars for special and excursion traffic	57
<i>Vans—</i>	
Suburban motor parcels	2
<i>Trucks—</i>	
Open goods, 4 wheels	1
Sheep	42
Hopper, coal	25
Boiler and timber	1
Total	69

The "DD" engines are the balance of the partially-constructed locomotives which were taken over from Messrs. Thompson and Company, of Castlemaine, as referred to in our last Report, and 3 were completed at the Ballarat Workshops, and 3 at the Bendigo Workshops.

With the exception of these engines, and the grab crane—which was purchased under contract—the whole of the rolling-stock referred to above was constructed at the Newport Workshops, at which 32 new underframes and bogies for motor coaches were also manufactured and 1 car of the suburban bogie type was altered for use in the electric service.

The marked development in the passenger traffic in the suburban area has rendered it necessary to make certain adjustments in the original programme of rolling-stock required in connexion with the electrification scheme, and the position on the amended basis at the 30th June last in respect of the carriage equipment was as follows:—

	Total number required for Electrification.	Output during 1920-21.	Total number completed at 30th June, 1921.	Balance to be completed.
MOTOR COACHES.				
Construction of new sliding-door cars	211	..	176	35
Alteration of bodies of swing-door cars	154	..	154	..
Manufacture of new underframes and bogies	154	32	126	28
TRAILERS AND DRIVING TRAILERS.				
Alteration of bodies of existing cars	365	1	324	41

Car Equipment for Suburban, Special and Excursion Traffic.

Good progress was made with the construction of cars of the special type decided upon some time ago for use in connexion with holiday, race, and other traffic, owing to the altered conditions under electrification rendering it impracticable to spare cars from the ordinary suburban service for such traffic, and 57 were placed in service during the year, making a total of 81 at 30th June last.

Certain alterations have been designed to the seating accommodation of these cars which will render them more comfortable, and provision is also being made for additional rack accommodation for luggage.

Electric Lighting of Carriages

It has been decided to proceed with the conversion of the existing main line passenger bogie stock from gas to electric lighting, and a commencement will be made with the Adelaide, Sydney, and Albury Expresses. Tenders are now being invited for the necessary equipment, and it is intended to install the modern system of lighting in all new cars constructed for use on main country lines.

Superheater Locomotives.

All the engines constructed during the year, viz., 14 "A2" class and 6 "DD" class, were fitted with superheaters, while 13 "A2" class and 4 "DD" class saturated steam locomotives were equipped with similar apparatus, and the total number of superheater engines in service at the 30th June was 134.

Consolidation Locomotives.

The difficulty which was experienced during the year in obtaining materials of various descriptions from abroad greatly interfered with the locomotive construction programme, and consequently it was impracticable to place in service any of the 10 "C" class consolidated locomotives which we originally anticipated would be delivered during the year. The work is, however, well advanced, and as the position in respect of construction materials is now much easier, we anticipate that a number of these engines will be available for use during the current year.

Materials are also coming to hand for the construction of the 10 "K" class consolidation engines, which are intended for use on light lines where there are heavy grades and sharp curves, and it is expected that some of these engines will be delivered during the ensuing twelve months.

Electric Locomotives.

The conversion of the suburban lines from steam to electric traction will admit of the use of electric locomotives for operating the suburban goods traffic and shunting services in the Metropolitan area, and in view of the progress that has been made with the Electrification scheme, preparatory steps have been taken with a view to the construction of one 2-unit electric locomotive of the most suitable type in order that experience may be gained with it.

Truck Construction.

As a result of the better service that was obtained during the year from the existing rolling stock by improving the average load, and by securing greater mileage per truck and expediting the repair work during the period that all trucks were required to be kept in full commission, it has been practicable to make a considerable reduction in the truck construction programme for the calendar year 1921, especially in relation to the manufacture of standard goods wagons.

This curtailment admitted of portion of the construction staff being utilized on other work, and has enabled the manufacture of overhead structures for electrification work to be expedited.

New Foundry and Electric Steel Furnace at the Newport Workshops.

The site for the proposed new foundry at Newport has been prepared and the requisite tracks have been provided, while plans and specifications have been completed for the proposed buildings, and tenders will shortly be invited for their erection.

None of the tenders recently received for the provision of the proposed electric steel furnace was accepted because it was considered that the prices were too high. Fresh tenders, returnable in October next, have been invited, and it is anticipated that much more favorable prices will then be quoted.

Rearrangement of the Newport Workshops.

In our last Report reference was made to the growing need for the rearrangement and enlargement of the Newport Workshops in order to meet the demands of the increased rolling-stock construction programme and the heavier maintenance work associated with the marked growth of the train mileage in recent years.

Provision having been made for the new foundry, the most pressing need is for a new boiler shop, the construction of which will enable the existing shop space to be utilized for other work. Plans for the proposed new building have been prepared, and the proposition will shortly be submitted for reference to the Parliamentary Standing Committee on Railways in accordance with the provisions of Section 21 of Act No. 2717.

Ballarat and Bendigo Workshops.

These workshops were utilized to their fullest practicable extent during the year in the construction and overhauling of locomotives and the repairing of carriages and trucks.

The staff now employed at both places is practically equivalent to that originally proposed, and while additional machine tools, &c., were erected at the shops during the year there are still some machines—which have been delayed owing to industrial troubles abroad—required to complete the equipment of the shops.

Stores Branch.

The value of the stock of stores at 30th June, 1921, as per the certificate of the Acting Chief Storekeeper (Appendix No. 4), was £1,927,714, which represents an increase of £779,885 as compared with the value of the stock at the 30th June, 1920.

Owing to the difficulty which was experienced in 1919-20 in obtaining many important items of material, principally timber, iron, steel, and cement, the stocks in many lines at the close of that year were lower than was desirable or prudent, and consequently a very large proportion of the increase above referred to comprises the value of materials which were required to bring the stocks up to a proper and reasonable standard.

In order that an equitable comparison may be made it is necessary to revert to the stock at the 30th June, 1914, when the value of the stores on hand was £909,192. After making due allowance for the additional mileage opened since that date, and for the value of stores which were not then included in the stock, *e.g.*, refreshment service supplies, electrification spares, power signalling, &c., the equated figures for the respective years are as follows:—

At 30th June, 1921	£1,821,234
At 30th June, 1914	£1,027,387
Increase	£793,847

This increase is equivalent to 77 per cent., and cannot be considered unreasonable when regard is paid to the extent by which the operations of the Department have expanded, and to the fact that the cost of all important lines of plant and material has largely increased, some by over 200 per cent., and a great many others by more than 100 per cent.

A further proportion of the increase as compared with the previous year has been due to the fact that, as a result of the slackness of trade in England, materials which were ordered for the future construction programme have been delivered many months earlier than would have been the case under normal conditions.

It is our policy to maintain the stock of stores at the lowest limit consistent with efficiency, and to this end a continuous scrutiny is maintained over all orders and requisitions.

The usual practice was followed of disposing of scrap and surplus materials not required, and an estimated profit of £19,995 was made during the year from sales totalling approximately £91,000.

Coal Supplies.

The total quantity of coal purchased was 747,622 tons (including 67,216 tons of slack coal) of which 478,567 tons were obtained from New South Wales mines, 268,958 tons from the State Coal Mine, and 97 tons from other Victorian mines. The quantity of coal procured from the State mine (including 65,032 tons of slack coal) was 1,139 tons less than in the preceding year, but the quantity of seaborne coal obtained from New South Wales was 46,854 tons more than in 1919-20.

In consequence of the continued shortage of shipping, coal had again to be brought by rail from New South Wales, and the quantity so obtained was 275,219 tons, which is 17,067 tons in excess of the record tonnage procured by rail in 1919-20.

We have previously pointed out that the necessity for overlanding supplies from New South Wales not only entails additional haulage and handling charges, but also involves the acceptance of coal of a lower calorific value than could have been secured if adequate shipping had been available; and the additional expenditure involved in this connexion for the year under review was approximately £151,929.

The following statement shows the uncontrollable additional expenditure which the Department has been obliged to incur in respect of its coal supplies during the past four years:—

Year.	Coal Consumed.	Cost.	Increased Expenditure through having to obtain Coal overland.
	Tons.	£	£
1920-21	689,794	997,504	151,929
1919-20	645,736	778,427	132,127
1918-19	574,092	612,278	112,954
1917-18	575,339	610,531	112,983

During the last few months additional shipping has been available, with the result that supplies of seaborne coal have largely increased, and if the present supplies of oversea coal are maintained, we anticipate that it will not be necessary to obtain any further coal by rail from New South Wales.

However, if a cessation of shipping transport recurs, we will be in the same disadvantageous position as heretofore, and will again be faced with the heavy increased cost due to overlanding charges and inefficiency associated with the use of a low grade New South Wales coal.

Use of Brown Coal.

The increasing cost of black slack coal and the importance from a national point of view of developing the use of brown coal, render it necessary that a proper investigation should be made as to the possibility of using brown coal.

With the object of collecting the data essential to enable the question to be considered from a scientific and financial stand-point, the Electricity Commission is obtaining a trial plant for pulverizing brown coal, and will supply pulverized fuel to the Railways to experiment with at Newport "A" Power House and in locomotives.

In accordance with this arrangement, one of the furnaces at the Newport "A" Power House will be fitted with feeders and burners designed for the combustion of pulverized brown coal, while in addition, experiments will be made at Newport "A" with the burning of brown coal in its natural state. The experience obtained in these experiments will enable serious consideration to be given to the general use of brown coal at Newport "A," as well as at Newport "B" Power House, which is being equipped for the combustion of brown coal.

The experiments with pulverized brown coal in locomotives will be made as soon as the necessary equipment is obtained and installed.

Modern Coal Handling Plant.

The difficulties which have been experienced in recent years in obtaining adequate supplies of coal for railway purposes have been accentuated by the inadequacy of the existing facilities for handling coal, which not only renders it difficult to build up proper reserves, but also militates against the maintenance of a general supply, and with a view to placing the matter on a satisfactory basis, we recently sought authority to install electrically-operated coal-handling appliances at the West Melbourne Dock.

The proposition is now being investigated by the Parliamentary Standing Committee on Railways in accordance with Section 21 of Act 2717.

Travelling Irregularities.

With a view to increasing the check on irregular travelling, the staff of special checkers was largely augmented during the year, and, as will be seen from the following statement, the increase is reflected in the number of irregularities reported :—

Detected by—	Number of Irregularities detected during the Year ending 30th June—		Increase.	Decrease.
	1920.	1921.		
Special Checkers on Suburban Trains and Barriers ..	3,327	9,331	6,004	..
Special Checkers on Country Trains	1,581	3,581	2,000	..
Conductors on Country Trains	2,611	1,999	..	612
Flying Gangs on Suburban Trains	875	567	..	308
Totals	8,394	15,478	8,004	920

It is disquieting that petty frauds, which involve a serious loss of revenue to the Department, should be so rife, and every effort will continue to be made to detect offenders with a view to their prosecution.

Pilfering of Goods.

As a result of the more effective measures which were taken to reduce the loss through pilfering, there was a very marked reduction in the number of claims paid and the amount involved for the last six months of the year as compared with the first half of the year, the figures for the respective periods being as under :—

Six months ending—	No. of Claims paid.	Amount involved.
31st December, 1920	11,351	£43,303
30th June, 1921	8,612	26,664
Decrease	2,739	£16,639

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 the case of employees against whom the evidence was not sufficient to justify a prosecution :—

Year ending 30th June.	Outsiders.		Employees.		Charges against Employees before the Board of Discipline.	
	Number Prosecuted.	Number Convicted.	Number Prosecuted.	Number Convicted and Dismissed.	Number Convicted and Dismissed.	Number of Employees Dismissed.
1919	54	49	27	23	13	2
1920	60	54	46	36	5	3
1921	59	56	36	26	7	5

Ambulance Organization and Equipment.

Keen interest in "First Aid" continues to be manifested by the staff, and during the year 197 employees qualified in the work.

The first Inter-State Ambulance Competition, which was held in Melbourne on 25th November, proved very successful, the work being of a high standard; and satisfactory results also attended the annual competitions for corps and individual employees throughout the State.

Appreciable increases have been made in the equipment at stations, depôts, and in vans of trains, and the total equipment now available is as follows :—

Ambulance chests	84
Ambulance boxes	842
Blankets	123
Stretchers	1,800
Hand litters	10

Dining Car Services.

Owing to the adverse conditions which prevailed in the latter half of the year, there was a falling-off in the number of meals served in the dining cars, but as a result of the increases which were made in the tariff in order to meet the increased cost of wages and stores the aggregate receipts from the respective services show a small increase as compared with the preceding year.

The following statement shows the receipts obtained from the various services during each of the past four years :—

	Year.				Receipts in 1921 as compared with 1920.	
	1917-18.	1918-19.	1919-20.	1920-21.	Increase.	Decrease.
	£	£	£	£	£	£
Sydney Express	10,379	7,899	14,317	14,117	..	200
Adelaide Express	6,013	5,167	7,829	8,211	382	..
Mildura line	2,561	2,664	3,325	3,481	156	..
Totals	18,953	15,730	25,471	25,809	538	200
	Net Increase				£338.	

After allowing for Working Expenses and the cost of the stores consumed, the year's transactions resulted in a profit of £861, or £3,469 less than in 1919-20, the decrease being due principally to the higher cost of wages, &c.

Refreshment Services.

The railway refreshment rooms throughout the State, with the exception of a few small rooms, are now under departmental control, and the revenue derived therefrom during the year amounted to £258,315.

Apart from the better results which have been achieved in the financial aspect, the change in management has been very satisfactory in other directions, and has proved beneficial to both the Department and the travelling public.

The Staff.

Only one new appointment to the permanent staff was made during the year, and owing to the loss of employees through retirements, dismissals, deaths, &c., the number of the permanent staff fell from 12,580 at 30th June, 1920, to 12,094 at the close of the year under review. On the other hand the Supernumerary Staff increased from 12,117 to 15,139 and the net increase in the total staff was thus 2,536, which is principally accounted for by the extra men engaged on important Capital and special Maintenance works, including to some extent electrification work, and by additional staff required to reduce hours of duty in accordance with the awards of the Railways Classification Board.

At 30th June, 1920 and 1921 respectively, the number of employees in each Branch was as follows :—

	At 30th June, 1920.			At 30th June, 1921.		
	Permanent.	Supernumerary.	Total.	Permanent.	Supernumerary.	Total.
Secretary's	40	9	49	48	13	61
Transportation	4,225	3,461	7,686	3,966	3,898	7,864
Rolling Stock	4,894	3,410	8,304	4,717	4,502	9,219
Way and Works	2,698	4,300	6,998	2,600	5,218	7,818
Accountant's	136	27	163	139	78	217
Audit	124	37	161	118	62	180
Stores	88	97	185	92	115	207
Printing	37	43	80	35	53	88
Electrical Engineering ..	270	496	766	300	728	1,028
Traffic	47	2	49	54	3	57
Refreshment Services ..	21	235	256	25	469	494
Totals	12,580	12,117	24,697	12,094	15,139	27,233

The proportion of Supernumeraries to Permanent employees is still abnormal, owing to the policy adopted in 1914 of restricting permanent appointments to youths and a limited number of persons with technical qualifications, so as not to prejudice the claims of men on active service. Steps are being taken, however, to make a number of permanent appointments of returned soldiers and others under the provisions of Act No. 3111, which enables Supernumeraries to be appointed permanently, subject to prescribed conditions, up till 31st December, 1921.

The amounts disbursed in Salaries and Wages during each of the past three years, excluding those paid to men attached to co-operative labour parties, are shown hereunder :—

Year.	Total Salaries and Wages.
1918-19	£3,284,779
1919-20	4,655,758
1920-21	5,876,424

The large increase in the wages bill has been caused by the higher wages, &c., granted to employees under awards of the Railways Classification and Wages Boards, as well as by the additional staff necessitated partly by increased work and partly by the readjustment of working conditions as a result of awards of the Classification Board.

Arrears of Annual Leave.

Owing to the abnormal conditions which have prevailed during the past few years, the employees in the Transportation Branch and the operating section of the Rolling Stock Branch, who for the most part are usually granted their annual leave during the slack portion of the year, could not be spared for the purpose without accentuating the congestion of traffic. As a consequence there was a large accumulation of leave, which was augmented by our concession of annual leave to supernumeraries with twelve months' service, under which, in December last, a large number of such employees became due for annual leave as from 1st July, 1920.

During the latter half of the financial year under review, advantage was taken of the comparative slackness of traffic to reduce the accumulation to some extent, but

towards the close of the year, owing to the serious decrease in the revenue, the policy of working off the arrears was temporarily suspended.

Recognising, however, that the leave represents a debt due to the Staff, and that the arrears are not only an embarrassment to the Department but a source of dissatisfaction to the employees, we have now decided to eliminate the accumulation, or reduce it to a minimum, by granting as much leave as practicable during the existing depression. This policy will provide employment for men who have been booked off without pay for portion of the last three months, and, it is hoped, will enable the Administration to commence with a clean sheet at the beginning of the next financial year.

Railways Classification Board.

The Railways Classification Board, which was established under the provisions of Act No. 3006, as referred to in our last Report, continued its investigations into the claims preferred by the staff, and during the year announced awards covering—

- (a) an increase in the salaries and wages of officers and employees within its jurisdiction ;
- (b) the number of hours constituting a day's work ; and
- (c) payment for overtime and emergency work ; Sunday, holiday, and night work ; travelling and waiting time ; relieving and travelling expenses, allowances, &c.

The wages award, which was framed on a basic wage of 13s. 6d. per day, as compared with the previous basic rate of 11s. 9d., provided for the wage of adult male employees being increased by 1s. 9d. per day, and the salaries of adult officers by £25 per annum ; while lads, apprentices, and female employees were awarded an increase proportionate with the advance in the basic wage.

These awards were adopted, and the first two—(a) and (b)—were made operative as from the 1st January, 1921, while the last-mentioned—(c)—was in most respects retrospective to the 1st July, 1919, in accordance with the provisions of the Classification Board Act.

It is estimated that an additional expenditure of about £935,000 per annum will be entailed by the awards, but as the higher wages and the increased expenditure arising out of the award relating to hours of duty have only been operative since the 1st January last, the extra cost involved during the year under review was £640,854 which includes the retrospective payments for the year 1919–20 under the award relating to overtime, &c.

The Board's jurisdiction only extends to the staff receiving up to £400 per annum, and following upon the adoption of its above-mentioned awards, adjustments were made in the case of officers in receipt of more than £400 and up to £650 per annum inclusive.

Consideration is now being given by the Board to the balance of the claims relating to working conditions, principally work performed under special circumstances, and it is anticipated that it will shortly complete its investigations into the whole of the items which, under the provisions of the Classification Board Act, are retrospective to the 1st July, 1919.

Visit of Officers to America.

For some time past we have been giving exhaustive consideration to the question of the most up-to-date and efficient methods and organization to adopt in connexion with the purchase, custody, and distribution of stores and materials for Railway purposes, as well as the reclamation of scrap material, and the matter was also discussed at the Inter-State Commissioners' Conference in May last, when it was decided that New South Wales and Victoria should send officers abroad to specially investigate the services of supply in operation on American Railroads.

In fulfilment of this decision, arrangements were made for the Chief Storekeeper (Mr. C. W. J. Coleman) and an officer of his Branch (Mr. H. S. Sergeant) to leave for America on the 23rd June last, and, instead of endeavoring to obtain a knowledge of the various systems in different parts of the States—which would necessarily be hurried—they will confine their investigation to the Railways in the State of California, particularly to the system established by the South Pacific Railroad Company for the

purchase, custody, and distribution of stores and the reclamation of scrap material, which system is regarded throughout America and other parts of the railroad world as the most efficient in operation.

Concurrently with the visit of these officers we decided to also send to California the Outdoor Superintendent (Mr. M. J. Canny) to investigate traffic problems, including the transport of stores, and the Assistant Engineer of Signals (Mr. G. H. Wion) to study safeworking and signalling matters.

We are convinced that the knowledge and experience that will be acquired by these officers, who are expected to return about the middle of October, will be of material help in placing our operations on a more efficient basis.

General Review.

The year's operations resulted in a deficit of £651,635, as compared with a loss of £212,894 in the preceding year, or an increase of £438,741.

This unfavorable result was contributed to by certain heavy and, for the most part, uncontrollable charges which we were obliged to incur during the year, the principal of which were as follows:—

	£	£
(a) Increased working costs arising out of awards announced by the Railways Classification Board in December last	640,854	
(b) Additional expenditure due to the awards of certain Wages Boards which, in accordance with the law, were applicable to the Railway Service ..	64,284	
(c) The value of other concessions granted to the staff ..	22,364	
(d) The higher cost of coal due to the price having been increased by 4s. per ton as from 27th September, 1920, under the award of the Coal Tribunal appointed under the Industrial Peace Act, and increased freight on the New South Wales lines on coal brought overland	156,343	
(e) Increased handling and junction charges and the cost of haulage on the Victorian lines in respect of coal brought overland	114,518	
		998,363

The financial results were also adversely affected by the serious loss of business which occurred in January and February, owing to the restrictions which it was necessary to impose on the train services in consequence of the strike, the loss of revenue in this connexion being estimated at 200,000 while the depression in trade which became manifest shortly after the resumption of normal traffic, and which caused a heavy falling-off in the passenger, goods, and live-stock business, involved a further loss of revenue of approximately 200,800

These unfavorable factors represent a total of £1,399,163 and, as the additional revenue obtained from the increased fares and rates which operated as from 1st January, 1921, only amounted to about .. 646,000

the year's operations were adversely affected to the extent of £753,163

which is considerably greater than the deficit on the year's working.

As previously stated herein, the awards of the Classification Board in respect of a number of items were retrospective to the 1st July, 1919, under the provisions of the Classification Board Act; but, as they were not adopted until the accounts for that year had been closed, the expenditure involved for 1919-20—approximately £180,000—had to be included in the working expenses of 1920-21, and in reviewing the results for the year that amount should properly be eliminated from the accounts.

We fully appreciate that such a large deficit is a matter for serious concern, but it was quite inevitable, because the additional charges referred to above were spread over the greater part of the year, and also included expenditure in respect of 1919-20, whereas the benefit of the increased fares and rates—which were imposed in order to offset the higher charges—was obtained only during the last six months of the year.

As a result of the improved methods of working that were instituted, the goods business was conducted to the satisfaction of traders and others doing business with the Department. This gratifying result could not have been achieved without the hearty co-operation of all concerned, and we are grateful to our customers and the staff for their generous response to our appeals in that behalf.

Owing to the falling off in the traffic during the latter months of the year, and the imperative need—in view of the financial situation—for the exercise of economy, we were obliged to reduce the train services both in the country and on the suburban lines, and while we realize that the reductions involved some inconvenience to the public, it would obviously have been improper to have continued to provide services which were not justified by the amount of business offering.

The decline in traffic is still seriously affecting the railway finances, which remain at the disadvantages associated with the high cost of labor and materials and increased interest charges, but we are pleased to be able to point to the fact that the prospects of a record harvest in the coming season appear to be exceptionally good.

In the difficult times through which we are still passing it is more than ever imperative, in the interests of efficient and economic working, that all our available resources should be utilized to the fullest possible extent, and during the ensuing year every effort will be made to secure by prudent administration, and with the continued co-operation of the staff and our patrons, the best practicable results from the railway service.

There is, moreover, ample scope for the better development of the primary industries of the State. On our tours of inspection we have been impressed by the scanty settlement and the absence of cultivation in various areas served by railways; and while new lines may be found necessary for opening up special localities, it is beyond all doubt that the utilization to the fullest extent of areas in proximity to existing railways could not fail to be very beneficial not only to the railway service, but also to the State and the community at large.

Co-operation.

During the year we initiated a movement with the object of securing the closer co-operation of traders and employees in the more efficient and economical working of the Service.

Advantage has been taken of every available opportunity of enlightening the public and the staff as to the mutual benefits attainable by their cordial and energetic assistance, which has been solicited by personal interviews, through the press and the departmental Weekly Notice, and by means of pamphlets distributed broadcast throughout the State.

These appeals have been met by a generous response on the part of the public and the employees generally, and the beneficial effects are apparent in all directions. The goods business has been conducted more efficiently, both as regards the better loading and the quicker movement of the trucks; an appreciable improvement has been effected in the time-keeping of trains and in the condition of the railway property; the staff are taking a keener interest in their work; and a much better spirit exists between the public and the Department.

In furtherance of our object we have also widely distributed information as to the reasons for the increased freights and fares, as well as in regard to the progress of the Electrification Scheme; and we are very gratified that the policy we are pursuing has been productive of such good results.

Acknowledgment of Services of the Staff.

We are pleased to record our appreciation of the valued assistance rendered by the officers and employees throughout the year, and of their loyal and cheerful response to our appeals for their co-operation in the efficient and economical working of the Service.

Changes in the Personnel of the Commissioners.

On the 17th September, 1920, Mr. Harold W. Clapp was appointed Chairman of the Victorian Railways Commissioners in place of Mr. C. E. Norman, who relinquished the office on the 16th idem, after a long and honorable railway career extending over a period of 50 years.

State Coal Mine.

After the payment of working expenses and interest charges, providing for a contribution of £6,236 to the sinking fund, and allowing for depreciation of assets to the extent of £32,000, there was a surplus of £2,841 in connexion with the operation of the State Coal Mine during the year.

The output for the twelve months was 368,239 tons, which is 56,746 tons less than in the preceding year. Of the total yield 267,483 tons were supplied to the Railway Department and 12,344 tons to other Public Departments, while 67,432 tons of slack coal were disposed of to the general public, and the balance, *i.e.*, 20,980 tons, is accounted for by colliery consumption, sales to miners, &c.

During the period from the 11th November to the 26th January the employees were involved in a sympathetic strike arising out of the refusal of employees at the Morwell Brown Coal Mine to work for a wage lower than that awarded by the Coal Industry Special Tribunal, and the cessation of work during this period involved a loss of output amounting to nearly 100,000 tons.

Including the working days in the above-mentioned period operations were suspended for 63 days as a result of strikes, stop-work meetings, &c., and three days were lost on account of floods and machinery troubles.

The working cost per ton amounted to 20/11.3d., which represents an increase of 3/6.7d. per ton as contrasted with 1919-20. The increase is due almost entirely to the increased wages and higher piece-work rates awarded by the Coal Industry Special Tribunal appointed under the *Industrial Peace Act* 1920, which were operative as from the 27th September, and which had the effect of increasing the minimum wage for adult off-hand labour by approximately 30 per cent. and piece-work rates by 17½ per cent.

A new area adjacent to the Extension Dip Section—No. 10 pit—has been developed with satisfactory results, and the output of Nos. 9 and 10 pits is now about 570 tons per day, while the daily yield from McBride tunnel is approximately 850 tons, which will shortly be appreciably increased as a result of the improvements which have been made to the ventilation. The further development of the Eastern area has enabled the output to be increased to about 420 tons per day, and the improvements which are now being made to the ventilation of this area will enable further developmental work to be undertaken which will result in a considerable increase in the daily yield from this pit.

Employment was furnished for an average number of 1,193 employees, as compared with 1,390 in 1919-20, and the total sum expended in wages amounted to £319,224, which is £3,339 less than in the previous year, the reduction being due to the strikes above referred to.

There was an increase of about 5 per cent. in the output per miner per shift, and after deducting the cost of explosives the net average earnings of the miners amounted to 24/3.64d. per shift.

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 30.

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.

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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	" J. STEWART.
Superintendent of Refreshment Services	" C. J. HARRIS.
Superintendent of Printing	" A. VALENTINE.

APPENDIX No. 2.

CERTIFICATE RESPECTING ROLLING STOCK, MACHINERY, AND TOOLS.

I hereby certify that the whole of the rolling stock in use on the Victorian Railways, and also the machinery and tools of the Rolling Stock Branch, were, during the year 1920-21, 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 the whole of the permanent way, stations, buildings, and other works on the Victorian Railways were, during the year 1920-21, maintained in good working order and repair.

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

APPENDIX No. 4.

CERTIFICATE RESPECTING STORES.

I hereby certify that the Stock of Stores has been carefully and systematically inspected during the year, and that its value at 30th June, 1921, was £1,927,714.

W. D. MORGAN,
Acting Chief Storekeeper.

<i>Dr.</i>	Reference.	£	s.	d.	£	s.	d.
	Appendix. No.						
To face value of Bonds and Stock allocated to the Railways	10	58,991,461	10	0			
Less Discounts and Floating Charges £2,394,621 4 0	10						
Less Premiums 453,928 14 6	10						
	...	1,850,692	9	6			
Net Proceeds	10	...			57,140,769	0	6
„ 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 ...	...	471,117	4	10			
					3,930,701	13	0
„ Advance from Public Account, pending Loan provision ... ..	...	...			408,512	10	11
„ Advance from Treasurer's Advance pending Loan provision ... ..	...	...			25,183	0	10
„ 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 ...	18	...			125,000	0	0
„ Special Funds ... ..	...	...			30,866	0	0
„ Sundry Creditors ... ..	...	...			970,468	19	1
„ Suspense Account—Net amount to be subsequently paid to Consolidated Revenue	...	...			134,778	6	1
„ Interest Charges and Expenses, Pensions and Gratuities, Border Railways Adjustment, Repayment to Capital Account in respect of the North Geelong to Fyansford Line ... ..	...	2,595,064	8	3			
Less Net Revenue for the year after providing for working expenses and payment of £187,098 into the Rolling Stock Replacement Fund...	...	1,943,429	7	6			
					651,635	0	9
Total ... ..	...	...			£63,817,914	11	2

The Statement has been checked with the Railway Books and found correct. The assets are set down at the cost value at the 30th June, 1921. No provision has been made for the loss of capital, and no liability included for the deficiency in the value of the Rolling Stock, amounting to £33,419.

J. A. NORRIS,
Auditor-General.

No. 5.

30TH JUNE, 1921.

Cr

	Reference.	£	s.	d.	£	s.	d.
	Appendix. No.						
By Way, Works, Buildings, and Equip- ment, at cost	24	48,218,802	14	2			
„ Rolling Stock, at cost	24	11,589,033	17	11			
		59,807,836	12	1			
„ Surveys for proposed Railways, at cost ...	...	378,344	19	10	60,186,181	11	11
„ Advances from Public Account —Balance of Expenditure on account of Re- laying	18	...			125,000	0	0
„ Stores and Materials on hand ...	19	1,927,714	15	2			
„ „ „ in transit ...	...	7,217	7	2			
		1,934,932	2	4			
Less amount at credit of Stores Deprecia- tion Account	19	5,682	10	3			
					1,929,249	12	1
„ Materials on hand, Electrification Capital Stock ... ..	...	...			189,799	15	11
„ Materials on hand, Power Signalling Capital Stock ... ..	...	...			30,723	0	11
„ Cash at credit of Railways Stores Suspense Account	19	30,375	9	4			
„ Cash in hands of Agent-General, London, and in transit	19	1,248	4	8	31,623	14	0
„ Cash in hands of Agent-General on account of the Electrification of the Melbourne Suburban Lines... ..	...	...			163,337	16	6
„ Cash at credit of Special Funds:— Rolling Stock Replacement Fund ...	17	26,946	11	8			
Trust Fund—Surplus Railway Land	...	41	18	2			
Railway Accident and Fire In- surance Fund	7	3,919	8	4			
„ Railway Loans Repayment Fund ...	...	1,869	18	5	32,777	16	7
„ Cash and Securities at credit of the following Accounts:— Sundry Repayments to Treasury ...	...	94,765	13	11			
Preliminary Deposits ... ..	...	6,530	13	5			
Trust Funds—Cash and Securities ...	...	130,242	11	0	231,538	18	4
„ Sundry Debtors:— Working Expenses Account ...	...	13,155	13	8			
Stores Suspense Account—Sales of Stores and Materials ... ..	...	18,127	19	8			
Revenue Account ... ..	...	214,763	10	10			
					246,047	4	2
„ Balance—Deficit ... ..	...	...			651,635	0	9
Total ... ..	...	...			£63,817,914	11	2

T. F. BRENNAN,
Chief Accountant.

APPENDIX No. 6.

DETAILED STATEMENT OF WORKING EXPENSES FOR 1920-21 COMPARED WITH 1919-20,
EXCLUSIVE OF THE ELECTRIC TRAMWAYS.

	1919-20.	1920-21.
TRANSPORTATION BRANCH.		
General Superintendence and Staff	£104,121	£134,407
Stationery, Printing, and Advertising	45,388	58,327
Stores Expenses	5,520	5,687
STATION, YARD, AND SIGNAL SERVICE—		
Salaries, Wages, and Expenses of Staff	£1,248,236	£1,524,886
Fuel	3,180	7,026
Light	27,529	38,510
Uniforms	7,947	19,636
Other Supplies	34,931	51,182
Sanitary and Other Expenses	7,076	7,688
Tarpaulins .. .. .	..	91,842
TOTAL COST OF STATION, YARD, AND SIGNAL SERVICE	£1,328,899	£1,740,770
Guards and Conductors—Wages and Expenses	£200,250	£262,876
" " Uniforms and Supplies	4,134	9,097
Gatekeeping	29,823	35,651
Loss and Damage to Property and Goods	<i>Cr.</i> 2,658	<i>Cr.</i> 4,212
Other Expenses	5,130	3,840
Dining Car Service	21,141	24,948
Refreshment Rooms Service	78,840	212,398
TOTAL EXPENSES OF TRANSPORTATION BRANCH	£1,820,588	£2,483,789
Percentage of Gross Revenue	22·13	25·35
Per Traffic Train Mile	29·09d.	37·47d
WAY AND WORKS BRANCH.		
General Superintendence and Staff	£67,364	£73,998
Stationery, Printing, and Advertising	4,794	6,878
Stores Expenses	11,115	15,071
	£83,273	£95,947
MAINTENANCE OF WAY—		
Superintendence and Staff	£23,343	£27,874
General Labour	422,044	477,969
Track Materials	160,759	190,926
Fences, Gates, Cattle Guards, Roadways, Signs, &c.	21,526	32,369
Tools and Supplies	18,389	21,477
Filling and Graveling Platforms and Stock Yards	1,303	2,000
Gardens, Plantations, &c.	3,817	4,187
TOTAL COST OF MAINTENANCE OF WAY	£651,181	£756,802
Per Mile of Railway worked	£155	£179
" " Track (exclusive of Sidings)	£143	£165
MAINTENANCE OF WORKS—		
Superintendence and Staff	£23,974	£28,630
Fences, Gates, Cattle Guards, Signs, &c.	26,075	24,093
Bridges, Culverts, and Drains	57,249	68,779
Piers and Wharfs	570	725
Weighbridges, Scales, Lifting Cranes, Turntables, Traversers, Grain Conveyors, &c.	11,386	14,606
Buildings, Platforms, and Fixtures	124,732	175,833
Stock Yards	7,321	6,862
Water Supply	14,471	19,724
Machinery, Tools, and Supplies	11,930	21,970
Other Expenses	150	276
TOTAL COST OF MAINTENANCE OF WORKS	£277,858	£361,498

APPENDIX No. 6—continued.

DETAILED STATEMENT OF WORKING EXPENSES FOR 1920-21, ETC.—continued.

	1919-20.	1920-21.
WAY AND WORKS BRANCH—continued.		
MAINTENANCE OF SIGNALS—		
Superintendence and Staff	£8,669	£9,107
Signals and Interlocking	87,950	103,811
Machinery, Tools, and Supplies	9,729	11,049
Other Expenses	176	281
TOTAL COST OF MAINTENANCE OF SIGNALS	£106,524	£124,048
Telegraph, &c., Lines and Instruments	£11,729	£16,560
Special Maintenance Expenditure	£131,504	£222,002
TOTAL EXPENSES OF WAY AND WORKS BRANCH	£1,262,069	£1,576,857
Percentage of Gross Revenue	15·35	16·10
Per Mile of Railway worked	£301	£372
Per Traffic Train Mile	20·16d.	23·79d.
ROLLING STOCK BRANCH.		
General Superintendence and Staff	£30,584	£38,371
Stationery, Printing, and Advertising	4,690	5,983
Stores Expenses	12,685	19,351
LOCOMOTIVE WORKING—		
Superintendence and Staff	£30,239	£42,214
Running Sheds { Staff	98,730	126,779
{ Supplies	7,353	8,693
Drivers and Firemen	556,041	723,373
Coal, Wood, and Kindlers for Locomotives	710,570	844,082
Handling and Inspection of Coal, Wood, and Kindlers for Locomotives	53,419	67,677
Water for Locomotives and Running Sheds	32,183	30,207
Oil, Tallow, Waste, and other Running Supplies for Locomotives	29,253	35,820
Other Expenses	426	1,106
TOTAL COST OF LOCOMOTIVE WORKING	£1,618,214	£1,879,951
Locomotive Miles Run	16,577,887	16,585,834
Per Locomotive Mile.. .. .	21·98d.	27·20d.
Per Traffic Train Mile	24·26d.	28·36d.
INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS—		
Labour	£109,122	£156,596
Supplies	4,287	6,058
Lubricants	6,922	8,137
Light	35,114	43,494
Ice	1,349	1,868
TOTAL COST OF INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS	£156,794	£196,153
Per 1,000 Car Miles.. .. .	169·56d.	235·60d.
TOTAL COST OF WORKING ROLLING STOCK BRANCH	£1,722,967	£2,139,809

APPENDIX No. 6—continued.

DETAILED STATEMENT OF WORKING EXPENSES FOR 1920-21, ETC.—continued.

	1919-20.	1920-21.
ROLLING STOCK BRANCH—continued.		
REPAIRS AND RENEWALS OF ROLLING STOCK—		
Superintendence and Staff	£30,017	£30,703
Repairs and Renewals of Locomotives	350,539	371,951
" " Passenger Cars and Vans	184,632	251,753
" " Trucks	191,767	247,868
" " Covers	53,509	..
" " Machinery and Tools	37,644	49,766
Power, Heat, Light, &c., for Shops	72,391	107,322
Sundry Charges	4,946	5,522
Other Expenses	1,239	3,477
Payment into Rolling Stock Replacement Fund	50,000	187,098
TOTAL COST OF REPAIRS AND RENEWALS OF ROLLING STOCK ..	£976,684	£1,255,460
Per Traffic Train Mile	15·60d.	18·94d.
TOTAL EXPENSES OF ROLLING STOCK BRANCH	£2,699,651	£3,395,269
Percentage of Gross Revenue	32·82	34·66
Per Traffic Train Mile	43·13d.	51·22d.
ELECTRICAL BRANCH.		
General Superintendence	4,780	9,338
Main Power Station Expenditure	58,053	99,995
Inspection, Cleaning, and Lubricating, &c., of Electrical Equipment of Cars	8,091	10,351
Maintenance of Electrical Equipment of Rolling Stock	8,728	13,243
Car Shed Expenses .. .. .	..	..
Transmission and Distribution Systems and Sub-stations Expenditure	23,505	31,400
Other Operations (Credit)	Cr. 17,194	Cr. 17,629
TOTAL EXPENSES OF ELECTRICAL BRANCH	£85,963	£146,698
Percentage of Gross Revenue	1·05	1·50
Per Traffic Train Mile	15·06d.	16·13d.
Per Car Mile	2·63d.	3·08d.
Cost Per Unit	0·62d.	·85d.
GENERAL EXPENSES.		
Salaries and Expenses, Commissioners' and Secretary's Offices	£21,230	£31,627
" " Chief Accountant's Office	39,421	50,017
" " Auditor of Receipts' Office	40,290	46,514
Estate Office	1,979	2,979
General Office Expenses	2,661	1,785
Flinders-street Station Buildings General Expenses	1,792	2,125
Legal and Medical Expenses	6,460	7,732
Stationery, Printing, and Advertising (General)	2,871	4,769
Other General Expenses	3,326	3,491
Classification Board	3,982	8,135
TOTAL GENERAL EXPENSES	£124,012	£159,174
Percentage of Gross Revenue	1·51	1·62
Per Traffic Train Mile	1·98d.	2·40d.
PAYMENT INTO RAILWAY ACCIDENT AND FIRE INSURANCE FUND.	£40,668	£73,969
Percentage of Gross Revenue	0·49	·76
Per Traffic Train Mile	0·65d.	1·12d.
TOTAL WORKING EXPENSES	£6,032,951	£7,835,756
Percentage of Gross Revenue	73·35	79·99
Per Traffic Train Mile	96·38d.	118·21d.
Per Mile of Railway Worked	£1,438	£1,849

APPENDIX No. 7.

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 2716, SECTIONS 109 AND 110—AT 30TH JUNE, 1921.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1920	10,355 0 3	By Expenditure for the year ending 30th June, 1921—	
„ Payment to Fund during the year ending 30th June, 1921 (ten shillings for every one hundred pounds sterling of the revenue of the Victorian Railways in accordance with Section 109 (2) of Act No. 2716) included in the Working Expenses of the Year	49,249 10 1	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners	2,015 11 9
„ Special Payment to Fund provided by Division No. 88, Sub-Division No. 2A, of the Supplementary Estimates 1920-21 ...	25,000 0 0	(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	2,297 19 6
		(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in Clause (b) ...	22 1 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 ...	10,467 14 6
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	2,821 15 9
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	62,990 13 6
		(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. ...	69 6 0
		„ Balance at 30th June, 1921	3,919 8 4
	£84,604 10 4		£84,604 10 4

APPENDIX No. 8.

NUMBER OF EMPLOYEES IN THE SERVICE OF THE COMMISSIONERS
AT 30TH JUNE, 1921, AS COMPARED WITH THE NUMBER AT 30TH JUNE, 1920,
ENTITLED TO PENSION OR COMPENSATION ON RETIREMENT.

Branch.	At 30th June, 1920.	At 30th June, 1921.
Secretary's	3	3
Accountancy and Audit of Receipts	18	19
Electrical Engineering	1	1
Refreshment Services	1	1
Rolling Stock	200	169
Stores	7	5
Printing and Stationery	1	1
Transportation and Traffic	257	208
Way and Works	139	113
Total	627	520

APPENDIX No. 9.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING
30TH JUNE, 1921.

	Construction Branch Vote.			Loan Application Acts, &c.			Total.			Total Amount.					
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.			
SURVEYS AND CONSTRUCTION OF NEW LINES, ETC.															
Alberton to Won Wron	450	0	0	52,888	10	3	53,338	10	3						
Bittern to Red Hill	406	0	0	37,378	9	7	37,784	9	7						
Cavendish to Toolondo	289	0	0	38,680	1	7	38,969	1	7						
Elmore to Cohuna	—	—	—	2,993	17	10	2,993	17	10						
Heywood to Mumbannar	2	0	0	1,680	6	11	1,682	6	11						
Koo-wee-rup to McDonald's Track	598	10	0	84,938	11	11	85,537	1	11						
Morwell Brown Coal Mine Railway	316	15	0	21,865	4	8	22,181	19	8						
Manangatang to Bryden's Tank	181	0	0	19,500	3	6	19,681	3	6						
Nandaly to Kulwin	41	0	0	4,086	14	4	4,127	14	4						
Neerim South to Toorongo River	—	—	—	437	17	1	437	17	1						
North Geelong to Fyansford	—	—	—	Cr. 202	11	2	Cr. 202	11	2						
Piangil to Pine Tank	159	15	0	2,791	13	0	2,951	8	0						
Sandringham to Black Rock	3	0	0	Cr. 145	11	3	Cr. 142	11	3						
South Australian and Victorian Border Railways— Mumbannar to Mount Gambier	—	—	—	Cr. 357	18	9	Cr. 357	18	9						
Tallangatta to Cudgewa	356	0	0	23,679	4	5	24,035	4	5						
Orbost—Bridge over the Snowy River	6,701	0	0	—	—	—	6,701	0	0						
Surveys	—	—	—	6,486	10	11	6,486	10	11						
Totals	9,504	0	0	296,701	4	10	306,205	4	10	306,205	4	10			
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES.															
Additions and improvements at existing stations, offices, yards, and works, including tracks, buildings, platforms and approaches, trucking yards, weighbridges, safety appliances, drainage, sanitation, and new stations, &c., and other works							61,635			3 4					
Additions and improvements to accommodation for locomotives and cars, including shops, sheds, tracks, ash-pits, turn-tables, water supply, coaling plants, and other works							6,562			15 11					
Additions and improvements to signalling, interlocking, and other safety appliances for traffic working							5,361			19 6					
Additions and improvements to and strengthening of bridges							24,076			15 11					
Additions and improvements to various lines by relaying with heavier rails and providing extra sleepers and ballast							11,062			17 11					
Additions and improvements to level crossings, including cattle pits and stops							1,902			14 6					
Additional and improved dwelling accommodation for employes							27,618			17 7					
Additional cars for repair gangs, &c., and shelters for gang cars, &c.							2,138			0 2					
Additional telegraph and telephone lines (including instruments)							2,265			3 1					
Additional electric lighting and power							4,029			10 4					
Alphington and Ivanhoe (between)—Provision of new station							564			7 4					
Ararat—Improved station, yard, and other accommodation							3,037			10 9					
Ballarat—Construction of locomotive workshops and tracks in connexion therewith							1,521			18 1					
Bendigo—Construction of locomotive workshops and tracks in connexion therewith							881			9 0					
Bendigo—Re-arrangement of goods yard, &c.							22,171			1 0					
Colac—Overhead bridge and approaches, regrading the line at "down" end of station, and provision of turntable							3,260			16 4					
Dimboola—Re-arrangement of the station yard, including purchase of land							1,819			8 3					
Geelong—Re-arrangement of the station yard							23,004			2 4					
Hawthorn to East Camberwell—Regrading of the lines							831			5 10					
Horsham—Additional siding accommodation, turntable, coal-stage, and water supply							1,852			16 8					
Litchfield—Facilities for crossing trains							1,010			0 5					
Maribyrnong River Branch Line—Additional siding accommodation							6,366			6 11					
Melbourne (Flinders-street Yard)—New carriage shed, sidings, and works in connexion therewith (proportion of cost thereof which is not chargeable to Electrification)							6,249			13 7					
Melbourne (Spencer-street)—Construction and electrical equipment of sub-station							9,598			10 8					
Melbourne (Spencer-street)—Extension of "Exhibition" shed							4,171			13 8					
Melbourne—Provision of a new shipping shed and accommodation in connexion therewith							29,628			11 4					
Melbourne and Footscray (between)—Purchase of land and preliminary work in connexion with proposed locomotive depot							3,445			14 10					
Melbourne Suburban Lines—Installation of power signalling							36,012			18 8					
Melbourne Suburban Lines—Equipping tracks with rail anchors							415			2 9					
Melbourne Yard—Re-arrangement and extension of the passenger and goods yards, &c.							510			17 6					
Melbourne—Additional accommodation at the general offices							1,165			0 0					
Mildura—Additional siding accommodation							3,157			4 10					
Newport and North Melbourne Rolling Stock Branch Workshops—Equipment for the electrical operation of plant, including sub-station buildings at Newport							1,571			5 10					
Newport Workshops—Additions and extensions of shops, &c.							12,392			17 9					
North Geelong—Re-arrangement of the yard							25,615			15 4					
North Melbourne—Additional accommodation for repairing and painting rolling-stock							3,103			9 3					
Ouyen and Speed (between)—Facilities for crossing trains							4,413			2 3					
Port Melbourne—Additional siding and weighbridge accommodation							3,641			9 6					
Portland and Portland North—Additional siding accommodation							3,437			6 2					
Carried forward							361,505			15 1			306,205	4	10

APPENDIX No. 9—continued.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING
30TH JUNE, 1921—continued.

	Loan Application Acts, &c.		Total Amount.	
	£	s. d.	£	s. d.
Brought forward	361,505	15 1	306,205	4 10
Princes Bridge—Rearrangement of tracks, &c.	3,911	7 11		
Refreshment Rooms—Plant and equipment	19,412	12 4		
Serviceton—Additional water supply works	2,653	7 3		
St. Kilda to Brighton Electric Street Railway—Construction and electrical equipment of the Elwood sub-station	Cr. 2,915	10 2		
St. Kilda to Brighton Electric Street Railway—Electrically welding fish joints in "down" track and drainage of tracks	4,034	10 0		
Tottenham—Provision of a gravitation goods yard	79,222	8 11		
Various—Provision of plant, &c., necessary to afford a supply of electric power in bulk to various consumers	7,453	6 2		
Various—Provision of plant and equipment, including motor vehicles, &c.	4,881	1 9		
Wangaratta—Additional trucking-yard accommodation	1,478	18 10		
Workshops Machinery—				
Ballarat	8,896	1 6		
Bendigo	11,616	19 9		
Newport	23,883	0 2		
North Melbourne	Cr. 2	13 6		
	44,393	7 11		
	526,031	6 0		
Less credits on account of sales of land, materials, &c., originally charged to Capital Account	Cr. 10,941	16 3		
	515,089	9 9		
Less value of materials transferred to Capital Stock	Cr. 30,723	0 11	484,366	8 10
TOWARDS THE ELECTRIFICATION OF THE MELBOURNE SUBURBAN LINES, EXCLUDING THE CONSTRUCTION AND STRUCTURAL ALTERATIONS OF ROLLING STOCK, BUT INCLUDING THE ELECTRICAL EQUIPMENT THEREOF	762,537	4 10		
Less value of materials transferred to Capital Stock	Cr. 189,799	15 11	572,737	8 11
ROLLING STOCK.				
Carriage stock	125,697	3 9		
Locomotives	11,831	8 1		
St. Kilda to Brighton Electric Street Railway—Rolling Stock	1,915	8 4		
Sandringham to Black Rock Electric Street Railway—Rolling Stock	1,780	13 6		
Truck stock	36,813	10 7		
Van and sundry stock	4,984	15 8		
Less value of materials transferred to Capital Stock—	183,072	19 11		
Carriage Stock	Cr. £5,005	1 4		
Truck Stock	Cr. 9,079	15 0		
	Cr. 14,084	16 4	168,988	3 7
Net Expenditure charged to Capital Account for the year			£1,532,297	6 2

APPENDIX No. 10.

STATEMENT OF LOANS AT 30TH JUNE, 1921, AND OF THE INTEREST CHARGES AND EXPENSES INCURRED DURING THE YEAR 1920-21.

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.	
49 Vict. No. 845 ...	4	...	...	...	138,303	6	2	346	4	2	138,649	10	4	1st October, 1920	...	London
56 Vict. No. 1296 ...	4	464,672	1	0	18,586	17	8	...	...	...	18,586	17	8	1st July, 1913	1st April, 1923	Melbourne
53 Vict. No. 1032 ...	3½	3,150,000	0	0	110,250	0	0	472	10	0	110,722	10	0	1st October, 1923	...	London
52 Vict. No. 989 ...	3½	4,914,615	13	0	172,011	10	11	738	4	10	172,749	15	9	...	1st October, 1923	London
54 Vict. 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 Vict. 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 Vict. No. 1562 ...	3	3,080,389	7	4	92,411	13	7	435	1	6	92,846	15	1	1st January, 1929	1st January, 1949	London
62 Vict. No. 1560 ...	3	3,718,478	14	3	130,146	15	1	546	19	1	130,693	14	2	1st January, 1929	1st January, 1949	Melbourne
62 Vict. No. 1560 ...	3½	965,681	4	0	38,627	4	11	144	17	0	38,772	1	11	1st October, 1929	1st October, 1949	London
62 Vict. No. 1560 ...	4	2,850,400	0	0	156,772	0	0	426	15	1	157,198	15	1	...	...	...
62 Vict. No. 1560 ...	5½	1,384,374	15	6	43,261	14	4	171	19	3	43,433	13	7	...	...	...
60 Vict. No. 1468 ...	6¼	1,130,372	18	0	33,911	3	9	...	...	...	33,911	3	9	...	...	...
62 Vict. No. 1564 ...	3	24,426	18	10	732	16	2	...	...	...	732	16	2	...	30th September, 1917	Melbourne
63 Vict. No. 1623 ...	3	257,701	0	0	7,731	0	7	...	...	...	7,731	0	7	...	...	...
64 Vict. 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	2,500,000	0	0	118,750	0	0	...	...	...	118,750	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	30th September, 1917	24th October, 1946	Melbourne
6 Edw. VII. No. 2026/760 ...	4	891,877	18	10	35,675	2	4	...	...	...	35,675	2	4	...	...	...
	4	2,912,030	19	11	116,481	4	9	436	10	9	116,917	15	6	...	...	...
	4¼	542,200	0	0	23,043	10	0	...	...	...	23,043	10	0	...	...	...
	4¾	189,572	5	8	21,232	12	0	...	...	...	21,232	12	0	...	...	...
	5	757,435	0	0	112,771	15	0	...	...	...	112,771	15	0	...	...	...
6 Edw. VII. No. 2026 ...	5½	514,859	13	8	13,515	1	4	...	...	...	13,515	1	4	...	...	...
	5½	5,525,454	4	6	96,686	16	0	16	6	0	96,703	2	0	...	...	...
	6	600,000	0	0	...	...	...	...	...	...	...	...	...	...	...	...
	6¼	176,679	16	0	...	...	...	...	...	...	...	...	...	...	...	...

APPENDIX No. 10—continued.

STATEMENT OF LOANS AT 30TH JUNE, 1921, AND OF THE INTEREST CHARGES AND EXPENSES INCURRED DURING THE YEAR 1920-21—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.
						Earliest.	Latest.	
		£ s. d.	£ s. d.	£ s. d.	£ s. d.			
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	7,000 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	Melbourne 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 13 7	...	5,063 13 7	1st August, 1913	1st October, 1944	Melbourne
1 Geo. V. No. 2286	3½	...	45,780 0 0	...	45,780 0 0	30th September, 1917	1st June, 1922	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	1,650,000 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 11 2	80,297 11 2	1st April, 1940	1st April, 1960	Melbourne 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	130,615 14 4	4,571 11 0	...	4,571 11 0	30th September, 1917	1st July, 1923	Melbourne
3 Geo. V. No. 2429	4	166 2 1	83 6 5	...	83 6 5			
3 Geo. V. No. 2429	4½	259,818 3 7	12,341 7 3	...	12,341 7 3			
4 Geo. V. No. 2480/2531	4½	2,250,000 0 0	101,250 0 0	577 9 6	101,827 9 6			
4 Geo. V. No. 2481	3½	93,545 9 11	3,860 12 1	...	3,860 12 1			
4 Geo. V. No. 2481	4	419,986 19 5	16,799 9 7	...	16,799 9 7			
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. 2531	3	22,300 0 0	669 0 0	...	669 0 0			
4 Geo. V. No. 2531	4	90,000 0 0	3,600 0 0	...	3,600 0 0			
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 4 2	6,181 14 4	...	6,181 14 4			
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	4½	350,000 0 0	16,921 17 6	...	16,921 17 6			
5 Geo. V. No. 2794	5	187,675 6 11	13,538 0 0	...	13,538 0 0			
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	125	13	10	...	125	13	10
Geo. V. No. 3012	...	...	...	3 $\frac{1}{2}$	1,273	12	10	34	4	10	...	34	4	10
Geo. V. No. 3012	...	...	...	4	77,026	14	0	670	18	0	...	670	18	0
Geo. V. No. 3012	...	...	...	4 $\frac{1}{4}$	86,260	0	0	...	...	...	...	...	...	...
Geo. V. No. 3012	...	...	...	5	757,937	9	9	26,761	8	9	...	26,761	8	9
Geo. V. No. 3012	...	...	...	5 $\frac{1}{4}$	487,564	0	10	13,142	1	9	...	13,142	1	9
Geo. V. No. 3012	...	...	...	5 $\frac{3}{4}$	6,500	0	0	182	19	0	...	182	19	0
Geo. V. No. 3012	...	...	...	5 $\frac{3}{4}$	55,000	0	0	...	...	...	...	...	...	...
Geo. V. No. 3012	...	...	...	6 $\frac{1}{4}$	219,525	0	0	...	...	...	...	...	...	...
Geo. V. No. 3063	...	...	...	5	58,000	0	0	...	...	...	...	...	...	...
Geo. V. No. 3063	...	...	...	6 $\frac{1}{4}$	97,000	0	0	...	...	...	...	...	...	...
42 Vict. No. 617, Melbourne and Hobson's Bay Railway Debentures	...	...	...	...	1,000	0	0	...	...	...	...	...	...	...
Total amount of current loans at 30th June, 1921	58,991,461	10	0	2,387,167	5	3	5,281	7	4	2,392,448	12	7
Add Interest on amounts charged to Public Account Advances Account, &c., pending Loan Funds...	17,225	13	11	17,225	13	11
	£	s.	d.					2,404,392	19	2	5,281	7	4	2,409,674	6	6
Less Discount and Expenses on the Sale of Debentures	...	2,304,621	4	0												
Deduct Net Premiums on Debentures	...	453,928	14	6	...	1,850,692	9	6								
Total Net Proceeds of Current Loans at 30th June, 1921	57,140,769	0	6								

APPENDIX No. 11.

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

	Year 1919-20.	Year 1920-21.
Average Mileage of Railway Worked	5·16	5·16
Car Mileage	551,307	552,772
Number of Passengers carried	6,805,892	5,572,454
Average Fare paid per Passenger	1·76d.	1·99d.
GROSS REVENUE—		
Passengers	£50,137	£46,357
Parcels	1	3
Miscellaneous	356	645
TOTAL GROSS REVENUE	£50,494	£47,005
Per Passenger Car Mile	21·98d.	20·41d.
Per Mile of Single Track	£4,893	£4,555
ORDINARY WORKING EXPENSES—		
Transportation Account	£15,778	£20,499
Way and Works Account	6,824	21,986
Rolling Stock Account	6,132	8,984
Power Account	12,888	11,290
General Expenditure	939	927
Payment into Railway Accident and Fire Insurance Fund	252	235
TOTAL WORKING EXPENSES	£42,813	£63,921
Per cent. of Gross Revenue	84·79	135·99
Per Passenger Car Mile	18·64d.	27·75d.
Per Mile of Single Track	£4,149	£6,194
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£7,681	<i>Deficit</i> £16,916
INTEREST ON THE TOTAL CAPITAL COST	£6,005	£6,143
PROFIT, AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES ..	£1,676	<i>Deficit</i> £23,059

APPENDIX No. 12.

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

	Year 1919-20.	Year 1920-21.
Average Mileage of Railway Worked	2·41	2·41
Car Mileage	113,405	121,575
Number of Passengers carried	2,433,162	1,232,796
Average Fare Paid per Passenger	1'12d.	1'73d.
GROSS REVENUE—		
Passengers	£11,456	£8,927
Parcels .. .. .	..	..
Miscellaneous	141	213
TOTAL GROSS REVENUE	£11,597	£9,140
Per Passenger Car Mile	24·53d.	18·04d.
Per Mile of Single Track	£2,505	£1,974
ORDINARY WORKING EXPENSES—		
Transportation Account	3,632	4,502
Way and Works Account	1,564	918
Rolling Stock Account	1,524	1,625
Power Account	896	1,506
General Expenditure	224	205
Payment into Railway Accident and Fire Insurance Fund	58	46
TOTAL WORKING EXPENSES	£7,898	£8,802
Per cent. of Gross Revenue	68·10	96·30
Per Passenger Car Mile	16·71d.	17·38d.
Per Mile of Single Track	£1,706	£1,901
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£3,699	£338
INTEREST ON THE TOTAL CAPITAL COST	£2,316	£2,399
PROFIT, AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES	£1,383	<i>Deficit</i> £2,061

APPENDIX No 13.

RECONCILIATION OF THE RAILWAY AND TREASURY FIGURES RELATING TO
REVENUE AND WORKING EXPENSES (*VIDE* PAGE 6).

REVENUE.

The Revenue of the Railways was	£9,795,763 17 9
And of the St. Kilda and Brighton Electric Tramway ...	£47,005 11 4
And of the Sandringham and Black Rock Tramway ...	9,139 14 9
	56,145 6 1
Making a total of	£9,851,909 3 10
That total includes the net amount of accounts due but unpaid at 30th June, 1921, 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.	
	78,585 5 0
	£9,773,323 18 10
On the other hand it excludes the net amount of accounts outstanding at 30th June, 1920, which were paid in 1920-21, and therefore included in the Treasury figures, and which therefore require to be added, viz. ...	
	176,236 7 9
	£9,949,560 6 7

WORKING EXPENSES.

The Working Expenses of the Railways amounted to	£7,835,756 4 11
And of the Electric Tramways to	72,723 11 5
	£7,908,479 16 4

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, 1921, which will be debited by the Treasury in the year or years in which they are paid	£97,840 6 0
(2) Amounts paid in 1920-21 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 1920-21, but not in the Railway Working Expenses	4,799 18 4
(3) Amount paid by public bodies in respect of works to be constructed in 1920-21	0 7 10
(4) Amount charged by the Treasury to Surplus Revenue Act 3089	37,097 11 1
	139,737 18 3
	£7,768,741 18 1

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

(1) Amount of wages and accounts unpaid at 30th June, 1920, paid and charged by the Treasury in the year 1920-21, but debited by the Railways in previous years	£11,404 11 9
(2) Amount of expenditure incurred, and defrayed from the Vote of 1920-21, in providing works, sidings, &c., for public bodies, such expenditure not having been recouped to the Vote at 30th June, 1921, and not charged to the Railway Working Expenses	11,507 11 2
(3) Amount paid by sundry persons in 1919-20, and credited in the Treasury figures for that year, in respect of works carried out in 1920-21, the cost of such works not being chargeable to Railway Working Expenses	83 1 8
(4) Amount paid to the State of South Australia in respect of the Border Railways adjustment	2,005 0 0
(5) Amount repaid to capital account in respect of the North Geelong and Fyansford Line ...	1,349 0 0
	26,349 4 7
	£7,795,091 2 8

APPENDIX No. 13—*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 1920-21	£6,732,159 14 9
Division 88, subdivision 1A—Payment to C. E. Norman, Esq., late Chairman	1,875 0 0
Division 88, subdivision 2 (Rolling Stock Replacement Fund)	150,000 0 0
Division 88, subdivision 2 (Railway Accident and Fire Insurance Fund)	49,249 10 1
Division 88, subdivision 2A (Railway Accident and Fire Insurance Fund, special contribution)	25,000 0 0
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	2,005 0 0
Division No. 88, subdivision 5—Repayment to Capital Account, in connexion with the North Geelong and Fyansford Line	1,349 0 0
Act No. 2814/3011 (Commissioners' Salaries)	7,972 4 6
Act No. 3103—Special Appropriation	775,480 13 4
	<hr/>
	£7,795,091 2 8

APPENDIX No. 14.

NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDING 30TH JUNE, 1921.

Section.	Miles.	Date opened.
Cavendish to Balmoral	25·03	19.11.20
Alberton to Yarram	3·62	8.2.21
Manangatang to Annuello	14·19	8.3.21
Beestomba to Cudgewa	9·74	5.5.21
Total	52·58	...

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

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1921.

Section.	Miles.
Koo-Wee-Rup to McDonald's Track	30·75
Yarram to Won Wron	8·63
Bittern to Red Hill	10·00
Morwell Brown Coal Railway	3·00
Total	52·38

NEW LINES AUTHORIZED, BUT NOT COMMENCED, AT 30TH JUNE, 1921.

Line.	Miles.
Merbein to Yelta	10·00
Black Rock to Beaumaris Electric Street Railway	2·20
Total	12·20

APPENDIX No. 15.

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 1919-20.	5' 3" gauge ...	3'15	7'69	2'43	309'56	3769'27	4092'10	4445'34	840'43	5285'77
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	9'14	131'04
	Total ...	3'15	7'69	2'43	309'56	3891'17	4214'00	4567'24	849'57	5416'81
	Electric Street Railway, 5' 3" gauge ...	...	...	...	5'16	...	5'16	10'32	1'09	11'41
	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	3891'36	4221'57	4582'19	850'92	5433'11	
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	

		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 1919-20.	5' 3" gauge ...	3'15	7'69	2'43	309'56	3749'44	4072'27	4425'51	839'02	5264'53
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	9'14	131'04
	Total ...	3'15	7'69	2'43	309'56	3871'34	4194'17	4547'41	848'16	5395'57
	Electric Street Railway, 5' 3" gauge ...	...	...	...	5'16	...	5'16	10'32	1'09	11'41
	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	3871'53	4201'74	4562'36	849'51	5411'87	
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	5431'52
	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	

NOTE.—The mileage of Sidings as shown does not include 88'24 miles of Sidings which are not owned by the Department.

APPENDIX No. 16.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1921.—NUMBERS.

LOCOMOTIVES.

Class Letter	A		AA	A ¹	*C	D	DD	DDE	E	EE	F Motor.	F Tender.	M	O	R	T	V	W	RY	Y	Combined Shunting Engines and Steam Cranes, Coaling and Wreckage Cranes.	Rail Motor Cars.	Unclassified.	Narrow Gauge.	Total.
	% 80	% 80	% 85 to 90	% 130	% 205	% 70 to 80	% 100	% 113	% 75 to 85	% 80 to 100	% 53	% 53	% 65	% 80 to 85	% 80 to 90	% 70	% 128	% 70	% 113	% 113					
Rating, as per Load Table ...																									
In existence, as per Register of Rolling-stock, at 30th June, 1921	Old. 5	New. 15	17	170	1	19	261	58	41	17	6	6	3	1	47	7	16	13	25	31	12	1	1	17	790

Note.—The DD Class locomotive is taken as a standard and is therefore rated at 100%. Eighty-five Az Class, one "C" Class, and forty-eight DD Class Locomotives were fitted with superheaters at 30th June.
* New consolidation Locomotive.

CARRIAGE, VAN, AND SUNDRY STOCK.

Class Letter	CARRIAGE STOCK.																														
	Carriages.																														
	1st Class.														Composites.						2nd Class.										
	Vestibule Corridor.	Vestibule Express.	Vestibule Corridor.	Swing Door Suburban Trailer.	Sliding Door Suburban.	Sliding Door Suburban Trailer.	Sliding Door Excursion.	6 wheels.	Sleeping.	Passenger and Dining.	Dining and Sleeping.	Dining.	Parlour and Observation.	Special.	Corridor.	Vestibule Express.	Vestibule Corridor.	6 wheels.	Sliding Door Suburban.	Sliding Door Suburban Trailer.	Swing Door Suburban Trailer.	Vestibule Corridor.	Vestibule Express.	Vestibule Corridor.	Sliding Door Excursion.	Corridor.	6 wheels.	4 wheels.			
	Av	Ae	Aw	A	AT	AP	APT	APL	X	—	—	—	—	—	ABl	ABE	ABW	AB	XY	BP	BPT	B	BT	Bv	BE	Bw	BPL	Bl	Y		
In existence, as per Register of Rolling-stock, at 30th June, 1921	(1) 36	32	29	61	16	26	40	29	79	2	*1	1	3	2	6	58	16	47	59	33	34	28	70	63	(1) 26	35	39	52	11	148	86
Joint Stock	6	10	6	

(1) Includes one 70-ft. Corridor Car with no vestibule.—(2) Includes 77 Holiday Cars.—(3) "State Cars, Nos. 1, 2," "Melville" and "Carey," "Victoria," and "Norman."
Note.—All Carriage, Van, and Sundry Vehicles are Bogie Stock unless otherwise specified

APPENDIX No. 16—continued.

		CARRIAGE STOCK—continued.																										
		Carriages and Vans combined.																		Narrow-Gauge.								
		1st Class.						Composites.						2nd Class.						2nd Class and Mail Sorters.		Vestibule 2nd Class and Mail Sorters.		Carriages.		Excursion Cars.	2nd Class Carriages and Vans Combined.	Total.
		Sliding Door Suburban.	Sliding Door Suburban Motor.	Sliding Door Suburban Driving Trailer.	Swing Door Suburban.	Swing Door Suburban Motor.	Swing Door Suburban Driving Trailer.	Swing Door.	Swing Door Suburban Motor.	Converted Motkeen Cars.	6 wheels.	6 wheels.	4 wheels.	Swing Door Suburban.	Swing Door Suburban Motor.	Swing Door Suburban Driving Trailer.	Sliding Door Suburban.	Sliding Door Suburban Driving Trailer.	Sliding Door Suburban Motor.	2nd Class and Mail Sorters.	Vestibule 2nd Class and Mail Sorters.	2nd Class.	1st and 2nd Class.	Excursion Cars.	2nd Class Carriages and Vans Combined.	Total.		
Class Letter	...	ACP	ACPM	ACPD	AC	ACM	ACD	ABC	ABCM	ABCL	XYZ	YZ	BC	BCM	BCD	BCP	BCPD	BCPM	BDS	BDSB	NB	NAB	NBH	NBC				
In existence, as per Register of Rolling-stock, at 30th June, 1921	...	68	43	3	51	81	11	10	2	2	12	45	4	9	25	9	62	5	57	2	10	24	3	15	7	1,726		
Joint Stock	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
																										1,748		

		VAN STOCK.										SUNDRY STOCK.										ELECTRIC STREET RAILWAY STOCK.				
		Mail Vans.			Luggage Vans.							Hospital Cars.		Hearse Cars.		Horse Boxes.		Workmen's Sleeping Cars.				Total		Motor Cars.		Open Trailer Cars.
		Sorting.	Bulk.	Sorting.	6 wheels.	4 wheels.	Vestibule.	Vestibule.	Vestibule Express.	Motor Parcels.	Narrow Gauge.	Total.	Hospital Cars, 6 wheels.	Hearse Cars.	6 wheels.	FF	4 wheels.	6 wheels.	WW	Dynamograph Car, 4 wheels.	Total	Single Bogie.	Double Bogie.	Open Trailer Cars.		
Class Letter	...	CDS	D	DS	C	Z	Cv	Cw	Ce	CM	NC		—	J	F	FF	4 wheels.	6 wheels.	WW	—						
In existence, as per Register of Rolling-Stock, at 30th June, 1921	...	2	1	1	46	547	(4)	7	15	21	2	6	649	2	4	63	6	173	5	3	1	257	19	10	6	
Joint Stock	1	2	4	7	
												646									257					

(4) Holiday Vans. NOTE.—All Carriage, Van, and Sundry Vehicles are Bogie Stock unless otherwise specified.

APPENDIX No. 16—continued.

TRUCK STOCK.

Class Letter	In existence, as per Register of Rolling-stock, June, 1921 ...	BROAD-GAUGE.						NARROW-GAUGE.						PRIVATE STOCK.		
		Refrigerator.		Meat.		Carriage.		Water Tank.		Oil Tank.		Liquid Fuel.			Weighbridge Testing.	
H	88	Goods Covered, 4 wheels.														
I	14,814	Goods Open, 4 wheels.														
K	116	Goods No sides, 4 wheels.														
L	1,175	Sheep, 4 wheels.														
M	652	Cattle, 4 wheels.														
N	38	Ballast, 4 wheels.														
Ns	46	Ballast Hopper.														
O	278	Hopper Coal, 4 wheels.														
OO	6	Breakdown.														
P	24	Powder, 4 wheels.														
Q	66	No sides.														
QB	12	Boiler and Timber.														
QN	91	Combination Trucks for Rails and Sleepers, and Ballast Hoppers.														
QR	35	Goods Open Movable sides.														
R	11,191	Goods Open.														
T	151	4 wheels.														
		6 wheels.														
Tr	2	4 wheels.														
U	31	4 wheels.														
		6 wheels.														
V	17	4 wheels.														
		6 wheels.														
	2	4 wheels.														
		6 wheels.														
	3	4 wheels.														
		6 wheels.														
	1	4 wheels.														
	2	6 wheels.														
	3	4 wheels.														
	1	6 wheels.														
	2	4 wheels.														
	5	6 wheels.														
NM	15	Live Stock.														
NH	1	Goods Covered.														
NQR	212	Goods Open.														
NT	1	Refrigerator.														
NU	14	Meat.														
	10,579	Total.														
	4	Oil Tank, 4 wheels.														

The following stock is in existence in addition to the above: Two Steam Shovels and four 3-ton Steam Cranes (Way and Works Branch); and four Trolleys for Washpool line.

A. E. SMITH,
Chief Mechanical Engineer.

APPENDIX No. 17.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1921.—CAPACITY, ETC.

	Built or purchased and charged to Capital from the inception of the Railways up to 30th June, 1921.	In existence at 30th June, 1921.	Deficiency.	Surplus.	Cost of making good Deficiency.	Value of Surplus.
Locomotives (tractive power) ...	16,072,737 lbs.	15,459,388 lbs. (a) ¶	613,349 lbs.	...	£ 230,006	£ ...
Carriage Stock (floor area) ...	590,097 sq. ft.	610,024 sq. ft. (b)	...	25,927 sq. ft.	...	155,562
Van Stock (floor area) ...	166,980 sq. ft.	168,218 sq. ft. (c)	...	1,238 sq. ft.	...	4,952
Sundry Stock (floor area) ...	31,575 sq. ft.	32,228 sq. ft. (d)	...	653 sq. ft.	...	1,306
Truck Stock (carrying capacity) ...	241,486 tons	241,826 tons (e)	...	340 tons	...	7,820
					230,006	169,640
Excess of cost of making good Deficiency over Value of Surplus	...	...	...	...	...	£60,366
Amount at Credit of Rolling-Stock Replacement Fund at 30th June, 1921, available for replacement of Rolling-Stock	...	...	...	...	...	26,947

¶ 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, 1921.

(a) 39 locomotives have been written down to the tractive power represented by their value as scrap materials, and 11 to one-half tractive power.

(b) 295 vehicles have been written down to internal floor area represented by their value as scrap materials, and 33 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) 111 vehicles have been written down to internal floor area represented by their value as scrap materials, and 3 to half area.

(e) 938 "I," 38 "N," 116 "K," 88 "H," 2 "TH," 16 "Q," and 5 water trucks (total 1,203) 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. 18.

STATEMENT SHOWING FUNDS ADVANCED TO 30TH JUNE, 1921, 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, 1921.	Amount Repaid to 30th June, 1921.	Balance Outstanding at 30th June, 1921.		
				Amount.	How Repayable.	
2268	£ 200,000	Year 1910-11 ...	£ 98,518 11 5	Year 1910-11 ...	£ 50,000	Nil
		„ 1911-12 ...	99,244 4 10	„ 1911-12 ...	50,000	
		„ 1912-13 ...	2,237 3 9	„ 1912-13 ...	50,000	
				„ 1914-15 ...	25,000	
			200,000 0 0	„ 1915-16 ...	25,000	
2432	200,000	Year 1912-13 ...	£ 82,457 17 0	Year 1914-15 ...	25,000	Nil
		„ 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	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	
		200,000 0 0	175,000			
2585	150,000	Year 1914-15 ...	£ 7,837 18 4	Year 1915-16 ...	25,000	Out of Railway Revenue, in accordance with the provisions of Act No. 2940, during the financial year beginning :— 1st July, 1921 £25,000
		„ 1915-16 ...	73,333 2 11	„ 1916-17 ...	25,000	
		„ 1916-17 ...	10,039 17 2			
		„ 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	50,000			
				100,000		Out of Railway Revenue, in accordance with the provisions of Act No. 2940, during the financial year beginning :— £ s. d. 1st July, 1921 25,000 0 0 1st July, 1922 50,000 0 0 1st July, 1923 25,000 0 0
	750,000	750,000 0 0	625,000	125,000		

APPENDIX No. 19.

<i>Dr.</i>	RAILWAYS STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1921.						<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	By Stores issued for Belated Repairs (in accordance with Act 1820, Section 3) ... ..	...		50,000 0 0
„ Advances from Loan Funds	655,000	0	0	„ Cash in Treasury	30,375	9	4
„ Advances from Consolidated Revenue	50,000	0	0	„ Cash with Agent-General in London and in Transit	1,248	4	8
„ „ Public Account	350,000	0	0		-----		31,623 14 0
„ Liability for Stores held on account of the Rolling Stock Branch and charged to Loan Funds	110,772	16	4	„ Stores and Materials on hand at 30th June, 1921	1,927,714	15	2
„ Sundry Outstanding Accounts at 30th June, 1921	278,442	6	5	Less Amount at Credit of Stores Depreciation Account	5,682	10	3
	-----				-----		1,922,032 4 11
	2,003,655	18	11		-----		2,003,655 18 11

APPENDIX No. 20.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS ENDING 30TH JUNE, 1920 AND 1921.

	Year ending 30th June, 1920.						Year ending 30th June, 1921.					
	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 ...	1,925,656	6,395,321	8,320,977	768,354	1,268,268	2,036,622	1,722,699	6,308,272	8,030,971	842,059	1,515,132	2,357,191
Periodical Tickets ...	1,168,397	686,209	1,854,606	131,270	27,070	158,340	1,214,328	689,673	1,904,001	161,895	31,104	192,999
Weekly Workmen's Tickets	...	88,280	88,280	...	926	926	...	126,894	126,894	...	1,370	1,370
Total ...	3,094,053	7,169,810	10,263,863	899,624	1,296,264	2,195,888	2,937,027	7,124,839	10,061,866	1,003,954	1,547,606	2,551,560
METROPOLITAN (within 20 miles of Melbourne)—												
Single and Return Tickets ...	33,187,243	35,120,588	68,307,831	569,801	451,668	1,021,469	31,270,532	38,868,506	70,139,038	614,143	599,820	1,213,963
Race and Special Picnic Tickets ...	739,319	653,373	1,392,692	25,379	15,780	41,159	666,853	627,438	1,294,291	27,727	18,616	46,343
Periodical Tickets	26,530,579	15,065,723	41,596,302	305,837	105,115	410,952	23,523,993	16,981,741	40,575,734	294,145	153,204	447,349
" Tickets " (Free Building Tickets) ...	1,500	...	1,500	...	...	...	...	...	...	...	...	...
Weekly Workmen's Tickets	...	12,449,974	12,449,974	...	110,783	110,783	...	11,974,754	11,974,754	...	138,909	138,909
Total ...	60,458,641	63,289,658	123,748,299	901,017	683,346	1,584,363	55,531,378	68,452,439	123,983,817	936,015	910,549	1,846,564
GRAND TOTAL RAILWAY PASSENGER TRAFFIC ...	63,552,694	70,459,468	134,012,162	1,800,641	1,979,610	3,780,251	58,468,405	75,577,278	134,045,683	1,939,969	2,458,155	4,398,124
ST. KILDA AND BRIGHTON ELECTRIC TRAMWAY ...	...	...	6,805,892	...	...	50,137	...	...	5,572,454	...	...	46,357
SANDRINGHAM AND BLACK ROCK ELECTRIC TRAMWAY ...	...	...	2,433,162	...	..	11,456	...	...	1,232,796	...	...	8,926

APPENDIX No. 21.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE
FOR YEARS ENDING 30TH JUNE, 1920, AND 30TH JUNE, 1921.

Class of Goods.	Year ending 30th June, 1920.		Year ending 30th June, 1921.	
	Tons carried.	Revenue. £	Tons carried.	Revenue. £
	2nd Class	104,741	217,792	113,687	243,151
1st Class	128,019	212,575	158,751	277,269
"C" Class	91,776	124,752	101,390	153,972
"B" Class	186,176	160,923	180,758	171,758
"A" Class	209,909	167,799	233,714	209,754
Miscellaneous	433,521	156,615	369,467	177,734
Fish	5,834	7,691	5,997	9,225
Fruit	104,584	75,855	89,066	83,709
Butter	25,999	26,570	25,854	34,112
Other Dairy Produce	37,174	32,226	36,811	35,427
Wine	6,833	8,659	7,485	10,841
Wool	88,719	142,982	53,904	115,026
Flour, Bran, Sharps, and Pollard	369,165	144,477	225,039	109,033
*Wheat	1,510,196	188,063	1,297,860	649,525
All other Agricultural Produce	407,776	246,080	492,961	257,170
Hay, Straw, and Chaff	421,217	162,207	366,387	143,587
Fertilizers	224,207	58,234	241,531	80,060
Minerals (including Coal, Coke, Ores, &c.)	668,117	190,307	499,778	130,100
Firewood	662,338	194,372	850,294	269,444
Timber	345,176	114,765	423,574	185,230
Stone, Gravel, and Sand	659,439	82,646	942,049	150,275
All other Goods	382,241	331,061	356,975	347,440
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, and Weighing ... ..	...	74,254	...	75,338
Total Tonnage of Goods carried, and Total Revenue derived therefrom	7,073,157	3,120,905	7,073,392	3,919,180
Live Stock	697,537	600,217	499,601	492,096
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom	7,770,694	3,721,122	7,572,993	4,411,276

Number of Live Stock.
Year ending 30th June, 1920.

Year ending 30th June, 1921.

Calves	61,479	48,051
Cattle	550,770	491,495
Horses	46,299	50,067
Pigs	285,567	199,688
Sheep	10,195,918	5,707,499

* The marked increase in the revenue from the wheat traffic, notwithstanding the lower tonnage handled, is accounted for by the fact that in 1920-21 there was a large increase in the quantity of wheat railed from country stations, and a considerable reduction in the quantity trucked for export from the accumulated stocks at the seaboard, in respect of which in 1919-20 a haulage charge of only 6d. per ton was imposed.

APPENDIX No. 22.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1906, TO 30TH JUNE, 1921.

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.
1906-07	3,396	3,395	41,533,136	12,230	497	1,233	10,625	494	10,035,914	70,170,089	3,965,792	1,931,126	2,081,515	4,012,641	1,182	7/11.96
1907-08	3,396	3,396	41,928,567	12,346	488	1,246	10,764	518	10,383,408	74,907,425	3,754,861	2,004,927	1,868,441	3,873,368	1,141	7/5.53
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	4,067,627	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	1,341	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	15,909,291	134,045,683	7,572,993	5,384,487	4,411,276	9,795,765	2,312	12/3.77

Exclusive of Electric Tramways.

APPENDIX No. 22—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1906, TO 30TH JUNE, 1921.

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES (INCLUDING COMPENSATION TO YEAR 1907-8 INCLUSIVE).			EXPENDITURE: WAY AND WORKS BRANCH.				EXPENDITURE: ROLLING-STOCK BRANCH.						GENERAL EXPENSES.			ELECTRICAL BRANCH.	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.		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.		
1906-07	593,248	1/2'19	14'78	599,452	177	1/2'34	14'94	521,083	1/0'46	12'99	479,607	0/11'47	11'95	49,032	0/1'17	1'22	...						
1907-08	612,719	1/2'16	15'82	648,589	191	1/2'99	16'75	573,990	1/1'27	14'82	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	623,602	184	1/1'30	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	893,350	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	870,123	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	1/11'79	16'10	2,139,809	2/8'28	21'84	¶1,255,460	1/6'94	12'82	159,174	0/2'40	1'62	146,698	*73,969	0/1'12	0'76			

* 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; and year 1920-21, £187,098.

Exclusive of Electric Tramways.

APPENDIX No. 22—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1906, TO 30TH JUNE, 1921.

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.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.	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.	£	£	£	£	£	£	£	£	£	£
1906-07 ...	2,242,422	660	4/5·61	55·83	1,770,219	521	3/6·33	4·26	4·46	1,762,417	4·24†	4·44†	1,483,284†	110,881	...	...	168,252†
1907-08 ...	2,332,955	687	4/5·92	60·23	1,540,413	454	2/11·60	3·67	3·86	1,536,488	3·66†	3·85†	1,483,807†	103,064	...	50,383†	...
1908-09 ...	2,409,439	709	4/3·22	57·67	1,768,685	521	3/1·60	4·16	4·35	1,770,551	4·16†	4·35†	1,430,093†	105,415*	...	...	235,043†
1909-10 ...	2,711,545	788	4/7·59	61·02	1,732,318	503	2/11·52	4·02	4·19	1,734,343	4·02†	4·20†	1,472,916†	106,330*	...	...	155,097†
1910-11 ...	2,991,673	854	4/7·35	61·10	1,904,537	543	2/11·23	4·32	4·48	1,907,570	4·32†	4·49†	1,516,764†	107,831*	...	...	282,975†
1911-12 ...	3,310,484	934	4/9·42	63·43	1,908,483	539	2/9·10	4·16	4·32	1,910,212	4·16†	4·33†	1,513,102†	131,319*	...	...	265,791†
1912-13 ...	3,476,957	955	4/10·62	66·80	1,728,485	475	2/5·14	3·63	3·81	1,729,506	3·64†	3·81†	1,595,020†	112,236*	...	...	22,250†
1913-14 ...	3,752,643	1,002	4/11·93	67·48	1,808,315	483	2/4·88	3·64	3·76	1,807,981	3·64†	3·76†	1,677,369†	112,855*	...	...	17,757†
1914-15 ...	4,114,973	1,069	5/4·54	79·73	1,046,100	272	1/4·41	1·20	2·00	1,048,809	2·00†	2·00†	1,767,807†	123,438*	...	842,436†	...
1915-16 ...	3,997,412	1,011	5/9·39	70·07	1,707,751	432	2/5·64	3·13	3·15	1,710,487	3·13†	3·15†	1,927,107†	121,332*	...	337,952†	...
1916-17 ...	4,154,040	1,012	5/11·10	69·78	1,798,679	438	2/6·79	3·22	3·25	1,806,096	3·23†	3·27†	2,012,447†	131,416*	...	337,767†	...
1917-18 ...	4,451,092	1,075	6/6·40	67·83	2,111,167	510	3/1·13	3·73	3·76	2,119,128	3·74†	3·78†	2,126,906†	129,160*	...	136,938†	...
1918-19 ...	4,279,663	1,029	6/6·82	66·33	2,152,614	518	3/3·64	3·75	3·81	2,167,414	3·77†	3·84†	2,164,902†	151,588*	14,521	163,597†	...
1919-20 ...	6,032,951	1,438	8/0·38	73·35	2,192,021	523	2/11·02	3·71	3·75	2,203,401	3·71†	3·78†	2,234,202†	152,932*	29,160	212,893†	...
1920-21 ..	7,835,756	1,849	9/10·21	79·99	1,960,007	463	2/5·57	3·27	3·32	1,943,429	3·23†	3·29†	2,409,674†	182,036*	3,354	651,635†	...

* 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. 23.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDING 30TH JUNE, 1921.

Year ending 30th June.	New Lines and Surveys.	Additions and Improvements on Existing Lines.	Rolling-Stock.	Total.
	£	£	£	£
1902	171,123	154,315	142,942	468,380*
1903	208,200	85,952	66,557	360,709*
1904	33,273	72,458	136,479	242,210
1905	44,301†	39,750	Cr. 21,710	62,341†
1906	31,657†	81,837	34,110†	147,604†
1907	34,250†	112,979	12,199†	159,428†
1908	38,125	187,722†	174,168†	400,015†
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†
Total	£4,246,286	£9,926,350	£5,868,142	£20,040,778

* 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

APPENDIX No. 24.

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, 1921.

Table with columns: Lines, Length of Lines opened for Traffic (Double and over, Single, Total), Height of Rail-level above Low-water Mark (Highest, Lowest), Steepest Gradient, Cost, exclusive of Rolling-stock (Total, Average per Mile).

Carried forward

* Trains run only as required for traffic. † See lines closed for traffic. ‡ Dismantled 28th May, 1909. ¶ 2-ft. 6-in. gauge.

APPENDIX No. 24—continued. STATEMENT SHOWING THE TOTAL COST, ETC., OF EACH LINE, ETC.—continued

Table with columns: Lines, Length of Lines opened for Traffic (Double and over, Single, Total), Height of Rail-level above Low-water Mark (Highest, Lowest), Steepest Gradient, Cost, exclusive of Rolling-stock (Total, Average per Mile). Rows include various railway lines like Brought forward, Horsham to Dimboola, and many others, ending with Carried forward.

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

APPENDIX No. 24—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.			
Brought forward	247'17	3,267'39	3,514'56	...	...	...	28 184,805 9 0	...
Springhurst to Wahgunyah	...	13'95	13'95	623	454	1 in 50	75,848 19 1	5,437
Wodonga to Tallangatta	...	25'71	25'71	726	530	1 " 40	192,061 15 9	7,470
Tallangatta to Cudgewa	...	42'33	42'33	2,580	625	1 " 30	283,661 1 5	6,701
Spencer Street to Flinders Street	0'76	...	0'76	33	17	1 " 40	277,934 5 9	365,703
Hobson's Bay Lines (Flinders Street to Port Melbourne, St. Kilda, Brighton, Hawthorn, and including works, Prince's Bridge to Chapel Street, and pier at Port Melbourne)	16'33	...	16'33	53	9	1 " 66	2,784,731 19 5	170,529
Prince's Bridge to Collingwood	2'22	...	2'22	85	23	1 " 62	200,830 10 3	90,464
Collingwood to Heidelberg	2'92	2'57	5'49	196	68	1 " 50	246,003 8 0	44,809
Heidelberg to Eltham	...	8'35	8'35	303	110	1 " 40	63,848 15 11	7,647
Eltham to Hurst's Bridge	...	6'64	6'64	248	116	1 " 50	45,044 1 6	6,784
Brighton Beach to Sandringham	2'20	...	2'20	58	20	1 " 97	82,366 2 9	37,439
South Yarra to Oakleigh	7'05	...	7'05	184	22	1 " 54	650,933 2 0	92,331
Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branch to the Great Morwell Coy's mine)	11'76	106'46	118'22	513	8	1 " 50	1,260,744 16 6	10,664
Sale to Stratford (Junction)	...	8'97	8'97	64	33	1 " 66	46,065 18 1	5,136
† Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines)	0'20	10'10	10'30	249	72	1 " 50	298,072 12 6	28,939
‡ Canfield to Frankston	19'65	0'23	19'88	166	10	1 " 50	276,700 8 6	13,918
Frankston to Stouy Point (including cost of sidings to pier at Stony Point)	...	18'85	18'85	327	10	1 " 50	115,337 18 7	6,119
Mornington Junction to Mornington	...	7'67	7'67	194	60	1 " 50	68,993 3 10	8,995
Bittern to Red Hill	...	...	...	...	...	...	38,126 9 1	In progress
Frankston Cemetery Line	...	...	...	...	...	...	330 16 11	...
Spring Vale Cemetery Line	...	1'60	1'60	231	145	1 in 50	9,278 16 6	5,799
Dandenong (Great Southern Junction) to Port Albert	0'17	117'11	117'28	746	10	1 " 40	1,047,055 19 1	8,928
Koo-wee-rup to McDonald's Track	...	...	...	...	...	...	135,805 2 6	In progress
Nyora to Woolamai	...	16'79	16'79	410	58	1 in 50	78,361 3 7	4,667
Woolamai to Powlett Coal Field (including sidings, Wonthaggi)	...	13'75	13'75	233	14	1 " 60	136,858 14 2	9,953
Korumburra to Coal Creek	...	0'89	0'89	735	630	1 " 30	5,741 7 11	6,451
Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line)	...	2'25	2'25	765	573	1 " 30	11,550 13 2	5,134
Korumburra (Jumbunna Junction) to Jumbunna	...	3'74	3'74	796	619	1 " 30	20,806 7 4	5,563
Jumbunna to Outtrim	...	2'40	2'40	649	539	1 " 40	27,915 8 11	11,631
¶ Welshpool to Welshpool Jetty	...	3'23	3'23	57	6	1 " 100	3,171 4 1	982
Alberton to Yarram	...	3'62	3'62	71	33	1 " 169	67,536 19 1	18,657
Warragul to Neerim South	...	13'49	13'49	681	349	1 in 40	124,746 3 2	9,247
• Neerim South to Toorong River (Neerim South to Noojee)	...	14'01	14'01	1,415	676	1 " 30	127,125 3 8	9,074
Moe (Junction) to Thorpdale	...	10'67	10'67	798	219	1 " 40	116,716 16 5	10,939
¶ Moe to Walhalla	...	26'06	26'06	1,323	174	1 " 30	113,571 9 0	4,358
Morwell to North Mirboo	...	20'16	20'16	784	184	1 " 40	154,238 0 2	7,651
Traralgon to Heyfield	...	22'06	22'06	262	93	1 " 50	125,604 12 0	5,694
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0'52	49'30	49'82	296	9	1 " 50	303,506 7 2	6,092
Bairnsdale to Orbost	...	60'24	60'24	423	23	1 " 50	440,336 7 8	7,310
Maffra to Briagolong	...	11'79	11'79	238	109	1 " 50	62,234 18 11	5,279
Burnley to Waverley Road	...	5'23	5'23	111	33	1 " 60	175,522 1 11	33,561
Hawthorn to Lilydale	11'82	8'20	20'02	484	41	1 " 40	674,137 15 8	33,673
Lilydale to Healesville	0'26	15'11	15'37	351	230	1 " 40	224,983 6 2	14,638
Hawthorn (Kew Junction) to Kew	...	0'96	0'96	119	41	1 " 40	76,453 14 0	79,640
Ringwood to Upper Ferntree Gully	...	7'44	7'44	436	314	1 " 40	74,159 5 10	9,968
¶ Ferntree Gully to Gembrook	...	18'22	18'22	1,057	412	1 " 30	65,391 14 0	3,589
Lilydale to Warburton	...	23'97	23'97	738	289	1 " 37½	131,043 14 4	5,467
St. Kilda and Brighton Electric Tramway, St. Kilda Station to Brighton Beach	5'16	...	5'16	59	7	1 " 21½	109,788 17 10	21,277
Sandringham to Black Rock Electric Street Railway	2'22	19	2'41	112	41	1 " 18½	49,609 2 0	20,585
Total mileage of lines constructed	330'41	3,991'70	4,322'11					
Less mileage closed for traffic at 30th June, 1921								
	Double.	Single.	Total.					
Dunkeld to Peshurst (dismantled 19th February, 1898)	15'87	15'87						
Lancefield to Kilmore (dismantled)	18'10	18'10						
Fawkner Cemetery to Somerton	5'28	5'28						
Oakleigh to Fairfield Park—Fairfield Park to Deepdene	3'34	3'34						
Ashburton to Oakleigh	0'20	2'17	2'37					
Canterbury Loop Line (dismantled)	0'20	0'20						
Burnley to Waverley Road—Darling to Waverley Road	0'84	0'84						
Geelong Race-course Line (dismantled 28th May, 1909)	1'96	1'96						
Total mileage open for traffic at 30th June, 1921	330'21	3,943'94	4,274'15					
Carried forward	330'21	3,943'94	4,274'15				39,855,693 1 1	

† 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. †† 4ft.-8½-in. gauge, 2'41 miles.

APPENDIX No. 24—*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	330' 21	3,943' 94	4,274' 15	...	...	...	39,855,693	1 1
Works, Melbourne to Essendon Junction	2,040,989	5 9
Railway Offices, Spencer Street	196,010	8 0
Sheds and Workshops, Williamstown	154,029	0 1
Sheds and Workshops, Newport (including cost of machinery and equipment)	683,609	1 9
Sheds and Workshops, Country Depôts (including cost of machinery)	28,310	12 10
Workshops, Bendigo (including cost of machinery)	157,667	6 7
Workshops, Ballarat (including cost of machinery)	149,138	5 1
General Construction Account (Capital Expenditure common to all lines)	1,067,184	4 0
Rolling-stock, Broad-gauge...	11,410,033	11 6
Rolling-stock, Narrow-gauge	105,373	7 7
Rolling-stock, Electric Tramway	54,155	15 9
McKeen Motor Cars	15,078	0 8
Steam Motor Car (Great Western type)	4,393	2 5
Electrification Melbourne Suburban Lines	3,886,171	9 0
Grand Total	330' 21	3,943' 94	4,274' 15	...	...	...	59,807,836	12 1

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. 15.

APPENDIX No. 25.

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 19.3.56
1857—May 13	Flinders Street	St. Kilda		
1859—Feb. 8	Prince's Bridge	Richmond		
" Dec. 12	Richmond	Cremorne		
" " 19	Windsor	North Brighton		
1860—Sept. 24	Richmond	Pic-nic Station		
" Dec. 22	Cremorne	Windsor ...		
1861—April 13	Pic-nic Station	Hawthorn ...		
" Dec. 21	North Brighton	Brighton Beach		
1857—June 17	Williamstown Junction ...	Geelong ... ..			38.51	127 36 150
1859—Jan. 17	Footscray	Williamstown Pier	5.87	
" Feb. 10	Melbourne	Sunbury	23.95	36
1860—Oct. 21	Essendon Junction	Essendon	3.50	331
1861—July 8	Sunbury	Woodend	24.70	36
1862—April 11	North Geelong Junction ...	Ballarat	53.21	36
" " 25	Woodend	Kyneton	8.32	36
" Oct. 21	Kyneton	Bendigo	43.90	36
1864—Sept. 19	Bendigo	Echuca	55.13	36
1867—Nov. 30	Newmarket Junction	*Race-course	1.50	331
1872—April 18	Essendon	Schoolhouse-lane	54.00	331
" Aug. 26	Schoolhouse-lane	Seymour	2.29	331
" Nov. 20	Seymour	Longwood	23.39	331
1873—March 20	Longwood	Violet Town	20.54	331
" Aug. 18	Violet Town	Benalla	16.14	331
" Oct. 28	Benalla	Wangaratta	24.04	331
" Nov. 21	Wangaratta	Wodonga	41.60	331
1874—July 7	Castlemaine	Maryborough	33.02	415
" " 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
" " 13	Toolamba	Tatura	6.83	636
" Feb. 16	Carlsruhe	Trentham	10.82	606
" March 17	Trentham	{Daylesford (includ- ing extension)}	11.75	{606 671
		Carried forward	1193.81	

* Trains run only as required for traffic.

† Dismantled 18th May, 1909.

APPENDIX No. 25—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 ...	1193'81		
1881—June 7	Lancefield Junction ...	Lancefield ...	14'50	660	
" Aug. 11	Waubra Junction ...	Ballarat Race-course ...	2'10	682	
" Sept. 1	Shepparton ...	Numurkah ...	20'74	682	
" Dec. 19	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	
" " 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 ...	31'20	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	
" " 8	Moe Junction ...	Thorpdale ...	10'67	821 " 1381	
" " 8	Sale Junction ...	Stratford Junction ...	8'97	821 " 1381	
" " 8	Stratford ...	Bairnsdale ...	32'79	821 " 1381	
" " 15	Lilydale ...	Yarra Flats ...	7'35	821 " 1381	
" Oct. 1	Numurkah ...	Nathalia ...	13'79	821 " 1381	
" " 1	Numurkah ...	Cobram ...	21'65	821 " 1381	
" " 1	Shepparton ...	Dookie ...	14'84	821 " 1381	
" " 1	Kilmore Junction ...	Kilmore ...	9'51	821 " 1381	
" " 1	Bendigo ...	Heathcote ...	27'64	821 " 1381	
" " 1	Pisgah Junction ...	Waubra ...	13'74	821 " 1381	
" " 1	Frankston ...	Mornington Junction ...	5'02	821 " 1381	
" " 1	Dandenong (Great Southern Junction)	Tooradin ...	15'91	821 " 1381	
" Nov. 20	Inglewood ...	Dunolly ...	24'24	821 " 1381	
" " 20	Hamilton (Coleraine Junction) ...	Coleraine ...	23'01	821 " 1381	
		Carried forward ...	2179'32		

* Trains run only as required for traffic.

APPENDIX No. 25—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...	2179'32		
1889—March 1	Yarra Flats ...	Healesville ...	8'02	821 and 1381	
" Aug. 7	Maffra ...	Briagolong ...	11'79	821 " 1381	
" " 7	Irrewarra ...	Beeac ...	8'70	821 " 1381	
" Sept. 10	Mornington Junction ...	Mornington ...	7'67	821 " 1381	
" " 10	Mornington Junction ...	Hastings ...	8'09	821 " 1381	
" " 10	Wodonga ...	Huon-lane ...	14'07	821 " 1381	
" " 12	Ballarat East ...	Buninyong ...	6'84	821 " 1381	
" Oct. 8	Whittlesea Junction ...	Preston Reservoir ...	4'78	821 " 1381	
" " 8	Coburg ...	†Somerton ...	7'16	821 " 1381	
" Nov. 12	Yea ...	Molesworth ...	10'68	821 " 1381	
" Dec. 3	Heathcote ...	Tooborac ...	10'56	821 " 1381	
" " 4	Bacchus Marsh ...	Ballan ...	17'54	821 " 1381	
" " 4	Ringwood ...	Upper Fern Tree Gully ...	7'44	821 " 1381	
" " 17	Hastings ...	Stony Point ...	5'74	821 " 1381	
" " 23	Preston Reservoir ...	Whittlesea ...	17'29	821 " 1381	
1890—Feb. 4	Terang ...	Mortlake ...	12'16	821 " 1381	
" " 4	Terang ...	Warrnambool ...	28'82	821 " 1381	
" " 4	Koroit ...	Warrnambool ...	9'36	821 " 1381	
" " 4	Koroit ...	Port Fairy ...	11'34	821 " 1381	
" March 17	Mount Moriac ...	*Wensleydale ...	10'92	821 " 1381	
" " 24	Burnley ...	†Oakleigh ...	6'29	821 " 1381	
" May 12	Warragul ...	Rokeby ...	8'12	821 " 1381	
" " 30	Kerang ...	Swan Hill... ..	35'16	821 " 1381	
" " 30	Camberwell ...	†Waverley Road ...	4'25	821 " 1381	
" June 17	Molesworth ...	Cathkin ...	2'74	821 " 1381	
" July 18	Huon-lane ...	Bolga ...	6'61	821 " 1381	
" Aug. 22	Kilmore ...	Tooborac ...	20'10	821 " 1381	
" " 22	Dunkeld ...	†Koroit ...	48'99	821 " 1381	
" " 22	Hamilton ...	Penshurst ...	18'11	821 " 1381	
" Sept. 1	Murchison East ...	Rushworth ...	12'87	821 " 1381	
" " 16	Cathkin ...	Alexandra Road ...	4'41	821 " 1381	
" Oct. 10	Scarsdale ...	Linton ...	7'97	821 " 1381	
" " 17	Myrtleford ...	Bright ...	18'54	821 " 1381	
" Nov. 10	Cathkin ...	Merton ...	15'47	821 " 1381	
" " 11	Tooradin ...	Loch ...	23'53	821 " 1381	
" " 18	Ararat ...	A voca ...	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 ...	Birchip ...	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) ...	Goroce ...	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	Birchip ...	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	
		Carried forward ...	3299'78		

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Including portion since dismantled.

§ Opened for through passenger traffic, 17th December, 1894.

¶ 2-ft. 6-in. gauge.

APPENDIX No. 25—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 ...	3299.78	
1903—Jan. 15	Woomelang	Hattah	68.79	1679
" May 25	Hattah	Nowingi	11.94	1679
" Sept. 30	Nowingi	Yatpool	16.19	1679
" Oct. 27	Yatpool	Mildura	13.23	1679
" Dec. 21	North Geelong Loop Line	"	0.22	1884
1904—Jan. 1	Burrumbeet Race-course Junction	*Burrumbeet Race-course	1.14	1879
" Feb. 7	Springvale Cemetery 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
	Stawell	*Grampians	15.84	
1906—May 7	St. Kilda	† Park Street, Middle Brighton	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	Beeac	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†	" ... ..	.03	
" Aug. 8	Gheringhap	Maroona	99.76	2220
1914—Jan. 28	Chillingollah	Manangatang	18.59	2418
" May 28	Crowland	Navarre	22.87	2351
" June 26	Rainbow	Nypo (towards)	10.59	2441
" " 29	Sea Lake	Pier-Millan (towards)	17.68	2419
" " 30	Benalla	Tatong	18.08	2349
" Aug. 26	Rushworth	Colbinabbin	12.82	2350
1915—May 27	Swan Hill	Piangil	27.39	2417
" July 29	Murrayville	S'th Australian Border	12.53	2424
" Nov. 1	Hamilton	Cavendish	15.47	2434
" " 10	Elmore	Cohuna	57.09	2433
1916—Jan. 17	Linton	Skipton	12.75	2442
" April 10	Bairnsdale	Orbost	60.24	2223
" June 13	Tallangatta	Shelley	22.86	2414
" " 20	Heywood	Dartmoor	26.02	2424
" " 27	Lorquon	Yanac-a-yanac	18.38	2547
1917—March 27	Neerim South	Nayook	8.02	2504
" May 15	Rushworth	Girgarre (Stanhope North)	14.22	2754
" Nov. 28	Dartmoor	Mumbannar	12.80	2424
" " "	Mumbannar	S'th Australian Border	5.65	2424
" Dec. 17	Toolondo	Kanagulk	10.55	2502
1918—Sept. 9	North Geelong	Fyansford	2.93	2879
1919—March 10	Sandringham ... ..	|| Black Rock	2.41	2556
" April 10	Shelley	Beetomba	9.73	2414
" " 28	Nayook	Noojee	5.99	2504
" May 28	Nandaly	Mittyack	11.07	2765
" June 16	Kanagulk	Balmoral	8.16	2502
1920—March 24	Piangil	Kooloonong(PineTank)	15.87	2978
" June 16	Mittyack	Kulwin	8.61	2765
" Nov. 19	Cavendish	Balmoral	25.03	2502
1921—Feb. 8	Alberton	Yarram	3.62	2542
" March 8	Manangatang	Annuello	14.19	2979
" May 5	Beetomba	Cudgewa	9.74	2414
		Total mileage	4,322.11	
	Less mileage closed for Traffic at 30th June, 1921—	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, 1921 ...	4,274.15		

* 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 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. 15.

APPENDIX No. 26.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1ST JULY, 1911, TO 30th JUNE, 1921.

Year.	Passengers.						Number of Passengers Killed and Injured per Million carried due to causes beyond their own Control.		Employees while in the Execution of their Duty.						Employees 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.
1911-12	13	..	1	9	116	·000	·124	..	44	..	12	23	134	3	11	9	13	19	11	4	7	67	362
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	6	206	2	3	10	14	16	18	1	29	41	597
Totals	2	726	..	25	65	1,670	·000	·577	12	375	33	455	59	1,747	12	33	85	134	156	85	33	164	457	5,414

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

APPENDIX No. 28.

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDING 30TH JUNE, 1921,
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 ending 30th June, 1916.	Year ending 30th June, 1917.	Year ending 30th June, 1918.	Year ending 30th June, 1919.	Year ending 30th June, 1920.	Year ending 30th June, 1921.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Goornong	75,722	58,496	31,262	..	..	..
Elmore	70,078	86,202	48,543	45,519	..	..
Rochester	86,823	121,612	41,298	35,423	..	..
Strathallan	85,105	63,307	38,001	..	..	..
Echuca	40,503	70,660	44,334	..	..	..
Shelbourne	62,459	113,952	42,800	..	..	41,881
Bealiba	57,150	41,949	..	..	..	..
Emu	45,858	..	..	..	..	..
Carapooee	40,078	..	..	..	..	..
St. Arnaud	38,058	56,742	..	..	..	..
Sutherland	113,984	96,472	73,877	50,966	48,313	93,628
Swanwater	85,926	39,758	62,580	42,405	32,776	71,943
Cope Cope	68,492	153,184	116,938	59,273	..	68,869
Donald	91,895	167,848	..	57,332	..	50,708
Litchfield	69,123	150,136	128,935	67,901	37,725	120,516
Massey .. ..	..	62,416	45,656	..	..	47,716
Watchem	43,883	165,982	112,151	46,195	..	96,097
Morton Plains	35,068	37,187	56,726	..	..	46,638
Birchip	56,175	85,664	66,776	..	..	..
Kinnabulla	58,909	59,171	75,361	..	..	48,041
Curyo	41,484	71,444	59,518	..	..	..
Watchupga	50,730	70,032	74,491	37,123	..	48,711
Woomelang	60,750	142,624	81,478	..	..	57,980
Lascelles	40,397	125,222	44,012	..	..	38,114
Gama .. ..	..	61,403	36,076	..	..	..
Turriff	32,138	81,723	..	..	..	41,280
Speed .. ..	..	102,568	33,794	..	..	63,234
Tempy	51,740	68,738	62,124	..	..	68,524
Nunga	78,207	46,210	65,513	..	..	55,577
Ouyen	45,436	126,811	54,539	..	..	49,379
Kiamal .. ..	..	30,092	31,182	..	..	66,111
Carwarp .. ..	..	36,112	33,991	..	..	45,763
Avoca	33,891	..	..	..	..	..
Tulkara	35,706	..	..	..	..	..
Arnold .. ..	..	30,012	..	..	..	..
Galah	51,220	50,775	121,512	38,407	..	85,487
Walpeup	57,759	142,599	141,549	55,267	..	148,171
Nyang .. ..	..	34,154	48,738	..	..	65,934
Underbool	58,775	76,034	123,094	40,800	..	136,889
Linga	31,170	58,517	78,264	..	..	72,720
Boinka	33,712	44,366	52,478	..	..	60,436
Tutye	43,918	46,393	56,751	..	..	57,056
Cowangie	41,690	82,759	102,252	32,846	..	108,483
Danyo	39,417	44,893	69,443	..	..	48,843
Murrayville	34,509	122,090	158,807	39,042	..	103,882
Carina .. ..	..	85,200	111,282	..	..	66,062
Paninya	44,495	66,689	99,846	..	..	48,988
Derby .. ..	..	33,521	..	..	..	..
Bridgewater .. ..	..	57,399	..	..	..	..
Kurting	34,062	..	..	..	..	..
Korong Vale	33,884	66,230	..	..	..	30,158
Wyhitella	44,847	76,530	40,951	..	..	54,077
Buckrabanyule .. ..	..	88,208	30,492	30,325	..	45,017
Barrakee .. ..	..	92,556	49,560	..	..	69,684
Charlton	82,674	237,678	156,442	136,794	..	53,254
Teddywaddy .. ..	..	60,422	48,074	..	..	55,569
Glenloth	39,546	77,477	83,927	34,419	..	60,604
Wycheproof	51,703	175,585	116,654	49,290	..	41,742
Dumosa	50,472	85,035	75,327	36,358	..	62,903

APPENDIX No. 28—*continued.*

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDING 30TH JUNE, 1921,
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER
ANNUM.

Stations.	Year ending 30th June, 1916.	Year ending 30th June, 1917.	Year ending 30th June, 1918.	Year ending 30th June, 1919.	Year ending 30th June, 1920.	Year ending 30th June, 1921.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Nullawil	63,682	92,455	60,616	34,950	..	57,099
Warne .. ..	..	33,908	..	..	..	..
Culgoa	54,973	152,048	70,987	44,474	..	59,213
Berrillock	107,599	173,540	132,376	55,784	..	98,799
Boigbeat .. ..	..	48,557	59,379	..	..	..
Sea Lake	52,767	138,728	112,320	35,244	..	62,861
Ninda .. ..	..	31,810	47,399	..	..	..
Nyarrin	38,759	36,991	56,181	..	..	37,510
Nandaly	45,595	58,610	43,038	..	..	37,319
Pier Millan .. ..	..	..	..	..	..	32,994
Mittyack .. ..	..	..	..	..	..	32,937
Wedderburn .. ..	..	86,790	..	..	..	65,990
Borong	71,087	77,154	49,696	..	..	50,645
Mysia	46,744	35,181	..	..	..	..
Boort	57,694	108,403	78,604	48,585	..	76,002
Barraport	85,989	127,802	121,649	85,482	..	105,814
Gredgwin .. ..	..	34,739	41,977	..	..	35,574
Oakvale	38,772	38,594	41,814	..	..	..
Quambatook	93,204	157,217	104,138	76,166	..	123,354
Cannie	55,053	87,080	62,389	36,286	..	70,227
Lalbert	81,616	115,799	107,120	56,942	..	71,659
Meatian	73,695	111,987	117,139	48,913	..	76,643
Ultima	73,164	168,709	140,534	..	..	96,113
Gowan	31,051	45,542	36,675	..	..	38,403
Waitchie	36,341	98,542	126,827	30,149	..	56,377
Chillingollah	30,592	99,303	43,870	..	..	69,772
Chinkapook	53,533	82,644	87,172	..	..	84,973
Cocamba	45,640	59,858	62,996	..	..	50,623
Manangatang .. ..	..	43,470	41,178	..	..	81,846
Raywood	73,620	77,555	36,270	30,123	..	39,328
Tandarra	82,409	78,426	59,318	37,416	..	39,709
Dingee	76,570	98,007	62,153	36,737	..	49,600
Prairie	79,904	94,229	93,676	34,571	..	52,271
Mitiamo	114,645	107,405	71,320	..	..	41,831
Mologa	47,530	59,542	44,225	..	..	..
Pyramid	60,273	61,768	42,230	..	..	..
Kerang	47,770	89,314	58,353	..	..	..
Mystic Park .. ..	..	56,074	..	..	..	..
Lake Boga	39,447	92,564	62,002	..	..	..
Swan Hill	65,388	158,641	67,722	..	..	..
Woorinen .. ..	..	39,611	..	..	..	..
Pira	38,117	60,061	41,849	..	..	..
Nyah	44,524	65,001	52,030	..	..	37,950
Miralie .. ..	..	32,709	..	..	..	39,397
Piangil .. ..	..	61,562	52,833	..	..	37,784
Hunter	53,382	51,638	..	..	..	..
Warragamba	49,758	42,525	32,952	..	..	..
McColl .. ..	..	40,043	35,659	..	..	..
Lockington	40,712	53,435	51,951	..	..	..
Kotta	34,057	44,712	50,816	..	..	36,254
Kyemery .. ..	..	32,703	..	..	..	..
Glenorchy	45,845	72,183	..	..	..	..
Wal Wal	31,667	..	..	..	..	..
Lubeck	50,170	110,831	44,048	61,236	..	81,026
Jung	37,522	214,682	200,315	139,257	..	131,962
Dooen	37,737	136,437	99,850	92,222	..	128,761
Horsham	30,913	96,272	..	..	..	..
Pimpinio	37,739	116,131	81,799	71,638	..	104,155
Wail	41,974	154,893	129,108	110,991	35,906	143,729
Dimboola .. ..	..	160,634	55,570	..	47,182	..
Gerang Gerung .. ..	..	110,331	87,200	52,869	..	94,875
Kiata .. ..	..	96,784	39,951	54,475	..	60,187
Salisbury .. ..	..	51,654	30,940	..	..	..
Nhill .. ..	..	92,311	..	..	..	..
Tarranginnie .. ..	..	70,092	..	45,959	..	..

APPENDIX No. 28—continued.

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDING 30TH JUNE, 1921,
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER
ANNUM.

Stations.	Year ending 30th June, 1916.	Year ending 30th June, 1917.	Year ending 30th June, 1918.	Year ending 30th June, 1919.	Year ending 30th June, 1920.	Year ending 30th June, 1921.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Diapur .. ..	..	47,829	31,498	..	..	..
Miram	40,553	75,687	67,734	35,555	..	55,578
Kaniva .. ..	..	105,611	59,520	33,649	..	56,636
Lillimur	39,569	73,424	53,136	..	42,949	49,092
Serviceton	45,084	..	..	..	..	34,609
Duverney .. ..	..	39,983	..	..	..	..
Berrybank	42,299	39,445	30,645	..	..	..
Lismore	40,960	31,333	..	..	..	34,841
Westmere	76,086	64,473	85,960	..	..	43,676
Miniera .. ..	..	66,816	32,202	..	..	..
Tatyoou .. ..	..	58,378	..	..	..	..
Rokewood .. ..	..	38,737	37,149	..	..	..
Werneth .. ..	..	51,500	..	..	..	..
Skipton	49,696	..	..	..	..	..
Maroona .. ..	..	30,439	..	..	..	..
Calvert Siding .. ..	..	51,008	..	..	..	..
Willaura .. ..	..	91,672	95,245	37,715	..	40,963
Stavely	57,173	..	..	..	..	..
Jackson .. ..	..	..	..	..	..	40,062
Rupanyup	41,555	96,998	63,042	..	..	..
Burrum .. ..	..	71,157	51,252	49,146	..	70,647
Banyena	75,341	113,491	70,690	55,221	..	102,459
Marnoo	79,324	202,512	145,891	61,220	..	122,705
Coromby	36,606	72,978	114,478	61,274	..	77,855
Minyip	54,563	320,643	199,816	192,333	59,522	208,424
Nullan .. ..	..	90,296	93,927	54,792	..	64,681
Sheephills	61,152	245,792	153,021	113,999	..	176,624
Mellis .. ..	..	..	..	..	..	47,580
Warracknabeal*	70,212	188,401	91,749	..	..	..
Lah	64,606	121,961	122,688	34,705	31,829	84,771
Brim	53,041	184,352	172,941	81,164	..	119,298
Galaquil	67,224	78,385	83,834	46,562	..	61,937
Beulah	69,324	212,022	119,425	82,585	..	110,369
Rosebery	59,537	106,011	87,738	34,210	..	45,937
Goyura	31,664	38,322	..	..	..	..
Hopetoun	110,524	214,647	101,296	54,392	..	99,022
Remlaw .. ..	..	45,221	..	31,774	..	34,794
Vectis .. ..	..	62,852	65,729	37,004	..	43,038
Natimuk	36,624	40,113	..	..	..	..
Goroke .. ..	..	38,003	34,562	..	..	..
Arkona .. ..	..	58,412	31,451	39,916	..	42,541
Antwerp	31,786	108,151	88,811	68,509	..	106,210
Tarranyurk	36,953	82,368	86,264	61,485	..	75,495
Jeparit .. ..	..	114,859	55,181	31,845	..	59,085
Ellam .. ..	..	87,047	66,755	36,808	..	60,805
Pullut	33,534	82,284	61,340	..	..	50,397
Rainbow	42,916	188,258	56,433	32,929	..	..
Detpa	32,343	69,573	92,655	42,370	..	71,712
Lorquon	48,414	106,727	102,266	52,176	..	78,378
Netherby	33,634	40,855	68,558	32,610	..	68,451
Yaapeet	33,553	91,866	116,830	30,702	..	63,017
Albacutya	33,876	38,981	30,188	..	..	33,659
Yanac .. ..	..	84,462	91,785	37,296	..	93,637
Springhurst	44,588	31,794	..	..	..	..
Toolamba	34,832	..	..	..	..	..
Shepparton	40,101	46,691	..	..	..	..
Congapna	51,359	32,028	..	..	..	37,170
Tallygaroopna	89,662	92,059	42,215	..	..	64,408
Wunghnu	44,430	64,795	..	..	..	..
Numurkah .. ..	..	51,787	..	..	..	..
Katunga	71,222	39,904	52,044	..	35,330	48,097
Strathmerton	57,609	46,147	39,705	..	..	44,883
Yarroweyah .. ..	..	31,440	..	..	..	..
Cobram	41,756	35,812	..	..	..	..
Rushworth	44,677	32,722	..	..	..	..

APPENDIX No. 28—*continued.*

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDING 30TH JUNE, 1921
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER
ANNUM.

Stations.	Year ending 30th June, 1916.	Year ending 30th June, 1917.	Year ending 30th June, 1918.	Year ending 30th June, 1919.	Year ending 30th June, 1920.	Year ending 30th June, 1921.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Wanalta	43,469	..	..	..	..	..
Colbinabbin ..	83,443	119,851	52,156	36,571	..	69,900
Girgarre .. ..	..	..	30,309	..	..	..
Tatura	55,561	42,981	..	..	..	..
Merrigum	52,799	78,609	36,109	..	..	30,389
Kyabram	83,589	93,653	50,648	..	..	..
Tongala	46,334	46,128	..	..	..	..
Koyuga	69,198	33,761	..	..	..	..
Pine Lodge ..	61,558	64,929	..	..	..	64,146
Cosgrove	87,552	72,023	..	..	..	64,366
Dookie	54,067	42,539	..	..	..	32,460
Yabba North ..	65,685	38,816	..	..	..	47,624
Youanmite ..	56,065	32,720	..	..	..	40,816
Katamatite ..	70,776	137,960	64,686	..	..	98,371
Waaia	62,963	77,589	86,433	58,828	..	44,038
Nathalia	52,499	71,883	36,666	..	..	..
Picola	71,927	121,601	78,315	39,949	..	77,688
Goorambat ..	30,065	65,048	..	..	..	..
Devenish	85,002	44,544	..	..	..	54,603
St. James	72,583	101,327	..	..	..	58,737
Tungamah	79,576	76,430	..	..	..	66,066
Telford	82,133	103,129	37,308	..	..	88,077
Yarrowonga ..	193,431	315,261	100,670	87,123	..	221,180
Rutherglen ..	55,159	46,374	..	..	..	..
Wahgunyah ..	53,533	..	54,580	..	..	..
Country Wheat Depôts .. ..	..	..	..	..	2,876,373	1,492,243
Other Stations ..	2,121,977	1,710,092	1,767,825	2,396,924	1,806,832	1,851,298
TOTALS	10,909,750	18,461,822	12,601,167	6,439,495	4,854,737	12,613,780

APPENDIX No. 29.—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.	
MARYBOROUGH-MILDURA LINE—continued.																	
Watchem	5,458	1,287 18 11	92 13 3	14 19 10	8,307	2,904	6,262 14 11	18	34	140	..	15	41	72	..	1,133 12 11	8,781 19 19
Morton Plains	215	90 0 2	2 19 6	0 2 0	3,947	284	2,811 13 3	..	..	8	..	3	..	3	..	29 10 6	2,925 4 13
Birchip	8,541	3,820 9 3	400 8 11	84 9 2	3,995	5,210	3,530 11 9	41	42	144	6	55	88	223	1	1,826 17 6	9,162 14 7
Katryie	70	32 4 2	4 8 3	0 5 9	134	177	94 0 7	..	1	15	..	..	..	4	..	74 3 9	205 2 0
Kinnabulla	510	80 16 10	6 4 3	1 11 7	4,617	460	3,099 2 3	2	..	..	..	2	..	1	..	9 4 3	3,196 19 2
Caryo	2,319	471 2 7	23 16 10	8 0 3	3,443	658	2,391 11 5	6	9	16	..	7	17	26	..	168 10 9	3,063 1 10
Watchuppa	1,513	326 15 4	25 7 10	11 12 9	4,882	760	3,510 2 6	7	..	8	1	5	4	3	2	105 12 9	3,988 11 4
Woomelang	5,336	1,993 18 10	143 3 2	12 4 3	6,730	2,836	5,048 6 2	24	7	18	2	15	13	23	..	231 4 5	7,428 16 13
Lasceflies	4,117	1,369 4 5	67 9 1	36 18 4	6,887	1,173	5,365 16 1	11	2	13	..	2	5	11	..	103 4 4	6,932 12 5
Gama	199	78 0 9	10 3 8	0 1 2	2,985	344	2,102 17 8	..	..	..	..	..	..	..	..	..	2,186 8 2
Terriff	1,005	331 16 10	34 7 0	0 10 9	4,828	771	3,530 2 4	..	1	..	1	3	3	6	..	6 8 2	3,908 5 1
Speed	2,026	654 6 11	88 19 8	13 19 8	6,475	1,245	4,948 6 3	7	4	3	3	6	9	12	..	47 18 0	6,753 10 6
Tempy	2,032	780 12 9	64 19 6	1 0 11	6,920	1,669	5,262 13 1	..	1	..	..	10	8	..	..	0 18 8	6,110 4 11
Gyppum Siding .. .. .	..	..	..	..	1,961	274	1,545 16 10	..	..	..	..	..	..	..	..	..	1,545 16 10
*Boulka	23	32 11 3	..	..	1,347	120	1,029 17 7	..	..	..	..	..	..	..	..	..	1,029 17 7
Nunga	199	190 4 2	4 14 11	..	5,227	685	4,006 1 6	..	..	..	..	6	2	..	..	..	1,062 8 10
Ouyen	13,357	7,162 0 3	510 19 9 1/2	66 12 2	6,971	5,934	5,494 0 1	36	26	10	4	50	32	64	6	320 14 3	4,201 0 7
Kamul	184	149 13 0	2 18 11	..	5,972	768	4,561 17 6	..	..	..	..	1	..	..	..	..	13,584 6 6 1/2
Hattah	566	161 19 6	127 0 8	2 6 7	279	79	129 16 7	3	3	..	..	..	4	..	..	4,744 9 5	
Newangi	118	55 13 7	89 13 7	..	631	59	153 9 10	..	..	..	..	..	..	..	..	..	596 12 1
Carwarp	2,027	558 3 0	76 4 0	1 6 8	5,895	878	3,550 14 4	3	3	2	..	20	9	19	..	298 17 0	
Yatpool	1,855	577 13 11	69 14 10	2 17 7	5,404	1,389	2,122 3 0	..	..	..	..	5	1	..	..	95 16 2	4,282 4 0
*Redcliffs	3,912	1,426 2 8	21 11 3	0 1 4	33	6,795	21 19 4	..	..	..	..	12	..	..	..	1 13 3	2,774 8 2
Irymple	3,965	2,548 19 9	146 17 7	54 16 0	5,336	9,384	9,204 8 2	11	3	..	2	35	2	..	..	78 17 9	1,460 14 7
Mildura	29,141	21,866 15 4	2,037 4 7	160 18 10	10,711	29,375	16,642 3 8	37	31	96	..	24	1	13	..	1,447 3 6	12,988 19 3
MERBEIN LINE.																	
Merbein	5,305	1,879 9 8	276 17 6	3 5 1	8,593	14,113	16,496 14 6	2	1	..	..	7	7	3	..	15 1 2	18,671 7 11
MARYBOROUGH-ARARAT LINE.																	
Adelaide Lead	149	4 5 1	2 3 4	..	..	70	1 2 7	..	..	..	..	..	..	..	..	..	7 11 0
Bung Bong	224	14 10 8	8 10 10	0 19 2	2,062	..	1,312 3 9	..	..	..	..	..	..	..	..	..	1,336 13 5
Hornbush	1,041	85 3 4	10 18 11	0 12 9	4,748	23	1,930 10 8	..	..	..	..	..	..	..	..	2 19 3	2,630 4 11
Ayco	6,451	1,470 18 8	190 16 7	5 8 9	18,576	2,085	8,844 16 0	6	15	117	5	10	20	40	..	658 6 10	11,140 4 10
Amphitheatre	2,626	310 18 9	41 2 0	0 13 5	10,924	568	4,195 16 3	..	..	..	..	..	..	..	..	10 1 3	4,558 11 8
Ernhurst	1,828	509 6 8	46 16 3	3 3 5	1,755	650	1,211 1 9	5	14	47	10	..	1	2	..	276 1 10	2,937 9 11
Byerley	194	15 3 5	0 19 8	0 2 0	350	103	247 0 7	..	..	..	..	..	1	3	..	19 0 3	282 6 8
Ben Nevis	1,181	159 12 11	11 9 2	3 2 5	1,996	54	459 8 2	1	..	..	..	..	..	2	..	13 6 3	646 18 11
Dunneworthy	356	23 2 7	0 1 7	..	5,195	82	655 5 0	4	..	..	..	..	..	..	..	21 2 5	669 11 7
Warra Yadin	64	3 4 5	..	..	1,020	27	166 1 3	..	..	..	..	..	..	..	..	..	169 6 8
NAVARRE LINE.																	
Crowland	896	98 17 4	7 5 1	..	1,036	110	547 17 2	..	..	5	3	..	..	3	..	27 10 3	681 9 10
Joel	497	45 2 1	3 17 0	..	3,108	199	1,489 14 8	..	..	..	..	..	..	..	..	..	1,568 13 9
Landsborough	1,341	278 3 2	13 15 2	0 5 8	3,882	590	4,364 1 8	9	6	4	1	1	3	1	..	86 15 4	4,742 19 0
Coyley's Siding .. .. .	..	..	..	..	1,029	..	999 8 2	..	..	..	..	..	..	..	..	..	989 8 2
Trukara	159	28 13 6	0 17 9	12 14 5	3,900	101	2,082 18 3	1	..	..	..	1	3	..	..	12 0 0	2,137 3 11
Navarre	1,270	397 16 10	27 3 7	1 4 10	16,735	1,038	8,751 16 4	2	11	21	..	4	1	9	..	148 17 5	9,326 19 0

BALLARAT-MARYBOROUGH LINE.

Social Siding
Waubra Junction
Sally
Sally Hills
Creswick
North Creswick
Touarebo
Clunes
Ballarat
Daisy Hill

1,371 78 0 4
2,585 71 0 0
2,885 89 9 4
38,488 2,298 4 3
10,601 742 19 1
740 88 1 4
11,735 2,050 0 10
31,883 1,217 7 3
35 1 5 10

12,377

7,316

26,244

5,457 8 8
0 1 4
2 6 8
4 2 1
1,793 10 11
121 16 10
44 12 6
1,879 5 9
6,168 6 1
0 12 0

1,231

2,928

880

WAUBRA LINE.

Plymth
Midas
Blowhard
Learmonth
North Learmonth
Stoddington
Waubra

88 4 6 5
275 15 16 11
2,534 188 6 0
1,962 218 4 3
1,867 85 10 11
1,828 185 16 7
4,419 585 4 11

7

3,029

8,561

1 6 9 0
136 11 6
1,501 19 4
1,802 14 0
0 12 5
741 6 7
4,395 18 9

83

460

1,177

DUNOLLY-INGLEWOOD LINE.

Palmerwick
Laurie
Thornagulla
Llanohy
Arnold
Bullabul

33 8 6 7
19 2 0 2
1,536 389 10 11
516 56 10 10
494 49 14 8
23 3 19 5

1,884

4,502

588 17 6
421 11 9
3,542 12 9
2,258 6 9
2,852 11 9
1 12 10

1,490

265

56

MURRAYVILLE LINE.

Tegan
Sally
Walpsup
Nyung
Undercool
Linga
Kolnka
Katy
Cowanigie
Danyo
Murrayville

97 11 2 4
711 119 11 3
3,483 1,289 6 4
970 198 3 11
3,295 1,402 7 4
849 205 2 5
1,165 323 14 4
737 217 2 7
2,036 784 1 6
79 18 0 7
3,063 1,388 10 10

2,853

10,184

290 2,224 1 3
966 6,306 5 11
2,461 10,880 4 4
817 4,847 4 4
2,469 10,471 8 4
1,067 6,549 6 6
836 4,459 6 9
925 4,856 8 2
1,877 10,318 10 4
584 4,849 11 2
2,562 8,732 3 11

290

2,562

2,562

MURRAYVILLE-PINNAROO LINE.

Carina
Paritya

162 15 8 1
148 87 7 1

6,681

5,130

745 5,305 4 1
837 4,316 18 3

BENDIGO-ECHUCA LINE.

White Hills
Epsom
Auntly
Bagshot
Wellsford
Goorong
Avonmore
Elmore
Rochester
Stathellan
Echuca

1,736 183 11 5
1,067 111 2 9
812 89 5 3
436 39 4 0
5,319 729 19 10
1,364 215 9 10
17,949 5,782 2 6
20,838 5,574 17 8
1,987 240 4 4
38,684 12,819 12 10

7,395

2,954

25,284

8 1,872 0 4
2,707 2,021 18 1
159 761 5 10
106 785 4 7
26 108 13 2
1,226 2,142 15 3
327 346 6 7
3,114 3,601 2 3
5,258 4,020 14 0
2,954 1,421 1 7
19,209 28,094 19 3

8

3,114

2,954

5,457 8 8
81 16 6
83 1 7
77 8 0
4,309 13 2
907 13 5
371 16 1
4,799 6 5
7,576 10 8
2 7 6

1 6 0
12 6 10
152 16 0
1,818 2 8
1,838 14 5
99 11 7
966 16 9
5,360 12 5

597 4 1
424 5 0
4,047 19 1
2,336 10 1
2,552 15 5
5 15 0

2,240 5 0
6,450 7 7
12,524 0 3
5,087 18 5
12,174 5 11
6,309 11 2
4,855 11 8
5,156 12 3
11,392 4 7
4,377 14 6
10,643 0 0

5,324 5 6
4,363 2 7

1,872 0 4
2,200 0 9
322 10 4
888 0 10
149 6 1
3,268 15 6
782 10 6
8,841 4 4
12,295 4 6
1,374 16 11
45,063 8 5

APPENDIX No. 29.—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 NATIMUK LINE.																	
Kanawalla	20	0 17 2	..	..	100	62	68 17 8	..	..	..	..	..	..	..	..	69 14 10
Kyup	35	4 4 6	0 7 1	..	171	35	158 18 6	..	..	..	..	..	..	..	..	163 10 1
Cavendish	1,987	272 16 10	46 19 1	0 13 0	4,696	2,606	3,089 12 4	1	1	38	..	..	2	35	..	4,224 9 3
*Urangara	55	6 5 7	0 1 6	..	406	29	90 0 1	..	..	..	..	..	..	..	..	96 7 2
*Gatum	71	12 12 9	0 15 11	..	180	77	347 10 11	..	..	..	..	..	..	..	..	360 19 7
*Vasey	376	71 7 6	1 6 9	0 12 3	1,279	254	721 5 9	..	..	..	..	..	1	2	..	794 12 3
*Englefield	42	9 7 10	0 16 1	..	516	125	164 13 7	..	..	..	..	..	..	..	..	174 17 6
Balmoral	2,174	700 2 8	38 4 11	0 7 3	2,141	951	2,507 9 2	2	2	137	..	..	1	2	38	920 16 1
Kanagulk	896	211 6 3	19 12 2	0 5 3	924	547	999 10 3	..	..	..	..	..	..	..	..	1,230 13 11
Jeffries	276	49 13 9	3 3 8	..	14	54	15 6 4	..	..	..	..	..	..	..	..	68 3 9
Toolondo	1,625	328 12 10	28 11 4	5 1 11	1,619	267	1,012 10 11	..	3	6	..	..	4	4	..	83 0 2
Jallumba	895	136 8 10	7 17 7	..	604	145	548 12 8	..	..	6	..	..	..	2	..	0 14 0
Noradjuha	1,683	264 2 11	32 4 3	0 7 0	1,727	759	1,175 6 7	..	1	2	..	..	1	1	4	20 5 2
COLERAINE LINE.																	
Bochara	28	1 10 2	0 18 4	..	29	..	15 6 0	..	..	..	..	..	..	..	..	17 14 6
Wannon	834	107 18 3	20 15 4	0 7 0	98	188	244 16 3	..	..	..	3	..	..	..	..	398 0 6
Gritjurk	64	7 7 7	1 11 2	0 11 0	6	49	1 13 1	..	..	..	..	..	..	..	..	11 2 10
Coleraine	6,741	2,264 11 6	215 16 9	34 6 4	4,309	3,097	5,604 10 0	24	88	708	40	18	15	55	3	5,723 6 8	
CASTERTON LINE.																	
Minkite	5	0 3 7	..	..	..	..	..	..	..	..	..	..	..	..	..	0 3 7
Grassdale	1,166	272 12 7	19 10 10	0 9 11	276	347	493 4 3	5	58	173	..	2	5	7	..	1,508 10 7	
Merino	4,340	1,210 19 7	144 15 5	3 9 5	799	2,240	1,368 12 7	4	1	98	9	6	3	1	1	860 11 10	
Henty	759	192 1 9	18 19 8	1 1 1	382	720	468 8 5	3	61	62	24	..	4	5	..	1,106 0 7	
Sandford	2,683	547 14 6	32 15 7	46 10 8	547	227	593 8 11	22	124	565	1	3	13	28	..	5,621 3 1	
Casterton	8,747	3,868 15 7	344 2 2	105 13 1	6,121	4,324	7,940 14 6	5	1	..	57	7	5	20	2	382 7 11	
HEYWOOD—MT. GAMBIER LINE.																	
Lyons	458	73 18 8	9 17 0	0 6 11	725	75	346 18 1	..	..	..	..	..	..	3	..	431 0 8
Greenwald	811	149 18 10	7 15 4	0 6 2	2,371	212	1,094 19 9	1	..	1	..	..	1	..	..	3 7 9
Winnap	972	241 7 11	19 2 6	0 1 9	2,537	375	1,388 10 3	..	..	12	..	..	3	..	..	63 6 3
Dartmoor	2,282	613 1 3	23 14 8	2 1 9	705	318	595 15 3	1	10	26	..	1	1	2	..	203 3 7	
Marp	165	22 9 6	1 7 6	..	32	30	29 2 5	..	..	..	..	..	..	..	..	52 19 5
Malanganee	297	53 10 3	10 11 1	0 5 7	239	86	269 3 2	..	..	..	..	..	..	..	..	333 10 1
Bennick	352	59 4 6	0 1 0	3 15 6	245	11	57 10 7	1	..	..	..	2	9	14	..	11 2 9
GRAMPIANS LINE.																	
Fyans' Creek .. .. .	..	..	..	..	575	9	254 17 2	..	..	..	..	..	..	..	..	254 17 2
Grampians .. .. .	..	..	..	..	2,320	..	385 2 1	..	..	..	..	..	..	..	..	385 2 1
MARNOO LINE.																	
Jackson	4	0 7 6	..	..	3,341	282	1,561 18 2	1	..	..	..	1	..	..	..	1 1 3
Rupanyup	4,625	1,592 0 5	114 6 3	7 13 5	8,451	10,617	5,860 2 4	8	14	103	..	8	11	46	..	589 19 11	
Burrum	178	10 15 7	1 15 0	..	6,013	460	3,846 15 8	3	2	..	..	3	..	1	..	5 16 0
Banyena	459	36 5 3	6 9 1	0 2 9	3,767	1,071	5,063 8 8	2	..	19	..	5	..	20	..	124 8 3	
Marnoo	1,744	503 5 5	44 8 5	10 16 2	11,501	4,542	7,346 13 7	7	8	35	..	12	2	25	..	238 13 7	

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HOPETOUN LINE.

Coromby	744	38 9 4	4 16 7	0 2 5	6,584	939	4,406 9 8	3	2	..	28 18 6	4,478 16 6
Minyip	9,333	2,410 11 9	230 15 8	48 10 2	19,670	14,761	12,068 3 3	21	6	66	..	23	9	26	..	522 5 5	15,280 6 3
Nullan	507	52 13 2	6 10 2	2 7 7	5,615	290	3,981 16 9	..	..	..	..	..	..	..	..	4,043 7 8	..
Sheephills	2,740	610 1 4	47 11 0	117 2 10	15,296	1,865	10,792 1 11	20	11	57	..	18	14	85	..	449 19 1	12,016 16 2
Mellis	147	25 7 0	0 9 10	..	3,953	137	2,802 3 7	..	..	..	..	..	..	..	..	2,828 0 5	..
Warracknabeal	19,242	7,240 13 3	724 3 5	66 18 8	20,091	23,493	15,510 1 2	41	60	211	1	48	39	155	1	1,523 17 8	25,065 14 2
Lah	832	65 2 10	11 1 5	1 1 9	7,705	1,009	5,759 11 8	..	..	33	..	..	..	9	..	273 4 0	6,100 1 8
Brim	4,261	632 1 11	37 3 10	1 13 9	10,866	2,090	7,834 18 1	2	3	83	1	..	3	6	..	479 8 3	8,985 5 10
Galaquill	790	74 0 0	10 5 9	0 0 11	5,512	856	3,996 11 5	..	..	..	..	..	..	2	..	4,080 18 1	..
Beulah	7,225	1,870 13 2	152 19 2	12 4 4	10,309	4,631	7,658 11 8	14	24	121	..	22	14	50	..	914 0 0	10,608 8 4
Rosebery	1,634	226 0 2	13 0 6	7 0 2	4,518	1,112	3,509 19 3	..	..	34	..	6	5	20	..	309 17 6	4,065 17 7
Goyura	591	84 10 7	5 16 1	0 17 9	1,002	209	757 0 1	..	..	..	..	..	..	..	..	848 4 6	..
Hopetoun	5,748	1,934 5 1	135 13 7	18 6 4	9,672	4,436	7,903 14 7	14	12	43	..	8	11	60	..	472 9 11	10,464 9 6

HORSHAM-GOROKE LINE.

Remlaw	163	6 11 1	..	..	3,405	363	2,410 6 11	..	..	..	..	..	..	..	..	2 13 0	2,416 18 0
Vectis	419	26 3 10	0 8 2	..	4,833	540	3,168 17 10	3,198 2 10	..
Quantong	2,783	243 11 4	12 0 1	0 6 10	1,572	607	1,413 18 6	1	1,669 16 9	..
East Natimuk	557	61 18 7	2 0 5	0 2 0	59	31	40 11 3	..	..	..	..	..	..	..	..	104 12 3	..
Natimuk	6,822	1,347 13 7	132 10 6	17 18 1	2,288	2,723	1,347 6 3	10	2	29	1	5	1	36	..	97 14 7	2,943 3 0	
Arapiles	422	41 12 6	2 5 3	0 5 8	1,796	409	1,203 0 9	..	..	..	..	..	..	..	..	0 14 3	1,247 18 5
Mitre	915	111 15 8	14 3 0	0 0 7	2,823	545	2,373 2 4	1	..	..	..	1	..	1	..	15 8 0	2,514 9 7
Nurcoung	109	14 0 5	1 11 7	..	237	50	82 11 4	..	..	..	..	..	..	1	..	98 3 4	..
Gymbowen	1,084	189 9 8	13 12 4	0 5 4	1,051	389	640 2 11	..	1	..	..	3	..	1	..	7 15 0	851 5 3
Goroke	3,782	1,344 17 9	106 3 1	3 6 0	4,191	1,770	3,741 2 2	10	14	127	..	9	..	37	..	558 2 11	5,753 11 11	

RAINBOW LINE.

Arkona	185	19 6 7	2 16 2	0 6 9	3,671	544	2,419 7 1	..	..	..	..	..	..	..	..	..	2,441 16 7
Antwerp	1,874	163 13 0	10 16 7	0 1 9	10,625	1,412	7,103 2 3	..	1	4	..	1	..	2	..	13 15 8	7,294 9 3
Tarranyurk	257	26 19 10	5 3 0	..	7,523	1,216	5,481 8 2	..	..	1	..	..	..	..	..	7 2 10	5,520 13 10
Jeparit	7,064	1,915 3 9	203 13 6	22 19 3	7,426	3,852	5,727 1 2	4	14	102	2	6	12	3	..	719 0 6	8,587 18 2
Ellam	129	9 11 10	4 6 9	..	6,125	708	4,390 14 6	..	..	..	..	..	..	..	..	1 10 6	4,406 3 7
Pullut	109	11 1 1	4 2 1	..	7,012	745	4,969 18 6	..	..	..	..	..	..	..	..	15 7 0	5,000 8 8
Rainbow	6,574	2,489 12 7	218 1 8	85 12 9	10,907	5,982	8,815 12 4	38	25	82	1	10	18	38	..	765 19 6	12,374 18 10

YAAPET LINE.

Albacutya	147	7 10 1	1 0 1	..	3,495	471	2,722 2 1	..	..	..	..	..	..	..	..	..	2,730 12 3
Yaapet	258	40 6 6	18 17 7	54 3 2	6,897	1,297	5,580 9 6	..	..	3	..	..	..	..	..	50 17 11	5,544 14 8

LORQUON LINE.

Detya	25	1 18 10	..	..	6,546	816	4,757 0 5	..	..	..	..	..	..	..	..	..	4,758 19 3
Lorquon	547	91 19 10	18 10 0	0 2 4	7,663	2,366	5,835 13 10	2	4	21	..	..	1	13	..	155 4 8	6,101 1 8

YANAC LINE.

Nethaby	804	234 2 10	17 7 6	0 9 0	6,385	1,134	5,079 5 7	..	3	..	..	..	..	..	..	1 5 3	5,332 19 2
Yanac	500	114 3 0	18 6 7	0 16 5	8,457	1,453	6,852 7 8	1	4	14	..	4	1	1	..	81 1 6	7,066 15 2

MELBOURNE-GEELONG LINE.

Laverton	18,836	696 8 0	57 10 0	2 7 9	3,869	2,648	3,306 14 6	4	1	..	..	5	3	5	..	9 3 3	4,072 3 6
Werribee	111,822	6,179 0 8	1,158 11 10	98 9 10	22,062	18,047	6,130 13 11	10	46	347	2	48	18	108	..	1,403 10 6	14,970 6 0
Manor	4,213	179 10 8	7 0 8	6 9 2	291	373	64 14 8	..	..	1	..	..	6	58	..	1 3 8	258 18 10
Little River	13,377	1,057 7 0	154 13 2	12 0 10	11,092	1,883	2,983 3 7	3	6	229	..	10	22	139	..	351 13 10	4,558 18 5
Lara	17,910	1,474 0 0	130 19 8	4 16 4	24,306	3,451	6,549 12 2	5	4	95	..	19	4	70	..	296 4 9	8,455 12 11
Corio	16,193	1,361 12 3	130 17 3	0 9 0	33	1,877	36 16 3	..	..	..	..	..	..	..	..	..	1,529 14 9
North Shore	2,297	137 13 4	5 2 0	0 17 10	..	..	..	..	..	..	..	..	..	..	..	..	143 13 2
North Geelong	20,005	2,699 1 8	231 5 7	10 11 6	46,841	131,855	7,342 3 6	..	372	785	..	446	1,042	..	..	3,081 10 7	13,364 12 10
Geelong Freezing Works Siding	..	..	..	..	..	72	..	..	..	..	..	..	..	..	..	..	..
Corio Quay	..	..	..	..	..	3,083	..	..	..	..	..	..	..	..	..	..	..
Geelong	359,055	68,068 11 10	5,578 11 0	44 11 8	174,435	153,915	54,382 13 8	115	229	53	153	122	290	54	97	1,223 8 8	129,797 17 7
Geelong Pier	..	..	..	..	84,733	305,284	16,508 9 9	..	..	..	..	..	..	..	..	..	16,508 9 9

APPENDIX NO. 29.—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.
TIMBOON LINE.																	
Naroghit	51	10 19 1	1 14 8	..	18	128	21 7 7	..	..	..	..	..	..	..	..	..	34 1 4
Cobden	2,358	529 4 0	193 16 10	7 17 6	2,572	3,328	2,146 11 5	1	12	15	3	3	18	5	4	62 14 0	2,940 3 9
Eltingamite	55	6 10 11	2 0 1	..	..	33	472 4 3	..	..	..	..	..	..	..	..	..	480 15 3
Glenyne	125	25 15 11	3 19 3	..	..	92	807 1 0	..	..	..	..	..	..	..	..	..	888 16 2
Curdie	2,728	242 18 7	15 13 8	0 0 8	7,224	705	4,019 4 1	..	..	..	..	1	..	..	..	..	4,277 17 0
Timboon	3,886	819 2 8	32 6 9	7 11 1	5,750	1,088	1,407 12 11	5	25	21	22	8	33	16	2	100 16 3	2,436 9 8
MORTLAKE LINE.																	
Mortlake	3,070	1,867 4 3	224 0 5	17 10 11	1,466	4,403	2,734 7 2	7	26	211	1	12	6	9	1	1,458 16 8	6,301 19 5
KOROIT-HAMILTON LINE.																	
Warrong	89	7 9 0	..	0 5 5	462	797	77 10 5	1	..	..	..	5	1	1	..	5 16 0	90 15 5
Woolsthorpe	148	30 0 8	0 18 2	..	52	399	51 9 1	..	..	..	..	1	3	..	..	0 13 0	86 6 4
Hawkesdale	1,817	347 6 5	40 1 2	6 4 4	1,483	979	590 12 2	6	41	83	4	..	4	25	..	2,143 12 4	3,127 16 5
Minhamite	809	153 0 4	8 12 2	2 17 5	327	505	234 3 0	1	1	46	..	..	1	9	..	219 18 9	618 11 8
Purdeet	440	78 2 6	11 6 6	0 13 4	372	73	192 4 0	..	..	..	..	..	3	..	..	..	282 6 4
Penshurst	6,339	1,479 18 11	190 5 8½	14 9 10	1,155	2,706	1,600 0 10	25	119	213	29	19	24	36	11	2,364 0 2	5,948 15 5½
Tabor	272	28 4 3	3 6 8	0 2 2	1,605	393	1,640 10 4	..	..	..	..	..	..	..	..	..	1,072 3 5
Yatchaw	174	15 7 6	1 13 9	..	1,593	9	1,109 19 0	..	..	4	..	..	..	..	..	16 9 6	1,143 9 9
MELBOURNE-WODONGA LINE.																	
Kensington	1,586,290	16,388 3 2	207 0 5½	6 18 5	24,343	84,006	6,194 17 7	..	..	55	..	..	..	27	..	265 17 10	23,002 17 5½
Newmarket	1,820,570	21,593 0 3	244 10 11	3,375 12 8	14,289	32,764	4,469 15 9	777	5,560	8,949	234	546	16,257	21,916	24	51,137 10 8	81,020 10 3
Newmarket Show Grounds	..	..	0 17 8	3 11 4	56	58	162 11 10	34	171	20	5	21	142	22	11	583 19 11	751 0 9
Ascot Vale	3,084,546	37,347 2 7	288 8 3	13 6 4	..	..	..	..	..	..	..	..	..	..	..	..	37,648 17 2
Moonee Ponds	2,481,903	33,612 6 0	412 7 11	8 19 0	..	..	..	..	..	..	..	..	..	..	..	..	34,033 12 11
Essendon	2,464,707	40,100 13 1	581 1 10½	36 19 10	1,599	28,480	1,434 14 0	..	..	..	..	..	..	..	..	..	42,153 8 9½
North Essendon	13,031	166 10 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	166 10 3
Pascoe Vale	129,793	2,121 17 9	5 6 11	..	..	..	..	..	..	..	..	..	..	..	..	..	2,127 4 8
Glenroy	97,316	2,001 4 5	55 6 5	1 7 9	..	51	1,710	..	..	..	..	..	..	..	..	..	2,092 8 10
Broadmeadows	55,230	2,828 19 5	271 11 1	25 8 5	687	1,400	342 3 9	17	86	..	..	15	68	24	..	171 7 7	3,639 10 3
Somerton	3,394	154 14 0	91 8 6	0 5 0	569	1,400	118 19 2	..	..	..	..	..	..	..	..	..	0 11 8
Craigieburn	9,333	565 12 0	387 16 9	10 5 1	2,921	1,201	674 4 11	13	55	99	1	20	26	72	..	620 19 9	2,256 18 6
Donnybrook	7,596	611 2 5	505 10 6	36 6 8	2,174	1,031	592 19 6	29	40	160	..	13	46	47	..	858 4 5	2,604 3 6
Beveridge	3,912	343 6 11	109 9 11	11 5 11	481	241	591 17 9	2	..	90	2	5	16	54	1	169 4 2	849 4 8
Wallan	10,447	1,209 5 11	271 18 7	10 5 9	2,217	850	591 13 1	20	78	246	4	9	146	208	..	1,191 5 6	3,274 8 10
Lightwood .. .. .	..	..	..	..	698	7	144 16 11	..	..	..	..	..	..	..	..	..	144 16 11
Kilmore Junction	1,048	131 2 9	8 15 8	0 5 8	..	436	..	..	..	..	..	..	..	..	..	..	140 4 1
Wandong	3,801	487 4 9	50 19 8	3 13 3	4,918	122	1,544 13 2	2	..	7	..	2	..	23	..	23 14 0	2,110 4 10
Kilmore East	12,468	2,505 16 6	398 11 1	26 17 11	842	..	280 9 2	6	147	140	..	5	62	102	..	1,013 11 6	4,225 6 2
Broadford	19,738	2,464 14 6	240 1 2	22 13 1	9,249	4,764	3,514 11 0	90	23	134	5	55	35	71	1	694 18 8	6,936 13 5
McDongall .. .. .	..	..	..	..	5,846	15,875	4,155 13 1	..	..	..	..	..	..	..	..	..	4,155 13 1

APPENDIX NO. 29.—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.	
WAGUNYAH LINE.																			
Lilliput	283	11 14 2	1 19 7	..	1,012	68	604 8 9	..	..	..	3	..	..	..	..	..	2 16 6	620 19 0
Rutherglen	9,885	3,267 17 11	271 9 8½	71 2 11	5,122	5,462	4,314 17 5	5	2	34	23	2	3	17	13	..	268 18 10	8,194 6 9½	
Wahgunyah	10,595	4,964 16 6	303 8 9	196 7 10	4,584	15,074	6,112 4 10	5	17½	234	1	2½	219	545	..	..	2,467 10 3	14,044 8 2
TALLANGATTA LINE.																			
Bandiana	55	2 0 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2 0 1
Bonegilla	294	14 17 4	..	..	..	3	0 3 5	..	..	..	..	..	..	..	..	..	..	15 0 9
Ebden	2,185	432 4 5	41 7 1	27 4 2	816	2,811	778 17 7	15	182	152	4	12	22	12	..	..	2,557 13 9	3,837 7 0
Huon	3,439	638 3 7	53 11 9	11 5 3	1,020	995	1,002 4 9	1	263	35	10	6	13	20	..	..	2,364 5 8	4,069 11 0
Bolga	422	88 6 0	3 16 2	0 16 1	117	51	30 19 0	..	..	..	..	..	..	1	..	..	123 17 3	123 17 3
Tatonga .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	417 9 0	417 9 0
Tallangatta	8,625	3,637 15 10	315 19 10	104 7 1	1,989	3,667	2,419 12 4	25	305	194	46	17	42	37	2	..	3,372 9 2	9,850 4 3	
TALLANGATTA-CUDGEWA LINE.																			
Bullooh	259	20 11 4	1 16 11	0 0 8	98	94	97 18 1	..	..	..	..	..	..	..	..	..	..	120 7 0
Darbyshire	28	2 10 5	2 2 6	..	10	17	15 0 6	..	..	..	..	..	..	..	..	..	..	19 13 5
Koetong	299	71 17 2	19 9 3	..	499	109	293 0 5	..	24	25	..	1	..	1	..	..	258 1 3	642 8 1
Shelley	254	68 6 1	11 2 3	0 17 4	726	619	864 7 4	4	363	30	5	2	10	4	..	..	3,634 4 4	4,578 17 4
Beetoomba	1,047	541 9 6	68 12 7	151 9 3	922	2,788	1,624 19 11	39	743	87	7	14	58	6	2	..	7,127 16 8	9,514 7 11	
*Wabba	2	0 1 6	0 6 1	..	7	4	7 2 10	..	..	..	..	..	..	..	..	..	..	7 10 5
*Cudgewa	203	103 12 2	7 17 1	29 13 1	110	440	239 10 8	..	3	22	2	1	14	1	..	..	261 5 2	641 18 2
WILLIAMSTOWN LINE.																			
South Kensington	342,575	3,624 18 8	44 16 6	1 1 4	20,239	54,324	5,602 18 1	..	..	..	..	..	..	..	..	..	..	9,273 14 7
Angliss' Siding .. .. .	..	..	..	..	4,529	11,683	870 1 6	..	..	..	..	..	..	..	..	..	..	870 1 6
Footscray	3,309,118	49,734 1 4	1,449 7 9	26 12 10	9,179	43,342	7,985 12 1	..	..	..	..	..	..	..	..	..	..	59,145 14 0
Seddon	1,578,989	20,244 4 3	99 17 1	0 18 4	..	..	..	..	..	..	..	..	..	..	..	..	..	20,344 19 8
Yarraville	1,542,844	20,019 1 6	181 4 2	2 6 6	184,570	65,685	85,667 16 11	..	..	..	..	..	..	..	..	..	..	105,870 9 1
Spotswood	398,247	5,251 11 11	759 13 6	0 16 6	25,592	83,654	34,820 15 10	..	..	..	..	..	..	..	..	..	..	40,832 17 9
Newport	1,469,545	22,732 4 7	183 1 11	12 2 7	99,781	99,781	4,315 16 9	1	..	..	2	1	12	485	333	..	2 6 10	27,245 12 8
*Seaholme	2,803	58 13 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	58 13 3
Altona Beach	117,984	2,242 5 1	0 17 8	..	15	824	2 18 5	..	..	..	..	..	..	..	..	..	..	2,246 1 2
Austral Meat Siding .. .. .	..	..	..	..	2,776	154	474 11 5	..	..	..	..	..	..	..	..	..	..	474 11 5
North Williamstown	1,076,478	19,805 7 9	163 18 1	1 17 3	652	11,573	144 0 3	..	..	..	..	..	..	..	..	..	..	20,115 3 4
Williamstown Beach	624,462	11,469 8 6	79 11 9	0 16 1	..	..	..	..	..	..	..	..	..	..	..	..	..	11,549 16 4
Williamstown	549,662	10,723 4 11	185 14 3	41 4 9	12	106	515 10 1	..	..	..	..	..	..	..	..	..	..	11,465 14 0
Williamstown Pier	70,911	1,814 6 10	70 8 0	..	138,315	544,609	23,036 14 1	..	..	..	..	9	..	6	..	..	2 7 0	24,923 15 11
NEWPORT-SUNSHINE LINE.																			
Thomas' Siding .. .. .	..	..	..	..	9,370	142	1,705 9 9	..	..	..	..	..	..	..	..	..	..	1,705 9 9
McKenzie and Holland's Siding .. .. .	..	..	..	..	15	..	4 9 6	..	..	..	..	..	..	..	..	..	..	4 9 6
Gray Bros' Siding .. .. .	..	..	..	..	362	479	138 17 11	..	..	..	..	..	..	..	..	..	..	138 17 11
Angliss' Quarry Siding .. .. .	..	..	..	..	73,679	14	10,913 5 10	..	..	..	..	..	..	..	..	..	..	10,913 5 10

NOOJEE LINE.																	
Noerui	2,012	351 18 8	13 1 4	0 7 4	3,664	732	1,999 17 11	2	1	1	11	2	5	6	1	58 11 11	2,423 17 2
Nayook	2,163	458 0 7	29 17 7	2 19 0	6,096	966	4,583 6 10	5	22	6	14	8	8	4	2	188 2 10	5,262 6 10
Noojee	2,329	579 5 10	31 17 4	1 3 4	5,270	3,632	2,730 11 8	4	..	1	14	4	2	5	..	73 13 2	3,416 11 4
THORPDALE LINE.																	
David	..	..	..	..	34	20	17 16 3	..	..	..	..	..	..	..	..	..	17 16 3
Coalville	1,123	96 17 3	31 8 1	0 3 11	946	260	445 3 0	..	..	..	..	..	..	..	..	573 12 3	..
Narracan	1,524	212 19 9	68 9 1	1 4 6	978	862	567 13 1	15	2	5	..	7	1	18	3	97 13 6	947 19 11
Thorpdale	2,451	680 7 3	84 8 1	1 3 6	2,556	2,896	1,567 15 3	2	6	30	48	4	2	17	9	214 13 9	2,548 7 10
WALHALLA LINE.																	
Gooding	50	2 9 11	..	..	..	..	2 0 0	..	..	..	..	..	..	..	..	..	4 9 11
Gould	1,772	175 17 8	8 10 6	0 12 2	6,317	325	3,133 12 2	..	..	..	..	2	2	..	..	0 17 0	3,319 9 6
Moondarra	1,018	143 7 1	15 9 2	0 2 4	664	191	462 5 7	1	5	8	..	6	6	7	1	32 6 3	653 10 5
Watson	523	69 4 8	12 1 0	0 0 8	98	64	77 6 6	..	..	..	..	2	3	..	..	3 7 0	161 19 10
Collins' Siding	..	..	..	..	1,781	58	944 5 3	..	..	..	..	..	..	..	..	..	944 5 3
Erica	2,570	423 1 2	82 9 8	0 4 7	5,103	690	3,304 5 3	5	7	2	19	11	15	1	..	37 17 3	3,847 17 11
Knott's Siding	509	95 2 5	5 9 9	..	5,170	267	3,136 13 9	..	..	..	..	..	..	..	..	..	3,237 5 11
*O'Shea and Bennett's Siding	..	..	..	..	279	..	171 2 3	..	..	..	..	..	..	..	..	..	171 2 3
Platina	994	100 2 0	2 13 11	0 2 1	3,328	895	1,889 19 4	..	..	..	..	..	..	..	..	1 16 6	1,994 13 10
Thomson	58	2 5 10	..	..	..	..	5 0 0	..	..	..	..	..	..	..	..	..	7 5 10
Walhalla	3,276	462 12 8	13 3 9	0 16 5	194	430	267 1 3	..	1	..	4	..	2	1	..	8 1 3	751 15 4
NORTH MIRBOO LINE.																	
Hazelwood	107	10 10 8	0 2 0	..	165	81	62 3 8	..	..	..	..	..	..	..	..	..	72 16 4
Yinnar	3,115	468 1 5	110 18 11	3 5 11	485	2,367	491 6 7	4	32	3	40	..	7	3	..	200 17 5	1,274 10 3
Boolarra	6,153	1,207 14 10	115 10 7	6 18 7	1,852	1,496	1,215 9 8	15	45	30	97	10	14	15	..	779 15 8	3,325 9 4
Darlimurla	1,300	112 6 1	16 9 1	0 0 8	264	108	146 9 5	..	..	..	..	..	..	..	..	..	275 5 3
North Mirboo	8,304	2,076 18 11	203 13 2	33 10 6	2,858	3,105	1,998 16 0	5	145	64	54	7	50	37	..	1,193 0 8	5,505 19 3
TRARALGON-STRAFFORD LINE.																	
Glengarry	3,407	540 13 4	50 6 7	5 13 10	2,881	764	1,397 0 0	18	66	38	..	7	4	11	..	752 17 0	2,746 10 9
Toongabbie	2,900	447 3 6	39 3 2	2 1 1	3,500	437	1,372 8 7	2	33	21	1	3	1	..	..	351 18 7	2,212 14 11
Cowwarr	5,191	1,018 13 5	75 15 4	19 5 0	1,738	547	1,196 1 3	18	38	31	34	8	23	8	12	918 9 4	3,228 4 4
Dawson	405	73 18 1	3 17 0	0 2 1	2,551	15	1,194 13 2	..	..	..	..	..	..	..	..	..	1,272 10 4
Heyfield	8,371	2,502 1 9	187 10 4	21 0 7	7,653	2,973	4,180 4 8	20	300	235	53	17	68	18	17	3,331 14 8	10,222 12 0
Tinamba	3,846	1,316 15 9	74 8 4	45 16 11	2,122	2,400	1,648 18 6	23	131	17	36	18	66	11	2	3,044 9 11	6,130 9 5
Maffra	21,385	5,022 2 4	1,825 15 1	64 6 1	6,143	36,648	6,993 7 8	15	202	139	13	19	33	13	1	1,409 8 1	15,314 19 3
Powerscourt	..	..	..	..	4,945	..	522 18 4	..	..	..	..	..	..	..	..	..	522 18 4
BRIAGOLONG LINE.																	
Boisdale	2,700	312 13 4	48 2 9	0 10 3	5,440	1,021	1,981 12 4	1	93	..	2	2	11	2	1	972 14 11	3,315 13 7
Bushy Park	91	4 14 6	2 14 5	9 18 2	3,396	241	929 6 8	3	..	..	..	3	2	..	..	6 14 9	953 8 6
Briagolong	2,303	411 15 1	82 6 11	0 8 0	9,136	860	2,926 7 3	2	32	11	3	2	4	0	1	335 18 9	3,756 16 0
DANDENONG-YARRAM LINE.																	
Lyndhurst	3,757	271 8 11	1,275 8 10	0 19 7	4,342	7,660	839 0 4	2	3	1	..	2	4	6	..	20 12 5	2,407 10 1
Cranbourne	15,231	1,305 3 11	2,254 10 7	7 0 6	6,711	7,817	1,406 5 2	11	40	62	..	10	88	61	..	252 1 6	5,225 1 8
Clyde	6,727	704 2 1	1,273 19 10	7 11 0	5,279	1,169	995 4 3	4	4	35	1	2	4	14	..	95 15 11	3,076 13 1
Tooradin	4,830	657 10 10	268 16 8	14 5 5	1,956	1,940	729 3 1	7	21	28	..	14	20	24	..	111 3 8	1,780 19 8
Dalmore	3,380	479 5 3	167 0 8	0 18 11	4,501	1,600	1,613 13 6	3	8	25	..	9	7	13	..	62 13 6	2,323 11 10
Koo-wee-rup	17,882	2,762 0 9	482 5 7	11 10 0	11,613	10,809	4,960 18 10	28	54	21	51	32	69	38	1	311 9 7	8,528 4 9
Monomeith	2,782	411 7 8	484 18 3	27 8 8	150	556	203 15 5	5	235	11	..	15	103	8	..	715 18 7	1,793 8 7
Caldermeade	3,135	481 19 7	1,476 14 2	2 17 8	520	2,179	256 6 1	20	102	18	3	9	40	16	2	375 3 10	2,593 1 4
Lang Lang	9,812	1,718 17 2	378 18 7	28 11 10	1,103	2,420	670 9 10	30	148	35	40	28	60	32	5	685 17 8	3,482 15 1
Nyora	14,243	2,491 12 5	209 15 5	6 8 8	9,345	4,888	2,928 5 2	4	13	1	..	10	9	8	..	48 4 10	5,684 6 6
Loch	9,339	1,497 4 5	232 16 1	6 15 1	2,067	4,151	1,055 1 1	14	151	40	20	22	40	39	2	796 0 9	3,587 17 5
Acetho	1,798	209 10 8	447 18 11	0 10 0	210	177	112 17 11	2	16	3	..	6	6	..	..	126 1 6	896 19 0

OUTTRIM LINE.																
Jumbunna	3,589	378 16 2	55 1 8	1 1 6	18,961	1,922	4,170 17 11	1	71	1	4	11	354 6 9	1,060 4 0		
Outtrim North	1,236	65 16 8		0 5 5									86 2 2	865 16 8		
Outtrim	783	94 4 6	24 14 1		1,403	457	516 19 3		48					722 5 5		
ALBERTON-PORT ALBERT LINE.																
Port Albert	1,243	302 16 8	78 3 8	0 18 10	1,387	376	1,850 8 11	2					2 9 6	2,229 17 7		
FRANKSTON-STONY POINT LINE.																
Glen Huntly	847,203	15,847 8 1	183 14 2	2 1 4	582	34,878	365 8 9							16,398 7 4		
Ormond	307,961	5,382 0 2	295 10 0	0 13 1	300	13,116	371 16 0							6,049 10 3		
McKinnon	127,423	2,185 13 0	19 6 4	0 4 1										2,205 5 5		
Bentleigh	157,032	2,896 6 8	58 0 0	0 3 1										3,095 12 6		
Moona	141,059	2,849 7 4	154 14 7	3 18 4	330	5,089	128 1 6	1						3,248 18 1		
Highbett	116,185	2,211 2 10	35 3 7	0 10 3	86		294 15 4	9						2,291 12 9		
Cheltenham	374,144	8,699 4 8	390 6 1	1 9 0	14,102	14,509	44 16 1	5						83 9 11		
Neatone	463,444	12,355 8 9	329 9 1	356 9 0	1,560		2,104 0 6	8						35 16 9		
Martdale	212,012	5,280 1 1	29 5 9	0 0 11			590 12 1	2						5,309 7 9		
Mordialloc	484,728	12,773 1 1	572 12 3	447 8 4	1,330	7,852	489 9 4	12						63 7 10		
Aspendale	130,262	4,004 1 10	43 0 1	0 5 3	90	6,525	76 7 9	1						0 12 0		
Edithvale	171,487	4,977 6 3	156 8 9	0 16 0										5,134 11 0		
Chelsea	409,944	12,452 18 4	362 19 6	1 6 6										13,040 4 6		
Forsyth's Siding					545	6,260	220 8 2							2 12 0		
Carum	71,842	3,483 2 11	346 7 11	16 5 1	18,932		2,554 4 10	1						35 8 3		
Seaford	24,847	1,277 13 4	315 18 11	3 8 0	129,927		481 18 6	3						2 7 6		
*Wedgwood's Siding							3,659									
*Frankston Sand Siding					22,032		3,104 16 4							3,104 16 4		
Frankston	124,986	8,020 3 2	856 12 5	22 5 10			3,176	10						44 18 10		
Langwarrin	4,014	349 14 6	96 11 4	0 16 4	866	4,519	527 2 9							9,457 3 0		
Baxter	4,834	408 7 6	117 8 0	0 16 2	1,021	725	343 9 7							794 5 11		
Somerville	8,897	1,000 8 7	323 8 4	17 16 5	4,420	4,059	364 6 2							5 1 6		
Tyabb	3,913	451 14 1	144 14 7	1 0 1	4,463	4,836	2,173 4 8	8						28 16 9		
Hastings	6,969	861 10 2	237 1 4	0 18 9	2,732	2,293	1,865 6 6	10						7 18 3		
Bittern	6,427	1,243 4 3	349 9 4	4 9 4	3,212	6,092	968 9 2							10 7 11		
Crib Point	18,529	3,746 18 2	89 5 0	1 16 8	789	11,848	395 1 2							411 13 9		
Stony Point	12,533	2,568 17 10	552 11 11	6 19 6	659	1,656	896 12 10	1						1 6 6		
							402 0 11	8						74 11 8	3,605 1 10	
MORNINGTON LINE.																
Mooroopuc	2,410	241 2 2	33 8 0	0 18 10	10,479	2,215	1,884 11 6	1	3	89		8	67	142	226 1 10	2,386 2 4
Mornington	31,149	4,738 7 11	798 5 0	14 17 5	893	5,647	618 4 2	4	51	61	2	7	26	50	380 15 11	6,560 10 5
HEALESVILLE LINE.																
East Richmond	568,049	5,262 0 5	186 4 3	0 16 4												5,549 1 0
Barnley	728,025	7,135 3 9	233 7 4	2 7 7	13,107	180,016	4,755 0 9									12,125 19 5
Hawthorn	1,167,510	13,807 17 0	289 14 10	7 17 9	890	29,344	1,039 3 6									15,124 13 1
Glenferrie	1,947,179	29,083 19 6	634 13 11	7 5 10												29,745 19 3
Auburn	1,439,756	20,153 0 6	312 6 6	4 18 1												20,470 5 1
Camberwell	1,757,796	29,111 4 6	468 12 4	7 2 8	1,789	52,921	1,138 11 6									30,725 11 0
East Camberwell	1,014,186	16,744 4 6	111 7 3	1 6 2												16,870 15 1
Canterbury	1,574,615	26,846 18 8	534 11 1	9 4 8	113	15,873	13 17 2									27,585 7 8
Stoney Hill	925,127	16,479 16 7	385 11 1	1 16 5	445	22,950	195 3 3									17,124 5 5
Mont Albert	481,799	8,593 1 5	58 18 10	0 15 3			457 1 4									8,652 16 6
Box Hill	1,039,697	21,413 7 6	662 2 4	21 13 1	7,586	34,077	4,511 11 10	24								27,415 11 0
Blackburn	276,525	5,646 0 1	194 10 1	1 7 2	3,055	10,106	2,372 8 3									8,214 5 7
Tunstall	143,928	2,915 8 7	172 1 11	0 4 8												3,088 6 11
Mitcham	235,374	5,586 18 1	199 12 3	1 1 0	3,991	23,023	0 11 9									13 0 0
Ringwood	290,023	8,165 11 10	551 12 5	36 11 5	3,284	14,708	2,258 10 0	2								9,837 16 1
Croydon	142,270	5,611 13 4	619 19 0	2 8 7	2,456	8,143	1,061 2 1	2								19 5 6
Mooroolbark	7,828	354 10 9	485 1 10	0 9 4			1,180 14 2	7								1,216 16 10
Cave Hill Siding					2,015	683	374 7 8	1								3,667 3 2
Lilydale	67,736	4,377 18 0	983 14 1	34 11 1	19,498	17	3,667 3 2									7,088 10 5
Black's Siding					1,301	8,592	749 9 4	15								4,835 6 2
Coldstream	3,003	233 2 6	344 15 11	16 3 5	31,332		4,835 6 2									966 4 6
					1,544	653	369 19 8									

APPENDIX No. 29.—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.																									
HEALESVILLE LINE—continued.																																								
	£	s.	d.	£	s.	d.	£	s.	d.									£	s.	d.																				
Yering	3,682	289	0	8	1,720	6	1	16	12	11	413	2,000	205	7	2	8	52	56	..	2	57	53	..	321	3	10	2,561	10	8											
Yarra Glen	13,690	1,506	8	10	619	2	0	12	16	10	11,358	3,416	2,907	3	4	13	87	51	3	20	39	26	..	592	11	8	5,638	2	8											
Tarrawarra	1,107	122	14	2	76	16	5	6	1	3	1,577	12	304	3	6	..	..	..	..	2	..	..	..	1	12	2	511	7	6									
Healesville	45,089	9,141	17	6	589	15	0½	16	8	3	16,881	13,138	4,958	9	2	15	13	8	3	25	41	57	3	94	11	1	14,801	1	0½											
GLEN IRIS LINE.																																								
Heyington	35,391	435	15	2	18	14	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	454	9	6						
Kooyong	97,096	1,329	7	6	27	3	10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,356	11	4						
Tooronga	411,432	5,171	5	9	63	4	9½	0	12	0	556	24,769	206	7	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5,441	9	9½						
Gardiner	205,158	3,038	9	4	95	1	10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,133	11	2					
Glen Iris	117,298	1,853	4	10	33	5	4	..	..	..	15	6	10	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,893	0	3					
Darling	114,219	2,020	15	2	28	5	11	..	..	65	7,969	61	4	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,110	5	3					
KEW LINE.																																								
Barker	236,584	2,982	3	7	32	7	1	0	2	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,014	13	1				
Kew	679,544	8,122	17	6	295	17	5	7	3	7	284	28,937	368	10	5	1	6	..	..	2	1	3	..	..	..	..	..	15	11	9	8,810	0	8					
OUTER CIRCLE LINE.																																								
Riversdale	25,943	376	14	11	..	..	..	..	..	48	12,070	225	16	11	..	..	..	..	..	..	..	..	..	..	..	..	..	0	5	8	602	17	6					
Golf Links	3,024	48	16	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	48	16	1				
Hartwell	2,243	51	14	0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	51	14	0			
Burwood	28,711	414	12	5	119	8	3	..	..	80	5,641	31	9	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	565	9	9		
Ashburton	19,868	336	9	11	1	3	8	..	..	9	813	2	16	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	340	9	8		
Shenley	46,315	714	3	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	714	3	5		
Balwyn	13,934	216	1	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	216	1	9		
Deepdene	10,901	155	0	1	17	14	8	..	..	..	6,165	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	172	14	9		
FERNTREE GULLY LINE.																																								
Bayswater	65,794	2,118	6	1	367	11	9	36	13	7	1,460	5,953	511	10	6	3	1	1	..	..	..	10	..	..	..	..	8	1	0	3,042	2	11						
Boronia	23,146	774	9	11	102	16	10	..	..	..	900	2,398	173	5	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	877	6	9		
Lower Ferntree Gully	23,211	1,372	2	4	674	16	7	2	6	6	17,786	..	2,739	14	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,222	10	6		
Hermion's Siding .. .. .	..	..	..	..	..	..	..	..	..	..	17,786	..	2,739	14	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,739	14	5	
Upper Ferntree Gully	69,173	5,216	11	8	241	7	0½	14	1	0	12,664	3,439	1,937	17	2	4	31	26	..	3	45	58	..	..	..	..	155	1	8	7,564	18	6½						
GEMBROOK LINE.																																								
Upwey	10,955	758	7	9	35	4	11	1	10	3	10	326	19	7	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	814	10	4
Belgrave	29,547	2,193	2	0	273	12	0	5	6	0	2,305	2,481	698	7	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,170	7	4
Selby	2,297	183	3	4	12	10	9	0	14	0	6	102	6	8	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	202	16	7
Aura	2,205	171	19	1	28	11	2	0	6	2	1,753	317	454	9	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	655	5	10
Paradise	3,093	324	16	9	35	7	2	0	13	11	848	1,461	219	1	11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	580	18	7
Emerald	9,292	920	18	5	193	3	2½	2	1	4	3,758	3,050	1,189	2	7	..	6	13	1	..	17	26	..	..	..	..	..	..	..	..	..	..	..	..	..	2,326	16	2½
Nobelius' Siding .. .. .	..	..	..	..	79	9	2	..	..	..	93	6	200	10	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	279	19	6
Wright	577	69	14	11	0	12	9	0	2	7	..	1	0	7	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	70	17	11
Cockatoo	7,605	971	17	9	96	2	9	2	14	9	3,970	2,252	1,101	16	2	1	2	2	1	3	2,178	2	0	
Gembrook	7,917	1,203	11	3	99	1	3	2	3	7	15,456	2,256	5,183	12	4	3	1	9	15	6,501	1	7

WARBURTON LINE.															
Mount Evelyn	12,293	1,053 12 3	251 0 4	2 17 9	5,621	1,532	1,545 15 6								
Wandin	10,976	1,035 8 11	324 14 6	1 4 11	5,757	2,208	1,365 1 8		2						
Seville	5,080	553 0 8	130 10 1	6 8 2	5,641	1,213	1,123 13 10								
Kilara	498	72 3 1	9 15 3	4 8 8	2,704	108	560 13 6	1		17					
Woori Yallock	5,718	654 8 11	111 4 3	2 18 2	9,418	1,264	2,648 0 8	9	33	11					
Launching Place	5,210	739 9 10	387 19 2	2 8 8	3,770	700	1,168 1 8	12	103	12	7				
Yarra Junction	20,899	3,271 0 8	240 15 9	5 17 9	60,528	4,807	17,979 19 11	3							
Britannia					8,007	402	2,400 5 5								
West Warburton	4,646	525 15 11	119 4 5	1 4 9	2,287	545	684 9 9	3							
Milgrove	5,069	428 9 6	38 9 5	0 4 4	2,860	554	928 4 2					10	51	41	
Warburton	23,746	4,786 4 3	249 6 6	6 3 9	429	5,096	526 4 8	17	15	2	14	17	27	12	
La La Extension					44,316		14,629 0 0								
HEIDELBERG-ELTHAM-HURST-BRIDGE LINE.															
Jolimont	139,775	1,450 0 1	51 3 8	0 1 11											
West Richmond	593,070	5,548 16 1	403 8 2	0 10 0											
North Richmond	623,210	6,869 2 2	616 17 10	2 8 5											
Collingwood	558,198	5,848 17 9	142 5 8	1 2 2											
Victoria Park	796,172	8,921 7 3	799 16 7	1 17 3	14,781	88,888	5,668 8 6								
Clifton Hill	1,398,419	14,502 4 8	544 2 1½	3 6 1			5 8 2								
Westgarth	849,039	9,016 16 5	274 8 9	1 1 10											
Fairfield Park	1,446,707	18,998 2 7	124 10 11	1 17 8	316	10,112	228 12 1								
Alphington	446,566	6,701 9 0	39 10 3	0 6 11	44,539	7,302	6,596 12 6								
Ivanhoe	951,151	16,655 14 3	121 0 4	0 13 2	289	6,318	79 11 7								
Heidelberg	545,451	11,020 3 5	189 6 1	15 5 1	702	11,515	530 3 0	5	20						
Rosanna	29,221	582 15 7													
Macleod	43,810	1,060 4 0	15 6 4												
Mont Park															
Greensborough	159,383	3,918 5 3	50 5 4	0 1 0	86	3,108	157 5 7		1	1					
Eltham	121,554	3,540 13 3	61 6 7	1 3 7	115	1,198	85 15 8		2						
Diamond Creek	26,254	996 0 4	67 12 6	1 6 7	423	1,498	108 16 9		11						
Balec	4,497	226 0 1	0 7 11		769	1,013	231 17 0	1	3						
Hurstbridge	29,366	1,855 19 1	219 10 9	6 2 3	17,741	2,521	3,284 16 11	1	5	2					
Melb.—Flinders-street—Conury	1,402,841	176,925 0 8	59,447 12 0	153 14 6											
Melb.—Flinders-street—Suburban	10,945,346	204,968 4 4													
PORT MELBOURNE LINE.															
Montague	364,799	3,435 17 1	54 1 7	0 4 0											
North Port	721,920	7,191 6 10	93 16 9	0 6 10											
Graham	775,571	7,116 9 5	87 6 9½	0 11 10											
Port Melbourne	342,289	3,838 14 11	88 1 7		85,364	248,505	26,920 15 11	4	16			3	41	15	3
ST. KILDA LINE.															
South Melbourne	991,675	9,792 14 2	450 15 6	1 1 2											
Albert Park	2,435,665	23,261 2 5	339 18 11	1 2 7											
Middle Park	2,422,462	21,923 19 10	165 8 11	1 16 3											
St. Kilda	4,326,209	46,929 0 2	462 6 9½	2 9 1	322	26,170	394 0 4								
BRIGHTON-SANDRINGHAM LINE.															
Richmond	4,876,091	30,034 4 7	1,882 3 7	12 5 4											
South Yarra	1,981,407	25,395 12 2	1,432 14 6½	10 19 7											
Prabran	1,751,877	21,403 12 11	1,999 0 3½	3 1 8											
Windsor	1,866,511	22,362 16 9	695 4 1	2 9 7	2,789	64,081	1,647 3 9								
Balaclava	2,290,674	28,367 5 6	329 16 1½	1 13 0											
Ripponlea	1,193,653	16,523 7 5	271 18 9	1 6 4											
Elsternwick	3,890,600	39,929 0 3	746 18 2½	4 6 8	452	50,912	663 7 5								
Gardenvale	3,860,196	22,293 18 11	121 0 4	1 5 2											
North Brighton	1,431,733	24,316 16 2	319 18 3½	2 13 7	410	32,005	469 16 7								
Middle Brighton	1,263,271	22,640 5 9	219 1 5	2 15 11	279	16,146	264 2 9								
Brighton Beach	597,584	11,656 19 7	58 8 1	0 8 2											
Hampton	997,936	19,681 19 8	163 0 11	1 1 4											
Sandringham	1,574,760	36,178 4 5	308 2 2	3 10 8	352	24,191	639 11 4								

APPENDIX No. 29.—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.		
VARIOUS.																									
Traffic derived from Deniliquin and Moama Stations	2,815	2,425	16 10	503 7 0	77 6 4	14,958	6,195	17,170	16 10	68	678	1,601	3	74	1,224	1,637	..	12,229	15 0	32,407	2 0				
Traffic derived from South Australian Stations	63,293	96,216	1 6	10,086	10 9½	748 8 7	52,072	37,862	62,731	4 1	..	..	..	..	..	..	..	38,245	18 5	208,028	3 4½				
Traffic derived from New South Wales Stations	155,074	137,663	11 2	16,691	9 4½	1,193 4 3	78,437	143,140	90,840	11 2	..	..	..	..	..	..	..	419	9 5	246,808	5 4½				
Traffic derived from Queensland Stations	4,690	3,116	1 10	259	10 5½	..	89	3,404	115	11 9	..	..	..	..	..	..	..	..	..	3,491	4 0½				
Traffic derived from Commonwealth Stations	..	8 2 3	..	81 5 11	..	..	24	1,896	72	19 9	..	..	..	..	..	..	..	177	8 0	339	15 11				
Traffic derived from West Australian Stations	7,500	10,292	2 7	344	15 5½	0 3 10	27	136	61	12 3	..	..	..	..	..	..	..	..	..	10,698	14 1½				
Government Tourist Bureau	403,811	257,288	8 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	257,288	8 4				
Steamer	39,671	890	17 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	890	17 11				
Thos. Cook and Son to New South Wales, South Australia, &c.	6,031	3,008	5 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,008	5 4				
Totals	134,045,683	4,456,008	0 4	421,622	5 2	29,335 13 1½	7,073,392	7,073,392	4,017,400	11 9½	10,210	38,239	53,655	6,213	8,923	42,054	54,549	6,854	514,795	0 5	9,439,161	10 10			
Less unallotted Credit Notes	..	57,883	16 0	5,947	0 3	540 11 10	..	..	98,220	17 10½	..	..	..	..	..	..	..	..	22,698	6 9	185,290	12 8½			
	134,045,683	4,398,124	4 4	415,675	4 11	28,795 1 3½	7,073,392	7,073,392	3,919,179	13 11	10,210	38,239	53,655	6,213	8,923	42,054	54,549	6,854	492,096	13 8	9,253,870	18 1½			
Mails and Telegraph	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	56,551	11 0			
Dining Car Service	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	25,808	18 3			
Refreshment Rooms	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	258,315	6 3			
Rentals	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	85,736	3 1			
Miscellaneous	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13,982	0 0			
GRAND TOTALS, RAILWAYS	134,045,683	4,398,124	4 4	415,675	4 11	28,795 1 3½	7,073,392	7,073,392	3,919,179	13 11	10,210	38,239	53,655	6,213	8,923	42,054	54,549	6,854	492,096	13 8	9,694,264	16 8½			
St. Kilda and Brighton Electric Tramway	5,572,454	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	47,005	11 4			
Sandringham and Black Rock Electric Tramway	1,232,796	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9,139	14 9			
GRAND TOTALS	140,850,933	4,398,124	4 4	415,675	4 11	28,795 1 3½	7,073,392	7,073,392	3,919,179	13 11	10,210	38,239	53,655	6,213	8,923	42,054	54,549	6,854	492,096	13 8	9,750,410	2 9½			

* Stations open for only portion of the year.

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DIAGRAM N° 1

AVERAGE MILEAGE OPERATED

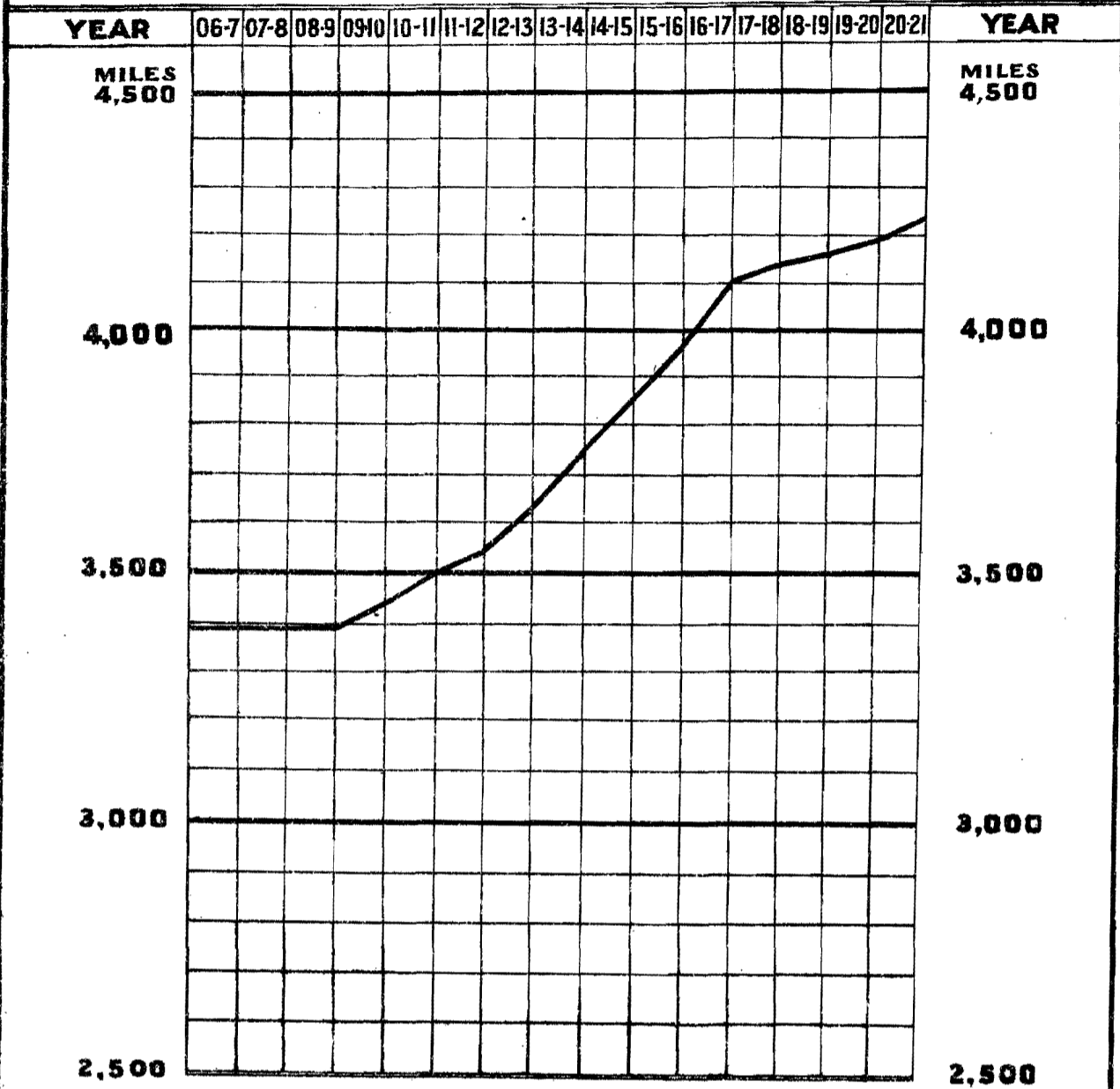


DIAGRAM N° 2

AVERAGE COST OF CONSTRUCTION PER MILE

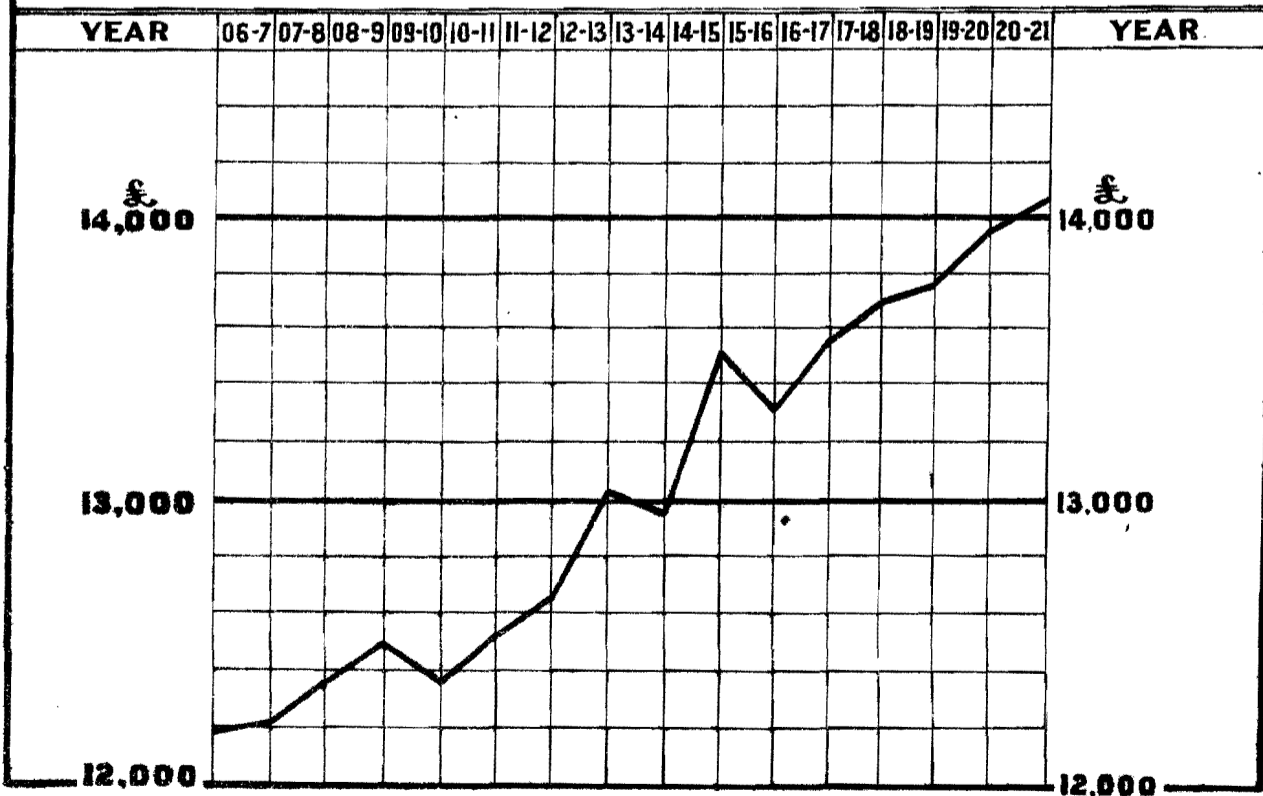


DIAGRAM Nº 3

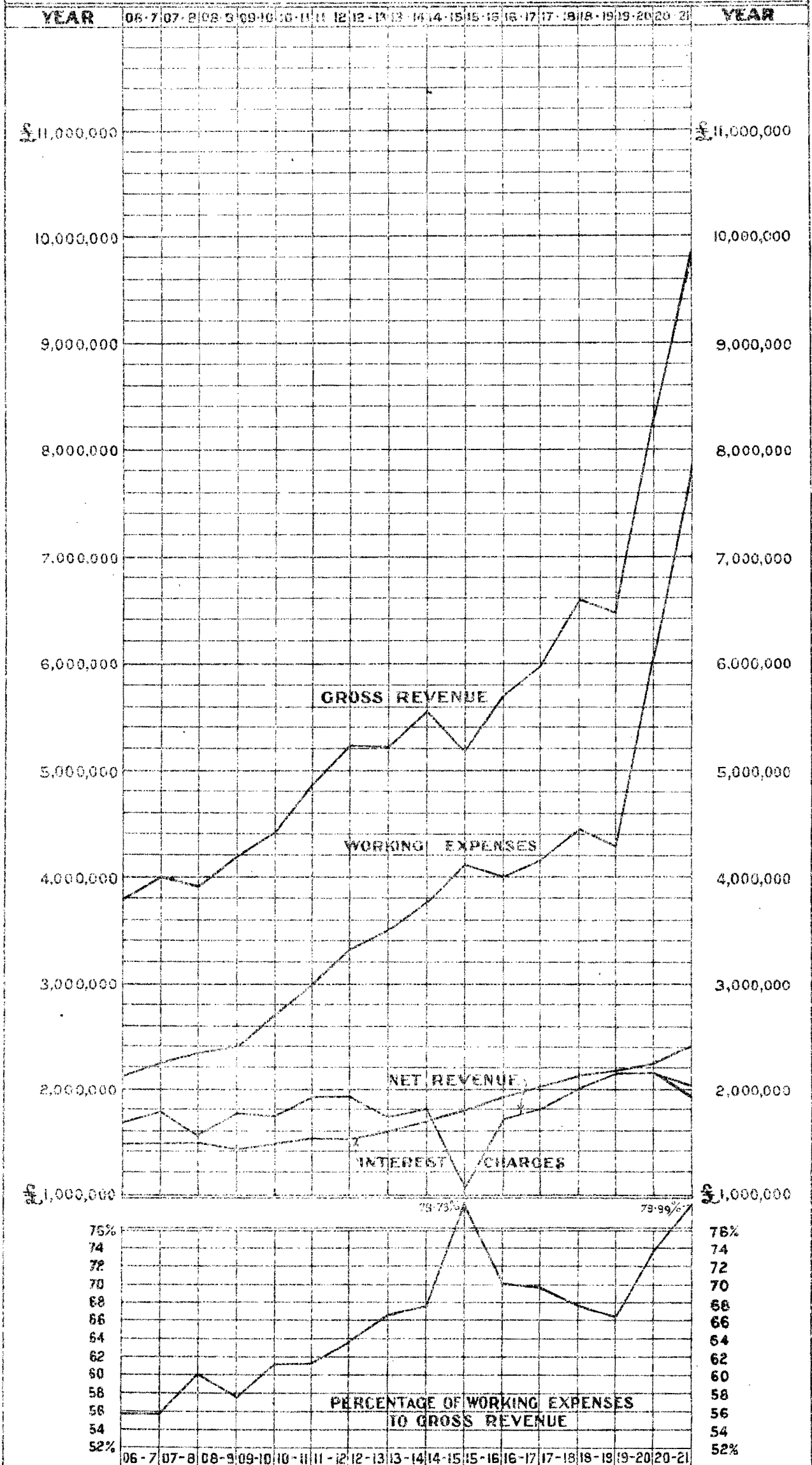


DIAGRAM N° 3^A

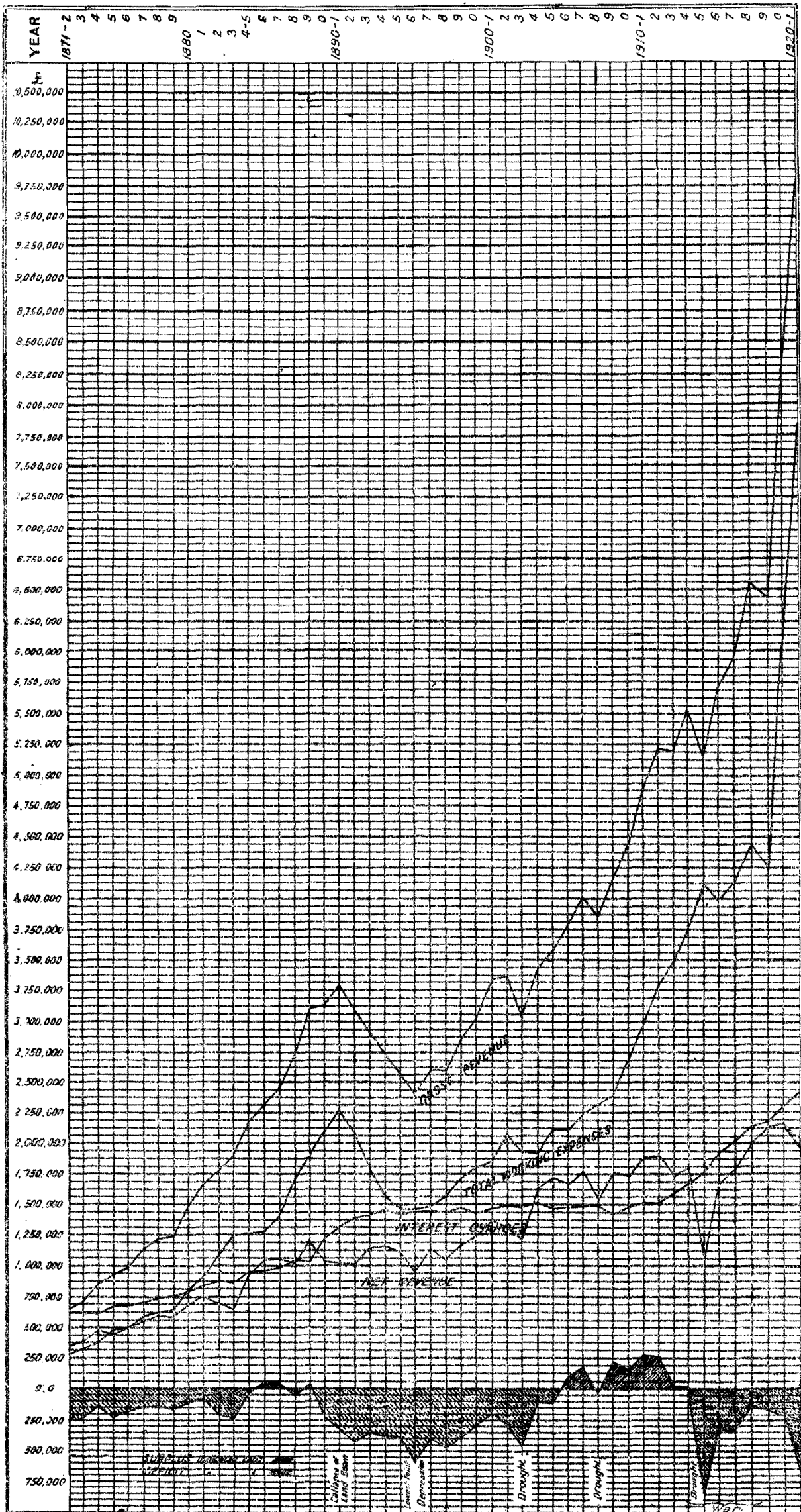


DIAGRAM N° 4

PER AVERAGE MILE OF RAILWAY OPEN

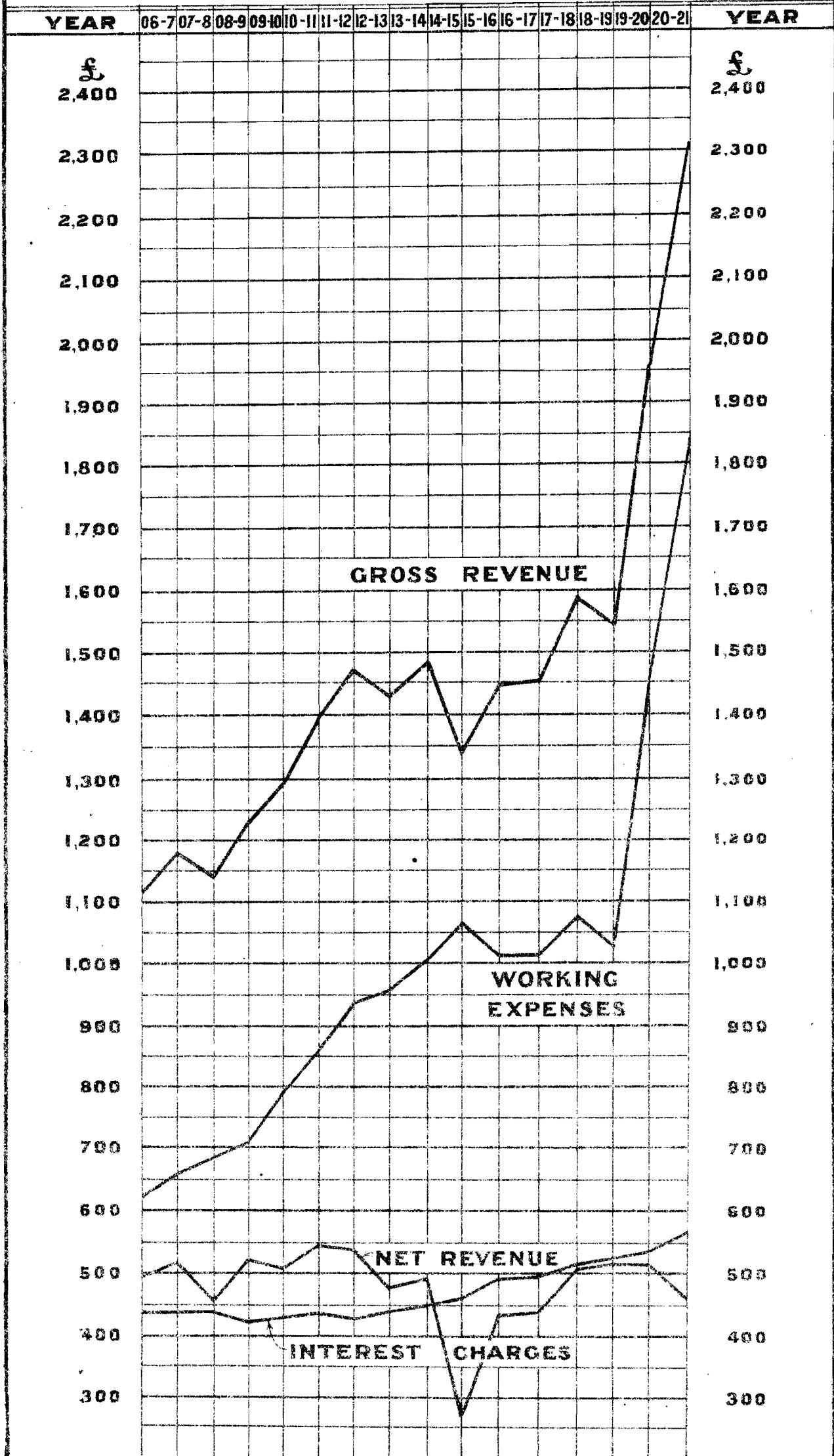
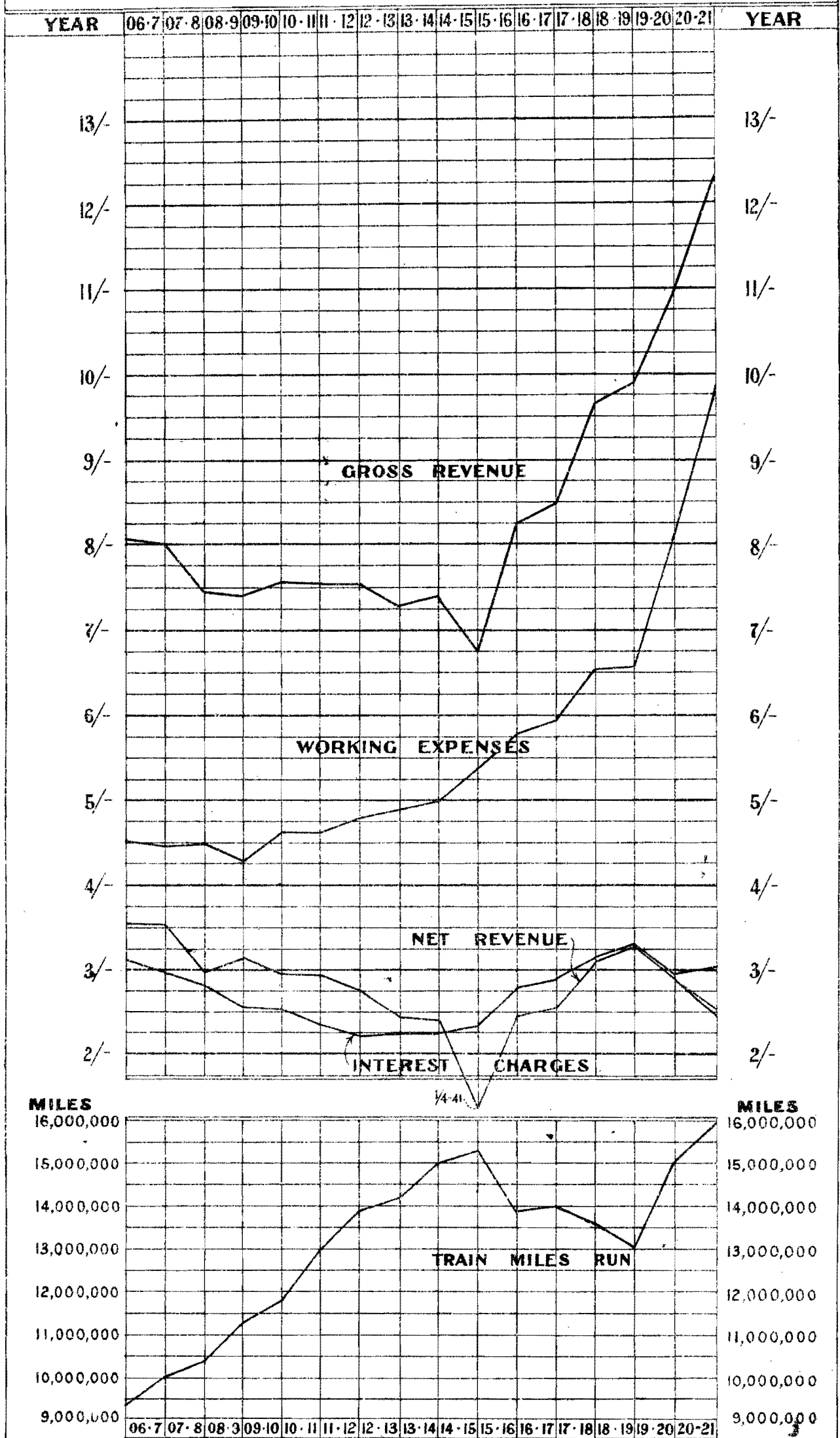
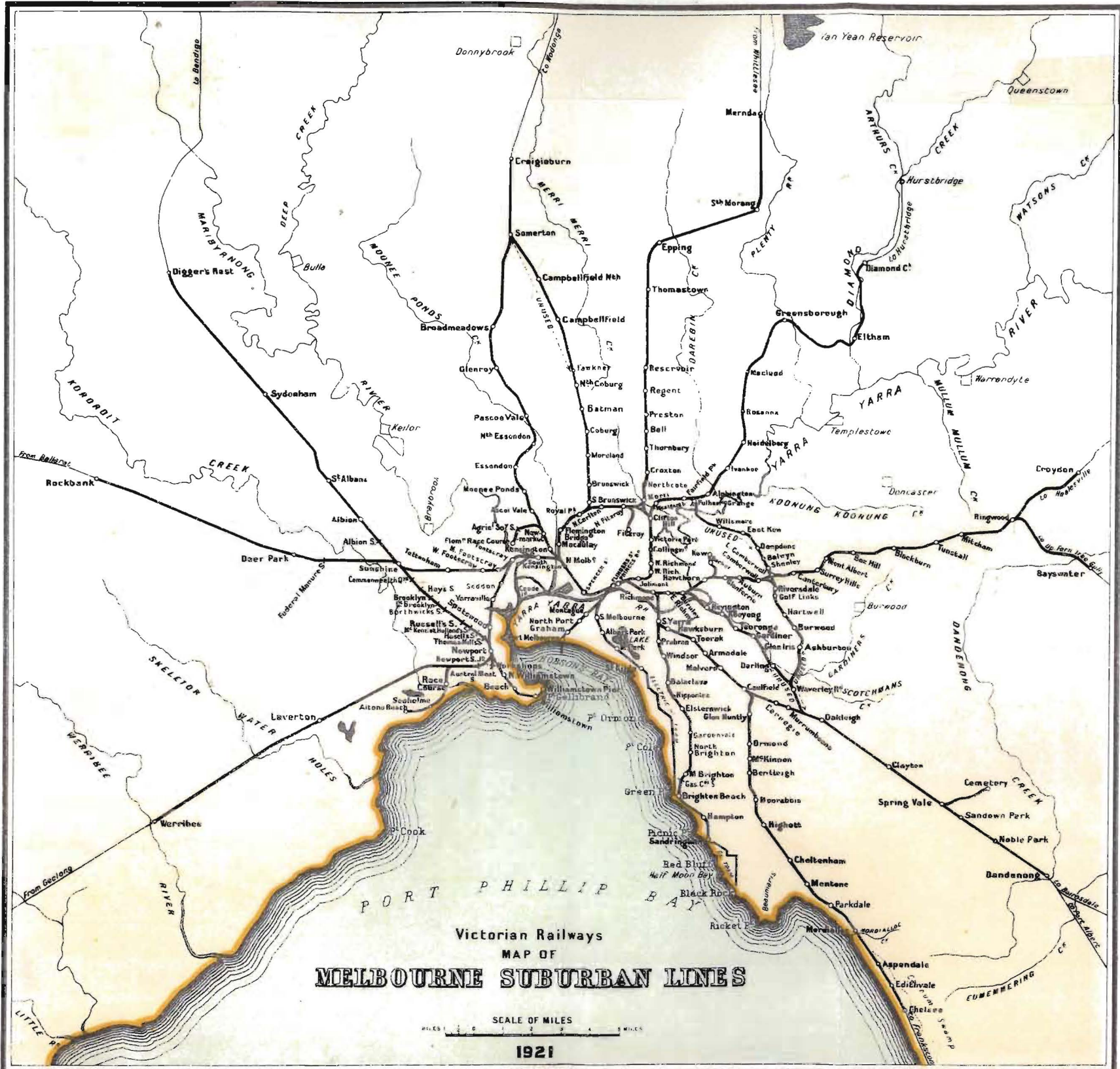


DIAGRAM N° 5 PER TRAIN MILE RUN







Victorian Railways
 MAP OF
MELBOURNE SUBURBAN LINES

SCALE OF MILES

1921



Railway Map
OF
AUSTRALIA
1921
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 (SA.) to Melbourne (V.)	488 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.