

1918.  
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VICTORIA.

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VICTORIAN RAILWAYS.

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R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDING 30TH JUNE, 1918.

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

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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS  
FOR THE YEAR ENDING 30TH JUNE, 1918.

VICTORIAN RAILWAYS,  
Commissioners' Office, Spencer-street,  
Melbourne, 18th September, 1918.

*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, 1918.

The financial results of the operation of the Railways and the St. Kilda and Brighton Electric Tramway during the period under review were as indicated hereunder:—

	Railways.			St. Kilda and Brighton Electric Tramway.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
<b>GROSS REVENUE—</b>									
Earnings .. .. .	6,517,196	9	2	31,614	7	0	6,548,810	16	2
Amount payable under the provisions of Section 102 of Act 2716, in respect of the loss resulting from the working of certain lines of railway, as certified to by the Auditor-General .. .. .	45,062	0	0	..	..	..	45,062	0	0
	6,562,258	9	2	31,614	7	0	6,593,872	16	2
<b>WORKING EXPENSES (Exclusive of Special and Abnormal Charges) .. .. .</b>	4,188,045	13	3	23,652	18	6	4,211,698	11	9
<b>NET REVENUE .. .. .</b>	2,374,212	15	11	7,961	8	6	2,382,174	4	5
<b>SPECIAL and ABNORMAL CHARGES (vide page 6) .. .. .</b>	263,046	0	0	..	..	..	263,046	0	0
<b>BALANCE OF NET REVENUE</b>	2,111,166	15	11	7,961	8	6	2,119,128	4	5
<b>INTEREST CHARGES and EXPENSES .. .. .</b>				2,126,905	18	0			
<b>PENSIONS and GRATUITIES ..</b>				129,159	18	10	2,256,065	16	10
<b>DEFICIT .. .. .</b>							£136,937	12	5

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

—	Year 1916-17.		Year 1917-18.		Increase. (+) Decrease. (-)	
	£	s. d.	£	s. d.	£	s. d.
<b>Gross Revenue—</b>						
Railways—Earnings .. .. .	5,952,719	1 10	6,517,196	9 2	+	564,477 7 4
„ Amount payable 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 as certified to by the Auditor-General .. .. .	..		45,062	0 0	+	45,062 0 0
	5,952,719	1 10	6,562,258	9 2	+	609,539 7 4
St. Kilda and Brighton Electric Tramway .. .. .	27,918	17 3	31,614	7 0	+	3,695 9 9
Total .. .. .	5,980,637	19 1	6,593,872	16 2	+	613,234 17 1
<b>Working Expenses (Exclusive of Special and Abnormal Charges)—</b>						
Railways .. .. .	3,799,443	7 7	4,188,045	13 3	+	388,602 5 8
St. Kilda and Brighton Electric Tramway .. .. .	20,501	12 9	23,652	18 6	+	3,151 5 9
Total .. .. .	3,819,945	0 4	4,211,698	11 9	+	391,753 11 5
<b>Net Revenue .. .. .</b>	2,160,692	18 9	2,382,174	4 5	+	221,481 5 8
Special and Abnormal Charges ( <i>vide</i> page 6)	354,597	0 0	263,046	0 0	-	91,551 0 0
<b>Balance of Net Revenue .. .. .</b>	1,806,095	18 9	2,119,128	4 5	+	313,032 5 8
<b>Interest Charges and Expenses ..</b>	2,012,447	3 6	2,126,905	18 0	+	114,458 14 6
<b>Pensions and Gratuities .. .. .</b>	131,416	3 0	129,159	18 10	-	2,256 4 2
<b>Total Interest Charges and Expenses and Pensions and Gratuities ..</b>	2,143,863	6 6	2,256,065	16 10	+	112,202 10 4
<b>Deficit .. .. .</b>	£337,767	7 9	£136,937	12 5	-	200,829 15 4

**Comparison of the Results of Working (excluding the St. Kilda and Brighton Electric Tramway) with those of the Three Preceding Years.**

	Year 1914-1915.	Year 1915-1916.	Year 1916-1917.	Year 1917-1918.
Average Mileage of Railways operated ..	3,848	3,955	4,104	4,139
<b>TRAFFIC TRAIN MILEAGE.</b>				
Passenger—Country ... ..	3,338,345	2,971,328	2,869,096	2,839,226
" Suburban ... ..	4,068,903	3,762,157	3,634,709	3,603,069
Mixed ... ..	2,590,960	2,507,604	2,578,948	2,513,111
Goods (including Live Stock) ... ..	5,305,001	4,585,449	4,939,287	4,870,965
<b>Total</b> ... ..	<b>15,303,209</b>	<b>13,826,538</b>	<b>14,022,040</b>	<b>13,826,371</b>
Number of Passenger Journeys ... ..	117,259,926	115,771,238	108,341,540	105,753,073
Tonnage of Goods ... ..	4,694,524	5,376,571	5,554,361	5,779,389
Tonnage of Live Stock ... ..	715,521	453,264	408,241	451,704
<b>GROSS REVENUE.</b>				
<b>Passenger, &amp;c., Business.</b>				
Passenger—Country ... ..	£ 1,335,959	£ 1,507,860	£ 1,465,429	£ 1,688,835
" Suburban ... ..	1,123,100	1,133,905	1,113,050	1,206,721
Dining Car Service ... ..	13,064	15,848	16,067	18,953
Parcels, &c. ... ..	223,212	249,385	244,231	267,129
Horses, Carriages, and Dogs ... ..	21,107	18,277	17,254	19,214
Mails ... ..	79,231	77,988	62,526	56,422
<b>Total</b> ... ..	<b>2,795,673</b>	<b>3,003,263</b>	<b>2,918,557</b>	<b>3,254,274</b>
<b>Goods, &amp;c., Business.</b>				
Goods ... ..	1,724,400	2,211,386	2,558,447	2,661,596
Live Stock ... ..	456,210	316,466	305,638	370,208
Minerals ... ..	87,765	82,358	70,174	105,745
<b>Total</b> ... ..	<b>2,268,375</b>	<b>2,610,210</b>	<b>2,934,259</b>	<b>3,137,547</b>
Rentals ... ..	74,135	78,959	90,066	102,898
Miscellaneous (including £45,062 payable 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 as certified to by the Auditor-General) ... ..	22,890	12,731	9,837	67,545
<b>Total</b> ... ..	<b>5,161,073</b>	<b>5,705,163</b>	<b>5,952,719</b>	<b>6,562,259</b>
Per mile of Railway worked ... ..	1,341	1,443	1,450	1,585
Per traffic train mile ... ..	6s. 8'94d.	8s. 3'03d.	8s. 5'89d.	9s. 7'58d.
<b>WORKING EXPENSES.</b>				
<b>(Exclusive of Special and Abnormal Charges.)</b>				
Transportation Branch ... ..	£ 1,081,816	£ 1,085,329	£ 1,095,793	£ 1,218,509
Way and Works Branch ... ..	838,014	830,674	743,391	943,742
Rolling-Stock Branch—Operating Expenses ... ..	1,025,934	1,068,660	1,220,999	1,265,898
" " Repairs and Renewals ... ..	640,861	570,469	560,078	588,929
" " Payment into Rolling-Stock Replacement Fund ... ..	50,000	30,000	50,000	50,000
General Expenses ... ..	92,996	91,490	89,509	93,382
Payment into Railway Accident and Fire Insurance Fund ... ..	25,805	28,526	39,763	32,586
<b>Total</b> ... ..	<b>3,755,426</b>	<b>3,705,148</b>	<b>3,799,443</b>	<b>4,188,046(a)</b>
Per mile of Railway worked ... ..	976	937	926	1,012
Per traffic train mile ... ..	48. 10'90d.	58. 4'31d.	58. 5'03d.	68. 1'76d.
Percentage of Gross Revenue ... ..	72'76	64'94	63'83	63'82
<b>NET REVENUE AFTER PAYMENT OF WORKING EXPENSES</b>				
Per mile of Railway worked ... ..	£ 1,405,647	£ 2,000,015	£ 2,153,276	£ 2,374,213
Per traffic train mile ... ..	18. 10'04d.	28. 10'72d.	38. 0'86d.	38. 5'82d.
<b>SPECIAL AND ABNORMAL CHARGES</b>				
Total Working Expenses and Special and Abnormal Charges ... ..	4,114,973	3,997,412	4,154,040	4,451,092
Per mile of Railway worked ... ..	1,069	1,011	1,012	1,075
Per traffic train mile ... ..	58. 4'53d.	58. 9'39d.	58. 11'10d.	68. 6'40d.
Percentage of Gross Revenue ... ..	79'73	70'07	69'78	67'88
<b>Balance of Net Revenue</b> ... ..	<b>1,046,100</b>	<b>1,707,751</b>	<b>1,798,679</b>	<b>2,111,167</b>
per mile of Railway worked ... ..	272	432	438	510
per traffic train mile ... ..	18. 4'41d.	28. 5'64d.	28. 6'79d.	38. 1'18d.

(a) For details see Appendix No. 6. — (b) As detailed on page 6.

### Gross Revenue of the Railways.

The Gross Revenue was £609,540 in excess of that of the preceding year, or equivalent to an increase of 10·24 per cent. The increases and decreases in the different subdivisions of traffic were as shown hereunder :—

	Increase.		Decrease.	
	Amount.	Per cent.	Amount.	Per cent.
	£		£	
<b>Passenger Traffic—</b>				
Country ... ..	221,406	15·11	...	...
Suburban ... ..	92,671	8·33	...	...
Dining Car Service ... ..	2,886	17·96	...	...
Parcels, &c. ... ..	22,898	9·38	...	...
Horses, Carriages, and Dogs ... ..	1,960	11·36	...	...
Mails ... ..	...	...	6,104	9·76
Goods ... ..	103,149	4·03	...	...
Live Stock ... ..	64,568	21·13	...	...
Minerals ... ..	35,571	50·69	...	...
Rentals ... ..	12,827	14·24	...	...
Miscellaneous ... ..	12,646	128·56	...	...
Amount payable to the Commissioners under the provisions of Section 102 of Act 1914 in respect of the loss resulting from the working of certain lines of railways as certified to by the Auditor-General ... ..	45,062	...	...	...
<b>Total ... ..</b>	<b>615,644</b>	<b>...</b>	<b>6,104</b>	<b>...</b>
<b>Net Increase ... ..</b>	<b>£609,540</b>			

The Gross Revenue per traffic train mile was 9s. 7·58d., by comparison with 8s. 5·89d. in the preceding year, and was the highest obtained during the past 40 years.

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, 1918 :—

Year.	Revenue per traffic train mile.	
	s.	d.
1906-7 ... ..	7	11·96
1907-8 ... ..	7	5·53
1908-9 ... ..	7	4·81
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

### Working Expenses of the Railways.

Excluding special and abnormal charges, the percentage of Working Expenses to Gross Revenue was 63·82, by contrast with 63·83 in the preceding year, and 64·94 in 1915-16.

A comparison of the results of working with those of the year 1916-17 is shown on page 15.

### Special and Abnormal Charges Against Working Expenses.

In addition to the ordinary Working Expenses, special and abnormal charges to the extent of approximately £263,046 were incurred during the year, as detailed hereunder:—

(1) Protection of important bridges and other structures against the enemies of the Empire ... ..	£ 925
(2) Increased cost of coal brought overland from New South Wales, owing to shortage of shipping, up to the point of delivery at Wodonga only, ... ..	45,200
(3) Alterations to rolling-stock and to bridges, &c., in connexion with the Electrification of the Suburban Railways ... ..	18,995
(4) Increased price and additional insurance, freights and exchange in respect of stores and materials (excluding coal), owing to the war ... ..	98,374
(5) Repayment of prescribed proportion of advances for relaying lines with heavier rails, in order to release serviceable rails for the construction of new lines, sidings, &c. ... ..	50,000
(6) Interest on special relaying advances ... ..	9,373
(7) Allowances to the lower paid staff owing to the increased cost of living in consequence of the war	32,650
(8) Premiums upon Life Assurance policies effected under the Regulations by employees serving with the Expeditionary Forces and as Munition Workers ...	7,529
Total ... ..	<u>£263,046</u>

### Percentage of Net Revenue to Capital Liability.

The Net Revenue after providing for the payment of Ordinary Working Expenses, Special and Abnormal Charges, and Pensions and Gratuities was equivalent to 3·53 per cent. of the total loan liability, as compared with 3·02 in 1916-17.

### Payment Received or due under the Provisions of Section 102 of Act No. 2716.

In conformity with the provisions of Section 102 of the *Railways Act 1915* No. 2716, an amount of £2,367 14s. 3d. was appropriated by Parliament and paid to the Department to make good the decrease in revenue occasioned by the carriage at reduced rates of Victorian Coal purchased by the general public.

The loss of £45,062 in respect of certain non-paying lines has not yet been appropriated by Parliament and paid to the Department, but nevertheless credit has been taken for this amount in the accounts for the year.

### 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 £158 in respect of the St. Kilda and Brighton Electric Tramway, was £32,744.

### Pensions and Gratuities.

The amounts paid in pensions and gratuities (to ex-employees or to their dependent relatives) were £125,162 and £3,998 respectively, or a total of £129,160, as compared with £116,690 and £14,726 respectively, or a total of £131,416, in the preceding year.

The number of employees in the Service entitled to either pension or compensation on retirement is being rapidly reduced, the figure at 30th June, 1918, being 933, by contrast with 1,066 at 30th June, 1917, or a decrease of 133, *vide* Appendix No. 8.

### Capital Expenditure.

The total expenditure charged to Capital Account at 30th June, 1917, was ... .. £ s. d. 55,958,269 5 3 and during the year the expenditure so charged was as follows (for details see Appendix No. 9):—

	£	s.	d.
Construction of New Lines and Surveys... ..	134,161	3	6
Electrification of Melbourne Suburban Lines ... ..	290,038	6	2
<b>Additions and Improvements to—</b>			
Way and Works ... ..	307,155	10	10
Rolling-stock ... ..	125,271	19	5

**Total Increase in Expenditure on Capital Account** ... .. 856,626 19 11

so that the total expenditure charged to Capital Account at 30th June, 1918, was ... .. 56,814,896 5 2

### Loan Funds.

The total liability, at 30th June, 1917, in respect of Current Loans was ... .. £ s. d. 55,281,489 16 8 and during the year the additional amount allocated was as follows :—

	£	s.	d.
For Construction works ... ..	837,305	1	8
For Redemption purposes ... ..	557,013	14	8
	1,394,318	16	4
Less Amount redeemed ... ..	557,013	14	8

Net Increase for the year ... .. 837,305 1 8

so that the total liability, at 30th June, 1918, in respect of Current Loans was (*vide* Appendix No. 10) ... .. 56,118,794 18 4

The proceeds of Loans, after deducting Discounts and Expenses (less Net Premiums received), amounted at 30th June, 1917, to ... .. £ s. d. 53,525,559 9 3 and as this amount was increased during the year ending 30th June, 1918, by ... .. 822,332 0 7 the total proceeds of Loans at 30th June, 1918, were ... .. 54,347,891 9 10

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 ... .. 14,973 1 1

### Interest Account.

The Interest Charges on Current Loans (*vide* Appendix No. 10) amounted to ... .. £ s. d. 2,120,186 4 1 In addition expenses were incurred by the Treasury in connexion with the payment of Interest to the extent of ... .. 6,719 13 11

The debit for Interest Charges and Expenses for the year 1917-18 was therefore ... .. 2,126,905 18 0 which represents an increase of £114,459 as compared with the debit for the previous year.

### Non-Interest Bearing Funds.

The amount provided out of Consolidated Revenue for Railway Construction, Equipment, Stores, &c., and on which interest is not charged, was at 30th June, 1917 ... .. £ s. d. 3,912,012 0 2 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 ... .. 2,591 2 8

The total amount so provided as at 30th June, 1918 (*vide* Appendix No. 5), was therefore ... .. 3,914,603 2 10

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

Lines Closed for Traffic.	Miles.	Approximate Capital Cost. £
Dunkeld to Peshurst (dismantled) ...	15.87	50,000
Canterbury Loop Line (dismantled) ...	0.20	160,000
Ashburton to Oakleigh ...	2.37	
Fairfield Park to Deepdene ...	3.34	
Darling to Waverley ...	0.84	
Lancefield to Kilmore (dismantled) ...	18.10	117,207
Fawkner Cemetery to Somerton ...	5.28	53,217
Geelong Race-course Line (dismantled) ...	1.96	5,317
<b>Totals</b> ...	<b>47.96</b>	<b>392,741</b>
Surveys for lines not constructed ...	...	365,262
<b>Grand Total</b> ...	...	<b>£758,003</b>

The interest charges upon such Capital, which is borne by the Railways and is wholly non-productive, would, at the rate of 4 per cent., amount to £30,320 per annum.

We have recommended that the outstanding capital cost of these lines and surveys should be written off from future railway surpluses, or that the Government should relieve us of the burden of paying the interest charges thereon in whatever manner it may find practicable, as it is obviously unfair that we should be obliged to meet interest on the cost of lines which should never have been built or in respect of proposed lines which have never been constructed.

### St. Kilda and Brighton Electric Tramway.

The results of the operation of the St. Kilda and Brighton Electric Tramway by contrast with those of the preceding year are shown in detail in Appendix No. 11, and the principal items are tabulated hereunder:—

	Year 1916-17.	Year 1917-18.
Number of Passengers ...	3,450,442	3,854,677
Gross Revenue ...	£ 27,919	£ 31,614
Working Expenses ...	20,502	23,653
Net Revenue ...	7,417	7,961
Interest Charges ...	6,250	6,359
<b>Net Result</b> ...	<b>Profit £1,167</b>	<b>Profit £1,602</b>

There was an increase of 404,235 in the number of passengers carried, and of £3,695 in the gross earnings, whilst in the Working Expenses there was an increase of £3,151, which is mainly accounted for by the higher wages and the greater cost of fuel and other materials.

The time-table for this line was carefully re-adapted to more economically suit the requirements, and, as a result, a reduction of 51,210 car miles was effected without imposing inconvenience on the travelling public.

The Capital Expenditure at 30th June, 1918, on account of	£
the construction of the line was ...	109,970
and of rolling stock ...	49,016
<b>or a total of</b> ...	<b>158,986</b>

and the debit incurred against Capital during the year amounted to £2,744, made up as follows:—

	£
Elwood Sub-station ...	1,778
Provision of new Car Shed at Elwood ...	141
Construction of new Rolling Stock ...	505
Sundry improvements ...	320
<b>Total</b> ...	<b>2,744</b>



## Reconciliation with Treasury Figures.

The figures relating to the Revenue and Working Expenses as embodied in our accounts do not coincide with the figures quoted 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. 12, so that the apparent discrepancies between the two sets of figures may be readily appreciated.

## New Lines of Railways.

During the year 29 miles of new railways were opened for traffic, and at 30th June last, 1,14'57 miles were in course of construction. The details of the different lines are shown in Appendix No. 13.

## 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. 14 and compare thus with the corresponding mileages for the year 1916-17:—

	At 30th June.		Average for Year.	
	1917.	1918.	1916-17.	1917-18.
	Miles.	Miles.	Miles.	Miles.
Route Mileage ...	4122'64	4151'64	4104'34	4139'17
Main Tracks ...	4474'04	4504'89	4455'74	4491'63
Sidings ...	817'88	829'77	803'67	821'65
St. Kilda and Brighton Electric Tramway—				
Main tracks ...	10'32	10'32	10'32	10'32
Sidings...	1'09	1'09	0'84	1'09

## Analysis of Passenger, Goods, and Live Stock Traffic.

A comparative analysis of the Passenger Business conducted during the years 1916-17 and 1917-18 is embodied in Appendix No. 19, and similar information in respect of the Goods and Live Stock Traffic is shown in Appendix No. 20.

There was an increase in both volume and revenue in the Country Passenger Traffic as compared with last year, but, whilst there was an increase in the Revenue, there was a decrease in the volume of Suburban Traffic, which may be ascribed mainly to the effects of the War and partly to the Electric Tramway competition. The tonnage of both Goods and Live Stock carried was appreciably in excess of that of the previous twelve months, notwithstanding, in the case of the Goods Traffic, that there was a considerable decline in the quantity of wheat railed. There was also a falling off in the tonnage of other agricultural produce, fertilizers, and small consignments of various descriptions, but an increase occurred in all the other classes of traffic.

An interesting statement, showing the fluctuations in the passenger traffic at a number of suburban stations, is given in Appendix No. 26, and the growth of new settlement and the influence of the electric tramway competition can be observed therefrom.

## The Harvest.

The wheat yield for the season 1917-18 was 37,737,552 bushels as against 51,162,438 bushels for the previous season, and the number of bags carried by rail during the year was 12,601,167 as compared with 18,461,822 bags in 1916-17.

The dearth of shipping necessitated adding a considerable quantity of wheat to that already stacked at the ports, and additional stacking space with the requisite siding accommodation had to be provided at both Brooklyn and Corio Quay.

# Railways Commissioners' Annual Report for 1917-18.

Errata, Page 10.

The quantity of wheat stacked at 30th June, 1917 and 1918, respectively should be amended as under:—

	No. of Bags Stacked	
	at 30th June, 1917.	at 30th June, 1918.
At or in the vicinity of Williamstown ..	10,599,183	14,022,844
At or in the vicinity of Geelong ..	3,882,015	6,616,145
At Country stations ..	3,134,458	697,070
	<u>17,615,656</u>	<u>21,336,059</u>

It has been decided that the coming season's wheat yield will be stacked at certain country centres, selected for their suitability in relation to the respective wheat-growing areas, instead of at the seaboard as hitherto, and, while the goods train mileage for the current year will be lessened in consequence of the shorter haul of the wheat, it is estimated that a reduction of about £150,000 in the Revenue will result from the altered arrangement.

All orders for covers for flour and general mill products were fully and promptly met, and by being able to secure quantities of suitable canvas—although of inferior texture to that obtainable prior to the War, and purchasable only at very high prices—increasing the facilities at Newport for repairing old tarpaulins and manufacturing new ones, and maintaining a close supervision over the proper use of those in service, a much improved supply generally was made available during the year.

A statement of the number of bags of wheat loaded at the principal wheat loading stations during each of the last five years is given in Appendix No. 27.

## Train Mileage and Train Loads.

A close supervision was maintained over the train mileage during the year, and only such trains were run as were necessary to meet the requirements of the traffic and afford such a measure of convenience to the travelling public as was considered reasonable, having regard to the existing abnormal conditions.

The total train mileage was 13,626,371, or 395,669 less than in the preceding year, when 14,022,040 train miles were run, and was less than in any year since 1910-11. The decrease took place in each of the different classes of service, the country passenger train mileage being less by 28,133; the suburban passenger mileage by 31,640; the steam motor mileage by 1,737; the mixed train mileage by 65,837, and the goods train mileage by 268,322 train miles.

It will be seen that the greatest saving in mileage was made in connexion with goods trains, and although the gross ton mileage of traffic hauled decreased by 4 per cent., the decrease in the goods train mileage as compared with the year 1916-17 was equivalent to 5 per cent.

The more complete check on the running of goods trains, which was initiated about three years ago, has since been vigorously maintained, with the object of reducing the goods train mileage to a minimum. A steady improvement in this direction has been manifested, and the effect of the special efforts made may be gauged from the fact that, if the percentage of the gross load to the full authorized load of the locomotives had been the same in the year 1917-18 as it was in the year prior to the institution of the special check, it would have been necessary to run over 600,000 additional train miles to conduct the goods business of the financial year just closed.

A statement is embodied hereunder showing the train and truck performances for each of the five years 1905-06 to 1909-10 inclusive, by comparison with each of the past three years:—

		1905-6.	1906-7.	1907-8.	1908-9.	1909-10.	1915-16.	1916-17.	1917-18.
Percentage of actual to authorized load over ruling grade	Mixed ..	64	66	65	67	71	70	72	73
	Goods ..	80	79	79	79	80	83	87	89
Average gross tonnage per traffic train mile	Passenger ..	151	152	154	158	164	192	199	197
	Mixed ..	161	167	167	169	174	199	205	207
Average goods and live stock tonnage per loaded truck mile	Goods ..	267	270	275	272	270	300	319	322
	..	6.2	6.2	5.8	6.2	6.3	7.5	8.3	8.1
Number of passengers carried per passenger and mixed train mile	Country ..	62.24	66.25	62.90	63.58	67.72	80.49	77.19	78.19
	Suburban ..	102.70	101.95	105.70	112.34	117.50	147.67	146.33	144.67

The results obtained in 1917-18 constitute a record as far as the mixed and goods train services are concerned, and generally must be regarded as highly satisfactory. There was a slight reduction in the average tonnage per loaded truck mile as compared with the preceding year, which was entirely due to the much smaller quantity of grain railed in the year 1917-18; but, when the classes of traffic available are taken into consideration, the average load of 8.1 tons per truck actually reflects an improvement on the efforts of the previous year, and we are grateful to consignors as well as to the staff concerned for the willing co-operation which has enabled the better loading of trucks to be achieved.

In our last Report we pointed out that the Train Mileage and Train Load results for the year 1916-17 approached closely to the maximum that could be expected; and the betterment of those results, together with the marked improvement over the operating achievements of the earlier years, emphasizes the efficiency of the methods adopted for the economical conduct of the traffic.

### Tramway Competition.

In our last two Annual Reports attention has been directed to the effect of electric tramway competition upon the suburban passenger traffic receipts.

In arriving at the gain or loss so sustained, the revenue received from the stations within the competitive area for the twelve months immediately preceding the opening of the tramway concerned is first ascertained, and the percentage of the normal increase in the receipts obtained from the whole of the purely suburban passenger traffic added thereto, and the difference between the total thereof and the actual revenue earned during the year in which the competition was experienced is taken to represent the gain or loss resulting from the operation of the trams.

The requisite figures are compiled from monthly statements prepared at the stations concerned, and a careful analysis is made of these statements, and any conditions which may have been advantageous to the Railway Revenue are duly allowed for.

This method of arriving at the effect of the tramway competition is reasonably reliable, and, notwithstanding criticisms to the contrary, we maintain that our representation of the loss sustained is as accurate as the circumstances permit.

The following statement shows that the earnings of the Suburban System have been and continue to be seriously affected by the existence of the electric tramways, and confirms our previously expressed view that in approving of new routes due regard should be shown to the State's investment in the Suburban Railways:—

System.	Tramway.	Effect upon Railway Revenue per Annum.					
		Year 1915-16.		Year 1916-17.		Year 1917-18.	
		Approximate Increase.	Approximate Decrease.	Approximate Increase.	Approximate Decrease.	Approximate Increase.	Approximate Decrease.
		£	£	£	£	£	£
Essendon .. ..	Keilor-road and Maribyrnong River	..	10,290	..	7,991	..	6,195
Prahran—Malvern .. ..	High-street .. ..	..	18,272	..	17,487	..	16,273
	Dandenong-road .. ..	..	2,316	..	3,390	..	3,096
	Balaclava-road .. ..	757	..	159	..	..	274
	Glenferrie-road .. ..	..	6,051	..	7,892	..	8,496
	Glenhuntly-road .. ..	..	52	..	58	517	..
	Malvern-road .. ..	..	460	..	1,946	..	2,548
	Kew Extension .. ..	..	3,504	..	6,728	..	7,973
Hawthorn—Camberwell .. ..	Prince's-bridge—Burwood	..	20,000	..	24,795	..	35,168
Brunswick—Coburg .. ..	Queensberry-street and Baker's-road	..	..	..	1,011	..	1,627
	Whitehorse-road and Riversdale-road	..	..	..	1,116	..	1,116
	Totals .. ..	757	60,945	159	72,414	517	82,766
	Less Increases .. ..	..	757	..	159	..	517
Approximate loss of Revenue sustained per annum by the existence of the Tramways .. ..		..	60,188	..	72,255	..	82,249

The approximate decreases in Railway Revenue caused by the existence of the electric tramways from Prince's-bridge to Burwood and along the Riversdale and Whitehorse roads in 1916-17, as shown in our Report for that year, had to be estimated, and have now been adjusted to conform more closely to the actual results.

### Settlement of Claim against South Australia in respect of the Serviceton Station.

In January, 1885, it was mutually agreed between representatives of Victoria and South Australia that a station should be provided near the border of the two States, and that the cost of construction, in addition to the maintenance and expense of working, should be defrayed in equal proportions by the two Governments, and it was subsequently decided that the station should be located at Serviceton on the site on which it now stands.

The work was carried out, and the whole of the outlay involved was defrayed by the State of Victoria, but South Australia afterwards declined to pay its moiety of the cost until the disputed territory question had been settled, with the result that this Department has since been bearing the full interest charges and the cost of operation and maintenance. After the Privy Council gave its decision as regards the disputed territory in favour of Victoria, the matter was taken up with South Australia, and we are pleased to report that the Government of that State has intimated its intention to now liquidate the large amount, viz., £43,625, of its liability for past indebtedness, and that a definite agreement has been reached as to the basis of future payments.

### Non-paying Lines.

In our last Report we pointed out that there is an abnormal number of short branch lines in this State which, with the limited traffic offering, cannot be operated without loss, and that under the provisions of Section 102 of the *Railways Act* 1915, No. 2716, we intended, commencing with the year 1917-18, to claim credit for any loss entailed by the operation of new lines authorized by Parliament since 1896, in which year the legislation referred to was enacted. Having obtained the certificate of the Auditor-General, we formally submitted a claim to be allowed the sum of £45,062, representing the loss sustained in the operation of the undermentioned lines during the periods shown, it having been impracticable to claim credit for the complete year, owing to the full returns not being available up to the 30th June, 1918, and in the accounts for the year credit has been duly taken for this amount:—

Line.	Period for which Credit is claimed.	Amount of Claim representing the loss after paying Working Expenses and interest on Capital Cost.
		£
Bairnsdale to Orbost .. .. .	8 months ended 28.2.18..	8,931
Colac to Crowes .. .. .	" " "	5,218
Elmore to Cohuna .. .. .	" " "	336
Ferntree Gully to Gembrook .. .. .	" " "	4,779
Hamilton to Cavendish .. .. .	" " "	754
Heywood to Mumbannar .. .. .	" " "	2,599
Linton to Skipton .. .. .	" " "	1,997
Moe to Walhalla .. .. .	" " "	4,533
Neerim South to Toorong River (Nayook) .. .. .	" " "	2,355
Rushworth to Stanhope North .. .. .	" " "	1,332
Tallangatta to Cudgewa (Gurgane) .. .. .	" " "	5,363
Wangaratta to Whitfield .. .. .	" " "	1,659
Beeac to Newtown .. .. .	6 months ended 28.2.18..	789
Benalla to Tatong .. .. .	" " "	780
Chillingollah to Manangatang .. .. .	" " "	491
Eltham to Hurstbridge .. .. .	" " "	1,016
Noradjuha to Toolondo .. .. .	" " "	246
Rainbow to Nypo (Yaapeet) .. .. .	" " "	413
Sea Lake to Pier Millan (Nandaly) .. .. .	" " "	649
Cavendish to Toolondo (opened for traffic from Toolondo to Kanagulk on 17.12.17)	From 17.12.17 to 28.2.18	822
<b>Total .. .. .</b>		<b>£45,062</b>

### Rates and Fares.

On practically every railway system in the world rates and fares have had to be increased since the outbreak of the war to meet the heavier expenditure for wages, materials, &c.; and in Great Britain and in a number of foreign countries the increases have been marked, ranging from 25 to 100 per cent. In the other States of the Commonwealth the respective Administrations have also found it necessary as an ordinary business proposition to pass on to the customers the increased costs of working, and it is specially important to note that consideration is now being given in some States to still further increases.

Prior to July, 1917, this Department was receiving at the rate of £225,000 per annum less revenue than if the 1905-6 rates and fares had been in effect; and, in view of the deficits in the financial results of operation, the Government, being fortified by the indorsement of our recommendation by the Royal Commission which investigated the working of the Department last year, approved of an increase being made in the charges on approximately a 10 per cent. basis, which it was estimated would yield additional revenue to the extent of £500,000, or, say, £275,000 per annum more than on the 1905-6 basis of rates and fares. This represented in itself but a small tax upon the people of the State when compared with the charges operative in 1905-6, in which year the conditions were markedly advantageous for securing satisfactory operating results, and, taking into consideration the large and necessary increases in the wages costs and the large increases in the price of coal and other materials and stores which have had to be met, was a justifiable advancement, bearing in mind that the Railways are required to be operated as a commercial concern.

The higher charges were brought into effect as from 1st July, 1917, but the Government against our advice subsequently decided to effect a reduction in order to provide for only a 5 per cent. increase on the rates and fares in effect at 30th June, 1917, and we were accordingly obliged to revise the charges. The reduction in the goods rates was made as from the 1st April, 1918; in the passenger fares as from the 1st July, 1918; and in the wool and live stock rates as from the 12th August, 1918.

Evidence has already been furnished that we were fully justified in seeking approval to advance both the rates and fares by approximately 10 per cent., and that this measure of increase would not, and did not, impose an undue burden upon the individual users of the Railways.

The position, now that the Government has reduced the rates and fares by 5 per cent., is that, as the working expenditure has been curtailed as much as practicable, and as the Government has declined to allow the Department credit under the provisions of section 102 of the *Railways Act 1915*, No. 2716, for the loss of revenue involved in the reduction, it is necessary to continue the restriction not only of train services, but also of other public facilities and conveniences, in the endeavour to make ends meet.

### Financial Review.

#### (a) ESTIMATED AND ACTUAL RESULTS FOR THE YEAR 1917-18.

The total earnings in 1917-1918 fell short of meeting Working Expenses, Interest Charges, and Pensions and Gratuities by £136,938, as compared with £337,767 in the previous year.

The estimated and the actual results of operation for the year, together with the causes of the differences, are shown in the following statement:—

	£	£	Deficit. £
<i>Estimated Results—</i>			
Gross Revenue .. .. .	.. .. .	6,354,000	..
Working Expenses .. .. .	4,388,079	..	..
Interest Charges .. .. .	2,154,000	..	..
Pensions and Gratuities .. .. .	131,421	..	..
		6,673,500	
<i>Actual Results—</i>			319,500
Gross Revenue .. .. .	.. .. .	6,593,873	..
Working Expenses .. .. .	4,474,745	..	..
Interest Charges .. .. .	2,126,906	..	..
Pensions and Gratuities .. .. .	129,160	..	..
		6,730,811	
			136,938
<i>Reduction in Estimated Deficit</i> .. .. .	.. .. .	.. .. .	£182,562

As compared with the original Estimates, however, the Working Expenses of the year have, by arrangement with the Government, had to bear :—

(1) A payment of £50,000 instead of only £10,000 to the Rolling Stock Replacement Fund, or an increase of .. .. .	£ 40,000
(2) The whole of the Special Maintenance expenditure for the year instead of portion being deferred as originally contemplated, the additional amount taken to debit being .. .. .	75,500
(3) The portion of the Special Maintenance expenditure incurred in 1916-17 which was deferred under Act No 2885 for payment in 1918-19 .. .. .	60,540
Total .. .. .	<hr/> £176,040 <hr/>

In addition there was a further unexpected increased cost of approximately £50,000 due to the higher prices of materials, &c., and to a disproportionately large expenditure for the replacement of tarpaulins, the stock of which had become depleted by the shortage of canvas.

The principal factors which account for the differences between the estimated and the actual figures may be summarized thus :—

<i>Favorable Factors.</i>	£	<i>Unfavorable Factors.</i>	£
Increase in Revenue ..	239,873	Extra debits over and above those provided for in the original Estimates, which were taken by arrangement with the Government, as per the items numbered 1, 2, and 3 above .. ..	176,040
Credit for loss on non paying lines constructed since 1896 .. .. .	45,062	Unforeseen increase in working costs owing to higher prices of materials, &c., and greater replacement of tarpaulins ..	50,000
Reduction in amount required for the Award of the Classification Board ..	16,000	Increase in contribution to the Railway Accident and Fire Insurance Fund and in Insurance premiums for employees absent with the Military Forces ..	1,500
Reduction in Interest Charges .. .. .	27,094		
Reduction in Pensions and Gratuities .. .. .	2,261		
	<hr/> £330,290 <hr/>		<hr/> £227,540 <hr/>

The sum of the favorable factors accordingly exceeded the sum of the unfavorable factors by .. .. . 102,750  
but as the improvement in the estimated deficit was .. .. . 182,562

the difference represents the savings effected by the economies exercised, and amounts to .. .. . £79,812

and this result was achieved notwithstanding the additional cost which had to be incurred in earning the additional revenue.

## (b) RESULTS OF THE YEAR 1917-18 STANDING ALONE.

It is specially gratifying, however, to report that the results of the year *standing alone* show a small surplus as indicated hereunder :—

	£	£
Actual deficit .. .. .	..	136,938
Allow for the Special Maintenance expenditure which was incurred in 1916-17 and under the provisions of Act No. 2885 was deferred for payment, viz., In 1917-18 £61,000, and in 1918-19 £60,540, but which was all paid in 1917-18 .. .. .	121,540	..
Working expenses proportion of the arrears due to the staff under the Award of the Classification Board for the period from 1st April to 30th June, 1917 .. .. .	34,063	
	<hr/>	155,603
<b>Surplus</b> if the results be confined to the operations of the year .. .. .	..	18,665
Whilst if the goods rates had not been reduced by 5 per cent. from 1st April last, which represented a loss in revenue of approximately .. .. .	..	35,000
<b>The Surplus would have been</b> .. .. .	..	<hr/> £53,665

## (c) COMPARISON BETWEEN THE WORKING RESULTS FOR 1916-17 AND 1917-18.

After adjusting the expenditure to admit of a proper comparison being made the working results by contrast with those of the year 1916-17 may be thus stated :—

	£	£
Total Working Expenses for the year 1916-17 ..	4,174,542	
Plus Special Maintenance charge deferred for payment in the years 1917-18 and 1918-19 ..	121,540	
	<hr/>	4,296,082
Less the reduced payment in 1917-18 on account of the relaying of lines with heavier rails in order to release serviceable rails for the construction of new lines, &c. ..	50,000	
	<hr/>	4,246,082
Equated Working Expenses for the year 1916-17 ..		4,246,082
Total Working Expenses for the year 1917-18 ..	4,474,745	
Less the Special Maintenance charges deferred as above (£121,540), and the cost of the Classification Board's Award, viz., £184,000 or a total of .. .. .	305,540	
	<hr/>	4,169,205

so that in comparison with 1916-17 there was an actual reduction in the Working Expenses for 1917-18 of .. .. . £76,877 notwithstanding the additional cost of materials and other adverse factors and the cost of earning the increased business.

## (d) COMPARISON WITH THE YEAR 1911-12.

The last year in which a substantial surplus was gained from the operation of the Railways was 1911-12, when a profit of £264,062 was made, and if the rates and fares, the rates of wages, and the price of coal per ton then operative had been in effect in 1917-18 and the special and abnormal charges, the Pensions and Gratuities, and the contribution to the Railways Accident and Fire Insurance Fund had been the same in both years, the working results for 1917-18 would have been improved by £367,474 and instead of a deficit of .. .. . 136,938

there would have been a *surplus* of .. .. . 

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£230,536

## (e) COMPARISON WITH THE YEAR 1913-14.

If the comparison be made with the Year 1913-14 which immediately preceded the outbreak of the War, and the conditions be similarly equated to conform with those in effect in that year, the results of the operations during the year 1917-18 again show to considerable advantage as the working results would have been improved by £239,236 and instead of a deficit of .. .. . 136,938

there would have been a *surplus* of .. .. . £102,298

In both of the foregoing comparisons (d) and (e) no allowance has been made for the increased prices of materials and stores other than coal, the loss incurred in operating new lines which have since been constructed, the increases in interest charges, and other factors upon which a value cannot be readily placed, but which in the aggregate have had a serious influence upon the working expenses of the year 1917-18.

## (f) GENERAL REVIEW.

In the Report for the preceding year we expressed apprehension that even with the increase in Revenue to the extent of approximately £500,000 which it was expected would be received from the higher rates and fares originally agreed to by the Government, there would be a large deficit in the financial results for the year 1917-18; but the recovery in the Country Passenger Traffic, and in the General Goods Traffic, had a beneficial effect upon the Revenue, and this, combined with the strict economies exercised in respect of both Capital and Working Expenditure, enabled us to produce a result which, taking the year's operations alone, meant that the Railways were made to pay their way notwithstanding the increased wages bill and the higher price of coal, materials, and stores generally. This result was achieved, too, despite the fact that concessions to the value of £54,000 were granted the Defence Department, and of approximately £5,000 to the Red Cross Organization, and that during the year we were obliged to incur not only the extra cost of the coal brought overland from New South Wales in consequence of the shortage of shipping, which amounted to approximately £45,200, up to the point of delivery at Wodonga, but also the increased cost of handling and distributing it from Wodonga instead of from Melbourne, which entailed a further expenditure of, say, £67,750, making a total debit against the Working Expenses on this account alone of no less than £112,950.

The Capital Expenditure was substantially reduced, as it is keenly appreciated that the growing interest bill, which is being augmented by the increasing rates of interest, must be restricted as much as possible. The total amount expended during the year, including £290,038 on the Electrification Scheme, was £856,627, or £368,414 less than in the previous year, and was lower than any year since 1909-10, and it is anticipated that the expenditure in the current year will be still less.

The financial conditions rendered obligatory a strict pursuance of the policy of maintaining the train mileage for passenger traffic, and the facilities and conveniences for the public in both the metropolitan and the country areas at the lowest practicable point, and while the rolling stock, the tracks, and the safeworking portions of the property generally, had necessarily to be preserved in a proper state of efficiency, savings were essential in other directions, such as the painting and repair of buildings, stock yards, &c. This work could not be undertaken to the extent desirable, and though all that was possible was done, we would, in the interests of sound economy, have carried out a larger amount of such maintenance if funds had been available.

In reviewing the prospects for the current year, it must be realized that owing to the small quantity of wheat remaining on hand at country stations at 30th June last, as compared with the large quantity available at 30th June, 1917, and to the fact that the coming harvest will be stacked at country stations instead of at the seaboard, the revenue for 1918-19 will from these causes suffer to the large extent of about £290,000. We, however, consider that even with this handicap, and the continuance of the existing adverse conditions, it would have been possible to pay all charges and balance the ledger this year if the increase of 10 per cent. in the rates and fares as originally approved had been maintained. It might further have been found practicable to grant some much-needed improvement in the travelling and other facilities for the public, or to carry out more painting and other repairs for the preservation of the property.

The regrettable reduction in the rates and fares (which will adversely affect the revenue by about £275,000 per annum, and which we strongly contend was not justified in the existing extraordinary conditions and is opposed to the business course adopted on



practically all other railways of passing on the increased costs to the customers) will, however, unless there is a quite abnormal development in respect of the revenue, inevitably result in a deficit and prevent any relaxation of the present policy of rigorous economy. We feel that the general public would have readily borne the 10 per cent. increase in the rates and fares in order to obtain improved facilities rather than that the charges should have been reduced to the basis of a 5 per cent. increase with little individual benefit and the facilities curtailed to the extent that has been found necessary.

It should further be borne in mind that the State has enjoyed a succession of excellent seasons, and that, having regard to the risk of bad seasons and to the undoubted fact that the rates of wages and the prices of coal and other materials show no signs of declining, but, in many respects, are still on the up grade, it would have been prudent to maintain the rates and fares on the higher basis and endeavour to build up a Railway Reserve Fund to meet the exigencies of adverse times, which, from experience, must be expected, and thus obviate having to impose obligations upon the taxpayers when they are least able to bear them.

One particularly striking feature of the conditions attending the operation of the Railways of this State is the paucity of settlement and the absence of cultivation in areas served by a number of existing lines, many of which have been in commission for a number of years, but have gained little more traffic than was offering in the initial years of their existence. There is ample scope for the development of the agricultural, horticultural, and pastoral industries, as the vacant lands along the existing railways are capable of producing immense additional quantities of produce and considerably larger numbers of stock. The great needs in this State are a large increase in the army of primary producers and the enforced utilization of the land to better advantage, and if these needs can be met the benefit to the State generally will be incalculable, and the Railways which now have to bear certain fixed charges, such as Interest on the Capital invested in the System, will gain by the consequent greater density of traffic, and, we feel sure, be able to earn sufficient net revenue not only to avoid deficits but also to admit of a reduction in rates and fares.

### **Suburban Electrification and Power Supply Scheme.**

The fluctuations in the War position since our last report have accentuated the difficulties in carrying out the Electrification of the Suburban Railway System, and although considerable advancement has been made with the scheme during the past twelve months, it has not yet been practicable to procure all of the electrical plant essential to complete the conversion of the first section of line.

Everything that the wide experience of Mr. Merz and his engineering staff, and the Department's expert officers, could suggest to expedite the work has been done, and special arrangements were made in co-operation with the Agent-General in London as regards the shipment of the completed equipment.

The commencement of electric traction now depends upon the delivery of certain rotary converters, transformers, and switchgear—mainly for the Jolimont Sub-station— which we are advised are on the way from America, and, provided nothing unforeseen happens, the plant should reach Melbourne before the end of October. Erecting and testing work will then necessarily occupy some time, but the inauguration of a regular electric service on the Sandringham—Essendon line should be accomplished about the beginning of next year.

As the British Contractors were unable to supply the copper wiring to complete the overhead equipment of the St. Kilda, Port Melbourne, and Williamstown lines, arrangements were specially made to obtain it from America, and, subject to the safe arrival of this material, the electrification of these three lines will follow closely on that of the Sandringham—Essendon line.

Regarded from the point of view of the traffic and the train mileage run, this group of lines represents nearly one-half of the suburban system, and as we were compelled, by the prevailing War conditions, to revise the original construction programme of the Electrification Scheme, we will have achieved our present objective when the lines mentioned are electrically operated, as the requisite plant for the extension of electrification to other sections of the Suburban System cannot at present be obtained.

At the Newport Power Station the steel buildings, boiler house equipment, and coal and ash handling plant, and the condensing and pumping plant, are complete, and two of the 10,000 kilowatt turbo-generators are ready for use. Two other generators are in course of erection, but the remaining two, which were commandeered by the Ministry of Munitions, cannot be replaced until after the War.

The tests of the plant so far conducted indicate it to be of high efficiency, and when the Power Station is finally completed, the State will possess a valuable instrumentality capable of producing electricity at a low unit rate.

At the Newmarket and Middle Brighton Sub-stations rotary converters, transformers, and switchgear have been erected, and while some work yet remains to be done at these places, it will not retard the inauguration of electric traction, which, as already mentioned, is merely contingent upon the receipt of equipment for the Jolimont Sub-station.

All other sections of the scheme requisite for the commencement of electrical operation, such as the overhead equipment of the Sandringham-Essendon and Flemington Racecourse lines, the provision of electrically equipped rolling stock, the provision of the high tension transmission system, the bonding of the tracks, the equipment of the Jolimont Workshops (where the electric trains will be overhauled), and the training and instruction of the staff, are in an advanced stage of readiness.

The total expenditure on the Electrification Scheme each year, exclusive of that incurred on rolling-stock, is shown hereunder :—

Year.	Working Expenses.	Capital.	Total
	£	£	£
1912-13 ...	181	27,976	28,157
1913-14 ...	876	151,618	152,494
1914-15 ...	19,944	751,980	771,924
1915-16 ...	14,974	690,482	705,456
1916-17 ...	11,250	532,102	543,352
1917-18 ...	21,844	290,038	311,882
Total ...	69,069	2,444,196	2,513,265

#### Subsidiary Electrical Schemes.

When the Electrification Scheme was approved in 1912, it was recognised that the availability of large quantities of cheap electrical energy would enable various improvements and economies to be introduced other than those directly connected with the running of electric trains, but of the schemes listed for consideration it has only been found practicable so far to actively proceed with the Elwood Sub-station and the provision of electric driving gear at the Newport Workshops.

The Elwood Sub-station is now almost ready to be placed in commission, and when this is done power will be available to run the more commodious cars which have already been built for service on the St. Kilda-Brighton Electric Tramway, and thereby enable a much-needed improvement to be made in the service during the busiest periods.

Sixty-six motors, ranging up to 125 horse-power capacity, are being installed at the Newport Workshops, and the necessary energy for the operation of the first instalment will be obtainable during the next few weeks.

#### Sandringham-Black Rock Electric Tramway.

One of the transforming sets has been transferred from the Elwood Sub-station to the Sandringham Sub-station in order to enable the Sandringham-Black Rock Tramway to be brought into operation without the long delay that would have ensued had the requisite electrical converting plant been awaited from abroad, and in consequence we expect to commence a regular service on this line before the end of December next.

#### Sale of Electric Power in Bulk.

Under the provisions of Act No. 2942, which was passed by Parliament in April last, we have been authorized to sell electricity in bulk to existing generating concerns and to any persons or bodies within the municipal districts of Footscray, Williamstown, Werribee, and Braybrook, and a portion of the municipal district of Port Melbourne. Negotiations have already been opened up by a number of bodies which desire to take advantage of the opportunity thus afforded to secure bulk supplies of electrical energy for various purposes. Certain transforming plant, cables, and other gear must necessarily be installed before any supplies can be effected, and no doubt delivery of this equipment will be attended with difficulty in view of the existing conditions. The matter is engaging close attention, however, with a view to whatever is possible being done to meet the immediate needs of industry at the earliest practicable date.

Advantage will be taken of the delay in the delivery of two of the turbo-generators to consider whether it will be practicable and advisable in the interests of the State to install two machines of greater capacity, and this matter will be gone into with Mr. Merz when items of immediate urgency have been disposed of.

### Way and Works Branch.

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

The relaying of 48 miles of track with steel rails was undertaken and completed as shown hereunder :—

Description of Rails.	Miles of Track Relaid.
New 100 lbs. . . . .	3·7
New 80 lbs. . . . .	35·6
Serviceable 100 lbs. and 80 lbs. . . . .	1·3
Serviceable 75 lbs., 66 lbs., and 60 lbs., released from other lines by the substitution of heavier rails . . . . .	7·4
Total . . . . .	48·0

of which 88 chains were relaid with heavier rails in order to provide serviceable steel rails for the construction of new lines of railway and new sidings.

The tracks were strengthened by 1,283 additional sleepers, and 112,408 sleepers were renewed and 25 miles of fencing rebuilt.

Six additional places were provided with interlocking appliances involving the installation of 103 levers, and the total number of interlocked places as at 30th June was 832, with 10,902 levers, the proportion of interlocked places representing 78·23 per cent.

Nineteen intermediate non-staff stations were equipped with 32 sets of staff, Annett, or Tablet Lock Gear; 6 sets of Plunger Locking Gear were installed at 4 staff stations, and 3 tablet sections were completed.

### Regrading of Camberwell Line.

This work is now only about 15 per cent. short of completion. In April last the new "down" line between Power-street, Hawthorn, and East Camberwell, and the new "up" line between Power-street, Hawthorn, and Albert-street, Auburn, were brought into use, together with the new "up" and "down" platforms and station buildings at Glenferrie and Auburn, and the new "down" platform and station building at Camberwell. The progress thus made admitted of the abolition of the level crossings which formerly existed at Glenferrie-road, John-street, William-street, Henry-street, Auburn-road, and Albert-street, and a considerable benefit has thus been conferred upon the users of the roads which cross the railway at these points.

The overhead bridges at John-street, William-street, and Albert-street have been completed, as well as the sub-structure of the bridge at Glenferrie-road, and a tender has been accepted for the carrying out of the superstructural work at the latter bridge, whilst at Henry-street the sub-structure is complete and the superstructure practically finished. The sub-structure of the bridge at Auburn-road is also complete, and tenders were received for the permanent superstructure, but the lowest price submitted was so high that it was decided to defer the work until the present enhanced value of steel is considerably reduced. In the meantime the existing temporary superstructure will suffice. In the case of the Glenferrie-road bridge, however, it is essential for the safety of the vehicular and tram traffic which passes under it that the present timber piles supporting the temporary superstructure should be abolished as soon as practicable.

At Burwood-road, although the sub-structure and superstructure of the bridge are complete, the level crossing is still required until the new "up" line between Albert-street, Auburn, and Camberwell is brought into use. At Burke-road the sub-structure of the bridge is well advanced, and the level crossing is still in use for "up" trains.

The roadway at Power-street has been regraded, and the necessary drainage works and alterations to water and gas mains, electric light, and telegraph poles, &c., at various places along the line are practically finished.

It is anticipated that the whole of the work, including the restoration of the Camberwell Goods Yard, will be completed early in the year 1919.

### **Flinders-street Viaduct.**

The work of renewing the old portion of the Viaduct and duplicating the structure has reached finality, including the junction arrangements at each end, and the four tracks are now in use, and proving a great convenience in connexion with the operation of the traffic between Flinders-street and Spencer-street. The performance of this work has not only largely removed the vexatious delays to trains which were experienced when only two lines of way were available, but has also led to greater efficiency in the operation of the service, with resultant benefits to the travelling public.

The full advantage to be derived from the duplication of the Viaduct and the additional tracks provided cannot, however, be obtained until, as pointed out in our last Report, the suburban passenger lines through Spencer-street are duplicated up to the Franklin-street Junction. This cannot be done until the present Shipping Shed is demolished so as to make room for the substitution of independent platforms for the existing island platform at Spencer-street, and it is proposed to seek provision in the Loan Bill next year for funds to enable the scheme to be proceeded with.

### **Geelong.**

The re-arrangement of the Main lines between the platforms and the tunnel which was necessitated by the substitution of a subway for the level crossing that formerly existed at Railway-terrace has been carried out, and, as indicated on page 24, the new Locomotive Depôt was brought into use.

### **Moorabool Viaduct.**

The strengthening of the Viaduct over the Moorabool Valley, on the Geelong-Ballarat Line, to carry the heaviest class of locomotive in traffic is now practically finished, and the new structure is in use. This Viaduct was originally built in the year 1861, and interesting photographs of the old structure and the strengthened bridge accompany this Report.

### **North Melbourne Locomotive Depot.**

No further progress has been made with the new Metropolitan Locomotive Depôt, which it is intended to establish on a site acquired for the purpose at South Kensington, beyond depositing on the ground 90,000 cubic yards of surplus material obtained during the year from various places, the bulk of which was released by the Camberwell Line regrading work. As mentioned in our last Report, it is not proposed to proceed with the erection of any buildings on this site until the financial conditions improve.

### **Modern Coal-handling Plants.**

The question of installing a modern coal-handling plant at the proposed new Locomotive Depôt, referred to above, has been investigated, up-to-date installations in the adjoining States have been inspected, and data in connexion therewith collated; but as it will be some time before the Depôt can be established, the matter of installing a new coaling plant at one of the country Depôts in the meantime, with a view to obtaining practical experience of an installation of the kind, is receiving consideration.

### **Automatic Signalling.**

Three-position automatic signals are now in use on the Flinders-street Viaduct and on the following other sections, viz., between Richmond and South Yarra, South Yarra and Elsternwick, South Yarra and Hawksburn, and Newmarket and Essendon, and they will be inaugurated between North Melbourne and Newmarket and South Kensington during the next few weeks.

This system of signalling has been welcomed by enginemen and the train running staff concerned, and it is proposed to install it on the sections for which sufficient electrical equipment can be provided and on which the heavy traffic warrants the expense, and also where economies in working can thereby be effected; but the difficulties experienced in procuring adequate supplies of the requisite electrical apparatus render it unlikely that much further progress can be made with the scheme for some time.

Several "light" signals installed as an experiment at Flinders-street, Ascot Vale, and South Yarra have been in use for about four months, with satisfactory results. With this type of signal the indication is given, both by day and night, by varying arrangements of lights, the semaphore arm being dispensed with, and it possesses the advantage of being more readily distinguished in special places where the light and view are not good, such as at certain points adjacent to overhead equipment, bridges, &c.

The use of rails for the return of the "direct" current from the trains necessitates changing to alternating current operation the track circuits on those sections which are at present operated by "direct" current, and this work has already been completed in the complicated area between Richmond and North Melbourne.

#### Electric Lighting at Country Stations.

During the year electric lighting was installed at the Ballarat East, Daylesford, Ararat, Hopetoun, and Woodend stations, and in a number of station yards, &c., and it is intended to apply for funds to introduce electric lighting at a number of other places where the requisite current is available. A considerable saving has been effected by resorting to the use of electricity for lighting purposes at many places, and it has been more pronounced because of the high cost of oil.

#### Grain Silos.

The Wheat Storage Commission, which was appointed by the Prime Minister of the Commonwealth to consider the question of the suitable protection of the grain stored awaiting shipment, having recommended that silos should be erected in a manner to suit the ultimate scheme for handling grain in bulk, the approval of Parliament was given last year to a scheme providing for a total storage capacity of 10,300,000 bushels, which would have involved the installation of silos of a holding capacity of 6,900,000 bushels at 138 country stations and of 3,400,000 bushels at Williamstown, Geelong, and Portland.

The designs, plans, and specifications for the country silos were prepared by Mr. F. W. Box, M.C.E., an Engineer of this Department, and tenders invited; but, owing to the high prices submitted, the Government decided to re-invite tenders on an alternative basis. This was done, and additional offers were also received from some of the tenderers; but, after fully considering the matter, the Government, having regard to the existing conditions and the cost of the scheme, determined not to proceed at present with the construction of the country silos, and to further consider the provision of terminal silos.

The Government has since approved of the invitation of tenders for the erection of terminal silos of a total storage capacity of approximately 2,000,000 bushels and 1,000,000 bushels respectively at Williamstown and Geelong, and the necessary plans, &c., are now in course of preparation.

#### 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, in Appendix No. 2. Inventories of the rolling stock in existence at 30th June, 1918, based on numbers and capacity respectively, are embodied in Appendices Nos. 15 and 16.

Thirty old goods vans were written down from full to one-half internal area, and 185 of the earlier type of open goods trucks were reduced from full tonnage capacity to that represented by their value as scrap materials, in addition to the removal from the Register of the rolling stock that was broken up, &c., during the year, *vide* Appendix No. 16.

The output of rolling stock for the year was as indicated hereunder, all of which were manufactured at the Newport Workshops:—

	Number Manufactured.
<i>Locomotives—</i>	
"A2" Class, for heavy passenger service .. .. .	2
"DD" Class, for passenger and goods service .. .. .	9
"C" class (consolidation) for heavy main line goods work .. .. .	1
Total .. .. .	12
<i>Carriages—</i>	
Sliding-door suburban car-vans ( <i>i.e.</i> , motor coaches for electric service) .. .. .	28
Sliding-door car for special and excursion traffic (pattern) .. .. .	1
Total .. .. .	29
<i>Vans—</i>	
Six-wheeled goods vans .. .. .	22

<i>Trucks—</i>	Number Manufactured.
Sheep trucks .. .. .	31
Refrigerator trucks .. .. .	8
Bogie open goods trucks .. .. .	23
Louvre trucks .. .. .	50
Narrow-gauge cattle trucks .. .. .	2
Total .. .. .	114

The carriages constructed were all of the sliding-door type, and 36 existing suburban bogie carriages were altered to admit of their utilization in electric service, the position at 30th June as regards the suburban carriage equipment for operation under electrical conditions being as under:—

—	Total number required for Electrification.	Output during 1917-18.	Total Number completed at 30th June, 1918.	Balance to be completed.
<b>MOTOR COACHES.</b>				
Construction of new sliding-door cars .. .. .	195	28	176	19
Alteration of bodies of swing-door cars .. .. .	164	1	155	9
Manufacture of new underframes and bogies .. .. .	164	..	92	72
<b>TRAILERS AND DRIVING TRAILERS.</b>				
Alteration of bodies of existing cars .. .. .	343	35	309	34

#### **Construction of Locomotives by Contract.**

Messrs. Thompson and Co., of Castlemaine, are at present engaged in the manufacture of the third series of 20 "DD" class locomotives allotted to them, and it is anticipated that all will be delivered during the current year. This Company also held a contract for the construction of 10 superheater locomotives of the "A2" class, but owing to the large amount of marine and other work offering, the Company expressed a desire to be relieved of the contract, which we agreed to on the understanding that no further obligation would devolve upon the Department to invite tenders for the manufacture of locomotives under the promise made, when tenders were invited for the first series of "DD" engines, that tenders would be similarly invited each year for a period of seven years. This undertaking was given at the time to induce manufacturers to take up the work of Locomotive Construction, but it is not now necessary to obtain the assistance of outside Contractors, as the Department can build at the Railway Workshops the whole of the locomotives required each year.

#### **Sliding-door Cars for Special and Excursion Traffic.**

A pattern car of the type decided upon for Special and Excursion traffic was manufactured at the Newport Workshops during the year, and photographs showing an exterior view and ground plan of the car are attached. The car, which combines large seating capacity and lavatory accommodation, has given satisfaction on the different lines on which it has already been run, and an additional 12 of the same type are now under construction.

In order to secure simplicity and lightness of construction, the elliptical design of roof, with torpedo ventilators, has been adopted, and the seats are of sufficient height to enable passengers' luggage to be stowed underneath, while underframes and bogies which were unsuitable for electric traction, and are being released from swing-door Suburban coaches, are being utilized. The result will be that an excellent and economical type of vehicle for service on the well-patronised short-distance lines will be produced at an expenditure of approximately 33 per cent. less than the cost of a new car of the same design.

### Superheated Locomotives.

Fourteen locomotives of the "A2" class and nine of the "DD" class, in addition to the "Consolidation" engine referred to hereunder, were placed in service during the year, equipped with superheater appliances, and at the 30th June last the total number of "A2" and "DD" locomotives so fitted was 39, including one of the "A2" class, which was originally built as a saturated steam locomotive, but was converted to a superheater locomotive with a view to determining the effect of the conversion.

Very satisfactory results have continued to be obtained from the use of superheaters, and the tests made with the converted "A2" class engine disclosed only a slightly less measure of efficiency than is being obtained from the specially designed superheater locomotives of that type, and we have arranged for five more of the existing "A2" class saturated steam locomotives to be similarly equipped with a view to gaining additional experience of the converted engines under service conditions.

The work of fitting an existing "DD" class locomotive with a superheater is approaching completion, and as soon as it is available tests will also be made with it. If the result be satisfactory, the conversion of the whole of the "DD" class, as well as those of the "A2" class, at present operated with saturated steam, will be undertaken as fast as the requisite appliances can be obtained.

### Pattern Consolidation Locomotive.

The pattern "Consolidation" superheater locomotive referred to in our previous Annual Report was completed at the Newport Workshops in March last, and a photograph of it is attached. After being subjected to a series of preliminary runs, the engine was placed in regular goods service between Melbourne and Seymour, and comparative tests were made with locomotives of the "A2" and "DD" classes under both saturated steam and superheated steam conditions. It has been found that in regular traffic on through goods trains a saving in coal consumption per ton mile of about 5 per cent. over superheater locomotives of the "A2" and "DD" classes and approximately 25 per cent. over saturated steam locomotives of the same classes is obtainable with the "Consolidation" engine.

A "DD" class engine, which has a tractive power of about 20,000 lbs., is, for working purposes, regarded as of 100 per cent. capacity, and its load behind the tender up a 1 in 50 grade is fixed at 270 tons, whilst an "A2" class locomotive is rated at 130 per cent., and having a tractive power of about 25,500 lbs., can haul a load of 350 tons up a similar grade. In relation to these engines the new "Consolidation" locomotive, which has a tractive power of 36,138 lbs., is of 210 per cent. capacity, and can haul a load of 560 tons behind the tender up a 1 in 50 grade; of 1,600 tons on flat or level country, and of approximately 1,350 tons on what might be termed a fairly level track.

These results are extremely satisfactory, and in order to secure the economy in operation thus offering tenders have already been invited for a sufficient quantity of material to admit of the manufacture of twenty more of this type of locomotive, the construction of which will be taken in hand as soon as the requisite material is available.

### Pattern Electric Lighting Set.

The sample electric lighting equipment for use in carriages on lines on which the expense of installing Pintsch gas would not be justified, and which was referred to in our last Annual Report, has given satisfactory results, and a second set of a different type is being obtained, with a view to comparing the relative efficiency of both. It will, however, be difficult to secure the necessary apparatus to extend the use of either of these systems of lighting for some time to come.

### Newport Workshops.

The work of re-modelling and enlarging the Newport Workshops is still being held in abeyance owing to the large expenditure involved, but as the provision of the proposed new foundry which forms portion of the general scheme of improvements has become an urgent necessity, funds for this work will shortly be applied for. In connexion therewith, the installation of a new steel furnace is now under investigation, and arrangements have been made for suitable officers to visit America with the object of gaining information and experience on this and cognate subjects.

Steps are being taken to secure the full advantage of electric power in the operation of the machinery, &c., at the Workshops as soon as it is available under the Electrification scheme.

### New Locomotive Workshops at Ballarat and Bendigo.

The Workshops Buildings at the above Depôts are complete, and all the machine tools and plant that have come to hand have been placed in position, but some cranes and machine tools have still to be received before the shops can be regarded as fully equipped.

Operations in connexion with the overhaul and repair of locomotives and other rolling-stock were commenced at Ballarat in April, 1917, and at Bendigo in November, 1917, and are proceeding satisfactorily.

### Geelong Locomotive Depot.

The new Locomotive Depôt at Geelong was brought into full use during the year, and included in its equipment is an up-to-date hot-water plant for washing out the boilers of locomotives. This plant, which was ordered from England some time ago, was only recently received, and is giving satisfactory results.

### Stores Branch.

The value of the stock of stores, at 30th June, 1918, as per the certificate of the Chief Storekeeper (*vide* Appendix No. 4) was £1,052,338, or £76,613 less than the value of stock as at the 30th June, 1917.

For the same reasons which obtained at 30th June, 1917, the stock is still considerably in excess of that which would be held in normal times. Owing to the suspension or curtailment of the programme of works, principally the manufacture of rolling stock, large quantities of materials delivered during the past four years under the old contracts are still in stock, but the present value is much greater than the original cost, and the full advantage of having the materials on hand will be gained when the works for which they were purchased are proceeded with.

A sufficiently large stock of coal, to provide against any cessation of supplies owing to industrial or other troubles, has been accumulated; and in order to obtain this coal and meet current requirements, 154,000 tons had to be brought overland from New South Wales at an increased cost as, owing to the shortage of shipping, the whole of the necessary supplies could not be obtained by sea.

Substantial quantities of canvas had to be purchased for the manufacture of tarpaulins, and supplies were not only increasingly difficult to obtain but could only be secured at exceedingly high prices.

There has been a decided upward tendency in the cost of all materials which it has been necessary to purchase during the past year, including articles of Australian manufacture and production, and this has been particularly noticeable in the case of timber supplies of all descriptions.

Advantage was taken of ruling high prices to dispose of certain materials which were in excess of requirements, and the sales effected realized a profit of nearly £21,000 for the year.

During the year it was found practicable to return to the Treasury the sum of £50,000, being portion of the Capital Funds advanced for the purposes of the Stores Suspense Account.

### Pilfering.

Special attention was again given to the prevention of pilfering. The staff of officers who are constantly employed on this work continued to render good service, and the number of prosecutions for theft, and the number of instances in which employees, against whom the evidence was not definite enough to justify a criminal prosecution, were charged before the Board of Discipline during the year 1917-18, by comparison with each of the two preceding years, are indicated hereunder:—

Year ending 30th June.	Court Prosecutions against—				Charges against Employees before Board of Discipline.	
	Outsiders.		Employees.		Number of Charges.	Number of Employees Dismissed.
	Number Prosecuted.	Number Convicted.	Number Prosecuted.	Number Convicted.		
1916..	34	33	36	32	17	16
1917..	49	39	46	43	25	16
1918..	43	33	50	43	9	7



The prosecution of so many employees, and the publicity given the cases brought before the Courts, have attracted attention, and have probably led to the belief that the evil was growing, but really less pilfering is now occurring, so far as the railways are concerned, than for a long time past, and the stern measures which we have taken during the last three years, and intend to continue against offenders, should have the effect of still further minimizing thefts.

### Ticket Checking and Irregularities.

Surprise checks of tickets held by passengers travelling on country lines, at suburban stations, and to a limited extent on suburban trains, were continued, in addition to the regular checks, for the detection of travelling irregularities on the part of passengers, and the following statement indicates the number of instances discovered :—

Detected by—	Number of Irregularities Detected.		Increase.	Decrease.
	1917.	1918.		
Special Checkers on Suburban Trains and Barriers ..	3,137	2,987	..	150
Special Checkers on Country Trains .. ..	1,818	1,552	..	266
Conductors on Country Trains .. ..	3,012	2,734	..	278
Flying Gangs on Suburban Trains .. ..	412	736	324	..
Totals .. ..	8,379	8,009	324	694
NET DECREASE .. ..	..	370	..	..

In every case in which the irregularity has been something more than a technical breach of the Regulations, legal proceedings have been taken against the person at fault, and the penalty imposed has usually been sufficiently severe to act as a deterrent, but as experience has shown that any relaxation of effort to prevent and detect these irregularities would quickly affect the railway receipts, the check, though involving an expenditure which should be unnecessary, requires to be rigorously maintained.

### Dining Car Service.

The absence of complaints in regard to the service on the Dining Cars testifies to the standard of catering maintained, and the financial result has also been gratifying, as will be seen from the following returns of the gross receipts for each of the past three years :—

	Year—			Increase over 1916-17.
	1915-16.	1916-17.	1917-18.	
	£	£	£	£
Sydney Express .. ..	9,430	9,626	10,379	753
Adelaide Express .. ..	4,963	4,976	6,013	1,037
Mildura Line .. ..	1,455	1,465	2,561	1,096
Total .. ..	15,848	16,067	18,953	2,886

The operations of this service during the year under review, after providing for working expenses and the cost of the stores consumed, resulted in a surplus of £501, as against a loss of £1,017 last year, and this improvement was effected without increasing the tariff, and notwithstanding the high price of food supplies.

### Reservation of Seating Accommodation for Passengers.

The arrangement introduced in March, 1917, by which passengers travelling by the Adelaide and Sydney express trains are enabled to have seats reserved for them on payment of 1s. per seat, has gradually gained favour, and about one-half of the available seating accommodation in these trains is now being booked in advance, with

continued satisfactory results as regards the relief of the congestion which formerly took place both at the barriers and the entrance doors of the carriages.

In January, 1918, the principle was extended to the 4 p.m. express train from Melbourne to Albury, and the 4.50 p.m. express train from Melbourne to Bendigo, but although we were led to believe that the innovation would be welcomed, the results have been disappointing. It is intended to apply the arrangement to the 4 p.m. train to Albury for a longer period, so that lack of opportunity cannot be ascribed as the reason for any failure of the system in its application to ordinary country travel; but seat-booking on the 4.50 p.m. train to Bendigo will be discontinued, as the results obtained do not justify the expense involved.

### Ambulance Organization and Equipment.

Since our last Report, 256 additional employees have succeeded in gaining certificates for rendering "First Aid," and the total number of employees now so qualified is 4,253.

The keen interest which the men take in the annual competitions for corps and individual employees is always pleasing, and in the year under review that interest was more marked than ever. The holding of district competitions, instead of one general test at Melbourne, has proved successful, as apart from the fact that it has resulted in a saving of expense, the altered system admits of a closer examination of the knowledge held by competitors in the subjects of "First Aid" and ambulance work.

The number of ambulance boxes in service was increased by 25, but otherwise the equipment at 30th June last was the same as at 30th June, 1917.

### The Staff.

During the year, 357 new appointments were made to the permanent staff, as shown hereunder:—

Apprentices	..	..	..	..	..	54
Junior Clerks	..	..	..	..	..	132
Lads	..	..	..	..	..	168
"Five-year Casual" entitled to permanent appointment under Act. No. 2310	..	..	..	..	..	1
Officers of "known ability" appointed by Order in Council under Section 142 of Act No. 2716	..	..	..	..	..	2
Total	..	..	..	..	..	357

but by the close of the year the losses due to retirements, deaths, resignations, dismissals, &c., as well as to the enlistment of men in connexion with the War, were such that there was a net decrease of 52 in the permanent staff.

There was also a decrease of 216 in the supernumerary staff, the total decrease for the year thus amounting to 268.

The following statement shows the position in the various Branches, the figures excluding employees absent in connexion with the War:—

Branch.	At 30th June, 1917.			At 30th June, 1918.		
	Permanent.	Supernumerary.	Total.	Permanent.	Supernumerary.	Total.
Secretary's .. ..	29	9	38	28	7	35
Transportation .. ..	3,853	2,474	6,327	3,952	2,294	6,246
Rolling Stock .. ..	4,476	2,517	6,993	4,403	2,222	6,625
Way and Works .. ..	2,855	2,338	5,193	2,756	2,622	5,378
Accountant's .. ..	111	46	157	114	37	151
Audit .. ..	103	45	148	106	37	143
Stores .. ..	78	66	144	80	62	142
Printing .. ..	36	43	79	35	29	64
Telegraph .. ..	175	139	314	171	104	275
Electrical Engineer's .. ..	79	78	157	92	127	219
Traffic .. ..	38	3	41	44	1	45
	11,833	7,758	19,591	11,781	7,542	19,323

There has been a marked reduction in the staff during recent years, and although the total number of officers and employees reached its highest point in the history of the Department in the year 1914-15 it would not be equitable to make a comparison with that year as the conditions then were abnormal because, at the desire of the Government, work had been provided for a large number of men to afford relief from the prevailing unemployment.

A comparison with the year 1913-14, which immediately preceded the outbreak of the war, however, will give a fairer indication of the change that has taken place.

At 30th June, 1914, the total staff was 24,859, as against 19,323 at the close of the last financial year, so that there has been a net decrease of 5,536 employees in the period of four years. The bulk of this decrease is attributable to the reduction of expenditure upon new works and the construction of rolling stock, inasmuch as the approximate number of men employed on Capital Account was only 1,182 at 30th June, 1918, as against 5,498 at 30th June, 1914, a decrease of 4,316, thus leaving a reduction of 1,220 in the staff employed on Working Expense Account.

Moreover, new lines which have been opened since 30th June, 1914, necessitated the employment at 30th June, 1918, of 226 men, so that the reduction of staff on Working Expense Account, taking into consideration only the lines in existence at the close of the year 1913-14, is actually 1,446, or equivalent to nearly 7½ per cent.

To some extent the decrease in the staff whose wages are debitable to Working Expenses is attributable to the curtailment of works, but the result, which has been achieved despite an appreciable increase of traffic, is due in a large measure to the strong and consistent efforts which have been made to curtail expenditure both by limiting the train mileage and by economics in many other directions. It must also be remembered that if the train mileage had not been reduced, the construction of rolling stock could not have been restricted so much as has been the case, therefore the adoption of more economical modes of dealing with the traffic has also been responsible in part for the reduction of staff on Capital, as well as on Working Expense, Account.

Steps have been taken to appoint to the permanent staff additional Apprentices, Junior Clerks, Lad Labourers, and Lad Porters at an early date, in order to maintain the necessary flow of junior trainees; but we propose to adhere, during the continuance of the War, to the policy of making no appointments of adults, so as to conserve the interests of the large number of men on active service, for whom work must be found on their return.

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

Year.	Total Salaries and Wages.
1915-16 .. .. .	£ 3,558,893
1916-17 (including £36,820 arrears under the re-classification paid in 1918) .. .. .	3,228,336
1917-18 .. .. .	3,150,437

### **Economies Committee.**

In October, 1915, a Committee of Officers was appointed to investigate the work performed by the Staff in the various Clerical and semi-Clerical Divisions of the Service, and the Committee, which now consists of two competent Officers with a representative of the Branch concerned, has since proceeded steadily and effectively in its labours. By the standardization of forms, the simplification of methods, the introduction of new systems, and the concentration of records, the Committee has produced a saving in working costs of approximately £38,375 for the year 1917-18, whilst the aggregate saving since 1st November, 1915, may be roundly stated at £67,000.

The assistance and guidance of the Economies Committee have had a beneficial influence upon the Staff, and excellent results are now being obtained in the Divisions in which the Committee has completed its investigations.

### **Classification Board.**

The Classification Board, which commenced its investigations in May, 1917, under the circumstances related in our last Report, continued taking evidence until May of this year, when, after consideration of the arguments adduced by the representatives of both the employees and the Department, it presented its final recommendation.

After carefully scrutinizing the Board's proposals, we adopted them, subject to a limited number of variations as a result of further representations made on behalf of the employees, and the Government, on our recommendation, approved of their being put into effect.

In accordance with the promise given before the inception of the proceedings, the new classification was made operative as from 1st April, 1917, and the accrued pay up till 30th June last represented a debit to Working Expenses of £184,000.

The deliberations of the Board did not extend to the officers in certain supervising and administrative grades, whose claims for an adjustment of their classification, in the light of the alterations effected in the lower grades, have been dealt with by us on their merits.

### **The Staff and the War.**

Since the publication of our last Report, 320 employees have been granted leave of absence to undertake military or naval service, &c., and their names are embodied in pages 30 to 34.

The total number granted leave for such purposes since the beginning of the war was thus brought up to 4,382, of whom 3,332 were still absent on 30th June last.

We regret that 317 employees, whose names are shown on pages 35 and 36, are known to have been killed or to have died whilst on active service, the percentage being 7·2 of the total number of enlistments.

### **State Coal Mine.**

After the payment of Working Expenses and Interest Charges, and providing for a contribution of £25,000 to the Depreciation Fund, there was a surplus of £5,159 for the year.

It was estimated that the mine would yield approximately 455,150 tons for the twelve months, but the actual gross output amounted to only 382,867 tons, which represents an increase of 10,860 tons on the output of the previous year. Of the total quantity mined this year, 204,718 tons were consumed by this Department, 13,780 tons were sold to other public Departments, and 142,416 tons were disposed of to the public, the balance of 21,953 tons being accounted for by local consumption, sales to miners, &c.

The approximate tonnage lost as compared with the estimate, viz., 72,283 tons, was due principally to variations in the mining conditions and strikes of employees, which, with loss of time on account of stop-work meetings, &c., diminished the number of working days for the year by 25½, and resulted in a reduction of approximately 25,000 in the number of shifts.

The effect of the factors mentioned was an increase in the working cost per ton, which was further inflated by the larger quantity of coal mined from the thin seams, especially in the latter half of the year, and the influence of these items and the higher cost of material, &c., will be apparent from the fact that for the year under review the working expenses per ton of coal produced amounted to 13s. 1d., and are estimated to be equivalent to 14s. 1d. per ton for the year 1918-19.

The higher cost of production necessitated an advance in the price charged for the coal supplied to this Department and other public Departments, as well as to the public.

On account of the failure of Contractors to deliver certain of the essential machinery and plant required for the Eastern Area, its development has been somewhat retarded, and the delay has been further accentuated by the fact that, owing to a downthrow fault, the second bench was not reached until May of the present year, and its development has been adversely affected by the non-delivery of the main haulage engine. There are also difficulties in the way of obtaining the necessary wire ropes. The tunnels are still being driven to the third bench of coal, which should be reached at a distance of about 1,700 feet from the No. 2 bench.

An extension of the McBride tunnel towards the No. 4 bench is being proceeded with as vigorously as possible, and the work of exploration by means of boring is being energetically pursued.

The total sum expended in wages for the year was £228,604, and employment was furnished to an average number of 1,226 employees; the net average earnings of the miners, after deducting the cost of explosive and lights, amounting to 17s. 7'56d. per shift.

For some time past there has been a steady and appreciable falling off in the production per miner per shift, and investigation has disclosed that this is mainly due to a continued deterioration in the mining conditions, as regards the faultiness and thinness of the seams, &c.

### **Acknowledgment of Services of Staff.**

The officers and employees of the Department have again given excellent service, and by their loyal and ready support have contributed very largely to the success which attended the operations of the year.

We are pleased to acknowledge the increasing keenness of the staff and the active response which is being made by them to our desires for still greater efficiency.

### **Vacancy for Third Commissioner.**

We regret that the vacancy for a Third Commissioner, which was created by the death of the late Mr. L. McClelland in June, 1917, has not yet been filled.

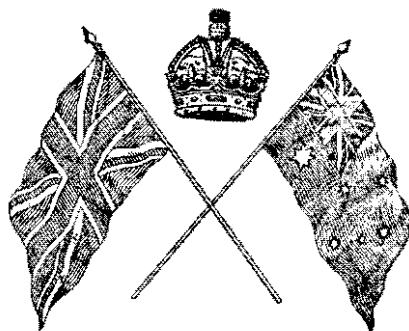
### **Appendices.**

The Balance-sheet for the year, and Capital, Revenue, and Expenditure Accounts and Statements, as well as Statistical and other information, Statistical Diagrams, Photographs and Maps, are embodied in the Appendices, a list of which is given on page 37.

We have the honour to be Sir,

Your obedient servants,

C. E. NORMAN, Chairman,	} Victorian Railways Commissioners.
E. B. JONES,	



## ROLL OF HONOUR.

NAMES OF OFFICERS AND EMPLOYEES WHO HAVE ENLISTED FOR SERVICE IN CONNEXION WITH THE WAR; ADDITIONAL TO THOSE SHOWN IN THE ANNUAL REPORT FOR THE YEAR 1916-17.

Name.	Branch.	Grade.	Date of Enlistment.
Abberton, G. A.	Rolling Stock	Apprentice	24.6.18
Ackers, J. C.	Transportation	Clerk	17.12.17
Alexander, P. M.	Rolling Stock	Apprentice	10.10.17
Allen, E. J.	Way and Works	Fitter	31.7.17
Allen, J. H. H.	Way and Works	Lad Labourer	29.10.17
Allibon, G.	Rolling Stock	Blacksmith	13.3.18
Anderson, A.	Way and Works	Labourer	22.5.18
Arbuthnot, J.	Rolling Stock	Truck Metaller	16.5.18
Armstrong, S.	Rolling Stock	Apprentice	17.9.17
Axford, H. J.	Way and Works	Casting Dresser	1.11.17
Barker, J. A.	Way and Works	Labourer	2.12.17
Barnett, P. E.	Rolling Stock	Engine Cleaner	29.4.18
Barr, J. L.	Transportation	Signalman	19.12.17
Bates, S. H. J.	Rolling Stock	Apprentice	8.12.17
Baxter, F. R.	Transportation	Lad Porter	10.6.18
Beecroft, H.	Rolling Stock	Engine Cleaner	15.10.17
Bendle, J. W.	Transportation	Lad Porter	28.3.18
Bennetts, N. M.	Transportation	Ticket Collector	18.5.18
Benson, M. L.	Transportation	Signalman	27.12.17
Beringer, F. C.	Rolling Stock	Apprentice	19.10.17
Bibby, F.	Way and Works	Lad Labourer	16.11.14
Bishop, S. J.	Transportation	Lad Porter	24.10.14
Blackie, D. M.	Way and Works	Labourer	14.2.16
Bolton, H.	Rolling Stock	Electrical Mechanic	6.6.17
Bone, R.	Rolling Stock	Apprentice	23.9.17
Bonnett, W.	Rolling Stock	Train Examiner	19.8.14
Booker, H.	Rolling Stock	Apprentice	2.10.17
Borlase, S. A.	Rolling Stock	Apprentice	20.12.17
Bowdler, F.	Rolling Stock	Clerk	6.11.17
Bowers, G. R.	Rolling Stock	Car and Wagon Builder	17.11.17
Briscoe, A.	Rolling Stock	Lad Labourer	6.9.17
Brittain, W. A.	Transportation	Clerk	24.12.17
Brown, J. A.	Transportation	Clerk	22.5.18
Bryant, L. T. M.	Transportation	Clerk	16.2.18
Burke, J. B.	Rolling Stock	Lad Labourer	25.8.17
Burnett, J. C.	Transportation	Signalman	22.10.17
Burns, J. A.	Rolling Stock	Engine Driver	21.12.16
Burrows, T. E.	Transportation	Porter	30.8.17
Butwell, W.	Rolling Stock	Train Examiner	16.7.18
Cadzow, W. J.	Rolling Stock	Car and Wagon Builder	21.1.18
Calder, H. W.	Transportation	Porter	21.9.17
Cameron, J.	Rolling Stock	Blacksmith	29.8.17
Campbell, A.	Way and Works	Skilled Labourer	4.5.18
Caple, F.	Rolling Stock	Apprentice	14.12.17
Casbolt, W.	Rolling Stock	Engine Cleaner	15.8.17

NAMES OF EMPLOYEES WHO HAVE ENLISTED FOR SERVICE—*continued.*

Name.	Branch.	Grade.	Date of Enlistment.
Castles, H. J.	Transportation	Clerk	18.2.18
Chaimers, H. F. T.	Transportation	Labourer	10.6.18
Chapman, A. L.	Rolling Stock	Engine Cleaner	27.2.18
Chapple, V. T.	Way and Works	Clerk	9.3.18
Chisholm, H.	Transportation	Leading Shunter	22.9.17
Clark, W. F.	Rolling Stock	Engine Cleaner	15.10.17
Clarke, N. V.	Rolling Stock	Apprentice	11.10.17
Clarke, T. A.	Transportation	Shed Porter	28.2.18
Coker, W. J.	Transportation	Messenger	1.2.18
Coleman, A.	Rolling Stock	Clerk	15.10.17
Collings, H. V.	Rolling Stock	Lad Labourer	26.6.18
Collins, G. T.	Transportation	Lad Porter	1.7.18
Collins, H.	Way and Works	Assistant Signal Adjuster	29.9.17
Collins, W.	Rolling Stock	Labourer	1.12.17
Cook, A. W.	Transportation	Clerk	17.5.18
Cooper, R. G.	Rolling Stock	Lighter-up and Washer-out	4.3.18
Costar, W. E.	Transportation	Porter	4.10.17
Coulter, W. G. E.	Transportation	Porter	16.5.18
Cousins, C.	Rolling Stock	Engine Cleaner	16.3.18
Cox, W.	Transportation	Shunter	3.5.16
Creswick, A. D.	Rolling Stock	Lad Labourer	1.9.17
Cullis, G. J.	Rolling Stock	Apprentice	12.12.17
Curnick, H. T.	Transportation	Stationmaster	12.12.17
Curry, P. G.	Rolling Stock	Apprentice	30.1.18
Dalton, C. C.	Transportation	Operating Porter	11.6.18
Dames, J. A.	Transportation	Operating Porter	17.10.17
David, L. G.	Rolling Stock	Clerk	1.10.17
Davies, F. A.	Way and Works	Skilled Labourer	8.12.17
Dawes, J. H.	Rolling Stock	Apprentice	12.10.17
Dawes, L. J.	Rolling Stock	Labourer	1.7.17
Day, H. R.	Rolling Stock	Apprentice	27.4.18
Deller, L. G.	Rolling Stock	Clerk	21.10.17
Deller, L. J.	Rolling Stock	Clerk	2.10.17
Dempster, A. C.	Stores	Clerk	19.11.17
Devitt, L. G.	Rolling Stock	Engine Cleaner	12.7.17
Dickinson, R. J.	Way and Works	Lad Labourer	31.8.17
Dillon, J.	Way and Works	Repairer	15.1.18
Donald, J.	Audit	Clerk	28.7.18
Donovan, D.	Rolling Stock	Clerk	24.10.17
Dorgan, C.	Way and Works	Lad Labourer	15.5.18
Doult, J. B.	Rolling Stock	Boilermaker	11.12.17
Downan, C.	Transportation	Labourer	9.4.18
Doyle, W.	Way and Works	Labourer	25.8.17
Drew, E. H.	Rolling Stock	Apprentice	27.4.18
Drummond, R. F.	Transportation	Shunter	22.8.17
Duff, A.	Rolling Stock	Apprentice	2.11.17
Duncan, H. H.	Transportation	Assistant Stationmaster	3.9.17
Dunn, B. G.	Way and Works	Labourer	31.7.15
Dunstan, G. G.	Rolling Stock	Engine Cleaner	31.1.18
Dyer, C.	Transportation	Number Taker	1.3.18
Earl, B. G.	Transportation	Leading Shunter	6.8.17
Ebbott, W. H.	Transportation	Liftman	8.7.18
Eddy, A. N.	Rolling Stock	Blacksmith	5.11.17
Edwards, J. E.	Rolling Stock	Engine Cleaner	30.3.18
Edwards, W. E.	Rolling Stock	Engine Cleaner	22.6.18
Egan, A. J.	Rolling Stock	Boilermaker	31.5.18
Emery, A.	Rolling Stock	Engine Cleaner	13.10.17
Erickson, E. J.	Rolling Stock	Train Examiner	29.10.17
Etheridge, A. R.	Rolling Stock	Storeman	20.10.17
Evans, G.	State Coal Mine	Clerk	15.7.18
Everard, P. J.	Transportation	Labourer	23.11.17
Falconer, J. G.	Transportation	Lad Porter	16.2.18
Fennell, H. G.	Rolling Stock	Carpenter	15.2.17
Ferguson, A. J.	Rolling Stock	Apprentice	13.6.18
Finney, S. A.	Rolling Stock	Apprentice	3.9.17
Fitzpatrick, D. J.	Rolling Stock	Lad Labourer	8.6.18
Fone, J. J.	Transportation	Operating Porter	1.8.17
Fothergill, K.	Transportation	Lad Porter	2.1.18

NAMES OF EMPLOYEES WHO HAVE ENLISTED FOR SERVICE—*continued.*

Name.	Branch.	Grade.	Date of Enlistment.
Fraser, A. W.	Rolling Stock	Car Painter	31.8.17
Fraser, C. T.	Rolling Stock	Engine Cleaner	17.12.17
Galbraith, S. A.	Transportation	Goods Guard	20.8.17
Garraway, S.	Rolling Stock	Leading Labourer	1.10.17
Gelling, L.	Rolling Stock	Engine Cleaner	26.6.18
Gener, O. W.	Accountancy	Clerk	10.3.18
Gerring, J. H.	Rolling Stock	Apprentice	11.10.17
Gibson, J. L.	Transportation	Lad Porter	1.9.17
Glenn, A. E.	Rolling Stock	Apprentice	5.7.18
Glover, C.	Telegraph	Operator	31.10.17
Gordon, G.	Rolling Stock	Car and Wagon Builder	27.2.18
Gossip, G. E.	Rolling Stock	Apprentice	17.12.17
Grace, G. T.	Way and Works	Pipe-jointer's Labourer	1.7.17
Grant, W. A.	Transportation	Lad Porter	20.6.18
Grigg, H.	Rolling Stock	Apprentice	20.12.17
Gunn, W. J.	Transportation	Block Recorder	15.5.18
Guy, C.	Transportation	Lad Porter	24.4.18
Haby, H. H.	Rolling Stock	Engine Cleaner	12.7.18
Hadlow, W. J.	Transportation	Shunter	16.4.18
Hall, F. W.	Rolling Stock	Boilermaker's Help	14.7.17
Hall, H. R.	Rolling Stock	Apprentice	27.6.18
Hall, T. F.	Rolling Stock	Apprentice	11.3.18
Harding, C. G.	Transportation	Signalman	17.6.18
Harry, T. H.	Rolling Stock	Engine Cleaner	24.10.17
Hatfield, G. A.	Transportation	Porter	1.11.17
Hayes, D.	Transportation	Lad Porter	1.6.18
Henden, A.	Rolling Stock	Lad Car Cleaner	9.11.17
Henshaw, J. W.	Way and Works	Apprentice	15.5.18
Hewett, J.	Transportation	Clerk	5.6.18
Higgins, J.	Transportation	Porter	11.2.18
Higgins, T.	Rolling Stock	Apprentice	16.10.17
Hill, A. G.	Rolling Stock	Engine Cleaner	19.2.18
Hill, H. J. C.	Rolling Stock	Lad Labourer	29.9.17
Hill, R.	Rolling Stock	Apprentice	27.4.18
Hindson, C. E.	Way and Works	Apprentice	7.2.18
Hines, E. A. J.	Rolling Stock	Apprentice	15.6.18
Hobbs, E. A.	Rolling Stock	Blacksmith	15.4.18
Hogan, V. P.	Rolling Stock	Lad Labourer	1.12.17
Hook, C.	Way and Works	Lad Labourer	15.4.18
Horton, G. D.	Transportation	Lad Porter	19.6.18
Hossack, J.	Electrical Engineering	Lad Labourer	16.5.18
Howard, J. P.	Rolling Stock	Engine Cleaner	20.11.17
Hughes, W. R.	Transportation	Lad Porter	1.6.18
Hulme, S. E.	Traffic	Clerk	30.9.17
Humphries, H.	Rolling Stock	Apprentice	30.7.17
Huntington, J. R.	Rolling Stock	Apprentice	24.11.17
Hutchison, A. J.	Electrical Engineering	Clerk	28.2.18
Hutley, P. C.	Transportation	Block Recorder	14.4.18
Hylard, E. T.	Transportation	Lad Porter	21.1.18
Innes, W. M.	Rolling Stock	Engine Cleaner	31.1.18
Ireland, A. E.	Rolling Stock	Apprentice	21.12.17
Johnson, B. B.	Transportation	Clerk	4.2.18
Johnson, J. R.	Way and Works	Skilled Labourer	20.3.17
Jones, C. A.	Rolling Stock	Clerk	22.4.18
Jones, F. B.	Way and Works	Lad Labourer	15.9.17
Jordan, W. A.	Rolling Stock	Puller-out	16.8.17
Judd, E.	Way and Works	Labourer	29.10.17
Jukes, F. R.	Transportation	Yard Porter	1.9.17
Kane, J.	Electrical Engineering	Leading Labourer	20.10.16
Kellam, G. E.	Rolling Stock	Apprentice	5.4.18
Kelleher, J. I.	Rolling Stock	Apprentice	25.9.17
Kelynaek, F. T.	Transportation	Messenger	20.5.18
Kempton, M. V. S.	Transportation	Clerk	6.11.17
Kibby, L. G.	Rolling Stock	Car Painter	22.9.17
Kitson, N. C.	Accountancy	Clerk	7.4.18
Knapp, R.	Telegraph	Lad Labourer	16.6.18
Knott, I. W. C.	Transportation	Lad Porter	23.7.17
Lacey, W. H.	Rolling Stock	Fitters' Assistant	23.8.17



NAMES OF EMPLOYEES WHO HAVE ENLISTED FOR SERVICE—*continued.*

Name.	Branch.	Grade.	Date of Enlistment.
Lancaster, W. M.	Way and Works	Carpenter	18.5.18
Lang, W. R. C.	Transportation	Porter	7.1.18
Lankaster, O. J.	Telegraph	Electrical Fitter	29.12.17
Lawson, G. E.	Rolling Stock	Apprentice	30.5.18
Lee, R. E. B.	Rolling Stock	Clerk	1.5.18
Levey, H.	Transportation	Clerk	13.8.17
Lewis, L.	Way and Works	Boilermaker's Help	31.8.17
Leyden, T.	Transportation	Operating Porter	4.10.17
Linthorne, H.	Rolling Stock	Clerk	20.4.18
Longhurst, C.	Transportation	Clerk	12.4.18
Lorkin, J. V.	Transportation	Clerk	4.9.17
Lunn, R. E.	Rolling Stock	Clerk	6.12.17
Lynch, W. R.	Rolling Stock	Apprentice	19.4.18
Machin, S. F.	Way and Works	Electrical Fitter	10.12.17
Maclaren, A. F.	Telegraph	Apprentice	29.5.18
Maggs, W. T.	Transportation	Goods Checker	2.10.17
Mahaffy, A. L.	Rolling Stock	Wood Machinist	29.8.17
Major, W. E.	Rolling Stock	Engine Cleaner	29.10.17
Mayne, P. E.	Way and Works	Boilermaker's Help	31.8.17
Meade, R. M.	Rolling Stock	Engine Cleaner	13.7.17
Meyer, A. G.	Rolling Stock	Apprentice	20.12.17
Miatke, A.	Rolling Stock	Car Painter	31.8.17
Millar, J. A.	Transportation	Clerk	24.6.18
Miller, C. N.	Transportation	Clerk	8.11.17
Mitchell, H. S.	Rolling Stock	Apprentice	10.10.17
Moran, G. H.	Telegraph	Apprentice	2.4.18
Morley, W.	Transportation	Lad Porter	18.2.18
Morrison, T.	Telegraph	Electrical Fitter	27.11.17
Munro, G. A.	Transportation	Clerk	11.2.18
Murnane, W. J.	Transportation	Lad Porter	26.6.18
Murray, S. A. J.	Transportation	Porter	22.10.17
Murray, W. J.	Transportation	Shunter	27.4.18
Myers, H. J.	Rolling Stock	Engine Cleaner	29.5.18
McAllister, M. J. C.	Transportation	Porter	23.2.18
McAndrew, J. C.	Transportation	Lad Porter	11.1.18
McCarthy, L. M.	Rolling Stock	Apprentice	10.11.17
McDonald, A. M.	Rolling Stock	Apprentice	23.4.18
McDonald, J. A.	Transportation	Clerk	8.11.17
McDonald, L. R.	Transportation	Lad Porter	7.5.18
McDougall, J. H.	Rolling Stock	Apprentice	10.10.17
McGregor, W. J.	Transportation	Block Recorder	16.11.17
McInnes, A. I. McK.	Transportation	Special Inquiry Officer	5.1.18
McKinnon, J. A. A. G.	Transportation	Clerk	3.7.18
McPherson, J.	Transportation	Clerk	30.9.16
McWilliam, C. A.	Rolling Stock	Labourer	15.3.16
Newey, A. G.	Rolling Stock	Engine Cleaner	16.5.18
Newing, W. G.	Rolling Stock	Furnace Repairer	11.8.17
Newson, H. T.	Transportation	Leading Shunter	22.10.17
Nias, J. W.	Rolling Stock	Engine Cleaner	15.9.17
Olsen, H. E.	Rolling Stock	Apprentice	10.10.17
Osborne, C. J.	Way and Works	Apprentice	26.3.18
Owen, E. T.	Rolling Stock	Apprentice	31.8.17
O'Brien, D.	Transportation	Goods Guard	28.2.18
O'Brien, J. F.	Rolling Stock	Labourer	24.8.17
O'Brien, P.	Rolling Stock	Labourer	22.10.14
O'Connor, J. L.	Transportation	Lad Porter	13.2.18
O'Hehir, E. J.	Rolling Stock	Apprentice	15.9.17
Parsons, J.	Transportation	Lad Porter	1.10.17
Paternoster, H. J. N.	Rolling Stock	Iron Machinist	8.11.17
Patterson, B.	Transportation	Lad Porter	1.7.18
Payne, W. B.	Transportation	Number Taker	30.11.17
Pearce, A. J.	Rolling Stock	Engine Cleaner	27.4.18
Peart, J. G. K.	Transportation	Clerk	26.10.17
Phillips, W. G.	Rolling Stock	Blacksmith	15.4.18
Pike, P. G. C.	Transportation	Leading Shunter	1.12.17
Pitt, G.	Transportation	Labourer	7.5.18
Powell, H.	Transportation	Labourer	10.9.17
Priest, S. P.	Transportation	Lad Porter	1.3.18

NAMES OF EMPLOYEES WHO HAVE ENLISTED FOR SERVICE—*continued.*

Name.	Branch.	Grade.	Date of Enlistment.
Pring, J.	Way and Works	Labourer	18.8.17
Quick, W. L.	Transportation	Clerk	4.9.17
Rankin, J. W.	Rolling Stock	Springmaker	24.3.17
Rayson, E. C.	Transportation	Clerk	21.1.18
Rhodes, S.	Way and Works	Repairer	31.12.17
Richards, E. L.	Rolling Stock	Lad Labourer	1.10.17
Richey, H. J.	Transportation	Porter	4.7.18
Robb, P.	Rolling Stock	Apprentice	22.5.18
Roberts, W. L.	Rolling Stock	Apprentice	2.10.17
Robinson, C. H.	Transportation	Number Taker	9.1.18
Rogers, C. C.	Rolling Stock	Apprentice	12.12.17
Rojo, E. H.	Rolling Stock	Apprentice	29.10.17
Rooney, A. H.	Transportation	Porter	3.4.18
Rose, H. R.	Rolling Stock	Apprentice	15.11.17
Ross, J. C.	Transportation	Clerk	18.2.18
Santley, H. W.	Transportation	Clerk	26.11.17
Sells, L. T.	Rolling Stock	Engine Cleaner	14.2.18
Senior, R.	Way and Works	Labourer	30.10.14
Sharp, J. T.	Telegraph	Apprentice	6.7.18
Sherriff, W. H.	Transportation	Operating Porter	3.7.18
Simpson, F. B.	Rolling Stock	Engine Cleaner	31.10.17
Sinclair, C.	Rolling Stock	Apprentice	2.4.18
Smith, H. J.	Transportation	Porter	20.5.18
Sprackland, A. H.	Way and Works	Repairer	10.11.17
Spence, J. G.	Transportation	Porter	13.9.17
Spence, J. L.	Way and Works	Apprentice	19.12.17
Sporle, H. A.	Transportation	Lad Porter	17.12.17
Stafford, N.	Rolling Stock	Lad Labourer	29.6.18
Steventon, E. C.	Transportation	Clerk	30.10.17
Stewart, F. J. R.	Rolling Stock	Lad Labourer	20.6.18
Stone, C. E.	Rolling Stock	Clerk	20.8.17
Stowers, J. R.	Transportation	Labourer	4.6.18
Styring, F. C.	Transportation	Block Recorder	24.7.18
Tainsh, M. J.	Rolling Stock	Apprentice	31.5.18
Tasker, R. J.	Transportation	Goods Guard	22.10.17
Taylor, W.	Transportation	Labourer	9.3.18
Thomas, R. E.	Rolling Stock	Lad Labourer	31.8.17
Thompson, H. W.	Rolling Stock	Apprentice	29.4.18
Thompson, J.	Rolling Stock	Lighter-up and Washer-out	13.10.17
Thorne, F. J.	Rolling Stock	Fireman	1.2.18
Thornton, A. J. B.	Transportation	Clerk	2.8.18
Timms, W. H.	Transportation	Lad Porter	21.2.18
Tory, G. P.	Rolling Stock	Apprentice	2.4.18
Towes, H.	Rolling Stock	Boilermaker's Help	25.11.17
Trapp, W. C.	Way and Works	Skilled Labourer	20.10.17
Treloar, J.	Electrical Engineering	Labourer	8.11.17
Tucker, V. J.	Transportation	Lampman	3.11.17
Uren, E. S. S.	Transportation	Porter	6.2.18
Valentine, G.	Rolling Stock	Apprentice	3.12.17
Vickers, W. J. S.	Rolling Stock	Apprentice	18.10.17
Vindow, F. A.	State Coal Mine	Clerk	11.6.18
Wachsmuth, E. R.	Transportation	Labourer	24.5.18
Walters, R. P.	Transportation	Lad Porter	11.3.18
Watson, S. T.	Rolling Stock	Clerk	14.11.17
Watson, W. C. R.	Transportation	Number Taker	1.10.17
Watson, W. G.	Rolling Stock	Engine Cleaner	31.5.18
Wearne, H. E.	Transportation	Shunter	15.4.18
White, F. J.	Rolling Stock	Apprentice	19.12.17
Whitten, W. H.	Transportation	Porter	6.6.17
Wilkinson, G. A.	Way and Works	Blacksmith	20.10.17
Williams, J. C.	Way and Works	Labourer	9.11.17
Wilson, A. G.	Transportation	Operating Porter	11.7.18
Wilson, C. H.	Rolling Stock	Stoker	27.2.18
Winsor, A.	Rolling Stock	Labourer	18.8.17
Wollard, S.	Audit	Clerk	11.1.18
Wood, A.	Rolling Stock	Skilled Labourer	6.5.18
Wormald, J. L. W.	Transportation	Clerk	16.7.15
Wraith, G. W. J.	Transportation	Lad Porter	15.10.17
Young, J. W.	Rolling Stock	Engine Cleaner	3.5.18

## OBITUARY.

The following is a list of the names of the Officers and Employees who have given their lives for the Empire. Some were killed in action, others died of wounds, and several met their death through natural causes whilst on military service:—

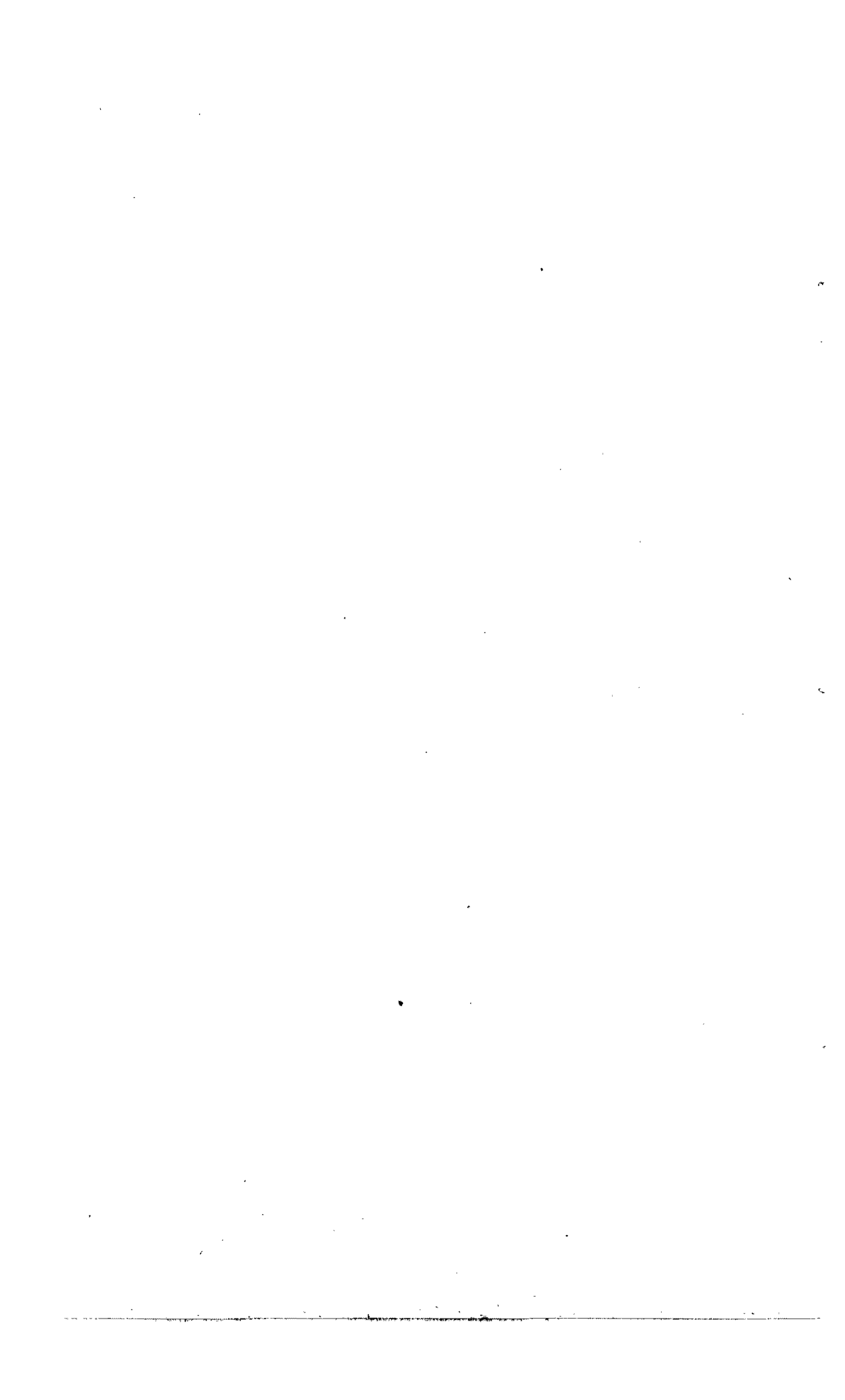
ADDICOAT, A. L.	COLLINSON, R. A.	HAYLE, F. T.	MCALIESE, G. H.
ALFORD, G. T.	CONLEY, J.	HELSHAM, J. G. D.	MCCARTHY, A. F.
ALLEN, A. E.	CONROY, J. P.	HEWITT, C. R.	MCCLOSKEY, J.
ANDREW, P. R. C.	COUSINS, J. A.	HENCHEN, R. J.	MCDONALD, C. P.
ANGLAND, D.	COWARD, L.	HITZERATH, G. R.	MCDONALD, L.
ANNAND, V. W. J.	COXHILL, L.	HOBBS, J. H.	MCGAHEY, J.
ARCHBELL, W. W.	CRONIN, P. F.	HOLDEN, E. J.	MCGREGOR, E.
ARCHBOLD, E.	DALTON, C. M.	HOOPER, R. M. F.	MCGRILLEN, F. A.
ARCHER, F.	DAVIE, A.	HOOPPELL, P. S.	MCINNES, G. A.
ATKINSON, C. B.	DAVIES, J. S.	HOUHAN, J. V.	MCINTOSH, F. R.
BAINBRIDGE, J. S.	DEABAUGO, F.	HOUSTON, J. V.	MCKAY, A. R.
BAKER, H. W. A.	DEROSS, A. G. S.	INGLIS, G. R.	MCLISTER, A. G.
BAKER, S. C.	DICKSON, J.	INGRAM, A. H.	MCMAMARA, J.
BALDOCK, W. J.	DITCHBURN, N. J.	JAMES, F.	NELSON, J. P.
BARBER, H. L.	DIXON, F. R. O.	JENNINGS, H. C.	NELSON, J. W.
BATE, H. L.	DONOHUE, S.	JOHANNSEN, P. N.	NICHOLLS, R. J.
BAXTER, H. E.	DOOLEY, J. A.	JOHNSTON, J. A. K.	NICHOLSON, R. H. B.
BAXTER, R. H.	DOUGLAS, J. C.	JONES, F. J.	NORMAN, E. W.
BEITH, J. H.	DREW, G. E.	JONES, V. H.	NORRIS, L.
BENJAMIN, A. L.	DRISCOLL, A.	JUDE, D. H.	OLDHAM, E.
BENNETT, R.	DUNCAN, J. G.	KENNEDY, J. W. H.	OLSEN, M.
BENSLEY, E. H.	DUNKLEY, H. E.	KENNEDY, W.	ORCHARD, O. W. T.
BENSON, A.	DURKIN, J. H.	KENNELLY, L. P.	OVERSON, W. J.
BENZLEY, H. R.	EDMONDS, G.	KENNERLEY, T. F.	O'BRIEN, P. J.
BETTES, H. F.	EGAN, E. A.	KIDD, N.	O'BRIEN, W.
BEYER, H. S.	FARGHER, P. A.	KIERNAN, E. J.	O'DONNELL, T. J.
BLAIR, H.	FERNS, W. M.	KILLEY, W.	O'LEARY, J.
BLAKE, G. F.	FLEET, A. G.	KING, C.	O'LOGHLEN, F. A.
BOND, J. H.	FLEMING, W. C.	KINSMAN, H. S.	O'MALLAY, T. J.
BONNETT, W.	FLYNN, J. P.	KISSACK, J.	O'NEIL, J. J.
BOOLEY, J.	FORDHAM, A. E.	KRONK, A. E.	O'SHANNASSY, R.
BOOTH, E. R.	FOREMAN, G. W.	LAMBERT, E.	PARKER, G. A.
BOTTOMLEY, H. T.	FOWLER, J.	LE MAITRE, A. C.	PENDER, J. R.
BOTTOMLEY, O. G.	FRANCIS, A. R.	LESLIE, V.	PHILLIP, G.
BRIESE, A. O.	FRANKLIN, W. C.	LEWIS, A. H.	PLANT, L.
BROMILOW, L. C.	FRASER, W. J.	LOWNE, F. W. M.	PLASTO, W.
BROWN, W. L.	FREEMAN, J. P.	LUKE, W. H.	PLIM, J.
BULL, E. L.	FURNELL, F.	LYNCH, H.	POLLARD, H. R.
BUNN, E. A.	FURNELL, G. J.	LYNCH, P. J.	POTTER, H.
BUNTING, F. P. P.	GALBRAITH, A.	LYNE, R. E.	POWELL, T. H. N.
BURNS, J. B.	GALLIN, F. H.	MACKLEY, W. J.	POZZI, L. L.
BUTTERS, C. R. A.	GAME, E. A.	MADDERN, J. R.	PRANGNELL, W. R.
CAIN, T. F.	GANDY, J. F.	MARSHALL, J. C.	PRETTY, F.
CANNON, B. H.	GARNER, V. G.	MARTIN, ROBERT	PRICE, A.
CAREY, F. W.	GIBSON, H. S.	MARTIN, ROY	PRICE, J. O.
CARLESS, J. N.	GOBLE, N. F.	MATEER, L. A.	PRIDEAUX, J.
CARLON, T.	GORDON, B. D.	MATTHEWS, J.	PRING, B.
CARMICHAEL, A. N.	GORDON, E. J.	MAY, A.	QUIRK, A.
CARWARDINE, F.	GORDON, P. L. D.	MAYBERRY, C. J.	RAMSAY, G. A. S.
CASSON, J. H.	GRANGER, W. B.	MAYO, G. A.	RASHLEIGH, W. C.
CHALLIS, F. H.	GRAVES, F.	MELLOR, W.	RAY, A. W.
CHALLIS, G.	GRAY, W. V.	MILES, H. F.	REEVES, A.
CHANDLER, S. A.	GULLICK, R. C.	MINETT, C. A.	REGAN, C. G.
CHAPMAN, A. F.	GUYATT, H. A.	MINIFIE, P. C.	RENTON, G.
CHISHOLM, W. B.	HARDER, W. J. C.	MOODIE, G. D.	RICH, C. E. O.
CLACK, E.	HARDY, L. G.	MOONEY, J. W.	RICHARD, W. J.
COCK, E. C.	HARRIS, B.	MOOR, E. E.	RING, W.
COLLIER, A. R.	HARVEY, A. J.	MORAN, P. F.	ROBERTS, L. M.
COLLINS, C. A.	HASSETT, H.	MORGAN, W. J. P.	ROBERTSON, J. N.
COLLINS, J. O.	HAWKINS, A. G.	MUMMERY, T. H.	RODDA, B.

OBITUARY—*continued.*

ROSS, C. F.	SLATER, T. H.	TAYLOR, J. G.	WALKER, T.
ROSS, H.	SLEIGH, S.	TAYLOR, J. R.	WATERS, J. B.
ROSS, J. A.	SMART, G.	TEVLIN, J. T.	WELLS, R. W.
ROSS, R. H.	SMITH, G. STEPHEN	THOMAS, S. G.	WHITELEY, E. C.
ROWE, P.	SMITH, G. STORDART	THOMPSON, M. C.	WIGGINS, R. T.
ROWE, W. C. H.	SMITH, J.	TIERNEY, A. J.	WILSON, C. R.
RUFF, V. H.	SPOTSWOOD, C. W. S.	TILLEY, R. J.	WILSON, F.
RYAN, C. T.	STAMP, J. B. R.	TIPPET, P. A.	WILSON, G. G.
SAUL, H.	STATHAM, G. W.	TOLMIE, R. C.	WILSON, J. H.
SAXON, W. J.	STEAR, H. E.	TORPEY, H.	WING, R.
SCORER, W. D.	STENHOUSE, J. A. J.	TOWNSEND, A. E.	WITHERS, H. A.
SCOTT, R. T.	STEPHENS, R. C.	TREZISE, R.	WOOD, R. A.
SCOULLER, A. J.	STEVENS, J. T.	TULLY, J. L.	WOOLCOCK, R.
SCULLY, R. H.	STEWART, J.	TYTHERLEIGH, J.	WORLE, T. H.
SEDGMAN, T. E.	STONE, H.	VALE, A. W.	WRIGHT, L.
SHARE, H.	STOREY, T. T.	VAUGHAN, S. P.	WRIGHT, S. J. K.
SHEEDY, W. F.	SWINTON, T. T.	VERDON, W.	YOUNG, A.
SHERIDAN, H. C.	TAYLOR, H. G. L.	VIDLER, E. G.	YOUNG, G. F.
SKEWS, J. H.	TAYLOR, H. W.	WALKER, H. I.	ZEIS, W. A.
SLATER, H. L.			

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		„ showing through Railway connexions.



## APPENDIX No. 1.

## HEADS OF BRANCHES.

Secretary ... ..	MR. G. H. SUTTON.
Chief Mechanical Engineer ... ..	" W. M. SHANNON.
Chief Engineer of Way and Works .. ..	" E. H. BALLARD.
General Superintendent of Transportation . . . . .	" T. B. MOLOMBY.
Chief Electrical Engineer ... ..	" W. STONE.
Chief Accountant ... ..	" T. F. BRENNAN.
General Passenger and Freight Agent ... ..	" W. E. KEAST.
Telegraph Superintendent ... ..	" W. A. HOLMES.
Chief Storekeeper ... ..	" C. W. J. COLEMAN.
Auditor of Receipts ... ..	" J. STEWART.
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 1917-18, maintained in good working order and repair.

W. M. SHANNON,  
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 1917-18, 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, 1918, was £1,052,338 10s. 2d.

C. W. J. COLEMAN,  
Chief Storekeeper.

<i>Dr.</i>	GENERAL BALANCE-SHEET AT						
	Reference.	£	s.	d.	£	s.	d.
	Appendix. No.						
To face value of Bonds and Stock allocated to the Railways ... ..	10	56,118,794	18	4			
Less Discounts and Floating Charges £2,224,832 3 0	10						
Less Premiums 453,928 14 6	10						
	...	1,770,903	8	6			
Net Proceeds ... ..	10	...			54,347,891	9	10
„ 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 ... ..	...	455,018	14	8	3,914,603	2	10
„ Advances from Public Account (to be recouped) on account of Relaying ... ..	17	...			217,916	16	7
„ Special Funds ... ..	...	...			43,447	9	0
„ Sundry Creditors ... ..	...	...			251,700	1	1
„ Suspense Account—Net amount to be subsequently repaid to Consolidated Revenue ... ..	...	...			2,528	9	9
„ Interest Charges and Expenses and Pensions and Gratuities ... ..	...	2,256,065	16	10			
Less Net Revenue for the year after providing for working expenses and special and abnormal charges and payment of £50,000 into the Rolling Stock Replacement Fund...	...	2,119,128	4	5	136,937	12	5
Total ... ..	...	...			58,915,025	1	6

Audited and found correct,

F. H. BRUFORD,  
Auditor-General.



No. 5.

30TH JUNE, 1918.

Cr.

	Reference.	£	s.	d.	£	s.	d.
	Appendix. No						
By Way, Works, Buildings, and Equip- ment, at cost ... ..	23	45,251,229	0	7			
„ Rolling Stock, at cost ... ..	23	11,198,404	19	9			
„ Surveys for proposed Railways, at cost ...	...	56,449,634	0	4			
		365,262	4	10	56,814,896	5	2
„ Advances from Public Account —Balance of Expenditure on account of Re- laying ... ..	17	...			217,916	16	7
„ Stores and Materials on hand ... ..	18	1,052,338	10	2			
Less amount at credit of Stores Deprecia- tion Account ... ..	18	1,433	16	7	1,050,904	13	7
„ Cash at credit of Railway Stores Suspense Account ... ..	18	122,999	3	11			
„ Cash in hands of Agent-General, London, and in transit ... ..	18	14,514	3	7	137,513	7	6
„ Cash in hands of Agent-General on account of the Electrification of the Melbourne Suburban Lines... ..	...	...			86,220	10	2
„ Cash at credit of Special Funds:— Rolling Stock Replacement Fund ... ..	16	32,237	14	2			
Railway Loans Repayment Fund ... ..	...	2,747	12	6			
Trust Fund—Surplus Railway Land Railways Accident and Fire In- surance Fund ... ..	...	1,647	2	4			
	7	11,200	14	10	47,842	3	10
„ Cash and Securities at credit of the following Accounts:— Sundry Repayments to Treasury ... ..	...	20,810	19	10			
Preliminary Deposits ... ..	...	19,573	8	5			
Bills Receivable... ..	...	934	13	6			
Trust Funds—Cash and Securities ... ..	...	94,374	9	3	135,693	11	0
„ Sundry Debtors ... ..	...	...			19,645	13	3
„ Unexpended Balance of Loan Moneys ...	...	...			267,454	8	0
„ Balance—Deficit ... ..	...	...			136,937	12	5
Total ... ..	...	...			58,915,025	1	6

T. F. BRENNAN,  
Chief Accountant.

## APPENDIX No. 6.

DETAILED STATEMENT OF WORKING EXPENSES FOR 1917-18 COMPARED WITH 1916-17,  
EXCLUSIVE OF THE ST. KILDA AND BRIGHTON ELECTRIC TRAMWAY.

	1916-17.	1917-18.
<b>TRANSPORTATION BRANCH.</b>		
General Superintendence and Staff .. .. .	£70,484	£75,592
Stationery, Printing, and Advertising .. .. .	37,530	37,388
Stores Expenses .. .. .	4,146	3,853
<b>STATION, YARD, AND SIGNAL SERVICE—</b>		
Salaries, Wages, and Expenses of Staff .. .. .	£787,615	£854,125
Fuel .. .. .	2,332	3,163
Light .. .. .	24,030	23,791
Uniforms .. .. .	5,522	5,330
Other Supplies .. .. .	24,657	27,071
Sanitary and Other Expenses .. .. .	6,248	5,810
<b>TOTAL COST OF STATION, YARD, AND SIGNAL SERVICE .. .. .</b>	<b>£850,404</b>	<b>£919,290</b>
Guards and Conductors—Wages and Expenses .. .. .	£129,035	£137,063
"    "    Uniforms and Supplies .. .. .	1,801	3,869
Gatekeeping .. .. .	25,191	28,255
Loss and Damage to Property and Goods .. .. .	Cr. 1,865	Cr. 2,763
Other Expenses .. .. .	3,893	4,450
Dining Car Service .. .. .	17,084	18,452
<b>TOTAL EXPENSES OF TRANSPORTATION BRANCH .. .. .</b>	<b>£1,137,703</b>	<b>£1,225,479</b>
<i>Less Special and Abnormal Charges .. .. .</i>	<i>£42,000</i>	<i>6,970</i>
<b>Balance of Working Expenses .. .. .</b>	<b>£1,095,703</b>	<b>£1,218,509</b>
Percentage of Gross Revenue .. .. .	18·41	18·57
Per Traffic Train Mile .. .. .	18·76d.	21·46d.
<b>WAY AND WORKS BRANCH.</b>		
General Superintendence and Staff .. .. .		£50,521
Stationery, Printing, and Advertising .. .. .		3,313
Stores Expenses .. .. .		6,026
		£59,860
<b>MAINTENANCE OF WAY—</b>		
Superintendence and Staff .. .. .		£20,693
General Labour .. .. .		373,148
Track Materials .. .. .		106,388
Fences, Gates, Cattle Guards, Roadways, Signs, &c. .. .. .		10,352
Tools and Supplies .. .. .		10,459
Filling and Gravelling Platforms and Stock Yards .. .. .		811
Gardens, Plantations, &c. .. .. .		2,700
<b>TOTAL COST OF MAINTENANCE OF WAY .. .. .</b>		<b>£524,551</b>
Per Mile of Railway worked .. .. .		127
"    "    Track .. .. . (exclusive of Sidings)		117
<b>MAINTENANCE OF WORKS—</b>		
Superintendence and Staff .. .. .		20,501
Fences, Gates, Cattle Guards, Signs, &c. .. .. .		11,491
Bridges, Culverts, and Drains .. .. .		30,824
Weighbridges, Scales, Lifting Cranes, Turntables, Traversers, Grain Conveyors, &c. .. .. .		6,286
Buildings, Platforms, and Fixtures .. .. .		46,912
Stock Yards .. .. .		3,698
Water Supply .. .. .		9,421
Machinery, Tools, and Supplies .. .. .		6,982
Other Expenses .. .. .		1,623
<b>TOTAL COST OF MAINTENANCE OF WORKS .. .. .</b>		<b>£137,738</b>

Owing to the method of classifying the Expenditure of the Way and Works Branch having been altered as from the 1st July, 1917, it is not practicable to show for the year 1916-17 the details of the Expenditures under the same accounts as for 1917-18.

APPENDIX No. 6—*continued.*DETAILED STATEMENT OF WORKING EXPENSES FOR 1917-18, ETC.—*continued.*

	1916-17.	1917-18.
<b>WAY AND WORKS BRANCH—<i>continued</i></b>		
<b>MAINTENANCE OF SIGNALS—</b>		
Superintendence and Staff .. .. .		£7,381
Signals and Interlocking .. .. .		49,821
Machinery, Tools, and Supplies .. .. .		7,480
Other Expenses .. .. .		216
<b>TOTAL COST OF MAINTENANCE OF SIGNALS .. .. .</b>		<b>£64,898</b>
Telegraph, &c., Lines and Instruments .. .. .		£12,197
Special Maintenance Expenditure .. .. .		£250,026
<b>TOTAL EXPENSES OF WAY AND WORKS BRANCH .. .. .</b>	<b>£927,315</b>	<b>£1,049,270</b>
<i>Less Special and Abnormal Charges .. .. .</i>	<i>183,924</i>	<i>105,528</i>
Balance of Working Expenses .. .. .	£743,391	£943,742
Percentage of Gross Revenue .. .. .	12·49	14·38
Per Mile of Railway worked .. .. .	£181	£228
Per Traffic Train Mile .. .. .	12·72d.	16·62d.
<b>ROLLING STOCK BRANCH.</b>		
General Superintendence and Staff .. .. .	£21,527	£23,625
Stationery, Printing, and Advertising .. .. .	4,035	3,433
Stores Expenses .. .. .	11,286	11,192
<b>LOCOMOTIVE WORKING—</b>		
Superintendence and Staff .. .. .	£21,453	£21,589
Running Sheds (Staff .. .. .	68,971	72,882
Supplies .. .. .	3,574	4,187
Drivers and Firemen .. .. .	392,786	410,356
Coal, Wood, and Kindlers for Locomotives .. .. .	565,833	579,363
Handling and Inspection of Coal, Wood, and Kindlers for Locomotives .. .. .	40,430	39,683
Water for Locomotives and Running Sheds .. .. .	22,837	23,305
Oil, Tallow, Waste, and other Running Supplies for Locomotives .. .. .	21,285	22,258
Other Expenses .. .. .	243	190
<b>TOTAL COST OF LOCOMOTIVE WORKING .. .. .</b>	<b>£1,137,412</b>	<b>£1,173,813</b>
Locomotive Miles Run .. .. .	16,483,661	16,144,561
Per Locomotive Mile .. .. .	16·56d.	17·45d.
Per Traffic Train Mile .. .. .	19·47d.	20·67d.
<b>INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS—</b>		
Labour .. .. .	£76,131	£80,129
Supplies .. .. .	2,505	3,006
Lubricants .. .. .	3,907	3,449
Light .. .. .	25,178	27,647
Ice .. .. .	1,217	1,194
<b>TOTAL COST OF INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS .. .. .</b>	<b>£108,938</b>	<b>£115,425</b>
Per 1,000 Car Miles .. .. .	140·20d.	153·84d.
<b>TOTAL COST OF WORKING ROLLING STOCK BRANCH .. .. .</b>	<b>£1,283,198</b>	<b>£1,327,488</b>

Owing to the method of classifying the Expenditure of the Way and Works Branch having been altered as from the 1st July, 1917, it is not practicable to show for the year 1916-17 the details of the Expenditure under the same accounts as for 1917-18.

## APPENDIX No. 6—continued.

DETAILED STATEMENT OF WORKING EXPENSES FOR 1917-18, ETC.—continued.

	1916-17.	1917-18.
<b>ROLLING STOCK BRANCH—continued.</b>		
<b>REPAIRS AND RENEWALS OF ROLLING STOCK—</b>		
Superintendence and Staff .. .. .	£18,321	£19,139
Repairs and Renewals of Locomotives .. .. .	210,581	220,835
"    "    Passenger Cars and Vans .. .. .	156,930	149,220
"    "    Trucks .. .. .	127,572	141,683
"    "    Covers .. .. .	37,114	63,070
"    "    Machinery and Tools .. .. .	16,123	18,596
Power, Heat, Light, &c., for Shops .. .. .	47,226	48,003
Sundry Charges .. .. .	5,103	4,196
Other Expenses .. .. .	1,094	616
Payment into Rolling Stock Replacement Fund .. .. .	50,000	50,000
<b>TOTAL COST OF REPAIRS AND RENEWALS OF ROLLING STOCK ..</b>	<b>£670,064</b>	<b>£715,358</b>
Per Traffic Train Mile .. .. .	11·47d	12·60d.
<b>TOTAL EXPENSES OF ROLLING STOCK BRANCH .. .. .</b>	<b>£1,953,262</b>	<b>£2,042,846</b>
Less Special and Abnormal Charges .. .. .	122,185	143,019
Balance of Working Expenses .. .. .	£1,831,077	£1,899,827
Percentage of Gross Revenue .. .. .	30·76	28·95
Per Traffic Train Mile .. .. .	31·34d.	33·46d.
<b>GENERAL EXPENSES.</b>		
Salaries and Expenses, Commissioners' and Secretary's Offices .. .. .	£17,252	£15,537
"    "    Chief Accountant's Office .. .. .	25,781	27,530
"    "    Auditor of Receipts' Office .. .. .	27,592	29,852
Estate Office .. .. .	1,822	1,948
General Office Expenses .. .. .	2,736	2,654
Flinders-street Station Buildings General Expenses .. .. .	1,776	1,865
Legal and Medical Expenses .. .. .	7,439	5,190
Stationery, Printing, and Advertising (General) .. .. .	2,559	1,935
Other General Expenses .. .. .	9,040	11,293
Classification Board .. .. .	..	3,107
<b>TOTAL GENERAL EXPENSES .. .. .</b>	<b>£95,997</b>	<b>£100,911</b>
Less Special and Abnormal Charges .. .. .	£6,488	£7,529
	£89,509	£93,382
Percentage of Gross Revenue .. .. .	1·50	1·42
Per Traffic Train Mile .. .. .	1·53d.	1·65d.
<b>PAYMENT INTO RAILWAY ACCIDENT AND FIRE INSURANCE FUND .. .. .</b>	<b>£39,763</b>	<b>£32,586</b>
Percentage of Gross Revenue .. .. .	·67	·50
Per Traffic Train Mile .. .. .	·68d.	·57d.
<b>TOTAL WORKING EXPENSES .. .. .</b>	<b>£4,154,040</b>	<b>£4,451,092</b>
Less Special and Abnormal Charges .. .. .	354,597	263,046
Balance of Working Expenses .. .. .	£3,799,443	£4,188,046
Percentage of Gross Revenue .. .. .	63·83	63·82
Per Traffic Train Mile .. .. .	65·03d.	73·76d.
Per Mile of Railway Worked .. .. .	£926	£1,012

APPENDIX No. 7.

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 2716, SECTIONS 109 AND 110—AT 30TH JUNE, 1918.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1917 ... ..	6,568 4 5	By Expenditure for the year ending 30th June, 1918—	
„ Payment to Fund during the year ending 30th June, 1918 (ten shillings for every one hundred pounds sterling of the revenue of the Victorian Railways in accordance with Section 109 of Act No. 2716) included in the Working Expenses of the Year ... ..	32,744 0 11	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners ... ..	1,939 4 4
		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners ... ..	4,347 11 0
		(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation shall be paid to persons referred to in Clause (b) ... ..	454 12 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 ... ..	11,479 17 2
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners ... ..	195 18 1
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c. ... ..	8,778 5 3
		(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. ... ..	907 2 8
		„ Balance at 30th June, 1918 ... ..	11,209 14 10
	£39,312 5 4		£39,312 5 4

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## APPENDIX No. 8.

NUMBER OF EMPLOYEES IN THE SERVICE OF THE COMMISSIONERS  
AT 30TH JUNE, 1918, AS COMPARED WITH THE NUMBER AT 30TH JUNE, 1917,  
ENTITLED TO PENSION OR COMPENSATION ON RETIREMENT.

Branch.	At 30th June, 1917.	At 30th June, 1918.	Decrease.
Secretary's ... ..	6	5	1
Accountancy and Audit of Receipts	23	21	2
Electrical Engineering ... ..	3	3	...
Rolling Stock ... ..	353	309	44
Stores ... ..	10	9	1
Telegraph and Stationery ...	17	13	4
Transportation and Traffic ...	398	352	46
Way and Works ... ..	256	221	35
Total ... ..	1,066	933	133

## APPENDIX No. 9.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING  
30TH JUNE, 1918.

	Construction Branch Vote.			Loan Application Acts, &c.			Total.			Total Amount.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
<b>SURVEYS AND CONSTRUCTION OF NEW LINES.</b>												
Bairnsdale to Orbost ... ..	31	0	0	1,955	4	1	1,986	4	1			
Beeac to Newtown ... ..	3	0	0	108	7	1	111	7	1			
Elmore to Cohuna ... ..	27	0	0	321	7	6	348	7	6			
Gheringhap to Maroona ... ..	44	15	0	1,134	7	8	1,179	2	8			
Heywood to Mumbanna ... ..	144	13	4	8,481	5	3	8,625	18	7			
Lorquon to Yanae-a-Yanae ... ..	11	0	0	Cr. 188	19	0	Cr. 177	19	0			
Rushworth to Stanhope North ... ..	22	0	0	459	14	5	481	14	5			
Sandringham to Black Rock Electric Street Railway	232	0	0	6,617	7	0	6,899	7	0			
Mildura to White Cliffs ... ..	5	0	0	105	6	5	110	6	5			
Cavendish to Toolondo ... ..	264	0	0	11,899	15	9	12,160	15	9			
Neerim South to Toorongo River ... ..	310	0	0	22,858	3	0	23,168	3	0			
Tallangatta to Cudgewa ... ..	323	0	0	22,922	5	6	23,245	5	6			
Koo-wee-rup to McDonald's Track ... ..	18	0	0	1,113	19	1	1,131	19	1			
North Geelong to Pyansford ... ..	501	11	10	11,223	2	11	11,724	14	9			
Nandaly to Kulwin ... ..	310	0	0	18,300	2	5	18,610	2	5			
South Australian and Victorian Border Railways—												
Mumbanna to Mount Gambier ... ..	£21,034	8	10									
Murrayville to Pinnaroo ... ..	Cr. 9	3	6									
	294	2	6	21,035	5	4	21,319	7	10			
Surveys ... ..				3,236	6	5	3,236	6	5			
Totals ... ..	2,591	2	8	131,570	0	16	134,161	3	6	134,161	3	6
										Loan Application Acts, &c.		
<b>ADDITIONS AND IMPROVEMENTS ON EXISTING LINES.</b>												
Additions and improvements at existing stations, offices, yards, and works, including tracks, buildings, platforms, road approaches, trucking yards, weigh- bridges, safety appliances, drainage, sanitation, and new stations, &c., and other works ... ..							10,445	13	8			
Additions and improvements to accommodation for locomotives and cars, including shops, sheds, tracks, ash-pits, turn-tables, water supply, coaling plants, and other works ... ..							1,174	9	6			
Additions and improvements to signalling, inter- locking, and other safety appliances for traffic working ... ..							2,582	3	2			
Additions and improvements to and strengthening of bridges ... ..							14,821	0	9			
Additions and improvements to various lines by relaying with heavier rails and providing extra sleepers and ballast ... ..							1,825	6	9			
Additional telegraph and telephone lines (including instruments) ... ..							947	15	11			
Ballarat—Construction of locomotive workshops and tracks in connexion therewith ... ..							945	4	6			
Bendigo—Construction of locomotive workshops and tracks in connexion therewith ... ..							389	9	0			
Geelong—Extension of both passenger platforms by about 250 feet and provision of a subway for vehicular and passenger traffic underneath the line at Railway-terrace, including extension of tracks and improvements to station buildings ... ..							1,463	6	6			
Geelong—Improved shelter and coaling accommoda- tion for engines and tracks in connexion therewith ... ..							6,738	10	8			
Hawthorn to East Camberwell—Regrading of the lines ... ..							58,632	11	4			
Melbourne (Flinders-street)—Duplication of viaduct ... ..							4,196	13	3			
Melbourne (Flinders-street)—Renewal and strengthen- ing of viaduct ... ..							1,926	16	8			
Melbourne (Flinders-street)—Re-arrangement of tracks on the eastern approach to the Flinders-street Viaduct ... ..							3,326	0	0			
Melbourne (Flinders-street Station Buildings)—To provide for balance due to the Contractor under the award of the arbitrator and of the proper chief officer ... ..							6,155	8	2			
Melbourne (Flinders-street Yard)—New carriage shed, sidings, and works in connexion therewith (proportion of cost thereof which is not chargeable to Electrification of the Melbourne Suburban Lines) ... ..							53,678	6	8			
Melbourne (Spencer-street)—Construction and elec- trical equipment of sub-station ... ..							828	5	9			
Melbourne—Provision of a new shipping shed and accommodation in connexion therewith ... ..							8,297	14	4			
Carried forward ... ..							178,374	16	7			

## APPENDIX No. 9—continued.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING  
30TH JUNE, 1918—continued.

	Construction Branch Vote.	Loan Application Acts, &c.	Loan Application Acts, &c.	Total Amount.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
TOTAL SURVEYS, ETC. (Brought forward) ...	...	...	134,161 3 6	134,161 3 6
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES— <i>continued.</i>				
Brought forward ...	...	...	178,374 16 7	
Melbourne and Footscray (between)—Purchase of land and other preliminary work in connexion with pro- posed locomotive depot ...	...	...	8,512 3 2	
Melbourne Suburban Lines—Installation of power signalling ...	...	...	70,578 1 11	
Newport and North Melbourne Rolling-stock Branch Workshops—Equipment for the Electrical opera- tion of plant, including sub-station building at Newport ...	...	...	6,584 19 1	
State Mine—Extension of sidings for development of coal mine at Garden Blocks Area ...	...	...	3,916 8 11	
St. Kilda to Brighton Electric Street Railway—Con- struction and electrical equipment of the Elwood sub-station ...	...	...	1,777 18 3	
Various—Additional sidings and sites for the storage of grain ...	...	...	15,374 18 3	
Workshops Machinery— Ballarat Workshops ... 10,839 7 2 Bendigo Workshops ... 19,176 17 5	...	...	30,016 4 7	
Less credits on account of sales of land, materials, &c., originally charged to Capital Account ...	...	...	Cr. 7,979 19 11	307,155 10 10
TOWARDS THE ELECTRIFICATION OF THE MELBOURNE SUBURBAN LINES, EXCLUDING THE CONSTRUCTION AND STRUCTURAL ALTERATIONS OF ROLLING- STOCK BUT INCLUDING THE ELECTRICAL EQUIP- MENT THEREOF ...	...	...	290,038 6 2	290,038 6 2
ROLLING-STOCK.				
Carriage stock ...	...	...	24,396 7 0	
Locomotives ...	...	...	77,245 19 1	
St. Kilda to Brighton Electric Street Railway— Rolling-stock ...	...	...	504 16 0	
Truck stock ...	...	...	19,621 1 0	
Van and sundry stock ...	...	...	3,503 16 4	
	...	...	125,271 19 5	125,271 19 5
Net Expenditure charged to Capital Account for the year ...	...	...	...	858,626 18 11



APPENDIX No. 10.

STATEMENT OF LOANS AT 30TH JUNE, 1918, AND OF THE INTEREST CHARGES AND EXPENSES INCURRED DURING THE YEAR.

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.	
48 Viet. No. 805 ...	4	3,251,172	4	3	130,046	17	9	744	15	10	130,791	14	7	1st October, 1919	...	London
49 Viet. No. 845 ...	4	4,610,110	6	11	184,404	8	3	686	8	5	185,090	16	8	1st October, 1920	...	London
55 Viet. No. 1296 ...	4	464,672	1	0	18,586	17	8	...	...	...	18,586	17	8	1st July, 1913	1st April, 1923	Melbourne
53 Viet. No. 1032 ...	3 1/2	3,150,000	0	0	110,250	0	0	472	10	0	110,722	10	0	1st October, 1923	...	London
52 Viet. No. 989 ...	3 1/2	4,914,615	13	0	172,011	10	11	730	17	10	172,742	8	9	...	1st October, 1923	London
54 Viet. No. 1196 ...	3 1/2													1st January, 1921	1st January, 1926	
55 Viet. No. 1217 ...	3 1/2	1,666,666	13	4	58,333	6	8	250	0	0	58,583	6	8	1st January, 1921	1st January, 1926	London
62 Viet. No. 1562 ...	3	700,000	0	0	21,000	0	0	105	0	0	21,105	0	0	1st January, 1929	1st January, 1949	London
62 Viet. No. 1560 ...	3	3,080,389	7	4	92,411	13	7	436	0	5	92,847	14	0	1st January, 1929	1st January, 1949	Melbourne
62 Viet. No. 1560 ...	3 1/2	3,718,478	14	3	130,146	15	1	833	3	1	130,979	18	2	1st October, 1929	1st October, 1949	London
62 Viet. No. 1560 ...	4	965,681	4	0	38,627	4	11	228	5	9	38,855	10	8	...	...	...
60 Viet. No. 1468 ...	3	1,130,372	18	0	33,911	3	9	...	...	...	33,911	3	9	...	...	...
62 Viet. No. 1564 ...	3	24,426	18	10	732	16	2	...	...	...	732	16	2	...	30th September, 1917	Melbourne
63 Viet. No. 1623 ...	3	257,701	0	0	7,731	0	7	...	...	...	7,731	0	7	...	...	...
64 Viet. No. 1659 ...	3	500,000	0	0	15,000	0	0	...	...	...	15,000	0	0	1st July, 1921	1st July, 1930	Melbourne
1 Edw. VII. No. 1753 ...	3	313,438	14	4	9,403	3	3	...	...	...	9,403	3	3	1st January, 1923	1st January, 1932	Melbourne
4 Edw. VII. No. 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 ...	4 3/4	2,549,013	14	8	95,857	14	10	...	...	...	95,857	14	10	1st July, 1915	1st April, 1922	Melbourne
5 Edw. VII. No. 1990 ...	3 1/2	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 ...	3 1/2	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 ...	4	3,507,608	18	9	140,304	7	1	688	3	1	140,992	10	2			
6 Edw. VII. No. 2026 ...	4 1/2	542,200	0	0	23,043	10	0	...	...	...	23,043	10	0	...	...	...
6 Edw. VII. No. 2026 ...	4 1/2	619,431	19	4	3,474	7	11	...	...	...	3,474	7	11	...	...	...
6 Edw. VII. No. 2026 ...	5	2,240,085	0	0	112,875	3	3	...	...	...	112,875	3	3	...	...	...
6 Edw. VII. No. 2041 ...	3 1/2	411,555	0	0	14,404	8	6	...	...	...	14,404	8	6	30th September, 1917	1st October, 1930	Melbourne
6 Edw. VII. No. 2041 ...	4	286,745	0	0	11,469	16	0	...	...	...	11,469	16	0			
6 Edw. VII. No. 2041 ...	4 1/2	31,700	0	0	1,347	5	0	...	...	...	1,347	5	0	...	...	...

APPENDIX No. 10—continued.

STATEMENT OF LOANS AT 30TH JUNE, 1918, AND OF THE INTEREST CHARGES AND EXPENSES INCURRED DURING THE YEAR—continued.

Act.	Rate of Interest per cent.	Principal.			Interest Charges.			Expenses in connexion with Payment of Interest.			Total Interest Charges and Expenses.			Date Redeemable.		Where Redeemable.
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	Earliest.	Latest.	
7 Edw. VII. No. 2116	3 3/4	150,000	0	0	5,250	0	0	..	..	5,250	0	0	30th September, 1917	1st January, 1929	Melbourne	
7 Edw. VII. No. 2167	3 3/4	1,000,000	0	0	35,000	0	0	225 12 1	..	35,225	12	1	1st October, 1929	1st October, 1949	London	
9 Edw. VII. No. 2161	3	300,000	0	0	9,000	0	0	..	..	9,000	0	0	30th September, 1917	..	Melbourne	
9 Edw. VII. No. 2163	3	275,000	0	0	9,625	0	0	..	..	9,625	0	0	1st August, 1913	1st October, 1944	Melbourne	
1 Geo. V. No. 2286	3 1/2	1,308,000	0	0	45,780	0	0	..	..	45,780	0	0	30th September, 1917	1st June, 1922	Melbourne	
1 Geo. V. No. 2308	4	352,802	15	8	14,109	7	3	..	..	14,109	7	3	1st June, 1931	..	Melbourne	
2 Geo. V. No. 2323	3 1/2	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	470 4 1	..	80,470	4	1	1st April, 1940	1st April, 1960	London	
3 Geo. V. No. 2429	3	5,400	0	0	162	0	0	..	..	162	0	0	30th September, 1917	..	Melbourne	
3 Geo. V. No. 2429	3 3/4	380,433	17	11	13,315	3	9	..	..	13,315	3	9	30th September, 1917	1st July, 1923	Melbourne	
3 Geo. V. No. 2429	3 3/4	10,000	0	0	375	0	0	..	..	375	0	0	17th February, 1915	17th February, 1918	Melbourne	
3 Geo. V. No. 2429	4	4,166	2	1	166	12	11	..	..	166	12	11	..	..	..	
4 Geo. V. No. 2480/2531	4 1/2	2,250,000	0	0	101,250	0	0	621 19 1	..	101,871	19	1	..	..	..	
4 Geo. V. No. 2481	3 1/2	110,303	0	7	3,860	12	1	..	..	3,860	12	1	..	..	..	
4 Geo. V. No. 2481	4	429,696	19	5	17,053	6	1	..	..	17,053	6	1	..	..	..	
4 Geo. V. No. 2481	4 1/2	575,000	0	0	23,718	15	0	..	..	23,718	15	0	..	..	..	
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	4 1/2	2,103,000	0	0	86,748	15	0	..	..	86,748	15	0	..	..	..	
5 Geo. V. No. 2794	3	88,950	3	10	1,325	2	8	..	..	1,325	2	8	..	..	..	
5 Geo. V. No. 2794	3	13	17	3	0	4	10	..	..	0	4	10	..	..	..	
5 Geo. V. No. 2794	4	789	1	6	12	10	1	..	..	12	10	1	..	..	..	
5 Geo. V. No. 2794	4 1/2	12,000	0	0	547	6	0	..	..	547	6	0	..	..	..	
5 Geo. V. No. 2794	5	645,760	0	0	15,650	13	8	..	..	15,650	13	8	..	..	..	
5 Geo. V. No. 2794	5 1/2	550,000	0	0	28,875	0	0	110 0 0	..	28,985	0	0	..	..	..	
5 Geo. V. No. 2794	5 1/2	1,109,480	19	4	58,089	19	4	116 14 3	..	58,206	13	7	..	..	..	
42 Vict. No. 617, Melbourne and Hobson's Bay Railway Debentures	...	1,000	0	0	..	..	..	..	..	..	..	..	..	..	..	
		56,675,808	13	0	2,117,994	17	6	6,719 13 11	..	2,124,714	11	5				

Deduct amounts redeemed—						
Act 1982	} By Act 2026	£49,013 14 8				
„ 2026		500,000 0 0				
„ 2481		8,000 0 0				
		...	557,013 14 8	...	...	
Total amount of current loans at 30th June, 1918		...	56,118,794 18 4	2,117,994 17 6	6,719 13 11	2,124,714 11 5
Add—Interest at the rate of 4 per cent. per annum on the proportion chargeable to the State of Victoria of the Capital Expenditure by the State of South Australia on the construction of the railway from Murrayville to Pinnaroo—(as from 10th July, 1917, to 30th June 1918)—provided by Division No. 88, Subdivision No. 4—Supplementary Estimates 1917-18		...	...	992 15 0	...	992 15 0
Add—Interest on amounts retained and payable to Peter Rodger, contractor for the Flinders Street Station Buildings (provided by Division No. 88A—Supplementary Estimates, year 1917-18)		...	...	2,118,987 12 6	6,719 13 11	2,125,707 6 5
		...	...	1,946 2 6	...	1,946 2 6
Less—Interest at the rate of 4 per cent. per annum on the proportion chargeable to the State of South Australia of the Capital Expenditure by the State of Victoria on the construction of the railway from Mumbannar to Mount Gambier (as from date of opening of the line 28th November, 1917, to 30th June, 1918)		...	...	2,120,933 15 0	6,719 13 11	2,127,653 8 11
		...	...	716 0 11	...	716 0 11
Less—Interest paid by the Commonwealth Government on transferred railways properties		...	...	2,120,217 14 1	6,719 13 11	2,126,937 8 0
		...	...	31 10 0	...	31 10 0
Less Discount and Expenses on the Sale of Debentures ... £2,224,832 3 0		...	...	2,120,186 4 1	6,719 13 11	2,126,905 18 0
Deduct Net Premiums on Debentures ... 453,928 14 6		...	...			
		...	1,770,903 8 6			
Total Net Proceeds of Current Loans at 30th June, 1918		...	54,347,891 9 10			

## APPENDIX No. 11.

## DETAILED STATEMENT OF RESULTS OF WORKING OF THE ST. KILDA AND BRIGHTON ELECTRIC TRAMWAY FOR 1917-18, COMPARED WITH 1916-17.

	1916-17.	1917-18.
Average Mileage of Railway Worked	5.16	5.16
Car Mileage	572,735	521,525
Number of Passengers carried	3,450,442	3,854,677
Average Fare paid per Passenger	1.93d.	1.96d.
<b>GROSS REVENUE—</b>		
Passengers	£27,860	£31,559
Parcels	2	2
Miscellaneous	57	53
<b>TOTAL GROSS REVENUE</b>	<b>£27,919</b>	<b>£31,614</b>
Per Passenger Car Mile	11.70d.	14.55d.
Per Mile of Single Track	£2,705	£3,063
<b>ORDINARY WORKING EXPENSES—</b>		
Transportation Account	£10,038	£10,441
Way and Works Account	2,204	2,572
Rolling Stock Account	3,084	4,142
Power Account	4,444	5,689
General Expenditure	592	651
Payment into Railway Accident and Fire Insurance Fund	140	158
<b>TOTAL WORKING EXPENSES</b>	<b>£20,502</b>	<b>£23,653</b>
Per cent. of Gross Revenue	73.43	74.82
Per Passenger Car Mile	8.59d.	10.89d.
Per Mile of Single Track	£1,987	£2,292
<b>NET REVENUE AFTER PAYMENT OF WORKING EXPENSES</b>	<b>£7,417</b>	<b>£7,961</b>
<b>INTEREST ON THE TOTAL CAPITAL COST</b>	<b>£6,250</b>	<b>£6,359</b>
<b>PROFIT, AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES</b>	<b>£1,167</b>	<b>£1,602</b>

## APPENDIX No. 12.

RECONCILIATION OF THE RAILWAY AND TREASURY FIGURES RELATING TO REVENUE AND WORKING EXPENSES (*VIDE* PAGE 9).

## REVENUE.

The Revenue of the Railways including the credit of £45,062 claimed under Section 102 of Act No. 2716 as referred to on page 12, was	£6,562,258	9	2
And of the St. Kilda and Brighton Electric Tramway	31,614	7	0
<b>Making a total of</b>	<b>£6,593,872</b>	<b>16</b>	<b>2</b>
That total includes the net amount of unpaid accounts due as at 30th June, 1918, which is not included in the Treasury figures because it was not received on that date, and which therefore must be deducted, viz.	127,018	18	6
	<b>£6,466,853</b>	<b>17</b>	<b>8</b>
Whilst on the other hand it excludes the net amount of accounts outstanding at 30th June, 1917, paid in 1917-18, and therefore included in the Treasury figures, viz.	149,060	9	4
<b>The Revenue as shown by the Treasury is thus</b>	<b>£6,615,914</b>	<b>7</b>	<b>0</b>

## APPENDIX No 12—continued.

## RECONCILIATION OF THE RAILWAY AND TREASURY FIGURES, &amp;c.—continued.

WORKING EXPENSES.			
The Working Expenses of the Railways amounted to	...	...	£4,451,091 13 3
And of the St. Kilda and Brighton Electric Tramway to	...	...	23,652 18 6
Making a total of			£4,474,744 11 9
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, 1918, which will be debited by the Treasury in the year or years in which they are paid	...	...	1,727 16 10
(2) Amounts paid in 1917-18 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 1917-18, but not in the Railway Working Expenses	...	...	14,854 13 3
(3) Amount paid by Public bodies in respect of works to be constructed in 1918-19	...	...	2 7 6
			16,594 17 7
			£4,458,149 14 2
And on the other hand the following amounts must be added :—			
(1) Amount of wages and accounts unpaid at 30th June, 1917, and charged in the Treasury to the year 1917-18, but debited by the Railways in previous years	...	...	4,330 3 8
(2) Amount incurred, and defrayed from the Vote of 1917-18, in providing works, sidings, &c., for public bodies, such expenditure not having been recouped to the Vote at 30th June, 1918, and not charged to the Railway Working Expenses	...	...	3,929 12 7
(3) Amount paid by sundry persons in 1915-16, 1916-17, and credited in the Treasury figures for those years, in respect of works carried out in 1917-18, the cost of such works not being chargeable to Railway Working Expenses	...	...	30 4 3
(4) Amount paid for Interest on the proportion chargeable to the State of Victoria of the capital expended by the State of South Australia on the construction of the railway from Murrayville to Pinnaroo (included in the Railway Interest Account)	...	...	992 15 0
(5) Amount paid for Interest on amounts retained and payable to P. Rodger, contractor, for the Flinders-street Station Buildings (included in the Railway Interest Account)	...	...	1,946 2 6
			11,225 18 0
			£4,469,378 12 2
The Working Expenses as shown by the Treasury are :—			
Division 88, subdivision 1 of the Appropriation Act 1917-18	...	...	4,321,916 8 11
Division 88, subdivision 1A (Life Assurance Premiums of Employees serving with Australian Expeditionary Forces)	...	...	7,529 4 10
Division 88, subdivision 2 (Rolling Stock Replacement Fund)	...	...	50,000 0 0
Division 88, subdivision 2 (Railway Accident and Fire Insurance Fund)	...	...	32,744 0 11
Division 88, subdivision 3 (Recoup to the Public Account, account Relaying)	...	...	50,000 0 0
Division 88, subdivision 4 (Interest on the proportion chargeable to the State of Victoria of the capital expended by the State of South Australia on the construction of the railway from Murrayville to Pinnaroo for the year ended 30th June, 1918)	...	...	992 15 0
Division 88A (Interest on amounts retained and payable to P. Rodger, contractor, for the Flinders-street Station Buildings)	...	...	1,946 2 6
Act No. 2814 (Commissioners' Salaries)	...	...	4,250 0 0
			£4,469,378 12 2

## APPENDIX No. 13.

## NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDING 30TH JUNE, 1918.

	Miles.	Date opened for Traffic.
Dartmoor to Mumbannar (part of Heywood to Mumbannar Line) ... ..	12.80	28.11.17
Mumbannar to South Australian Border (part of Mumbannar to Mt. Gambier Border Railway within Victoria) ... ..	5.65	28.11.17
Toolondo to Kanagnik (part of Cavendish to Toolondo Line) ... ..	10.55	17.12.17
Total ... ..	29.00	...

## NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1918.

Line.	Miles.
Shelley to Cudgewa ... ..	19.64
Cavendish to Toolondo ... ..	33.45
Nayook to Toorong River ... ..	5.98
Koo-Wee-Rup to McDonald's Track ... ..	30.75
Saundringham to Black Rock ... ..	2.38
North Geelong to Fyansford ... ..	2.87
Nandaly to Kulwin ... ..	19.50
Total ... ..	114.57

## NEW LINES AUTHORIZED, BUT NOT COMMENCED AT 30TH JUNE, 1918.

Line.	Miles.
Part of Woomelang to Mildura and Yelta ... ..	10.00
Alberton to Wen-Wron ... ..	12.25
Bittern to Red Hill ... ..	10.00
Total ... ..	32.25

The whole of these lines are of 5-ft. 3-in. gauge (with the exception of the line from Saundringham to Black Rock, which is an electric tramway of 4-ft. 8½-in. gauge).

APPENDIX No. 14.  
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 1916-17.	5' 3" gauge ...	3'15	6'77	2'43	310'48	3677'91	4000'74	4352'14	808'85	5160'99
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	9'03	130'93
	Total ...	3'15	6'77	2'43	310'48	3799'81	4122'64	4474'04	817'88	5291'92
	Electric Tramway, 5' 3" gauge ...	...	...	...	5'16	...	5'16	10'32	1'09	11'41
	Grand Total	3'15	6'77	2'43	315'64	3799'81	4127'80	4484'36	818'97	5303'33
Year 1917-18.	5' 3" gauge ...	3'15	7'69	2'43	309'56	3706'91	4029'74	4382'99	820'70	5203'69
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	9'07	130'97
	Total ...	3'15	7'69	2'43	309'56	3828'81	4151'64	4504'89	829'77	5334'66
	Electric Tramway, 5' 3" gauge ...	...	...	...	5'16	...	5'16	10'32	1'09	11'41
	Grand Total	3'15	7'69	2'43	314'72	3828'81	4156'80	4515'21	830'86	5346'07

		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 1916-17.	5' 3" gauge ...	3'15	6'77	2'43	310'48	3659'61	3982'44	4333'84	794'65	5128'49
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	9'02	130'92
	Total ...	3'15	6'77	2'43	310'48	3781'51	4104'34	4455'74	803'67	5259'41
	Electric Tramway, 5' 3" gauge ...	...	...	...	5'16	...	5'16	10'32	'84	11'16
	Grand Total	3'15	6'77	2'43	315'64	3781'51	4109'50	4466'06	804'51	5270'57
Year 1917-18.	5' 3" gauge ...	3'15	7'30	2'43	309'95	3694'44	4017'27	4369'73	812'61	5182'34
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	9'04	130'94
	Total ...	3'15	7'30	2'43	309'95	3816'34	4139'17	4491'63	821'65	5313'28
	Electric Tramway, 5' 3" gauge ...	...	...	...	5'16	...	5'16	10'32	1'09	11'41
	Grand Total	3'15	7'30	2'43	315'11	3816'34	4144'33	4501'95	822'74	5324'69

NOTE.—The mileage of Sidings as shown does not include 73'94 miles of Sidings which are not owned by the Department. The cost of maintenance of about 6 miles of these Sidings is defrayed by the Department, whilst the cost of maintenance of a further 32'62 miles is repaid to the Department.

APPENDIX No. 15.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1918.—NUMBERS.

LOCOMOTIVES.

Class Letter ... ..	A		AA	A*	*C	D	DD	DDr	E	EE	F Motor.	F Tender.	M	O	P	R	T	V	W	X	RY	Y	Combined Shunting Engines and Steam Cranes, Coaling and Wreckage Cranes.	Rail Motor Cars.	Unclassified.	Narrow Gauge.	Total.
	% 80	% 80	% 85 to 90	% 150	% 210	% 70 to 80	% 100	% 113	% 75 to 85	% 80 to 100	% 53	% 53	% 65	% 80 to 85	% 60	% 80 to 90	% 70	% 128	% 70	% 95	% 113	% 113					
Rating, as per Load Table																							...	...	% 80	...	...
In existence, as per Register of Rolling-stock, at 30th June, 1918	Old. 10	New. 15	20	142	1	20	141	58	64	9	7	8	8	13	4	57	11	16	13	12	25	31	10	3	2	17	817

Note.—The DD Class locomotive is taken as a standard and is therefore rated at 100%. Eighteen A2 Class, one "C" Class, and nineteen DD Class Locomotives fitted with superheaters at 30th June.  
\* New consolidation Locomotive.

CARRIAGE, VAN, AND SUNDRY STOCK.

CARRIAGE STOCK.

Class Letter ...	Carriages.																	Carriages and Vans combined.																	
	1st Class.											Composites.						2nd Class.				1st Class.				Composites.			2nd Class.						
	Vestibule Corridor.	Vestibule Express.	Vestibule Corridor.	6 wheels.	Sliding door Suburban.	Sliding door Excursion.	Sleeping.	Passenger and Dining.	Dining and Sleeping.	Dining.	Parlor and Observation.	Special.	Corridor.	Vestibule Express.	Vestibule Corridor.	6 wheels.	Sliding door Suburban.	Vestibule Corridor.	Vestibule Express.	Vestibule Corridor.	Corridor.	6 wheels.	4 wheels.	Sliding door Suburban.	Sliding door Suburban Motor.	Sliding door Suburban.	Sliding door Suburban Motor.	Swing door.	Swing door Suburban Motor.	6 wheels.	6 wheels.	4 wheels.	Swing door Suburban.		
	Av	AE	AW	A	X	AP	APL					ABL	ABE	ABW	AD	XY	BP	B	Bv	BE	Bw	BL	Y	ACP	ACPm	AC	ACM	ABC	ABCM	XYZ	YZ	BC			
In existence, as per Register of Rolling-stock, at 30th June, 1918...	(1)										(3)								(1)			(2)													
Joint Stock ...	16	32	23	76	79	62	1	1	1	3	2	7	59	16	42	61	33	62	133	16	33	35	10	150	92	77	41	140	3	10	2	12	45	4	41

(1) Includes one 70-ft. Corridor Car with no vestibule.—(2) Includes 82 Holiday Cars.—(3) "State Cars, Nos. 1, 2, 3, 4," "Victoria," "York," and "Inspection."  
Notes.—All Carriage, Van, and Sundry Vehicles are Bogie Stock unless otherwise specified.



APPENDIX No. 15—continued.

Class Letter ...	CARRIAGE STOCK—continued.										VAN STOCK.										SUNDRY STOCK.										ELECTRIC STREET RAILWAY STOCK.			
	Cars and Vans Combined.					Narrow-Gauge.					Mail Vans.			Luggage Vans.							Hospital Cars,		Rearse Cars.		Horse Boxes.		Workmen's Sleeping Cars.			Dynamograph Car,	Motor Cars.		Open Trailer Cars.	
	2nd Class.		2nd Class and Mail Sorters.			2nd Class and Mail Sorters.		2nd Class.	1st and 2nd Class.	2nd Class Carriages and Vans Combined.	Total.	Sorting.	Bulk.	Sorting.	C	Z	Cv	Cw	Cv	Cw	Cv	Cw	Total.	6 wheels.	J	F	FF	W	WW	—	Total.	Single Bogie.	Double Bogie.	—
	BCP	BCPM	BDs	BDSs	NB	NAB	NBC				CDS	D	DS																					
In existence, as per Register of Rolling-stock, at 30th June, 1918 ...	74	50	2	10	24	5	7	1,621		2	1	1	46	547	3	7	15	21	5	648	2	4	63	6	173	5	3	1	257	19	5		6	
Joint Stock ...	...	...	...	...	...	...	...	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
								1,641																										

TRUCK STOCK.

Class Letter ...	BROAD-GAUGE.																				NARROW-GAUGE.					PRIVATE STOCK.									
	Goods Covered, 4 wheels.	Goods Open, 4 wheels.	Goods No sides, 4 wheels.	Sheep, 4 wheels.	Cattle, 4 wheels.	Ballast, 4 wheels.	Ballast Hopper.	Hopper Coal, 4 wheels.	Breakdown.	Powder, 4 wheels.	No sides.	Boiler and Tinner.	Combination Trucks for Rails and Sleepers, and Ballast Hoppers.	Goods open movable sides.	Goods Open.	Refrigerator, 4 wheels.	Refrigerator, 6 wheels.	Refrigerator, 4 wheels.	Meat, 4 wheels.	Meat, 6 wheels.	Carriage, 4 wheels.	Carriage, 6 wheels.	Water Tank, 4 wheels.	Water Tank, 6 wheels.	Liquid Fuel, 4 wheels.	Weightbridge Testing, 4 wheels.	Weightbridge Testing, 6 wheels.	Live Stock.	Goods covered.	Goods open.	Refrigerator.	Meat.	Total.	Oil Tank, 4 wheels.	
H	I	K	L	M	N	NH	O	Late Oo	P	Q	QB	QN	QR	R	T	Tn	Tr	T	G	G	G	G	G	G	G	G	G	NM	NH	NQR	NT	NU			
In existence, as per Register of Rolling-stock, at 30th June, 1918 ...	92	74,816	121	1,075	652	66	46	198	6	24	66	11	91	344	11	19	141	5	31	56	381	17	2	171	3	3	2	5	15	1	218	1	14	19,380	4

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

W. M. SHANNON,  
Chief Mechanical Engineer.

APPENDIX No. 16.

INVENTORY OF ROLLING STOCK AT 30TH JUNE, 1918.—CAPACITY, ETC.

	Built or purchased and charged to Capital from the inception of the Railways up to 30th June, 1918.	In existence at 30th June, 1918.	Deficiency.	Surplus.	Cost of making good Deficiency.	Value of Surplus.
Locomotives (tractive power) ... ..	15,441,013 lbs.	15,231,420 lbs. (a) ¶	209,593 lbs.	...	£ 52,398	£ ...
Carriage Stock (floor area) ... ..	579,687 sq. ft.	576,241 sq. ft. (b) ¶	3,446 sq. ft.	...	17,230	...
Van Stock (floor area) ... ..	165,853 sq. ft.	169,066 sq. ft. (c)	...	3,213 sq. ft.	...	11,246
Sundry Stock (floor area) ... ..	31,575 sq. ft.	32,223 sq. ft. (d)	...	648 sq. ft.	...	1,296
Truck Stock (carrying capacity) ... ..	238,207 tons	239,758 tons (e)	...	1,551 tons	...	16,367
					69,628	58,909

Excess of cost of making good Deficiency over Value of Surplus ... .. £30,719  
 Amount at Credit of Rolling-Stock Replacement Fund at 30th June, 1918, available for replacement of Rolling-Stock ... .. 32,238

¶ Equivalent tractive power and internal floor area are included in these figures to represent the expenditure charged to Rolling-Stock Replacement Fund on Locomotives and Carriages under construction, but not completed at 30th June, 1918.

(a) 62 locomotives have been written down to the tractive power represented by their value as scrap materials, and 5 to one-half tractive power.

(b) 96 vehicles have been written down to internal floor area represented by their value as scrap materials, 170 vehicles have been written down to half area, and 70 to one-fourth area. Only 60 per cent. of internal floor area of 18 cars and 50 per cent. of 2 sleeping cars included on account of these vehicles being owned jointly with the South Australian Railways.

(c) 3 vehicles have been written down to internal floor area represented by their value as scrap materials, and 45 vehicles and the van compartments of 57 combined cars and vans 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) 112 vehicles have been written down to internal floor area represented by their value as scrap materials, and 3 to half area.

(e) 74 "I," 66 "N," 121 "K," 92 "H," 5 "TH," 16 "Q," and 10 water trucks (total 1,051) have been written down to tonnage represented by their value as scrap materials, and 6 "O" (break down) trucks to half tonnage capacity.

W. M. SHANNON,  
 Chief Mechanical Engineer.

APPENDIX No. 17.

STATEMENT SHOWING FUNDS ADVANCED TO 30TH JUNE, 1917, 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, 1917.	Amount Repaid to 30th June, 1917.	Balance Outstanding at 30th June, 1918.	
				Amount.	How Repayable.
2268	£ 200,000	Year 1910-11 ... £ 98,518 s. 11 d. 5	Year 1910-11 ... £ 50,000	£ s. d.	
		" 1911-12 ... 99,244 4 10	" 1911-12 ... 50,000		
		" 1912-13 ... 2,237 3 9	" 1912-13 ... 50,000		
			" 1914-15 ... 25,000		
			" 1915-16 ... 25,000		
		200,000 0 0	200,000	Nil	
2432	200,000	Year 1912-13 ... 82,457 17 0	Year 1914-15 ... 25,000		
		" 1913-14 ... 117,542 3 0	" 1915-16 ... 25,000		
			" 1916-17 ... 50,000		
			" 1917-18 ... 25,000		
		200,000 0 0	125,000	75,000 0 0	Out of Railway Revenue, in accordance with the provisions of Act No. 2940, during the financial year beginning:—
					1st July, 1918 ... £25,000
					1st July, 1919 ... 25,000
					1st July, 1920 ... 25,000
2550	200,000	Year 1913-14 ... 19,632 15 7	Year 1914-15 ... 25,000		
		" 1914-15 ... 180,367 4 5	" 1915-16 ... 25,000		
			" 1916-17 ... 25,000		
			" 1917-18 ... 25,000		
		200,000 0 0	100,000	100,000 0 0	Out of Railway Revenue, in accordance with the provisions of Act No. 2940, during the financial year beginning:—
					1st July, 1918 ... £25,000
					1st July, 1919 ... 25,000
					1st July, 1920 ... 25,000
					1st July, 1921 ... 25,000
2585	150,000	Year 1914-15 ... 7,837 18 4	Year 1915-16 ... 25,000		
		" 1915-16 ... 73,333 2 11	" 1916-17 ... 25,000		
		" 1916-17 ... 10,039 17 2			
		" 1917-18 ... 1,705 18 2			
		92,916 16 7	50,000	42,916 16 7	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 ... 17,916 16 7
	750,000	692,916 16 7	475,000	217,916 16 7	



APPENDIX No. 19.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS ENDING 30TH JUNE, 1917 AND 1918.

	Year ending 30th June, 1917.						Year ending 30th June, 1918.					
	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.
<b>COUNTRY—</b>				£	£	£				£	£	£
Single and Return Tickets ...	1,242,359	5,301,381	6,543,740	404,445	932,785	1,337,230	1,258,930	5,374,976	6,633,906	502,345	1,056,693	1,559,038
Periodical Tickets ...	959,801	699,413	1,659,214	105,038	23,161	128,199	1,062,908	645,409	1,708,317	104,453	23,344	127,797
Total ...	2,202,160	6,000,794	8,202,954	509,483	955,946	1,465,429	2,321,838	6,020,385	8,342,223	606,798	1,080,037	1,686,835
<b>METROPOLITAN (within 20 miles of Melbourne)—</b>												
Single and Return Tickets ...	22,767,095	29,500,646	52,267,741	372,116	351,276	723,392	21,910,988	27,900,668	49,811,656	386,560	384,789	771,349
Race and Special Picnic Tickets ...	462,177	438,629	900,806	15,920	10,305	26,225	532,083	486,593	1,018,676	20,965	12,947	33,912
Periodical Tickets ...	23,705,168	14,612,686	38,317,854	210,537	87,228	297,765	21,033,848	15,259,423	36,293,271	207,401	104,545	311,946
" (Free Building Tickets) ...	71,040	...	71,040	...	...	...	32,240	...	32,240	...	...	...
Weekly Workmen's Tickets ...	...	8,581,145	8,581,145	...	65,668	65,668	...	10,255,007	10,255,007	...	88,514	88,514
Total ...	47,005,480	53,133,106	100,138,586	598,573	514,477	1,113,050	43,509,159	53,901,691	97,410,850	614,926	590,795	1,205,721
<b>GRAND TOTAL RAILWAY PASSENGER TRAFFIC ...</b>	49,207,640	59,133,900	108,341,540	1,108,056	1,470,423	2,578,479	45,830,997	59,922,076	105,753,073	1,221,724	1,670,832	2,892,556
<b>ST. KILDA AND BRIGHTON ELECTRIC TRAMWAY ...</b>	...	...	3,450,442	...	...	27,860	...	...	3,854,677	...	...	31,559

## APPENDIX No. 20.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE  
FOR YEARS ENDING 30TH JUNE, 1917 AND 1918.

Kind of Goods.	Year ending 30th June, 1917.		Year ending 30th June, 1918.	
	Tons carried.	Revenue. £	Tons carried.	Revenue. £
2nd Class ... ..	78,328	138,959	86,524	170,331
1st Class ... ..	89,890	136,131	98,810	159,276
"C" Class ... ..	71,989	79,069	77,792	88,012
"B" Class ... ..	142,445	108,453	150,012	125,254
"A" Class ... ..	160,894	120,234	181,614	139,907
Miscellaneous ... ..	178,989	49,135	256,132	88,250
Fish ... ..	4,766	6,146	5,123	6,798
Fruit ... ..	68,581	44,277	69,592	48,054
Butter ... ..	24,372	24,848	31,245	29,455
Other Dairy Produce ... ..	14,276	12,619	16,686	14,401
Wine ... ..	4,840	4,880	5,296	6,688
Wool ... ..	63,507	105,320	70,059	130,888
Flour, Bran, Sharps, and Pollard ... ..	243,838	100,480	319,565	133,898
Wheat ... ..	1,596,883	817,287	1,317,125	609,937
All other Agricultural Produce ... ..	401,579	157,468	392,712	170,480
Hay, Straw, and Chaff ... ..	274,240	74,629	311,443	90,037
Fertilizers ... ..	192,532	46,113	181,278	54,101
Minerals (including Coal, Coke, Ores, &c.) ... ..	371,985	70,174	487,171	105,745
Firewood ... ..	523,582	131,592	538,133	145,612
Timber ... ..	214,551	67,010	261,676	91,156
Stone, Gravel, and Sand ... ..	521,639	53,584	633,075	67,782
All other Goods ... ..	310,555	240,314	288,326	265,187
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, and Weighing ... ..	...	39,902	...	26,092
Total Tonnage of Goods carried, and Total Revenue derived therefrom ... ..	5,554,361	2,628,621	5,779,389	2,767,341
Live Stock ... ..	408,241	305,638	451,704	370,206
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom ... ..	5,962,602	2,934,259	6,231,093	3,137,547

## Numbers of Live Stock carried—

	Year ending 30th June, 1917.	Year ending 30th June, 1918.
Calves ... ..	87,581	96,300
Cattle ... ..	334,767	386,120
Horses ... ..	42,333	46,593
Pigs ... ..	273,100	329,572
Sheep ... ..	5,261,116	5,579,704

APPENDIX No. 21.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1903, TO 30TH JUNE, 1918.

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.
1903-04	3,381	3,371	41,216,703	12,191	550	1,200	10,025	440	9,172,644	54,282,003	3,439,203	1,645,163	1,792,978	3,438,141	1,020	7/5'96
1904-05	3,394	3,384	41,279,045	12,162	520	1,214	10,366	443	9,023,365	59,702,050	3,628,237	1,663,473	1,918,793	3,582,266	1,059	7/11'28
1905-06	3,394	3,394	41,398,037	12,194	511	1,228	10,490	461	9,392,069	65,088,394	3,676,017	1,786,182	2,001,437	3,787,619	1,116	8/0'79
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	12,060	554	12,972,723	93,795,806	4,967,627	2,438,532	2,457,678	4,896,210	1,397	7/6'58
1911-12	3,622	3,543	45,836,573	12,655	623	1,352	14,292	634	13,836,375	104,234,732	5,297,685	2,711,985	2,506,982	5,218,967	1,473	7/6'53
1912-13	3,647	3,639	47,568,336	13,043	668	1,399	15,868	676	14,234,550	111,513,908	5,150,404	2,852,804	2,352,638	5,205,442	1,430	7/3'77
1913-14	3,835	3,747	49,629,062	12,941	735	1,460	17,391	826	15,028,649	116,611,448	5,816,088	2,957,543	2,603,415	5,560,958	1,484	7/4'81
1914-15	3,875	3,848	52,337,475	13,506	791	1,496	18,268	874	15,303,209	117,259,926	5,410,045	2,892,698	2,268,375	5,161,073	1,341	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

Exclusive of SL Kilda and Brighton Electric Tramway.

APPENDIX No. 21—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1903, TO 30TH JUNE, 1918.

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES (INCLUDING COMPENSATION TO YEAR 1907-8 INCLUSIVE).			EXPENDITURE: WAY AND WORKS BRANCH.				EXPENDITURE: ROLLING-STOCK BRANCH.					GENERAL EXPENSES.			RAILWAY ACCIDENT AND FIRE INSURANCE FUND.			
	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	WORKING.			REPAIRS AND RENEWALS.		Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	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.	
1903-04 ...	586,015	1/3·33	17·04	448,959	133	0/11·75	13·06	455,543	0/11·92	13·25	263,987	0/6·91	7·68	47,807	0/1·25	1·39			
1904-05 ...	562,370	1/2·96	15·70	502,022	148	1/1·35	14·01	488,240	1/0·99	13·63	274,931	0/7·31	7·67	43,575	0/1·16	1·22			
1905-06 ...	588,123	1/3·03	15·53	572,297	169	1/2·62	15·11	481,483	1/0·30	12·71	306,842	0/7·84	8·10	50,278	0/1·29	1·33			
1906-07 ...	593,248	1/2·19	14·78	589,452	174	1/2·10	14·69	521,083	1/0·46	12·99	323,858	0/7·74	8·07	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	382,477	0/8·84	9·88	52,455	0/1·22	1·35	15,667	0/0·36	0·40
1908-09 ...	641,431	1/1·64	15·35	625,602	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	2·14
1910-11 ...	766,784	1/2·19	15·66	753,312	215	1/1·94	15·38	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	840,141	237	1/2·57	16·10	842,438	1/2·62	16·14	547,940	0/9·50	10·50	74,237	0/1·29	1·42	26,095	0/0·45	0·50
1912-13 ...	947,868	1/3·98	18·21	876,631	241	1/2·78	16·84	914,709	1/3·42	17·57	551,023	0/9·29	10·59	80,937	0/1·37	1·55	26,027	0/0·44	0·50
1913-14 ...	1,066,738	1/5·03	19·18	928,702	248	1/2·83	16·70	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 ...	1,081,816	1/4·97	20·96	838,014	218	1/1·14	16·24	1,025,934	1/4·09	19·88	690,861	0/10·84	13·38	92,996	0/1·46	1·80	25,805	0/0·40	0·50
1915-16 ...	1,085,329	1/6·84	19·02	830,674	210	1/2·42	14·56	1,068,660	1/6·55	18·73	600,469	0/10·42	10·53	91,490	0/1·59	1·60	28,526	0/0·50	0·50
1916-17 ...	1,095,703	1/6·76	18·41	743,391	181	1/0·72	12·49	1,220,999	1/8·90	20·51	610,078	0/10·44	10·25	89,509	0/1·53	1·50	39,763	0/0·68	0·67
1917-18 ...	1,218,509	1/9·46	18·57	943,742	228	1/4·62	14·38	1,265,898	1/10·30	19·29	633,929	0/11·16	9·66	93,382	0/1·65	1·42	32,586	0/0·57	0·50

\* Includes Special Payment into Fund, year 1908-9, £69,972, year 1909-10, £75,000, year 1910-11, £66,905, year 1916-17, £10,000.

† 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, and year 1917-18, £50,000.

Exclusive of St. Kilda and Brighton Electric Tramway.



## APPENDIX No. 21—continued.

## GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1903, TO 30TH JUNE, 1918.

Year.	TOTAL WORKING EXPENSES.				NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.				SPECIAL AND ABNORMAL CHARGES PAID OUT OF THE YEAR'S RAILWAY REVENUE.	Balance of Net Revenue after Payment of Working Expenses and Special and Abnormal Charges.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.	NET INTEREST CHARGES AND EXPENSES.	AMOUNTS PAID FOR PENSIONS AND GRATUITIES.	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.	£	£	£	£	£	£	£	£	£	£	
1903-04 ... ..	1,802,311	535	3/11.16	52.42	1,635,830	485	3/6.80	3.97	4.15	119,556	1,516,274	.6	3.84	1,515,755	100,536	100,017	...
1904-05 ... ..	1,871,138	553	4/1.77	52.23	1,711,128	506	3/9.51	4.15	4.34	248,485	1,462,643	3.5	3.71	1,461,994	102,656	102,007	...
1905-06 ... ..	1,999,023	589	4/3.08	52.78	1,788,596	527	3/9.71	4.32	4.51	117,542	1,671,362†	4.03†	4.22†	1,472,397†	99,637	...	99,328†
1906-07 ... ..	2,076,673	612	4/1.66	51.75	1,935,968	570	3/10.30	4.66	4.88	165,749	1,762,417†	4.24†	4.44†	1,483,284†	110,881	...	168,252†
1907-08 ... ..	2,285,897	673	4/4.84	59.02	1,587,471	468	3/0.69	3.79	3.98	47,058	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	3/1.59	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 ... ..	2,941,327	839	4/6.42	60.07	1,954,883	558	3/0.16	4.43	4.60	50,346	1,907,570†	4.32†	4.49†	1,516,764†	107,831*	...	282,975†
1911-12 ... ..	3,231,875	912	4/8.06	61.93	1,987,092	561	2/10.47	4.34	4.50	78,509	1,910,212†	4.16†	4.33†	1,513,102†	131,319*	...	265,791†
1912-13 ... ..	3,397,195	934	4/9.28	65.26	1,808,247	496	2/6.49	3.80	3.98	79,762	1,729,506†	3.64†	3.81†	1,595,020†	112,236*	...	22,250†
1913-14 ... ..	3,745,693	1,000	4/11.82	67.36	1,815,265	484	2/4.99	3.66	3.77	6,950	1,807,981†	3.64†	3.76†	1,677,369†	112,855*	...	17,757†
1914-15 ... ..	3,755,426	976	4/10.90	72.76	1,405,647	365	1/10.04	2.69	2.68	359,547	1,048,809†	2.00†	2.00†	1,767,807†	123,438*	842,436†	...
1915-16 ... ..	3,705,148	937	5/4.31	64.94	2,000,015	506	2/10.72	3.65	3.68	292,264	1,710,487†	3.13†	3.15†	1,927,107†	121,332*	337,952†	...
1916-17 ... ..	3,799,443	926	5/5.03	63.83	2,153,276	524	3/0.86	3.86	3.90	354,597	1,806,096†	3.23†	3.27†	2,012,447†	131,416*	337,767†	...
1917-18 ... ..	4,188,046	1,012	6/1.76	63.82	2,374,213	573	3/5.82	4.19	4.23	263,046	2,119,128†	3.74†	.78†	2,126,906†	129,160*	136,938†	...

\* Prior to 1st July, 1908, Pensions and Gratuities were not debited against the Net Revenue.

† Inclusive of St. Kilda and Brighton Electric Tramway.

## APPENDIX No. 22.

## STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDING 30TH JUNE, 1918.

Year ending 30th June.	New Lines and Surveys.	Additions and Improvements on Existing Lines.	Rolling-Stock.	Total.
	£	£	£	£
1899	112,436	206,318	135,393	454,147*
1900	190,626	290,656	121,086	602,368*
1901	203,077	167,914	115,594	486,585*
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†
Total ...	4,068,137	8,294,796	5,849,660	18,212,593

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

† Includes St. Kilda and Brighton Electric Tramway.

‡ 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

## APPENDIX No. 23.

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, 1918.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.		
	Double and over	Single.	Total.	Highest.	Lowest.		Total.		Average per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.		£	s. d.	£
Melbourne to Bendigo (exclusive of works, Melbourne to Essendon Junction) ...	100'89	...	100'89	1,902	18	1 in 50	4,950,548	3 10	49,069
Bendigo to Echuca (including at Echuca portion of cost of Bridge over River Murray and cost of wharf) ...	2'06	53'07	55'13	758	314	1 " 52	715,499	12 6	12,772
* Bendigo Cattle-yards Branch ...	...	0'89	0'89	732	707	1 " 61			
Lancefield Junction to Lancefield ...	...	14'50	14'50	1,675	1,072	1 " 40	66,613	10 0	4,594
† Lancefield to Kilmore ...	...	18'10	18'10	1,734	1,160	1 " 40	108,481	9 5	5,993
Kilmore Junction to Bendigo (Cattle Siding) ...	...	67'82	67'82	1,450	526	1 " 50	403,340	15 2	5,947
Carlisle to Daylesford ...	0'38	22'17	22'55	2,469	1,791	1 " 50	177,371	18 0	7,888
Daylesford Junction to North Creswick ...	...	23'11	23'11	2,292	1,429	1 " 40	182,185	19 7	7,883
Kyneton (Reedsdale Junction) to Reedsdale ...	...	16'25	16'25	1,636	973	1 " 50	90,323	4 1	5,558
Castlemaine to Dunolly ...	0'38	46'46	46'84	948	579	1 " 40	418,019	18 6	8,924
Dunolly to St. Arnaud (including cost of Carapooe Ballast Pits Tramway) ...	0'28	32'73	33'01	943	611	1 " 50	179,697	13 6	5,444
St. Arnaud to Donald ...	...	23'86	23'86	868	374	1 " 50	114,661	13 6	4,806
Donald to Birchip ...	...	32'30	32'30	394	330	1 " 100	94,985	2 2	2,941
Birchip to Cronomby (Woomelang) ...	...	26'45	26'45	351	260	1 " 75	71,297	11 2	2,696
Woomelang to Mildura ...	...	110'15	110'15	334	128	1 " 75	290,132	0 0	2,634
Mildura to White Cliffs ...	...	6'92	6'92	186	126	1 " 75	17,788	4 11	2,571
White Cliffs to Yelta ...	...	...	...	...	...	...	4 9 6	In progress	
Dunolly to Inglewood ...	...	24'24	24'24	794	457	1 in 50	95,928	11 8	3,957
Ouyen to Kow Plains ...	...	56'39	56'39	351	137	1 " 60	136,529	8 10	2,421
Kow Plains to Murrayville ...	...	11'48	11'48	218	146	1 " 75	31,434	13 3	2,738
Murrayville to South Australian Border ...	...	12'53	12'53	351	192	1 " 80	73 1 10	To be	
South Australian Border to Pinnaroo (3.55 mls.) ...	...	...	...	...	...	...	11 11 6	received	
Castlemaine (Maldon Junction) to Maldon ...	...	10'24	10'24	1,177	890	1 in 40	62,434	16 4	6,097
Maldon (Lanecoorie Junction) to Shelbourne ...	...	9'89	9'89	1,126	649	1 " 50	68,584	6 0	6,935
Maryborough to Ballarat ...	0'26	41'47	41'73	1,525	732	1 " 40	298,143	3 8	7,145
Waubra Junction to Ballarat Race-course ...	...	2'10	2'10	1,508	1,466	1 " 50	7,485	3 4	3,504
Pisgah Junction to Waubra ...	...	13'74	13'74	1,533	1,341	1 " 60	73,056	19 6	5,317
Maryborough to Avoca ...	...	14'93	14'93	885	721	1 " 40	64,726	5 5	4,235
Avoca to Ararat ...	...	39'04	39'04	1,215	765	1 " 50	174,627	16 9	4,473
Crowland to Navarre ...	...	22'87	22'87	885	720	1 " 66	66,287	16 10	2,898
Bendigo to Inglewood ...	0'80	28'15	28'95	779	443	1 " 70	197,960	12 5	6,843
Inglewood to Charlton ...	...	42'82	42'82	639	422	1 " 50	248,218	0 6	5,797
Charlton to Wycheproof ...	...	16'48	16'48	521	356	1 " 50	91,383	10 9	5,545
Wycheproof to Sea Lake ...	...	47'89	47'89	357	172	1 " 94	85,236	2 11	1,780
Sea Lake towards Pier Millan (Nandaly) ...	...	17'68	17'68	265	172	1 " 56	43,015	19 3	2,467
Nandaly to Kulwin ...	...	...	...	...	...	...	18,635	11 5	In progress
Wedderburn Junction to Wedderburn ...	...	4'86	4'86	660	554	1 in 50	18,722	19 5	3,852
Korong Vale to Boort ...	...	17'86	17'86	459	296	1 " 50	78,098	1 7	4,373
Boort to Quambatook ...	...	21'06	21'06	419	287	1 " 75	50,331	6 4	2,202
Quambatook to Ultima ...	...	30'31	30'31	371	256	1 " 100	54,134	8 7	1,786
Ultima to Chillingollah ...	...	20'14	20'14	263	164	1 " 60	34,254	8 6	1,701
Chillingollah to Manangatang ...	...	18'59	18'59	245	169	1 " 75	37,659	2 6	2,026
Eaglehawk to Kerang ...	...	72'99	72'99	742	255	1 " 70	347,736	7 5	4,764
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ...	...	35'16	35'16	286	225	1 " 100	165,062	17 4	4,695
Swan Hill to Piangil ...	...	27'39	27'39	291	216	1 " 75	66,564	9 9	2,450
Elmore to Cohuna ...	...	57'09	57'09	438	264	1 " 100	147,561	5 3	2,480
Footscray to Williamstown (including cost of piers at Williamstown) ...	...	5'50	0'37	5'87	66	8	579,962	8 11	98,801
* Newport to Braybrook Junction ...	...	4'29	4'29	110	48	1 " 92	47,934	3 4	11,173
Newport to Geelong (including cost of Geelong Pier) ...	...	2'90	35'61	38'51	113	11	1,326,144	14 7	33,830
* Williamstown Race-course Branch ...	...	0'69	0'69	21	10	1 " 95			
Geelong to Colac ...	1'13	49'11	50'24	469	10	1 " 50	414,283	15 11	7,936
† Geelong Race-course Branch ...	...	1'96	1'96	43	10	1 " 50			
Colac to Camperdown ...	...	28'11	28'11	569	405	1 " 50	156,512	9 11	5,568
Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ...	...	0'90	41'81	42'71	550	13	384,049	11 4	8,992
Warrnambool to Koroit ...	...	...	9'36	9'36	245	19	89,230	16 3	9,533
Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) ...	...	...	11'34	11'34	208	11	103,270	16 4	9,107
Geelong (Queenscliff Junction) to Queenscliff ...	...	...	20'72	20'72	264	10	116,920	1 7	5,643
Mount Moriac to Wensleydale ...	...	...	10'92	10'92	752	361	39,259	2 6	3,595
Birregurra to Forrest ...	...	...	19'85	19'85	579	363	147,680	2 5	7,440
Irrewarra to Beeae ...	...	...	8'70	8'70	432	390	47,525	3 1	5,463
Beeae to Newtown ...	...	...	35'85	35'85	443	388	112,676	14 11	3,143
† Colac to Beech Forest ...	...	...	29'66	29'66	1,748	225	77,919	15 4	2,627
‡ Beech Forest to Crowe's ...	...	...	14'24	14'24	1,826	1,356	44,166	16 3	3,102
Camperdown (Curdie's River Junction) to Timboon ...	...	...	22'32	22'32	673	52	116,071	18 9	5,200
Terang to Mortlake ...	...	...	12'16	12'16	447	414	58,025	5 1	4,772
North Geelong to Ballarat ...	41'45	11'76	53'21	1,725	47	1 " 52	1,957,261	13 1	36,632
* North Geelong Loop Line ...	...	0'22	0'22	53	46	1 " 57			
North Geelong to Pyansford ...	...	...	...	...	...	...	12,036	9 5	In progress
Ballarat to Ararat ...	4'33	52'84	57'17	1,517	960	1 in 50	472,775	12 11	8,270
Ararat to Stawell ...	...	18'85	18'85	1,086	761	1 " 100	194,410	0 5	10,207
Stawell to Horsham ...	1'18	52'25	53'44	761	423	1 " 100	380,568	8 4	5,493
* Stawell to Grampians ...	...	15'84	15'84	815	621	1 " 30			
Carried forward ...	162'44	1,721'85	1,884'33	...	...	...	17,516,656	3 4	...

\* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Dismantled 28th May, 1909.

§ 2-ft. 6-in. gauge.

APPENDIX No. 23—continued.

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

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above low-water Mark.		Steepest gradient.	Cost, exclusive of rolling-stock.		
	Double and over	Single.	Total.	Highest.	Lowest.		Total.		Average per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.	Feet.	£	s.	d.
Brought forward	162.44	1,721.89	1884.33	...	...	...	17,516,656	3	4
Horsham to Dimboola ...	0.36	21.10	21.46	477	361	1 in 50	124,541	19	4
Dimboola to Serviceton (including cost of 1.16 miles constructed beyond Serviceton; also portion of east of the Warranook Ballast Pits Tramway) ...	1.35	61.87	63.22	631	315	1 in 50	438,331	18	1
Braybrook Junction to Parwan ...	...	21.65	21.65	466	119	1 in 50	273,027	16	10
Parwan to Gordon ...	...	27.46	27.46	1,877	341	1 in 48	356,414	16	10
Gordon to Warranheip ...	0.09	12.78	12.87	1,940	1,707	1 in 50	130,225	19	4
* Bungaree Junction to Race-course Reserve ...	...	1.53	1.53	1,884	1,848	1 in 50	3,332	4	2
Gheringhap to Maroona ...	...	99.76	99.76	978	193	1 in 100	425,963	11	10
* Lal Lal Race-course Branch ...	...	2.00	2.00	1,539	1,532	1 in 112	11,420	12	4
Ballarat East to Buninyong ...	...	6.84	6.84	1,626	1,436	1 in 40	66,097	6	8
* Ballarat Cattle-yards Branch ...	...	2.92	2.92	1,523	1,446	1 in 60	12,911	6	10
Ballarat (Linton Junction) to Scarsdale ...	...	13.12	13.12	1,516	1,157	1 in 50	60,445	2	9
Scarsdale to Linton ...	...	7.97	7.97	1,189	1,022	1 in 40	78,260	4	0
Linton to Skipton ...	...	12.75	12.75	1,383	944	1 in 37	56,825	5	1
* Burrumbeet Race-course Junction to Burrumbeet Race-course ...	...	1.14	1.14	1,297	1,256	1 in 50	3,696	7	9
Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant) ...	...	66.06	66.06	1,028	572	1 in 50	391,203	15	7
Hamilton to Portland (including cost of sidings to piers at Portland) ...	...	53.82	53.82	606	11	1 in 40	311,603	4	9
† Dunkeld to Koroit ...	...	48.99	48.99	834	207	1 in 60	171,358	8	10
Hamilton to Peshurst (including cost of Peshurst Ballast Crushing Plant) ...	...	18.10	18.10	727	590	1 in 60	77,603	6	2
Hamilton (Coleraine Junction) to Coleraine ...	...	23.01	23.01	668	301	1 in 40	112,537	0	10
Hamilton to Cavendish ...	...	15.47	15.47	794	577	1 in 50	45,359	7	3
Cavendish to Toolondo (Toolondo to Kanagulk) ...	...	10.55	10.55	588	558	1 in 161	86,406	0	6
Brayholme to Casterton ...	...	32.09	32.09	572	149	1 in 40	182,240	4	10
Heywood to Mumbanna ...	...	38.82	38.82	422	85	1 in 50	135,626	0	8
Mumbanna to South Australian Border ...	...	5.65	5.65	223	209	1 in 100	15,255	11	7
* South Australian Border to Monnt Gambier (11.67 miles) ...	...	...	...	...	...	...	46,600	8	2
Lubeck to Rupanyup (including portion of cost of the Warranook Ballast Pits Tramway) ...	...	9.77	9.77	487	455	1 in 147	45,235	6	8
Rupanyup to Maroo ...	...	15.38	15.38	494	450	1 in 100	31,285	11	5
Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway) ...	...	31.20	31.20	464	360	1 in 66	157,461	13	3
Warracknabeal to Beulah ...	...	21.92	21.92	359	288	1 in 80	58,996	18	6
Beulah to Hopetoun ...	...	16.01	16.01	290	258	1 in 100	38,002	15	2
Horsham to Noradjuha ...	...	19.95	19.95	488	395	1 in 50	81,441	9	1
Noradjuha to Toolondo ...	...	11.24	11.24	560	475	1 in 100	27,420	6	4
Natimuk (East Natimuk) to Gorokc ...	...	28.32	28.32	624	394	1 in 50	69,224	2	7
Dimboola to Jeparit ...	...	21.59	21.59	387	268	1 in 75	50,217	6	0
Jeparit to Alhacutya (Rainbow) ...	...	18.47	18.47	388	263	1 in 75	35,450	18	4
Jeparit to Lorquon ...	...	13.68	13.68	395	271	1 in 100	33,229	0	7
Lorquon to Yanac-a-Yanac ...	...	18.38	18.38	473	355	1 in 75	47,249	14	0
Rainbow to Nypo ...	...	10.59	10.59	294	237	1 in 75	27,371	14	5
Essendon Junction to Essendon ...	...	3.50	3.50	148	14	1 in 67	210,791	14	10
* Flemington Race-course Branch ...	...	1.50	1.50	70	42	1 in 96	...	...	...
Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway) ...	61.12	120.87	181.99	1,147	105	1 in 50	2,396,383	7	8
Wodonga to River Murray (including portion of cost of Bridge over River Murray) ...	1.94	...	1.94	538	312	1 in 75	58,320	16	4
North Melbourne to Coburg ...	5.07	...	5.07	202	13	1 in 50	220,091	2	5
Coburg to Somerton ...	...	7.16	7.16	530	202	1 in 50	72,162	10	8
Royal Park (Junction) to Clifton Hill ...	2.28	0.11	2.39	136	103	1 in 50	159,879	16	9
Fitzroy Branch ...	0.07	0.88	0.95	119	85	1 in 79	76,975	19	2
Fitzroy (Whittlesea Junction) to Whittlesea ...	4.67	17.39	22.06	639	119	1 in 50	290,471	7	9
Northcote Loop Line ...	0.13	...	0.13	128	119	1 in 70	8,698	3	11
Tallaroek to Yea ...	...	23.69	23.69	698	488	1 in 40	164,341	12	9
Yea to Mansfield and Alexandra-road ...	...	55.82	55.82	1,304	557	1 in 40	345,118	3	5
Alexandra-road to Alexandra ...	...	4.32	4.32	922	716	1 in 30	29,090	7	5
Mangalore to Shepparton ...	0.29	44.96	45.25	499	372	1 in 100	292,431	11	0
Shepparton to Numurkah ...	2.16	18.60	20.76	376	348	1 in 206	88,406	14	4
Numurkah to Cobram ...	0.20	21.45	21.65	376	355	1 in 165	89,792	16	11
Murchison East to Rushworth ...	...	12.87	12.87	476	391	1 in 80	70,873	10	11
Rushworth to Colbiabbu ...	...	12.82	12.82	510	363	1 in 50	38,085	3	6
Rushworth to Stanhope North ...	...	14.22	14.22	516	347	1 in 50	48,705	18	9
Toolamba to Tatura ...	...	6.83	6.83	385	371	1 in 108	29,427	18	11
Tatura to Echuca ...	...	34.07	34.07	377	320	1 in 122	158,483	3	7
Shepparton to Dookie ...	...	14.84	14.84	500	372	1 in 100	55,374	0	1
Dookie to Katamatite ...	...	17.02	17.02	490	383	1 in 69	40,888	4	3
Numurkah to Nathalia ...	...	13.79	13.79	356	335	1 in 330	52,313	5	5
Nathalia to Picola ...	...	6.75	6.75	335	325	1 in 264	13,873	15	4
Strathmerton towards Tocumwal ...	...	8.20	8.20	390	358	1 in 330	19,713	1	8
Strathmerton to Tocumwal Extension ...	...	2.07	2.07	372	365	1 in 92	15,009	3	7
Benalla to St. James ...	...	20.33	20.33	583	450	1 in 75	80,869	7	11
St. James to Yarrawonga ...	...	19.86	19.86	514	414	1 in 50	98,603	11	5
Benalla to Tatong ...	...	18.08	18.08	760	556	1 in 60	50,344	10	11
Wangaratta to Whitfield ...	...	30.49	30.49	811	481	1 in 80	40,134	17	1
Wangaratta (Beechworth Junc.) to Beechworth ...	...	22.26	22.26	1,831	502	1 in 30	165,960	7	7
Beechworth to Yackandandah ...	...	12.84	12.84	1,912	981	1 in 30	97,178	2	8
Everton to Myrtleford ...	...	16.56	16.56	989	581	1 in 40	78,006	1	4
Myrtleford to Bright ...	...	18.54	18.54	1,004	688	1 in 50	112,672	2	10
Carried forward	247.17	3,181.53	3,428.70	...	...	...	27,606,003	13	9

\* Trains run only as required for traffic. † See lines closed for traffic. ‡ Including portion dismantled. ¶ 4-ft. 6-in. gauge.

## APPENDIX No. 23—continued.

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

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low water mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.		
	Double and over.	Single.	Total.	Highest.	Lowest.		Total.	Average Per Mile.	
	Miles.	Miles.	Miles.	Feet.	Feet.		£	s.	d.
Brought forward	247'17	3,181'53	3,428'70	...	...	...	27,606,003	13	9
Springhurst to Wahgunyah	...	13'95	13'95	623	454	1 in 50	75,726	13	10
Wodonga to Tallangatta	...	25'71	25'71	726	530	1 " 40	192,298	7	9
Tallangatta to Shelley	...	22'86	22'86	2,580	625	1 " 30	219,351	13	7
Spencer Street to Flinders Street	0'76	...	0'76	33	17	1 " 40	275,532	5	8
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	2,745,428	2	2
Prince's Bridge to Collingwood	2'22	...	2'22	85	23	1 " 62	200,176	13	7
Collingwood to Heidelberg	2'92	2'57	5'49	196	68	1 " 50	244,886	9	9
Heidelberg to Eltham	...	8'35	8'35	303	110	1 " 40	62,919	5	3
Eltham to Hurst's Bridge	...	6'64	6'64	248	116	1 " 50	44,557	8	2
Brighton Beach to Sandringham	2'20	...	2'20	58	20	1 " 97	82,717	16	11
South Yarra to Oakleigh	7'05	...	7'05	184	22	1 " 54	648,977	13	8
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	1,223,209	4	0
Sale to Stratford (Junction)	...	8'97	8'97	64	33	1 " 66	45,415	0	8
† Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines)	0'20	10'10	10'30	249	72	1 " 50	208,123	9	6
† Caulfield to Frankston	19'65	0'23	19'88	166	10	1 " 50	271,556	14	3
Frankston to Stony Point (including cost of sidings to pier at Stony Point)	...	18'85	18'85	327	10	1 " 50	113,809	13	7
Mornington Junction to Mornington	...	7'67	7'67	194	60	1 " 50	68,637	13	1
Bittern to Red Hill	...	...	...	...	...	...	59	14	9
Frankston Cemetery Line	...	...	...	...	...	...	330	16	11
Spring Vale Cemetery Line	...	1'60	1'60	231	145	1 in 50	9,278	16	6
Dandenong (Great Southern Junction) to Port Albert	0'17	117'11	117'28	746	10	1 " 40	1,038,174	9	0
Koo-wee-rup to McDonald's Track	...	...	...	...	...	...	7,771	15	10
Nyora to Woolamai	...	16'79	16'79	410	58	1 in 50	77,456	10	10
Woolamai to Powlett Coal Field (including sidings, Wonthaggi)	...	13'75	13'75	233	14	1 " 60	134,970	9	11
Korumburra to Coal Creek	...	0'89	0'89	735	630	1 " 30	5,741	7	11
Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line)	...	2'25	2'25	763	573	1 " 30	11,533	5	7
Korumburra (Jumbunna Junction) to Jumbunna	...	3'74	3'74	796	619	1 " 30	20,804	11	4
Jumbunna to Outtrim	...	2'40	2'40	649	539	1 " 40	28,041	18	4
¶ Welshpool to Welshpool Jetty	...	3'23	3'23	57	6	1 " 100	3,128	18	4
Alberton to Won Wron	...	...	...	...	...	...	199	10	2
Warragul to Neerim South	...	13'49	13'49	681	349	1 in 40	124,508	6	2
Neerim South to Toorong River (Neerim South to Nayook)	...	8'02	8'02	1,415	676	1 " 30	102,964	4	8
Moe (Junction) to Thorpdale	...	10'67	10'67	798	219	1 " 40	116,683	7	4
¶ Moe to Walhalla	...	26'06	26'06	1,323	174	1 " 30	133,241	16	9
Morwell to North Mirboo	...	20'16	20'16	784	184	1 " 40	154,238	13	9
Traralgon to Heyfield	...	22'06	22'06	262	93	1 " 50	125,175	5	4
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0'52	49'30	49'82	296	9	1 " 50	287,407	5	11
Bairnsdale to Orbost	...	60'24	60'24	423	21	1 " 50	430,509	0	5
Maffra to Briagolong	...	11'79	11'79	238	109	1 " 50	61,814	8	3
Burnley to Waverley Road	...	5'23	5'23	111	33	1 " 60	173,971	16	3
Hawthorn to Lilydale	11'82	8'20	20'02	484	41	1 " 40	620,582	0	10
Lilydale to Healesville	0'26	15'11	15'37	351	230	1 " 40	223,803	1	9
Hawthorn (Kew Junction) to Kew	...	0'96	0'96	119	41	1 " 40	76,430	13	1
Ringwood to Upper Ferntree Gully	...	7'44	7'44	436	314	1 " 40	69,097	18	11
¶ Ferntree Gully to Gembrook	...	18'22	18'22	1,057	412	1 " 30	62,851	6	2
Lilydale to Warburton	...	23'97	23'97	738	289	1 " 37½	128,232	8	11
St. Kilda and Brighton Electric Tramway, St. Kilda Station to Brighton Beach	5'16	...	5'16	59	7	1 " 21½	109,969	14	5
Sandringham to Black Rock Electric Street Railway	...	...	...	...	...	...	55,104	4	3
Total mileage of lines constructed §	328'19	3,876'57	4,204'76	...	...	...	38,773,505	17	9
Less mileage closed for traffic at 30th June, 1918.									
	Double.	Single.	Total.						
Dunkeld to Peshurast (dismantled 19th February, 1893)	15'87	15'87	...						
Lancefield to Kilmore	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, 1918	327'99	3,828'81	4,156'80						
Carried forward	327'99	3,828'81	4,156'80				38,773,505	17	9

† See lines closed for traffic. ‡ Including portion dismantled. § Gauge of lines constructed—miles 5-ft. 3-in., 4,034'00; miles 2-ft. 6-in., 12,190. ¶ 2-ft. 6-in. gauge.

APPENDIX No. 23—*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.	ft.	Fee	Feet.			
Brought forward	327·99	3,828·81	4,156·80	...	...	...	38,773,505	17	9
Works, Melbourne to Essendon Junction	...	...	...	...	...	...	1,982,043	7	3
Railway Offices, Spencer Street	...	...	...	...	...	...	193,957	9	8
Sheds and Workshops, Williamstown	...	...	...	...	...	...	154,029	0	1
Sheds and Workshops, Newport (including cost of Machinery and Equipment)	...	...	...	...	...	...	626,868	4	7
Sheds and Workshops, Country Depôts (including cost of machinery)	...	...	...	...	...	...	28,310	12	10
Workshops, Bendigo (including cost of machinery)	...	...	...	...	...	...	127,626	3	10
Workshops, Ballarat (including cost of machinery)	...	...	...	...	...	...	123,045	6	8
General Construction Account (Capital Expenditure common to all lines)	...	...	...	...	...	...	797,645	18	8
Rolling-stock, Broad-gauge...	...	...	...	...	...	...	11,025,216	11	2
Rolling-stock, Narrow-gauge	...	...	...	...	...	...	104,701	3	6
Rolling-stock, Electric Tramway	...	...	...	...	...	...	49,016	2	0
McKeen Motor Cars	...	...	...	...	...	...	15,078	0	8
Steam Motor Car (Great Western type)	...	...	...	...	...	...	4,393	2	5
Electrification Melbourne Suburban Lines	...	...	...	...	...	...	2,444,196	19	3
Grand Total	327·99	3,828·81	4,156·80	...	...	...	56,449,634	0	4

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. 14.

## APPENDIX No. 24.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.
				Number.
1854—Sept. 13	Flinders Street ... ..	Port Melbourne	16'33	20.1.53
1857—May 13	Flinders Street ... ..	St. Kilda		19.3.56
1859—Feb. 8	Prince's Bridge ... ..	Richmond		43
" Dec. 12	Richmond ... ..	Cremorne		43
" " 19	Windsor ... ..	North Brighton		42
1860—Sept. 24	Richmond ... ..	Pic-nic Station		43
" Dec. 22	Cremorne ... ..	Windsor ...		43
1861—April 13	Pic-nic Station ... ..	Hawthorn...		43
" Dec. 21	North Brighton ... ..	Brighton Beach		127
1857—June 17	Williamstown Junction ... ..	Geelong ... ..		38'51
1859—Jan. 17	Footscray ... ..	Williamstown Pier	5'87	150
" 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	Carlisle ... ..	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 28th May, 1903.

## APPENDIX No. 24—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	Benalia ...	St. James ...	20.33	682	
" Oct. 1	Charlton ...	Wycheproof ...	16.47	682	
" Nov. 13	Traralgon ...	Heyfield ...	22.06	682	
" " 16	Tallaroek ...	Yea ...	23.69	682	
" Dec. 17	Ererton ...	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 ...	1.39	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 ...	1.24	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 ...	Cohram ...	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. 24—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	Minchison 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 ... ..	Avoca ... ..	39.04	821 " 1381
1891—Jan. 15	Kyneton (Redesdale Junction) ... ..	Redesdale ... ..	16.25	821 " 1381
" March 24	Fairfield Park ... ..	†Riversdale (including Canterbury loopline) ... ..	4.99	821 " 1381
" " 24	Maldon (Laanecoorie Junction) ... ..	Sheilbourne ... ..	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 ... ..	Yaekandandah ... ..	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 " 1250
" Nov. 22	Dookie ... ..	Katamatite ... ..	17.02	1329
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) ... ..	Geroke ... ..	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	Bungarce ... ..	*Race-course ... ..	1.53	1582
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. 24—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
" "	Nyora ... ..	Woolamai ... ..	16.79	2125
" "	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	Onyen ... ..	Kow Plains ... ..	56.39	2179
" "	Kow Plains ... ..	Murrayville ... ..	11.48	2290
" "	Eltham ... ..	Hurst's Bridge ... ..	6.64	2217
1912—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	Gheriughap ... ..	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
" "	Sea Lake ... ..	Pier-Millan (towards) ... ..	17.68	2419
" "	Benalla ... ..	Tatong ... ..	14.08	2349
" Aug. 26	Rushworth ... ..	Colhinabbin ... ..	12.82	2350
1915—May 27	Swan Hill ... ..	Piangil ... ..	27.39	2417
" July 29	Murrayville ... ..	South Australian Border	12.53	2424
" Nov. 1	Hamilton ... ..	Cavendish ... ..	15.47	2434
" "	Elmore ... ..	Cohuna ... ..	57.09	2433
1916—Jan. 17	Linton ... ..	Skipton ... ..	12.75	2442
" April 10	Bairnsdale ... ..	Orbost ... ..	60.24	2323
" June 13	Tallangatta ... ..	Shelley ... ..	22.86	2414
" "	Heywood ... ..	Dartmoor ... ..	26.02	2424
" "	Lorquon ... ..	Yanae-a-yanae ... ..	18.38	2547
1917—March 27	Neerim South ... ..	Nayook ... ..	8.02	2504
" May 15	Rushworth ... ..	Girgarre (Stanhop North)	14.22	2754
" Nov. 28	Dartmoor ... ..	Mumbannar ... ..	12.80	2424
" "	Mumbannar ... ..	South Australian Border	5.65	2424
" Dec. 17	Toolondo ... ..	Kanagulk ... ..	10.55	2502
		Total mileage ...	4,204.76	
		Less mileage closed for Traffic at 30th June, 1918—	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	
		Burnley to Waverley Road—	5.91	
		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, 1918 ...	4,156.80	

\* Trains run only as required for traffic.

† Electric Tramway, 4-ft. 3-in. gauge.

‡ 2-ft. 6-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. 14.

APPENDIX No. 25.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1st JULY, 1908, TO 30th JUNE, 1918.

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.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1908-9	-	9	-	19	5	136	·000	·111	-	12	2	101	8	131	1	-	5	9	22	19	2	15	45	451
1909-10	-	11	-	5	2	96	·000	·120	-	7	-	38	6	167	-	4	4	3	8	7	1	15	21	353
1910-11 (a)	-	526	-	..	8	99	·106	5·608	-	31	..	20	5	128	..	1	7	12	19	7	..	5	49	829
1911-12	-	13	-	1	9	116	·000	·124	..	44	..	12	23	134	3	11	9	13	19	11	4	7	67	362
1912-13 (b)	-	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	-	23	-	5	4	192	·000	·311	2	46	4	63	5	183	..	9	12	15	14	1	3	14	44	561
<b>Totals</b>	<b>12</b>	<b>1,181</b>	<b>..</b>	<b>43</b>	<b>63</b>	<b>1,472</b>	<b>·001</b>	<b>1·038</b>	<b>9</b>	<b>315</b>	<b>26</b>	<b>447</b>	<b>65</b>	<b>1,672</b>	<b>9</b>	<b>28</b>	<b>70</b>	<b>114</b>	<b>160</b>	<b>87</b>	<b>27</b>	<b>130</b>	<b>441</b>	<b>5,489</b>

This Return only includes casualties in connexion with Train Working and the movement of Rolling-Stock.

(a) Including Richmond accident.

(b) Including West Melbourne accident.

## APPENDIX No. 26.

STATEMENT SHOWING FLUCTUATIONS IN PASSENGER TRAFFIC AT METROPOLITAN AND SUBURBAN STATIONS WHICH IN 1907-8 HAD A VOLUME IN EXCESS OF 500,000 PASSENGER JOURNEYS, OR WHICH HAVE SINCE HAD AT LEAST THAT VOLUME OF TRAFFIC.

Number of Passenger Journeys—in Thousands.

Name of Station.	1907-8.	1908-9.	1909-10.	1910-11.	1911-12.	1912-13.	1913-14.	1914-15.	1915-16.	1916-17.	1917-18.	Relative Order of Importance.	
	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	1907-8.	1917-18.
Spencer-street—													
Suburban ..	695,	792,	823,	963,	1,091,	1,046,	1,079,	1,079,	1,137,	1,090,	1,106,	36	31
North Melbourne ..	768,	851,	981,	1,122,	1,245,	1,219,	1,192,	1,175,	1,133,	1,022,	928,	32	38
Kensington ..	994,	1,044,	1,130,	1,236,	1,424,	1,511,	1,542,	1,535,	1,501,	1,454,	1,365,	24	19
Newmarket ..	1,158,	1,260,	1,400,	1,578,	1,760,	1,822,	1,817,	1,850,	2,026,	1,751,	1,615,	21	13
Ascot Vale ..	1,787,	1,948,	2,044,	2,276,	2,413,	2,587,	2,647,	2,646,	2,636,	2,592,	2,530,	6	5
Moonee Ponds ..	1,271,	1,384,	1,477,	1,631,	1,814,	1,974,	2,067,	2,066,	2,023,	1,969,	1,946,	16	8
Essendon ..	901,	1,031,	1,141,	1,282,	1,431,	1,540,	1,700,	1,839,	1,821,	1,745,	1,755,	27	12
Footscray ..	1,927,	2,112,	2,242,	2,460,	2,707,	2,808,	2,902,	2,835,	2,907,	2,743,	2,716,	3	3
Seddon ..	563,	631,	706,	777,	902,	1,067,	1,165,	1,201,	1,232,	1,213,	1,258,	43	21
Yarraville ..	749,	795,	804,	920,	1,008,	1,130,	1,235,	1,276,	1,288,	1,286,	1,247,	34	22
Newport ..	588,	652,	741,	847,	977,	1,079,	1,131,	1,172,	1,150,	1,123,	1,158,	39	29
North Williamstown ..	645,	666,	694,	715,	767,	787,	792,	815,	886,	834,	846,	38	43
Williamstown Beach ..	429,	450,	447,	474,	516,	529,	539,	503,	502,	500,	508,	51	64
Brunswick ..	466,	537,	609,	652,	672,	699,	703,	686,	678,	610,	551,	48	60
Moreland ..	408,	465,	506,	563,	607,	623,	679,	716,	677,	628,	598,	55	57
Coburg ..	585,	643,	700,	807,	905,	975,	1,049,	1,060,	1,046,	918,	885,	40	41
Northcote ..	312,	351,	363,	412,	490,	555,	614,	664,	676,	655,	638,	59	55
Croxton ..	456,	499,	553,	645,	735,	857,	949,	1,030,	1,063,	1,036,	949,	50	37
Thornbury ..	255,	281,	308,	376,	452,	574,	690,	806,	883,	893,	884,	60	42
Prince's-bridge—													
Suburban ..	1,328,	850,	872,	861,	958,	1,043,	1,183,	1,250,	1,238,	1,180,	1,157,	14	30
Hawksburn ..	1,803,	1,937,	1,984,	2,004,	2,091,	2,148,	2,035,	1,872,	1,898,	1,569,	1,497,	5	15
Toorak ..	770,	844,	873,	898,	953,	1,091,	969,	972,	876,	859,	842,	31	44
Armadale ..	1,301,	1,371,	1,341,	1,522,	1,694,	1,765,	1,624,	1,679,	1,462,	1,448,	1,343,	15	20
Malvern ..	1,519,	1,668,	1,782,	1,812,	1,964,	2,101,	2,145,	2,102,	2,100,	2,129,	2,128,	11	6
Caulfield ..	763,	835,	904,	938,	1,078,	1,248,	1,402,	1,510,	1,593,	1,702,	1,828,	33	11
Carnegie ..	105,	128,	128,	155,	210,	313,	437,	473,	515,	568,	634,	65	56
Murrumbeena ..	157,	168,	175,	201,	239,	284,	356,	435,	472,	522,	568,	63	59
Oakleigh ..	393,	443,	466,	526,	628,	761,	872,	888,	948,	977,	1,023,	57	34
Glen Huntly ..	101,	130,	189,	262,	333,	412,	486,	521,	551,	591,	652,	66	53
East Richmond ..	962,	1,011,	1,032,	1,116,	1,215,	1,256,	1,286,	1,227,	1,114,	653,	539,	25	61
Burnley ..	904,	957,	980,	1,071,	1,217,	1,322,	1,378,	1,349,	1,247,	879,	785,	26	48
Hawthorn ..	1,201,	1,297,	1,340,	1,410,	1,499,	1,573,	1,537,	1,384,	1,269,	1,100,	1,076,	18	33
Glenferrie ..	1,589,	1,664,	1,705,	1,852,	1,938,	2,145,	2,530,	2,438,	2,189,	1,975,	1,828,	9	10
Auburn ..	1,569,	1,661,	1,656,	1,737,	1,879,	1,972,	1,946,	1,796,	1,611,	1,322,	1,235,	10	23
Camberwell ..	1,405,	1,450,	1,492,	1,595,	1,730,	1,868,	1,949,	1,824,	1,725,	1,513,	1,455,	13	16
East Camberwell ..	411,	491,	549,	614,	691,	777,	844,	901,	919,	863,	901,	52	39
Canterbury ..	649,	719,	766,	849,	996,	1,118,	1,276,	1,359,	1,396,	1,337,	1,235,	37	24
Surrey Hills ..	410,	429,	459,	497,	569,	599,	655,	691,	759,	753,	748,	53	49
Box Hill ..	382,	426,	455,	502,	600,	683,	743,	758,	761,	778,	820,	58	45
Kew ..	837,	922,	951,	1,015,	1,121,	1,194,	1,054,	1,008,	659,	536,	538,	28	62
West Richmond ..	529,	558,	505,	653,	691,	744,	781,	762,	683,	599,	501,	45	65
North Richmond ..	488,	527,	575,	646,	706,	729,	786,	795,	739,	616,	515,	47	63
Collingwood ..	489,	486,	504,	553,	504,	629,	683,	692,	668,	600,	495,	46	66
Victoria Park ..	577,	627,	647,	720,	807,	801,	951,	939,	870,	748,	640,	41	54
Clifton Hill ..	1,041,	1,108,	1,128,	1,221,	1,312,	1,408,	1,508,	1,543,	1,499,	1,339,	1,199,	23	25
Westgarth ..	406,	454,	498,	603,	629,	671,	726,	790,	800,	738,	684,	56	52
Fairfield Park ..	458,	521,	572,	716,	863,	1,020,	1,199,	1,285,	1,298,	1,292,	1,193,	49	27
Ivanhoe ..	222,	251,	282,	336,	408,	474,	554,	648,	673,	696,	742,	61	50
Flinders-street—													
Suburban ..	5,610,	6,705,	6,890,	7,730,	8,828,	9,396,	9,597,	9,880,	9,930,	8,955,	8,445,	1	1
North Port ..	560,	580,	610,	694,	732,	764,	777,	771,	765,	622,	490,	44	67
Graham? ..	569,	618,	661,	744,	800,	823,	828,	794,	759,	685,	594,	42	58
South Melbourne ..	799,	864,	946,	1,049,	1,180,	1,224,	1,268,	1,193,	1,167,	1,007,	800,	30	47
Albert Park ..	1,741,	1,909,	2,027,	2,234,	2,550,	2,656,	2,680,	2,568,	2,404,	2,169,	1,883,	7	9
Middle Park ..	1,070,	1,253,	1,384,	1,570,	1,829,	1,966,	2,031,	2,044,	2,099,	2,084,	2,037,	22	7
St. Kilda ..	1,665,	1,771,	1,888,	2,083,	2,345,	2,642,	2,771,	2,701,	2,828,	2,931,	2,918,	8	2
Richmond ..	2,238,	2,300,	2,364,	2,585,	2,810,	2,934,	2,870,	2,706,	2,418,	1,545,	1,443,	2	17
South Yarra ..	1,901,	1,927,	1,958,	1,961,	2,087,	2,150,	2,132,	2,039,	1,916,	1,758,	1,614,	4	14
Prahran ..	1,256,	1,294,	1,341,	1,523,	1,675,	1,690,	1,643,	1,505,	1,429,	1,303,	1,169,	17	28
Windsor ..	1,167,	1,221,	1,267,	1,285,	1,384,	1,529,	1,483,	1,445,	1,375,	1,298,	1,195,	20	26
Balaclava ..	1,178,	1,241,	1,294,	1,386,	1,492,	1,394,	1,516,	1,498,	1,450,	1,405,	1,402,	19	18
Ripponlea ..					69,	576,	752,	889,	830,	822,	807,		46
Elsternwick ..	1,451,	1,535,	1,684,	1,899,	2,282,	2,317,	2,413,	2,502,	2,494,	2,588,	2,662,	12	4
Garden Vale ..	188,	211,	233,	257,	311,	380,	481,	613,	706,	841,	901,	62	40
Brighton ..	810,	837,	847,	883,	1,020,	1,063,	1,108,	1,109,	1,058,	1,048,	1,105,	29	32
Middle Brighton ..	704,	749,	757,	826,	902,	977,	1,022,	1,034,	990,	962,	988,	35	35
Hampton ..	150,	187,	234,	311,	392,	470,	551,	595,	643,	679,	700,	64	51
Sandringham ..	409,	460,	516,	580,	707,	831,	925,	937,	940,	937,	987,	54	36

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

## APPENDIX No. 27.

STATEMENT SHOWING IN RESPECT OF THE FIVE YEARS ENDING 30TH JUNE, 1918,  
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER  
ANNUM.

Notes.—(1) During the year 1917-18 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.

(3) In the year 1914-15 a severe drought was experienced throughout the State.

Stations.	Year ending 30th June, 1914.	Year ending 30th June, 1915.	Year ending 30th June, 1916.	Year ending 30th June, 1917.	Year ending 30th June, 1918.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Goornong .. .. .	55,390	..	75,722	58,496	31,262
Elmore .. .. .	144,127	..	70,078	86,202	48,543
Rochester .. .. .	130,087	..	86,823	121,612	41,298
Strathallan .. .. .	52,504	..	85,105	63,307	38,001
Echuca .. .. .	..	..	40,503	70,660	44,334
Shelbourne .. .. .	60,140	..	62,459	113,952	42,800
Bealiba .. .. .	38,436	..	57,150	41,949	..
Emu .. .. .	..	..	45,858	..	..
Carapooce .. .. .	..	..	40,078	..	..
St. Arnaud .. .. .	34,573	36,714	38,058	56,742	..
Sutherland .. .. .	65,472	..	113,984	96,472	73,877
Swanwater .. .. .	47,237	..	85,926	39,758	62,580
Cope Cope .. .. .	87,811	..	68,492	153,184	116,938
Donald .. .. .	91,414	..	91,895	167,848	..
Litchfield .. .. .	62,406	..	69,123	150,136	128,935
Massey .. .. .	..	..	..	62,416	45,656
Watchem .. .. .	57,984	..	43,883	165,982	112,151
Morton Plains .. .. .	..	..	35,068	37,187	56,726
Birchip .. .. .	..	..	56,175	85,664	66,776
Kinnabulla .. .. .	..	..	58,909	59,171	75,361
Curyo .. .. .	..	..	41,484	71,444	59,518
Watchupga .. .. .	..	..	50,730	70,032	74,491
Woomelang .. .. .	46,009	..	60,750	142,624	81,478
Lascelles .. .. .	..	..	40,397	125,222	44,012
Gama .. .. .	..	..	..	61,403	36,076
Turriff .. .. .	..	..	32,138	81,723	..
Speed .. .. .	..	..	..	102,568	33,794
Tempy .. .. .	..	..	51,740	68,738	62,124
Nunga .. .. .	..	..	78,207	46,210	65,513
Ouyen .. .. .	..	..	45,436	126,811	54,539
Kiamal .. .. .	..	..	..	30,092	31,182
Carwarp .. .. .	..	..	..	36,112	33,991
Avoca .. .. .	..	..	33,891	..	..
Tulkara .. .. .	..	..	35,706	..	..
Arnold .. .. .	..	..	..	30,012	..
Galah .. .. .	..	..	51,220	50,775	121,512
Walpeup .. .. .	..	..	57,759	142,599	141,549
Nyang .. .. .	..	..	..	34,154	48,738
Underbool .. .. .	..	..	58,775	76,034	123,094
Linga .. .. .	..	..	31,170	58,517	78,264
Boinka .. .. .	..	..	33,712	44,366	52,478
Tutye .. .. .	..	..	43,918	46,393	56,751
Cowangie .. .. .	..	..	41,690	82,759	102,252
Danyo .. .. .	..	..	39,417	44,893	69,443
Murrayville .. .. .	52,058	..	34,509	122,090	158,807
Carina .. .. .	..	..	..	85,200	111,282
Panitya .. .. .	..	..	44,495	66,689	99,846
Derby .. .. .	..	..	..	33,521	..
Bridgewater .. .. .	..	..	..	57,399	..
Kurting .. .. .	..	..	34,062	..	..
Korong Vale .. .. .	35,455	..	33,884	66,230	..
Wychitella .. .. .	52,296	..	44,847	76,530	40,951
Buckrabanyule .. .. .	49,848	..	..	88,208	30,492
Barrakee .. .. .	43,518	..	..	92,556	49,560
Charlton .. .. .	110,305	..	82,674	237,678	156,442
Teddywaddy .. .. .	..	..	..	60,422	48,074
Glenloth .. .. .	46,086	..	39,546	77,477	83,927
Wycheproof .. .. .	46,707	..	51,703	175,585	116,654
Dumosa .. .. .	..	..	50,472	85,035	75,327

APPENDIX No. 27—*continued.*

STATEMENT SHOWING IN RESPECT OF THE FIVE YEARS ENDING 30TH JUNE, 1918,  
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER  
ANNUM.

Stations.	Year ending	Year ending	Year ending	Year ending	Year ending
	30th June, 1914.	30th June, 1915.	30th June, 1916.	30th June, 1917.	30th June, 1918.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Nullawil .. .. .	40,579	..	63,682	92,455	60,616
Warne .. .. .	..	..	..	33,908	..
Kaneira .. .. .	41,559	..	54,973	152,048	70,987
Berriwillock .. .. .	63,509	..	107,599	173,540	132,376
Boigbeat .. .. .	..	..	..	48,557	59,379
Sea Lake .. .. .	63,267	..	52,767	138,728	112,320
Ninda .. .. .	..	..	..	31,810	47,399
Nyarrin .. .. .	..	..	38,759	36,991	56,181
Nandaly .. .. .	..	..	45,595	58,610	43,038
Wedderburn .. .. .	58,970	..	..	86,790	..
Borong .. .. .	39,451	..	71,087	77,154	49,696
Mysia .. .. .	..	..	46,744	35,181	..
Boort .. .. .	37,712	..	57,694	108,403	78,604
Barraport .. .. .	87,624	..	85,989	127,802	121,649
Gredgwin .. .. .	..	..	..	34,739	41,977
Oakvale .. .. .	35,217	..	38,772	38,594	41,814
Quambatook .. .. .	76,358	..	93,204	157,217	104,138
Cannie .. .. .	39,444	..	55,053	87,080	62,389
Lalbert .. .. .	42,976	..	81,616	115,799	107,120
Meatian .. .. .	45,319	..	73,695	111,987	117,139
Ultima .. .. .	37,459	..	73,164	168,709	140,534
Gowan .. .. .	..	..	31,051	45,542	36,675
Waitechie .. .. .	..	..	36,341	98,542	126,827
Chillingollah .. .. .	..	..	30,592	99,303	43,870
Chinkapook .. .. .	..	..	53,533	82,644	87,172
Cocamba .. .. .	..	..	45,640	59,858	62,996
Manangatang .. .. .	..	..	..	43,470	41,178
Raywood .. .. .	49,629	..	73,620	77,555	36,270
Tandarra .. .. .	53,079	..	82,409	78,426	59,318
Dingee .. .. .	52,595	..	76,570	98,007	62,153
Prairie .. .. .	83,604	..	79,904	94,229	93,676
Mitiamo .. .. .	86,643	..	114,645	107,405	71,320
Mologa .. .. .	33,120	..	47,530	59,542	44,225
Pyramid .. .. .	41,587	..	60,273	61,768	42,230
Kerang .. .. .	38,060	..	47,770	89,314	58,353
Mystic Park .. .. .	..	..	..	56,074	..
Lake Boga .. .. .	40,668	..	39,447	92,564	62,002
Swan Hill .. .. .	57,336	..	65,388	158,641	67,722
Woorinen .. .. .	..	..	..	39,611	..
Pira .. .. .	..	..	38,117	60,061	41,849
Nyah .. .. .	..	..	44,524	65,001	52,080
Miralie .. .. .	..	..	..	32,709	..
Piangil .. .. .	..	..	..	61,562	52,833
Hunter .. .. .	..	..	53,332	51,638	..
Warragamba .. .. .	..	..	49,758	42,525	32,952
McColl .. .. .	..	..	..	40,043	35,659
Bamawin .. .. .	..	..	40,712	53,435	51,951
Kotta .. .. .	..	..	34,057	44,712	50,816
Kyemery .. .. .	..	..	..	32,703	..
Glenorchy .. .. .	32,178	..	45,845	72,183	..
Wal Wal .. .. .	..	..	31,667	..	..
Lubeck .. .. .	85,797	..	50,170	110,831	44,048
Jung .. .. .	118,094	39,172	37,522	214,682	200,315
Dooen .. .. .	74,959	..	37,737	136,437	99,850
Horsham .. .. .	43,088	..	30,913	96,272	..
Pimpinio .. .. .	68,793	..	37,739	116,131	81,799
Wail .. .. .	89,209	..	41,974	154,893	129,108
Dimboola .. .. .	43,179	33,288	..	160,634	55,570
Gerang .. .. .	49,261	..	..	110,331	87,200
Kiata .. .. .	31,408	..	..	96,784	39,951
Salisbury .. .. .	30,722	..	..	51,654	30,940
Nhill .. .. .	..	..	..	92,311	..
Tarranginnie .. .. .	31,332	..	..	70,092	..
Diapur .. .. .	74,611	..	..	47,329	31,498
Miram .. .. .	..	45,996	40,553	75,687	67,734

## APPENDIX No. 27—continued.

STATEMENT SHOWING IN RESPECT OF THE FIVE YEARS ENDING 30TH JUNE, 1918,  
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER  
ANNUM.

Stations.	Year ending 30th June, 1914.	Year ending 30th June, 1915.	Year ending 30th June, 1916.	Year ending 30th June, 1917.	Year ending 30th June, 1918.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Kaniva .. .. .	50,682	32,983	..	105,611	59,520
Lillimur .. .. .	34,540	..	39,569	73,424	53,136
Serviceton .. .. .	..	..	45,084	..	..
Duverney .. .. .	..	..	..	39,983	..
Berrybank .. .. .	..	..	42,299	39,445	30,645
Lismore .. .. .	..	32,331	40,960	31,333	..
Westmere .. .. .	100,324	..	76,086	64,473	85,960
Mininera .. .. .	87,584	..	..	66,816	32,202
Tatyoon .. .. .	30,499	..	..	58,378	..
Rokewood .. .. .	32,713	..	..	38,737	37,149
Werneth .. .. .	36,694	..	..	51,500	..
Skipton .. .. .	..	..	49,696	..	..
Maroona .. .. .	30,457	..	..	30,439	..
Calvert Siding .. .. .	44,764	..	..	51,008	..
Willaura .. .. .	86,478	33,036	..	91,672	95,245
Staveley .. .. .	30,212	..	57,173	..	..
Rupanyup .. .. .	42,039	..	41,555	96,998	63,042
Burrum .. .. .	..	..	..	71,157	51,252
Banyena .. .. .	61,866	..	75,341	113,491	70,690
Marnoo .. .. .	104,042	..	79,324	202,512	145,891
Coromby .. .. .	52,502	..	36,606	72,978	114,478
Minyip .. .. .	127,376	58,287	54,563	320,643	199,816
Nullan .. .. .	30,582	..	..	90,296	93,927
Sheep hills .. .. .	112,880	..	61,152	245,792	153,021
Warracknabeal .. .. .	46,831	..	70,212	188,401	91,749
Lah .. .. .	44,970	..	64,606	121,961	122,688
Brim .. .. .	64,505	..	53,041	184,352	172,941
Galaquil .. .. .	30,949	..	67,224	78,385	83,834
Beulah .. .. .	48,689	..	69,324	212,022	119,425
Rosebery .. .. .	..	..	59,537	106,011	87,738
Goyura .. .. .	..	..	31,664	38,322	..
Hopetoun .. .. .	60,264	..	110,524	214,647	101,296
Renlaw .. .. .	..	..	..	45,221	..
Veetis .. .. .	35,188	..	..	62,852	65,729
Natimuk .. .. .	..	..	36,624	40,113	..
Goroke .. .. .	30,574	..	..	38,008	34,562
Arkona .. .. .	..	..	..	58,412	31,451
Antwerp .. .. .	68,326	..	31,786	108,151	88,811
Tarranyurk .. .. .	40,334	..	36,953	82,368	86,264
Jeparit .. .. .	45,932	..	..	114,859	55,181
Allam .. .. .	..	..	..	87,047	66,755
Pullut .. .. .	..	..	33,534	82,284	61,340
Rainbow .. .. .	68,371	..	42,916	188,258	56,433
Detpa .. .. .	31,262	..	32,343	69,573	92,655
Lorquon .. .. .	62,353	..	48,414	106,727	102,266
Netherby .. .. .	..	..	33,634	40,855	68,558
Yaapeet .. .. .	..	..	33,553	91,866	116,830
Albacutya .. .. .	..	..	33,876	38,981	30,188
Yanac .. .. .	..	..	..	84,462	91,785
Springhurst .. .. .	40,271	..	44,588	31,794	..
Toolamba .. .. .	..	..	34,832	..	..
Shepparton .. .. .	55,383	..	40,101	46,691	..
Congupna .. .. .	..	..	51,359	32,028	..
Tallygaroopna .. .. .	89,417	..	89,662	92,059	42,215
Wunghnu .. .. .	64,860	..	44,430	64,795	..
Numurkah .. .. .	37,678	..	..	51,787	..
Katunga .. .. .	63,090	..	71,222	39,904	52,044
Strathmerton .. .. .	46,380	..	57,609	46,147	39,705
Yarroweyah .. .. .	..	..	..	31,440	..
Cobram .. .. .	32,675	..	41,756	35,812	..
Rushworth .. .. .	55,694	..	44,677	32,722	..
Wanalta .. .. .	..	..	43,469	..	..
Colbinabbin .. .. .	32,642	..	83,443	119,851	52,156
Girgarre .. .. .	..	..	..	..	30,309
Tatura.. .. .	31,325	..	55,561	42,981	..

APPENDIX No. 27—*continued.*

STATEMENT SHOWING IN RESPECT OF THE FIVE YEARS ENDING 30TH JUNE, 1918,  
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER  
ANNUM.

Stations.	Year ending 30th June, 1914.	Year ending 30th June, 1915.	Year ending 30th June, 1916.	Year ending 30th June, 1917.	Year ending 30th June, 1918.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Merrigum .. ..	63,087	..	52,799	78,609	36,109
Kyabram .. ..	72,075	..	83,589	93,653	50,648
Tongala .. ..	36,372	..	46,334	46,128	..
Koyuga .. ..	..	..	69,198	33,761	..
Pine Lodge .. ..	50,978	..	61,558	64,929	..
Cosgrove .. ..	74,381	..	87,552	72,023	..
Dookie .. ..	39,208	..	54,067	42,539	..
Yabba North .. ..	40,932	..	65,685	38,816	..
Youanmite .. ..	..	..	56,065	32,720	..
Katamatite .. ..	69,006	..	70,776	137,960	64,686
Waaiia .. ..	61,118	..	62,963	77,589	86,433
Nathalia .. ..	62,256	..	52,499	71,883	36,666
Picola .. ..	66,036	..	71,927	121,601	78,315
Tocumwal .. ..	34,583	..	..	..	..
Goorambat .. ..	36,597	..	30,065	65,048	..
Devenish .. ..	46,233	..	85,002	44,544	..
St. James .. ..	79,807	..	72,583	101,327	..
Tungamah .. ..	73,116	..	79,576	76,430	..
Telford .. ..	63,597	..	82,133	103,129	37,308
Yarrowonga .. ..	252,352	71,495	193,431	315,261	100,670
Rutherglen .. ..	51,311	..	55,159	46,374	..
Wahgunyah .. ..	31,064	104,213	53,533	..	54,580
Other Stations .. ..	1,826,447	875,544	2,121,977	1,710,092	1,767,825
<b>TOTALS .. ..</b>	<b>8,883,012</b>	<b>1,363,059</b>	<b>10,909,750</b>	<b>18,461,822</b>	<b>12,601,167</b>



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APPENDIX No. 28.

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RETURN OF TRAFFIC AT EACH STATION.

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APPENDIX No. 28.

RETURN OF TRAFFIC AT EACH STATION.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.					
	Outwards.				Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.				Outwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.					Tons.	Tons.	Revenue.	Number of Trucks.						Number of Trucks.			
					Horses.	Cattle.	Sheep.	Pigs.				Horses.	Cattle.	Sheep.	Pigs.						
£ s. d.		£ s. d.		£ s. d.		Tons.		£ s. d.										£ s. d.		£ s. d.	
Melbourne—Spencer-street, Country	2,171,339	594,670 17 2	92,455 18 5	1,973 5 3	610,248	787,114	571,166 9 4	838	45	85	48	630	158	93	2,392	2,717 17 0	1,178,281 7 8				
Melbourne—Spencer-st., Suburban	1,165,829	17,680 2 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	17,680 2 8				
MELBOURNE—BENDIGO LINE.																					
North Melbourne	927,812	10,830 12 9	1,100 4 0	22 2 3	28,422	100,552	6,815 9 7	..	..	..	..	..	..	..	..	..	11,970 19 0				
Arden-street	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6,815 9 7				
Middle Footscray	275,011	2,582 8 0	27 12 5	0 4 0	30	..	..	..	..	..	..	..	..	..	..	..	2,610 4 5				
West Footscray	398,945	3,807 8 7	400 17 11	5 11 9	42,353	20,392	7,219 7 2	..	..	..	..	..	..	..	..	..	11,623 5 5				
Tottenham	50,586	456 14 6	0 0 7	..	..	..	..	..	..	..	..	..	..	..	..	..	457 5 9				
Sunshine	284,991	6,894 19 6	1,060 0 1	1 13 6	12,534	28,562	15,192 1 5	2	2	..	..	..	..	..	..	..	23,182 15 9				
Albion	17	0 9 7	..	..	75,900	851	8,610 11 5	..	..	..	..	..	..	..	..	..	8,011 1 0				
St. Albans	42,960	771 11 2	44 4 2	0 8 0	512	447	67 8 4	..	..	..	..	..	..	..	..	..	903 11 8				
Sydenham	8,132	292 11 6	37 18 1	1 13 8	3,293	683	553 12 9	3	7	20	1	4	2	36	..	..	935 19 9				
Engar's Rest	8,732	431 13 2	63 1 7	3 10 9	6,343	1,116	1,231 13 7	6	0	103	3	7	3	68	..	..	2,012 0 11				
Sunbury	29,888	2,697 3 2	225 12 2	13 17 0	3,532	3,776	815 2 6	15	353	285	13	6	191	142	..	..	4,837 6 6				
Lancefield Junction	5,606	523 11 3	36 8 8	9 1 3	844	245	277 11 6	9	60	98	2	2	29	74	..	..	1,830 18 7				
Riddell	7,705	731 18 7	96 4 11	3 10 3	3,587	500	965 14 4	9	12	58	..	..	6	..	..	..	1,080 14 4				
Gisborne	10,490	1,128 0 9	127 2 2	3 19 0	2,137	1,878	989 4 0	11	16	66	4	7	42	50	..	..	2,563 17 1				
Macedon	22,859	1,739 4 19	415 9 9	16 8 0	2,686	1,929	719 14 4	21	5	..	..	..	4	1	..	..	2,914 17 8				
Woodend	26,090	2,728 11 7	212 11 3	28 3 11	4,577	3,593	1,746 7 4	32	24	82	..	..	19	21	..	..	5,043 14 2				
Carlisle	1,594	137 1 9	10 5 7	0 10 0	112	22	62 17 4	1	6	34	..	..	9	7	..	..	287 9 1				
Kyneton	42,403	5,954 1 10	820 8 4	171 3 3	11,760	12,693	4,796 3 1	47	344	327	34	13	173	339	17	..	18,425 2 8				
Redesdale Junction	1,779	127 5 0	29 3 0	0 8 0	89	26	56 19 4	..	2	..	..	..	1	..	..	..	216 9 1				
Malmsbury	8,248	905 13 10	121 3 6	4 19 2	2,167	737	722 8 9	11	49	91	..	..	4	22	..	..	2,209 7 1				
Taradale	5,465	454 15 6	64 13 6	1 15 3	1,567	277	337 10 11	..	..	..	..	..	..	..	..	..	88 15 2				
Elphinstone	6,329	445 2 8	46 12 8	1 7 9	5,182	843	1,231 16 6	5	31	56	3	2	11	22	..	..	2,009 14 0				
Chewton	6,794	591 9 6	66 0 3	0 12 0	877	318	444 11 6	1	1	..	..	..	1	11	..	..	1,106 13 7				
Castlemaine	65,931	9,653 11 1	890 15 10	30 10 8	5,750	20,587	6,270 14 2	15	12	19	5	16	23	113	32	..	16,936 19 6				
Barker's Creek	..	..	..	..	179	1,169	44 17 7	..	..	..	..	..	..	..	..	..	..	45 19 10			
Harcourt	15,695	866 19 1	134 5 6	0 7 6	5,960	2,033	2,838 5 10	1	1	..	3	..	7	3	..	..	3,849 5 5				
Havenswood	2,658	249 5 9	33 6 3	0 12 0	1,700	156	302 11 10	1	..	6	..	..	50	26	..	..	605 6 10				
Kangaroo Flat	5,233	578 3 19	97 6 1	1 6 6	490	532	388 4 2	..	..	..	..	..	..	..	..	..	1,064 19 7				
Golden Square	10,681	1,785 1 5	186 12 3	2 3 3	5,100	7,702	2,178 12 7	..	..	..	3	..	3	..	342	..	4,166 4 2				
Bendigo	205,009	45,796 6 7	4,543 10 0	565 13 2	41,482	86,848	36,290 13 0	317	346	1,950	62	264	958	2,102	179	..	92,665 17 4				
Bendigo Brick and Tile Coy's Siding	..	..	..	..	..	177	1 16 0	..	..	..	..	..	..	..	..	..	1 16 0				
LANCFFIELD LINE.																					
Bollinda	973	97 8 7	3 9 0	0 9 0	868	105	288 17 3	3	0	59	..	1	4	50	..	..	497 1 1				
Monogetta	948	95 0 8	15 7 8	0 1 0	667	127	193 12 11	1	..	..	..	1	1	..	..	..	309 10 0				
North Monogetta	492	45 6 0	4 18 9	0 1 0	5	3	5 6 3	..	..	..	..	..	..	..	..	..	55 12 0				
Romsey	6,333	727 10 2	99 15 10	4 10 5	5,743	1,354	1,884 16 5	7	17	98	18	8	32	36	4	..	2,977 0 6				
Lancefield	4,679	1,017 16 9	94 2 4	8 11 5	9,755	1,443	3,151 11 4	..	40	132	8	..	52	40	..	..	4,717 0 4				

DAYLESFORD LINE.

Tylden	1,977
Fern Hill	2,451
Trentburn	10,483
Lycouville	3,789
Bullarto	4,307
Musk	2,850
Daylesford	23,184
Woodburn	739
Saffor's Falls	1,108
Leonard	2,167
Wombat	1,137
Rocklyn	2,059
Newlyn	2,267
Kingston	3,247
Allendale	10,727
Broomfield	2,679

REDESDALE LINE.

Hdgcombe	84
Green Hill	359
East Metcalfe	224
Emberton	81
Barfild	369
Redesdale	1,318

SHELBORNE LAKE.

Muckford	413
Maldon	13,387
Bradford	327
Sheibourne	327

CASTLEMALNE-MARYBOROUGH LINE.

Campbell	3,097
Goldford	9,890
Strangway	1,911
Newstead	9,806
Joyce's Creek	1,299
Moolort	986
Crisbrook	6,699
Maryborough	39,779

MARYBOROUGH-MILDURA LINE.

Simson	894
Haylock	2,273
Bet Bet	3,478
Dunolly	8,612
Goldsbrough	1,321
Bealiba	3,759
Maffescioni's Stading	3,759
Emu	2,175
Cara pocco	776
St. Arnaud	13,790
Sutherland	576
Swanwater	50
Cope Cope	1,004
Donald	9,187
Lake Duloke	64
Litchfield	918
Massey	272
Watcham	2,090
Morton Plains	185
Birehip	5,381
Karytha	91
Kimballa	401
Curvo	1,419
Watchupa	778

180	7	10	14	2	11	7	0	0	584	109	255	18	4	6	11	53	3	2	10	177	5	6	694	12	7		
1,235	10	11	97	9	8	16	12	1	5,733	1,508	2,359	18	0	6	2	11	53	3	2	10	177	5	6	2,727	11	6	
206	7	4	21	2	8	0	3	0	1,523	112	517	1	10	6	2	11	53	3	2	10	177	5	6	4,103	7	0	
266	10	0	11	14	9	0	2	6	2,792	230	1,153	14	9	4	1	11	53	3	2	10	177	5	6	744	14	10	
100	5	3	7	15	4	0	6	0	1,847	139	908	2	6	4	1	11	53	3	2	10	177	5	6	1,455	8	8	
4,046	15	10	352	5	6	24	17	11	6,288	5,044	3,213	1	2	7	11	16	7	11	47	57	122	5	7	1,022	9	1	
17	8	0	1	16	6	0	2	0	1	1	0	7	1	7	11	16	7	11	47	57	122	5	7	7,761	6	0	
44	3	10	7	15	1	0	2	0	205	18	121	10	8	1	1	11	53	3	2	10	177	5	6	19	11	7	
134	16	2	24	17	7	0	6	0	2,999	102	708	14	10	1	1	11	53	3	2	10	177	5	6	174	5	11	
68	4	11	3	15	2	1	0	0	1,224	54	303	3	10	1	1	11	53	3	2	10	177	5	6	4	3	10	
114	13	6	10	6	6	1	0	0	186	73	100	0	8	1	1	11	53	3	2	10	177	5	6	872	18	5	
262	3	4	24	8	7	2	6	9	14,965	1,315	8,367	10	10	15	32	94	26	7	9	19	343	17	9	226	6	8	
273	13	7	20	8	9	0	0	6	6,338	100	3,266	1	5	3	2	1	1	1	1	1	5	13	9	9,000	7	3	
590	2	4	41	1	10	3	9	8	5,584	2,353	3,007	13	7	12	35	146	37	6	9	20	398	4	6	3,565	13	0	
117	16	3	16	4	8	0	2	6	58	38	0	13	1	1	1	1	1	1	1	1	1	1	1	4,019	13	11	
117	16	3	16	4	8	0	2	6	58	38	0	13	1	1	1	1	1	1	1	1	1	1	1	4,019	13	11	
3	12	2	0	11	5	0	0	0	664	7	193	3	7	1	1	1	1	1	1	1	1	1	1	197	7	2	
7	1	0	6	17	10	0	0	6	27	4	15	2	3	1	1	1	1	1	1	1	1	1	1	29	1	7	
11	14	5	6	10	2	0	0	6	191	36	52	18	10	1	1	1	1	1	1	1	1	1	1	71	3	11	
4	13	3	0	17	8	0	0	6	45	1	22	13	0	1	1	1	1	1	1	1	1	1	1	28	5	13	
27	18	3	31	2	1	0	1	6	811	175	369	19	5	1	1	1	1	1	1	1	1	1	1	618	19	9	
189	9	5	67	12	1	0	1	0	3,694	354	1,335	13	7	1	1	1	1	1	1	1	1	1	1	1,780	1	5	
28	12	2	14	6	8	0	2	14	275	91	151	6	11	1	1	1	1	1	1	1	1	1	1	774	8	3	
1,664	6	7	263	1	2	24	18	3	2,750	2,252	1,297	9	7	1	1	1	1	1	1	1	1	1	1	3,313	18	5	
80	4	7	26	1	2	0	9	6	8,575	968	3,774	2	6	2	1	1	1	1	1	1	1	1	1	3,984	16	2	
127	10	11	21	1	11	0	1	6	1,238	300	506	16	8	1	1	1	1	1	1	1	1	1	1	761	7	10	
383	1	5	25	5	8	3	1	6	429	136	289	15	8	1	1	1	1	1	1	1	1	1	1	769	2	1	
134	16	2	8	8	11	0	1	0	7	2	19	14	2	1	1	1	1	1	1	1	1	1	1	163	3	3	
990	13	0	135	10	6	71	17	2	3,163	1,684	2,708	6	9	15	44	98	19	7	39	54	1	1	4,165	18	8		
110	14	0	1,741	9	17	0	8	3	1,741	80	967	9	3	1	1	1	1	1	1	1	1	1	1	1,090	16	5	
178	0	2	16	15	3	0	7	0	3,880	339	1,074	5	10	2	1	1	1	1	1	1	1	1	1	22	13	0	
708	12	2	39	13	1	2	9	6	8,960	297	3,793	4	1	6	27	59	26	2	46	36	1	1	3,291	19	0		
11,169	14	4	1,048	3	4	28	19	4	12,029	13,830	8,032	18	1	45	21	11	3	53	31	7	3	383	12	3	4,527	11	1
15	19	4	8	0	10	0	7	6	2,633	791	981	10	7	1	1	1	1	1	1	1	1	1	1	15	10	4	
69	19	9	19	1	9	0	7	6	3,679	1,199	1,798	12	4	1	1	1	1	1	1	1	1	1	1	1,053	3	2	
149	5	3	19	1	9	12	11	2	14,891	9,361	6,187	13	3	8	11	21	2	9	8	12	1	1	1,968	14	2		
1,753	6	6	109	9	6	6	7	2	8,635	236	2,403	13	3	1	1	1	1	1	1	1	1	1	1	7,218	12	3	
98	12	7	23	10	6	2	15	9	14,895	1,254	6,970	3	8	10	8	16	14	3	23	14	8	10	8,121	14	5		
937	4	1	70	0	1	0	6	0	1,131	83	583	17	5	1	1	1	1	1	1	1	1	1	1	585	17	5	
318	6	6	18	1	11	0	6	0	9,147	340	4,270	11	9	1	1	1	1	1	1	1	1	1	1	4,609	14	11	
241	13	5	26	12	11	0	8	0	8,945	346	5,547	12	6	1	1	1	1	1	1	1	1	1	1	3,791	8	8	
3,889	16	8	369	19	3	22	10	9	19,243	12,779	7,821	14	0	19	44	91	44	17	44	121	1	5	14,917	16	1		
102	9	7	6	3	0	0	8	3	9,482	1,390	1,131	3	1	1	1	1	1	1	1	1	1	1	1	1,369	13	5	
3	15	8	1	13	5	0	11	0	5,987	329	3,959	12	6	1	1	1	1	1	1	1	1	1	1	3,080	13	7	
598	7	6	21	1	6	0	11	0	19,241	2,344	5,886	19	11	5	2	114	1	8	36	36	1	1	440	18	7		
3,893	12	10	329	6	6	20	16	8	8,142	18,668	6,193	18	11	39	82	186	4	42	125	169	1	1	1,597	3	2		
39	18	5	3	0	1	0	13	3	10,006	1,720	6,898	9	6	4	1	38	2	1	3	3	0	0	34	0	0		
224	6	3	13	0	1	1	13	3	3,650	925	2,324	5	1	1	1	1	1	1	1	1	1	1	208	12	3		
64	15	1	1	0	9	0	14	0	9,505	1,566	6,324	12	2	12	26	110	2	11	10	45	1	1	2,392	19	2		
272	8	15	1	12	11	31	1	7	4,723	208	3,039	16	5	1	1	1	1	1	1	1	1	1	717	9	1		
855	19	8	1	12	11	31	1	7	9,299	5,056	6,997	1	11	44	80	248	15	23	107	176	1	1	3,191	16	11		
98	15	3	239	4	3	0	0	6	637	67	381	13	0	1	1	1	1	1	1	1	1	1	1,771	17	4		
2,561	16	9	1	9	5	0	0	6	7,085	295	4,492	8	0	1	1	1	1	1	1	1	1	1	193	16	10		
39	18	7	1	9	5	0	0	6	3,179	715	3,180	3	1	2	1	1	1	1	1	1	1	1	8	6	7		
70	18	10	15	15	1	5	10	6	6,910	387	4,318	18	4	4	1	15	3	2	7	13	2	2	4,620	1	3		

APPENDIX NO. 28.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CABRIAGES, AND DOGS.		GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.				Outwards.	E s. d.	
	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.	
<b>MARYBOROUGH-MILDURA LINE—continued.</b>																		
Woomelang .. .. .	4,985	2,948 7 4	110 7 2	14 6 1	7,311	2,537	5,927 3 2	14	23	22	6	18	15	25	..	269 7 8	8,069 11 5	
Lascelles .. .. .	2,395	1,920 17 0	28 18 10	5 18 1	4,980	942	3,299 16 11	4	1	..	..	6	3	21	..	10 13 3	4,372 2 1	
Gama .. .. .	149	73 10 0	1 3 11	..	2,939	616	2,045 3 7	1	1	..	..	..	..	..	..	3 7 9	2,128 5 2	
Turriff .. .. .	422	139 4 4	19 11 9	0 3 0	2,256	629	1,649 6 9	3	..	..	..	4	1	1	..	7 9 6	1,806 15 10	
Speed .. .. .	1,143	511 1 10	46 5 8	0 11 0	2,894	1,112	2,168 15 2	14	2	..	3	13	14	9	..	62 6 3	2,789 3 8	
Tempy .. .. .	810	305 3 9	23 15 5	0 12 0	4,958	1,589	3,573 6 6	2	..	..	..	4	3	..	..	3 0 8	3,966 18 4	
Anstral Gypsum Siding .. .. .	..	..	..	..	662	111	469 9 3	..	..	..	..	..	..	..	..	..	469 9 3	
Nunaa .. .. .	270	156 1 7	0 19 6	..	5,188	599	3,722 14 6	..	..	..	..	..	..	..	..	..	3,879 15 7	
Ouyen .. .. .	12,580	6,355 12 7	313 12 2	23 19 5	3,586	6,686	4,681 15 6	25	9	8	..	40	20	29	1	227 1 3	11,001 11 11	
Khamul .. .. .	184	190 6 4	0 13 2	0 1 6	3,793	139	2,850 12 7	..	..	..	..	..	..	..	..	..	2,957 13 7	
Hattah .. .. .	628	220 4 2	139 1 0	0 10 3	1,967	170	1,209 2 2	8	18	..	..	7	..	..	..	171 2 0	1,742 19 7	
Nowingt .. .. .	68	11 11 3	107 0 2	..	14	13	0 12 5	..	..	..	..	..	..	..	..	..	128 4 1	
Curwarp Siding .. .. .	871	281 2 4	65 9 1	..	1,104	1,136	2,344 6 7	3	2	..	..	21	1	..	..	19 10 7	2,713 8 7	
Yatpool .. .. .	381	146 6 7	65 6 1	0 11 0	3,680	542	1,235 11 10	1	..	..	..	7	..	..	..	1 10 0	1,449 9 0	
Irymple .. .. .	2,163	1,504 9 4	66 19 11	1 16 6	5,482	3,871	8,258 7 11	1	..	..	1	15	..	..	..	17 15 11	10,339 9 7	
Mildura .. .. .	17,559	14,093 10 2	1,232 15 7	21 13 1	9,611	29,663	13,871 17 2	31	17	388	..	79	21	69	..	3,775 7 19	32,925 3 10	
<b>MERBEIN LINE.</b>																		
Merbein .. .. .	2,416	766 18 11	265 3 3	0 17 0	8,970	8,048	13,487 10 6	3	1	..	3	8	..	..	..	36 9 9	11,496 19 5	
<b>MARYBOROUGH-ARARAT LINE.</b>																		
Adelaide Lead .. .. .	409	35 18 6	19 19 11	..	1	..	1 16 5	..	..	..	..	..	..	..	..	..	48 1 1	
Bung Bong .. .. .	283	15 19 4	4 1 1	0 0 6	2,314	195	955 1 9	..	1	..	..	..	..	..	..	1 5 0	974 10 8	
Honebush .. .. .	1,268	91 1 0	9 2 9	0 0 6	2,009	71	791 9 8	..	..	..	..	..	..	..	..	..	891 13 11	
Avoca .. .. .	5,298	1,237 6 6	114 1 3	3 3 8	11,103	1,992	6,332 6 7	5	29	49	6	7	33	61	1	277 11 11	7,961 9 14	
Amphitheatre .. .. .	1,869	109 18 7	37 3 10	9 5 9	19,436	359	3,133 12 3	..	..	1	..	..	..	..	..	2 5 6	4,386 5 2	
Elmhurst .. .. .	1,688	393 0 11	35 1 8	6 17 0	1,803	383	945 16 10	1	15	21	22	1	5	5	..	181 12 2	1,558 11 7	
Eversley .. .. .	114	12 8 3	2 5 6	..	395	81	181 7 8	..	..	..	..	..	2	1	..	18 4 2	211 6 7	
Bon Nicks .. .. .	1,526	167 19 8	7 18 1	0 3 6	741	91	251 18 0	..	3	..	..	..	..	..	..	1 7 9	535 7 0	
Dunneworthy .. .. .	542	31 10 3	0 8 2	..	6,572	91	845 8 7	..	..	..	..	..	..	..	..	..	877 16 2	
Warra Yadu .. .. .	85	3 17 10	..	..	289	46	122 18 11	..	..	..	..	..	..	..	..	..	126 16 9	
<b>NAVARRE LINE.</b>																		
Crowland .. .. .	1,281	121 15 0	6 5 10	0 1 6	2,603	175	1,236 2 3	..	1	..	1	..	..	..	..	2 1 6	1,366 6 1	
Joel .. .. .	604	59 13 4	1 3 0	0 3 0	1,304	153	678 6 11	..	..	..	3	..	..	..	..	1 3 4	743 19 7	
Landsborough .. .. .	1,431	269 3 10	11 11 1	7 11 5	7,601	618	3,850 1 10	..	1	..	..	..	..	..	..	19 19 1	4,153 12 3	
Tulkara .. .. .	233	35 3 7	3 1 2	37 6 3	3,831	297	3,963 2 8	3	..	..	..	1	1	2	..	9 4 0	3,947 17 8	
Navarre .. .. .	1,974	453 11 7	13 8 8	2 16 6	16,549	698	8,177 11 3	..	2	2	..	1	4	14	..	22 11 10	8,651 19 10	
<b>BALLARAT-MARYBOROUGH LINE.</b>																		
Sekirk Siding .. .. .	..	..	..	..	11,829	..	4,739 3 11	..	..	..	..	..	..	..	..	..	..	4,739 3 11
Waubra Junction .. .. .	2,566	71 16 6	4 7 9	1 1 6	..	6	..	..	..	..	..	..	..	..	..	..	80 5 9	
Sulky .. .. .	1,817	16 15 4	1 2 3	1 11 9	..	24	8 17 3	1	3	..	..	..	..	..	..	13 4 6	71 14 5	



APPENDIX No. 28.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.			£ s. d.	Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.	£ s. d.	£ s. d.
<b>BENDIGO-SRA LAKE LINE—</b>																	
<i>continued.</i>																	
Glenalbyn .. .. .	883	108 12 2	0 3 5	0 2 3	1,591	148	511 2 2	..	..	11	..	1	..	3	..	22 4 6	651 4 6
Wedderburn Junction .. .. .	3,696	1,007 1 9	31 15 0	16 8 4	2,257	165	513 5 0	1	..	..	..	..	..	..	..	2 8 0	1,373 18 7
Korong Vale .. .. .	6,966	1,654 9 1	86 18 11	15 14 6	3,108	1,569	1,915 3 0	18	16	64	6	12	14	70	..	217 15 8	3,590 1 2
Wychelella .. .. .	981	219 8 10	13 18 6	0 5 9	3,546	498	2,034 11 9	3	16	30	2	..	..	..	..	170 8 8	2,438 13 0
Ruckrabanyule .. .. .	1,103	285 6 3	28 15 0	8 2 0	3,249	611	1,901 9 7	4	1	24	1	..	..	19	..	131 13 1	2,350 6 2
Barrakoe .. .. .	557	129 10 3	26 11 3	0 3 0	4,425	454	2,490 8 7	..	..	10	..	3	..	1	..	49 15 0	2,654 8 1
Charlton .. .. .	5,530	2,204 1 2	193 5 9	12 0 8	16,101	4,242	10,351 1 1	8	22	126	2	14	9	69	..	586 12 8	13,347 1 4
Toddywaddy .. .. .	506	22 16 3	4 13 9	..	4,435	231	2,764 11 7	..	..	9	..	1	..	4	..	47 12 6	2,838 14 1
Glenloch .. .. .	1,788	350 18 1	19 19 8	0 12 6	7,346	605	4,876 0 6	5	18	63	..	5	3	52	..	409 18 11	5,657 9 8
Fairylew .. .. .	80	6 12 8	..	..	377	33	184 3 5	..	..	..	..	..	..	..	..	..	190 16 0
Wycheproof .. .. .	5,574	2,076 17 11	157 12 5	9 18 9	12,775	3,523	7,744 6 5	8	34	156	2	10	13	128	..	1,045 3 11	11,033 19 5
Dumosa .. .. .	733	97 11 8	11 10 11	0 7 6	6,458	677	4,224 9 6	..	..	60	..	2	15	35	..	341 9 6	4,675 9 1
Nuffawil .. .. .	1,800	326 1 0	29 2 4	0 1 0	5,509	2,416	3,852 15 3	1	..	34	2	2	2	48	..	271 10 3	4,479 12 10
Warne .. .. .	83	34 1 11	0 14 0	..	3,063	111	1,692 4 6	..	..	14	..	..	..	1	..	103 10 9	1,830 10 5
Kaneira .. .. .	2,020	716 13 5	55 0 5	13 2 7	5,079	2,555	4,203 9 2	8	14	94	4	8	57	49	..	727 5 0	3,715 10 7
Berrillock .. .. .	1,303	710 9 1	39 9 8	5 15 2	12,365	1,827	8,007 3 6	3	2	32	2	2	1	35	..	223 14 9	3,986 13 3
Doiabeat .. .. .	69	42 11 8	4 15 4	..	3,587	291	3,587 17 2	..	..	..	..	..	..	..	..	..	3,835 4 2
Sea Lake .. .. .	3,240	1,591 3 11	132 16 10	9 16 9	10,119	3,631	6,678 17 7	17	9	35	1	13	9	90	2	480 4 4	8,802 13 5
<b>NANDALY LINE.</b>																	
Ninda .. .. .	26	1 8 4	1 18 0	..	1,052	360	2,776 4 9	..	..	..	..	..	..	..	..	..	2,779 8 1
Nyarria .. .. .	122	17 2 11	2 9 8	..	4,373	177	3,070 16 3	1	..	6	..	..	..	..	..	2 12 0	3,092 12 7
Nandaly .. .. .	1,284	512 5 9	21 0 11	1 5 6	3,630	2,369	2,660 8 9	10	1	1	3	20	12	14	..	43 3 4	3,238 4 3
<b>PIER MILAN LINE.</b>																	
Pier Milan .. .. .	..	..	..	..	786	23	610 1 7	..	..	..	..	..	..	..	..	..	610 1 7
<b>WEDDERBURN LINE.</b>																	
Wedderburn .. .. .	1,636	427 8 2	60 8 7	2 9 0	10,175	6,240	5,245 11 8	5	3	17	..	7	4	61	..	52 14 8	5,788 12 2
<b>KORONG VALE-CHILLINGOLAH LINE.</b>																	
Borung .. .. .	1,550	195 16 10	21 8 7	2 1 6	4,585	564	2,737 19 0	2	1	57	2	3	5	120	..	183 13 4	3,143 19 3
Mysia .. .. .	1,192	275 18 9	24 1 7	0 7 9	2,605	711	1,942 4 1	3	12	49	..	1	11	17	..	204 4 7	2,536 16 9
Boort .. .. .	5,046	2,028 8 7	207 6 8	12 7 10	9,025	3,966	5,909 0 1	21	111	144	11	34	85	135	1	1,199 2 9	9,351 5 11
Barraport .. .. .	1,051	171 5 1	14 5 11	0 8 0	11,134	1,713	6,582 19 6	2	..	43	..	1	..	4	..	236 15 3	7,005 13 9
Gredgwil .. .. .	1,050	125 5 6	7 9 5	0 3 0	3,586	283	2,203 0 3	1	4	17	1	1	..	9	..	103 17 4	2,339 15 6
Oakvale .. .. .	394	74 14 10	5 7 10	..	3,535	272	2,197 10 4	2	..	..	..	..	..	..	..	5 19 9	2,268 12 9
Quambatook .. .. .	3,471	1,325 13 2	87 17 1	2 7 3	9,466	3,432	6,636 2 9	0	22	33	3	16	25	87	1	353 13 6	8,505 13 10
Cannie .. .. .	849	150 2 11	4 11 10	0 5 6	5,563	792	3,454 12 2	1	..	15	1	1	1	18	..	103 11 6	3,713 3 11
Lalhart .. .. .	1,688	739 7 7	57 9 7	0 17 0	8,650	1,500	5,809 10 9	6	9	77	1	10	19	47	..	522 8 8	7,180 2 7
Mestlan .. .. .	656	232 3 8	20 13 1	0 12 6	70,344	1,157	6,358 3 9	1	1	1	7	5	..	12	..	65 13 0	6,677 6 0
Ulthra .. .. .	2,023	1,335 9 9	116 7 2	3 2 0	11,584	2,438	7,699 10 2	7	8	57	1	34	16	72	1	409 12 5	9,564 1 6
Gowan .. .. .	98	24 8 1	1 19 2	0 5 0	3,207	318	2,170 14 8	..	..	..	..	..	..	..	..	..	2,197 6 11
-Walchle .. .. .	593	337 4 3	23 4 5	0 5 6	10,462	1,110	7,170 18 0	3	1	..	1	8	3	10	..	13 6 1	7,544 18 8
Chillingolah .. .. .	847	419 17 8	34 3 0	0 12 6	3,696	1,092	2,518 4 3	3	12	2	2	13	5	15	..	85 3 2	3,058 0 7

MANANGATAANG LINE.																		
Chinkapook .. .. .	371	216 3 7	39 10 10	..	0,734	852	5,091 2 0	1	..	..	..	..	6	2	1	1	12 18 0	5,392 14 5
Cocamba .. .. .	259	182 14 0	16 0 1	..	5,054	610	3,597 10 5	..	..	..	..	..	2	1	..	..	4 7 0	3,780 12 0
Manangataang .. .. .	680	475 16 11	290 2 9	0 14 6	3,372	1,029	2,327 11 8	..	1	..	..	..	5	20	11	..	20 15 6	3,115 1 4
SWAN HILL LINE.																		
Myer's Plat .. .. .	1,186	25 19 0	2 11 9	0 4 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Woodvale .. .. .	327	24 10 9	2 13 7	..	351	63	69 16 11	..	..	..	..	..	..	..	..	..	..	..
Sebastian .. .. .	2,420	204 7 3	10 12 3	0 4 1	3,393	459	795 12 6	..	1	..	..	..	..	..	..	..	..	..
Raywood .. .. .	4,598	490 17 4	43 13 0	0 13 0	5,440	1,211	2,244 3 2	..	..	..	..	..	..	..	..	..	..	..
Tandarra .. .. .	2,588	375 16 5	22 3 2	9 11 2	5,237	1,276	2,463 3 10	..	..	..	..	..	..	..	..	..	..	..
Dingee .. .. .	3,867	609 13 2	38 18 8	7 14 9	5,296	1,757	2,567 3 4	..	..	..	..	..	..	..	..	..	..	..
Prairie .. .. .	3,302	673 0 5	28 4 6	4 1 0	7,943	1,423	4,463 8 11	..	..	..	..	..	..	..	..	..	..	..
Mitiamo .. .. .	3,335	1,293 19 6	62 2 1	29 17 5	6,866	3,004	4,062 14 5	..	..	..	..	..	..	..	..	..	..	..
Molaga .. .. .	1,557	378 2 9	23 5 1	0 0 6	4,137	539	2,320 12 8	..	..	..	..	..	..	..	..	..	..	..
Pyramid .. .. .	4,988	1,113 12 1	128 5 3	9 19 7	5,140	2,531	3,239 0 3	..	..	..	..	..	..	..	..	..	..	..
Mincha .. .. .	641	107 13 7	17 9 5	0 13 6	665	786	737 19 2	..	..	..	..	..	..	..	..	..	..	..
Macorna .. .. .	2,838	774 19 3	43 18 10	1 9 3	1,684	1,357	1,171 15 0	..	..	..	..	..	..	..	..	..	..	..
Tragowel .. .. .	726	100 19 0	15 2 5	0 10 9	189	328	260 16 8	..	..	..	..	..	..	..	..	..	..	..
South Kerang .. .. .	..	..	2 19 2	..	9	9	20 13 9	..	..	..	..	..	..	..	..	..	..	..
Korang .. .. .	14,997	7,021 8 5	375 3 10	42 19 3	17,542	5,781	19,116 9 3	..	..	..	..	..	..	..	..	..	..	..
Pairley .. .. .	263	12 8 2	1 17 8	..	440	50	334 13 10	..	..	..	..	..	..	..	..	..	..	..
Lake Charm .. .. .	3,997	252 13 1	23 3 8	25 14 5	2,332	453	1,618 12 1	..	..	..	..	..	..	..	..	..	..	..
Mystic Park .. .. .	3,321	277 1 0	28 5 3	15 11 1	2,028	744	1,462 0 4	..	..	..	..	..	..	..	..	..	..	..
Trasco .. .. .	1,076	179 2 0	3 16 5	0 0 9	338	575	258 3 0	..	..	..	..	..	..	..	..	..	..	..
Lake Boga .. .. .	2,981	853 4 11	47 2 3	2 0 0	3,993	1,869	3,786 5 3	..	..	..	..	..	..	..	..	..	..	..
Swan Hill .. .. .	10,988	6,172 0 6	511 16 2	132 19 7	0,093	9,898	7,366 1 10	..	..	..	..	..	..	..	..	..	..	..
SWAN HILL-PIANGIL LINE.																		
Woorinen .. .. .	133	34 0 4	3 18 10	..	1,710	497	785 11 1	..	..	..	..	..	..	..	..	..	..	..
Pira .. .. .	404	38 8 6	0 11 6	..	3,539	539	2,061 10 4	..	..	..	..	..	..	..	..	..	..	..
Nyah .. .. .	2,230	349 4 7	46 1 1	0 7 0	4,930	3,217	3,431 14 5	..	..	..	..	..	..	..	..	..	..	..
Miralie .. .. .	1,396	181 18 6	6 7 0	..	1,922	485	1,307 11 6	..	..	..	..	..	..	..	..	..	..	..
Piangil .. .. .	2,805	713 4 7	592 11 6	16 6 9	1,561	1,001	3,030 0 10	..	..	..	..	..	..	..	..	..	..	..
COHUNA LINE.																		
Hunter .. .. .	266	55 13 6	1 18 10	0 2 6	2,813	396	4,124 0 5	..	..	..	..	..	..	..	..	..	..	..
Warragamba .. .. .	921	133 14 9	6 1 1	3 14 10	2,819	370	1,534 6 2	..	..	..	..	..	..	..	..	..	..	..
McColl .. .. .	228	41 11 7	0 19 9	..	3,018	279	1,735 16 6	..	..	..	..	..	..	..	..	..	..	..
Bomawn .. .. .	1,601	477 17 11	32 9 6	1 2 0	4,736	1,144	2,765 0 4	..	..	..	..	..	..	..	..	..	..	..
Kotta .. .. .	281	62 3 2	3 11 1	2 8 6	4,312	477	2,466 8 5	..	..	..	..	..	..	..	..	..	..	..
Kyemery .. .. .	194	54 8 3	2 6 8	..	2,376	270	1,490 18 6	..	..	..	..	..	..	..	..	..	..	..
Patho .. .. .	180	53 5 1	5 2 3	..	1,365	261	878 11 3	..	..	..	..	..	..	..	..	..	..	..
Gunbower .. .. .	1,142	486 5 11	33 6 0	3 14 0	1,105	492	941 17 11	..	..	..	..	..	..	..	..	..	..	..
Letcheville .. .. .	1,636	544 6 11	23 5 5	6 14 7	1,467	1,098	995 19 7	..	..	..	..	..	..	..	..	..	..	..
Keely .. .. .	371	178 1 3	9 6 11	9 2 0	380	71	205 14 8	..	..	..	..	..	..	..	..	..	..	..
Cohuna .. .. .	1,942	1,152 12 10	60 19 7	6 6 3	2,020	1,923	2,111 8 7	..	..	..	..	..	..	..	..	..	..	..
MELBOURNE-SERVICHTON LINE.																		
Federal Manure Biding .. .. .	..	..	..	..	10,301	13,673	3,137 13 6	..	..	..	..	..	..	..	..	..	..	..
Deer Park .. .. .	4,927	135 5 4	101 15 9	1 12 0	561	444	398 17 11	..	..	..	..	..	..	..	..	..	..	..
Rockbank .. .. .	6,269	281 17 5	113 3 1	21 17 10	7,170	2,074	1,386 13 10	..	..	..	..	..	..	..	..	..	..	..
Molton .. .. .	21,205	1,295 8 3	107 18 10	40 14 9	14,554	3,961	3,369 17 6	..	..	..	..	..	..	..	..	..	..	..
Staughton .. .. .	..	..	..	..	892	198	189 5 5	..	..	..	..	..	..	..	..	..	..	..
Parwan .. .. .	4,628	383 19 11	22 1 3	5 15 3	9,781	847	2,202 17 2	..	..	..	..	..	..	..	..	..	..	..
Bacchus Marsh .. .. .	33,063	3,454 9 4	1,157 17 10	211 3 9	12,862	7,415	4,094 1 10	..	..	..	..	..	..	..	..	..	..	..
Ilowsley .. .. .	731	53 19 0	8 7 4	..	3,092	309	985 19 6	..	..	..	..	..	..	..	..	..	..	..
Lugliston .. .. .	672	100 3 8	8 10 5	0 13 0	481	26	125 5 9	..	..	..	..	..	..	..	..	..	..	..
Dallan .. .. .	9,740	1,524 6 10	191 10 10	17 12 0	3,118	1,794	1,224 9 2	..	..	..	..	..	..	..	..	..	..	..
Bradshaw .. .. .	545	42 5 5	2 9 6	9 0 6	11	24	14 19 5	..	..	..	..	..	..	..	..	..	..	..
Llandelfo .. .. .	..	..	..	..	345	..	32 12 10	..	..	..	..	..	..	..	..	..	..	..
Gordon .. .. .	8,193	919 1 8	53 8 2	2 5 6	4,091	970	1,458 3 9	..	..	..	..	..	..	..	..	..	..	..
Millbrook .. .. .	2,468	296 3 0	8 7 7	0 1 0	2,890	174	998 18 8	..	..	..	..	..	..	..	..	..	..	..
Wallace .. .. .	7,841	569 3 0	47 7 3	1 12 6	5,617	774	2,651 13 5	..	..	..	..	..	..	..	..	..	..	..
Bungaree .. .. .	12,116	811 3 1	28 5 7	3 4 8	18,205	1,365	8,644 4 1	..	..	..	..	..	..	..	..	..	..	..

APPENDIX No. 28.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.		
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.			£ s. d.	Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.	£ s. d.	£ s. d.	
<b>MELBOURNE-SERVICETON—continued.</b>																		
Dunastown .. .. .	11,110	323 16 11	87 2 11	0 5 0	5,146	12,216	2,808 17 1	..	..	..	..	..	..	..	..	..	3,310 1 11	
Warrenheip .. .. .	14,439	411 10 9	51 3 3	0 5 3	619	220	117 5 10	..	1	..	..	..	..	..	..	1 2 2	881 7 3	
Bellarat East .. .. .	30,651	8,301 10 10	309 9 9	4 11 0	3,278	32,025	1,109 3 3	..	..	..	..	..	..	..	..	..	5,015 6 1	
Bellarat .. .. .	271,934	19,380 16 5	7,938 9 2	374 6 9	42,846	90,483	40,816 17 6	333	136	644	211	286	684	1,718	929	1,526 17 1	103,937 6 11	
North Ballarat .. .. .	5,077	391 8 5	3 16 11	0 7 9	..	..	..	..	..	..	..	..	..	..	..	..	398 13 1	
Wendouree .. .. .	709	19 8 5	0 1 9	0 7 0	..	..	..	..	..	..	..	..	..	..	..	..	19 17 8	
Bowling .. .. .	..	..	..	..	..	..	0 1 0	..	..	..	..	..	..	..	..	..	0 1 0	
Wendouree .. .. .	3,801	214 11 6	27 17 6	3 17 9	3,777	784	1,600 17 11	8	2	..	..	3	9	1	..	..	39 18 10	
Burrumbidgee .. .. .	3,930	379 0 2	22 11 2	6 2 11	4,901	373	2,500 2 10	5	12	92	..	2	5	8	..	..	290 8 5	
Traralgon .. .. .	2,141	327 3 8	16 17 6	1 19 8	5,029	155	809 16 3	2	..	..	..	1	2	1	..	..	20 9 0	
Beaufort .. .. .	17,103	2,368 12 0	250 6 11	27 16 9	11,666	2,359	3,336 11 10	19	16	183	13	23	9	89	6	..	550 12 6	
Middle Creek .. .. .	2,502	274 11 7	20 14 0	1 2 0	775	250	486 18 0	7	33	71	1	2	1	42	..	..	288 10 4	
Branzburge .. .. .	4,245	586 19 4	35 7 5	9 3 11	2,319	1,113	1,124 7 8	4	3	17	8	6	2	3	..	..	75 11 6	
Dobie .. .. .	693	110 1 3	14 0 5	1 8 9	378	137	217 19 10	..	2	2	..	..	2	2	..	..	6 3 10	
Aramat .. .. .	86,397	11,873 18 3	797 17 4	88 17 9	4,341	8,090	3,252 13 0	34	47	90	4	23	51	138	..	..	454 5 4	
Armstrong .. .. .	1,291	90 5 2	16 15 0	3 3 6	1,796	99	327 18 6	2	1	..	..	..	1	..	..	..	3 9 10	
Irvine's Siding .. .. .	..	..	..	..	345	..	652 8 4	..	..	..	..	..	..	..	..	..	..	652 8 4
Great Western .. .. .	3,762	405 8 6	41 15 3	0 15 6	2,262	1,153	1,260 1 7	2	2	1	..	1	..	6	..	..	6 1 5	
Stawell .. .. .	21,313	6,799 6 3	594 7 5	32 2 8	17,192	12,011	8,832 5 1	18	37	44	21	28	51	127	7	..	330 11 10	
Deep Lead .. .. .	510	30 11 1	8 7 1	0 2 0	3,080	12	654 15 1	..	..	..	..	..	..	..	..	..	693 15 6	
Glenorehy .. .. .	3,328	555 18 2	69 5 8	3 11 9	3,784	1,266	3,241 4 2	8	3	62	1	5	25	45	..	..	296 5 4	
Wal Wal .. .. .	1,440	169 17 0	12 12 8	0 14 0	3,720	216	1,422 8 10	4	..	2	..	1	..	8	..	..	1 16 0	
Lubeck .. .. .	1,569	828 10 1	50 19 1	2 2 6	4,829	1,693	2,783 19 9	13	1	35	..	10	4	31	..	..	113 1 8	
Hopfield .. .. .	411	10 0 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	40 0 11	
Martoo .. .. .	18,660	4,803 11 2	218 7 6	58 11 2	9,286	11,024	6,238 8 7	21	12	115	3	23	4	225	..	..	302 13 4	
Jung .. .. .	6,068	727 1 3	38 1 11	0 10 6	17,011	2,641	10,310 5 8	6	1	4	..	2	1	3	..	..	23 18 9	
Dooen .. .. .	2,592	349 10 5	16 11 9	2 4 0	8,593	2,632	5,822 4 3	9	6	93	1	8	4	70	..	..	494 18 11	
Horseshoe .. .. .	20,228	10,522 4 3	847 19 2	204 2 8	25,500	25,110	17,128 2 7	81	87	257	8	59	83	431	..	..	1,610 1 3	
Dahlen Siding .. .. .	..	..	..	..	2,562	256	1,599 17 8	..	..	..	..	..	..	..	..	..	..	1,599 17 8
Pimpino .. .. .	3,060	457 15 10	27 10 9	1 6 0	7,210	3,063	4,521 13 9	2	..	10	..	..	4	..	..	..	46 13 0	
Wall .. .. .	2,110	109 7 0	7 2 11	1 4 3	11,020	762	7,076 13 10	..	..	2	..	..	1	..	..	..	9 4 0	
Dimboola .. .. .	19,656	3,201 3 8	211 10 5	88 16 1	9,490	6,035	6,824 12 11	54	34	50	1	36	7	39	..	..	374 14 9	
Gerang .. .. .	1,960	69 6 7	12 1 10	1 8 9	7,720	1,035	4,591 5 5	3	..	..	..	..	..	..	..	..	3 5 1	
Klata .. .. .	1,480	159 13 1	11 1 10	0 15 0	3,812	770	2,408 17 9	4	..	22	..	1	..	3	..	..	125 2 0	
Salisbury .. .. .	455	50 15 5	3 9 0	0 16 6	2,940	237	1,740 8 4	..	..	..	..	..	..	..	..	..	1,801 9 4	
Nhill .. .. .	10,727	1,432 7 1	302 1 9	17 11 6	16,829	12,668	12,750 7 9	17	31	168	6	27	10	67	1	..	1,493 5 0	
Tarragone .. .. .	325	14 4 8	3 10 8	1 11 9	3,285	277	1,004 4 0	..	..	9	1	..	..	..	..	..	21 10 6	
Diapur .. .. .	2,051	193 9 7	9 11 4	0 12 3	3,353	545	2,075 16 0	1	..	..	..	..	1	..	..	..	10 4 9	
Mitrom .. .. .	1,549	130 3 8	14 14 8	0 3 6	6,160	914	3,044 6 2	5	7	3	2	1	1	18	..	..	67 0 4	
Kaniva .. .. .	4,952	1,306 8 4	72 9 11	1 6 0	6,607	1,862	5,279 6 0	14	5	78	3	12	51	..	..	..	344 8 0	
Hillmorton .. .. .	1,175	115 11 2	12 18 10	2 14 9	5,425	787	3,845 2 11	..	..	9	..	1	4	9	..	..	14 4 8	
Serviceton .. .. .	5,958	1,416 14 7	24 5 6	18 7 9	1,593	785	1,375 7 4	14	1	35	..	5	8	13	..	..	171 7 8	
<b>BUNINYONG LINE.</b>																		
Eureka .. .. .	2,136	32 4 3	..	..	6,547	6,599	3,933 11 7	..	..	..	..	..	..	..	347	..	..	3,965 15 10
Cowley Siding .. .. .	..	..	..	..	..	..	4 2 0	..	..	..	..	..	..	..	..	..	..	4 2 0
York-street .. .. .	2,116	24 8 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	24 8 11
Levy .. .. .	3,560	37 10 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	37 10 4
Canadian .. .. .	7,381	79 9 3	..	..	145	864	161 13 9	..	..	..	..	..	..	..	..	..	..	241 8 0
Mount Clear .. .. .	1,737	23 9 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	23 9 8



Reid .. .. .	2,259	37 1 2																		37 1 2	
Mount Helen .. .. .	1,016	19 7 1																		19 7 1	
Buninyong .. .. .	62,974	1,953 7 5	77 10 11	2 7 6	3,601	5,288	2,411	15 10												3,875 1 8	
BALLARAT-IRRFWARRA LINE.																					
Cardigan .. .. .	4,221	31 1 9	2 15 11	0 2 0																33 19 8	
Kopke .. .. .	274	9 18 4	1 7 0			11														11 5 4	
Madison .. .. .	1,597	79 0 11	3 15 8	0 2 0	136	119	117	16 4												202 4 5	
Ninthwood .. .. .	302	12 0 3	7 18 8																	13 18 11	
Smymthesdale .. .. .	7,189	396 9 11	33 5 9	0 9 9	3,666	206	643	8 11												1,073 13 7	
Scarsdale .. .. .	3,579	236 10 4	17 9 3	0 6 6	6,228	236	849	4 4												1,100 10 5	
Newtown .. .. .	8,627	518 1 1	29 3 0	4 4 9	1,266	293	532	2 9	1	2										1,118 12 1	
Berrings .. .. .	1,206	225 0 3	8 1 4	1 4 3	1,301	257	925	14 4	1	1										1,161 8 1	
Illabarook .. .. .	1,668	237 9 1	26 15 4	8 1 3	2,440	700	302	3 10												1,075 5 3	
Rokewood .. .. .	1,662	213 14 4	15 4 4	0 6 3	4,805	728	1,645	13 6	3	2	32	10	2	3	16					1,991 14 10	
Warneah .. .. .	596	102 7 3	8 16 3		1,819	143	665	7 6												788 1 3	
Cressy .. .. .	5,637	1,117 9 11	69 5 9	34 18 1	4,352	2,604	1,776	16 3	23	31	200	26	20	57	90					3,719 14 1	
Garphing .. .. .	1,131	15 13 0	11 2 2	0 12 3	5,614	732	2,972	18 9												3,175 1 0	
Bonta .. .. .	4,337	641 19 1	90 15 3	3 2 9	4,771	1,527	3,725	8 5	6	28	205	60	1	17	18					4,232 2 8	
Oudth .. .. .	374	16 2 2	5 15 11	0 3 0	3,917	975	2,931	9 5	1	2										2,061 6 0	
LINTON LINE.																					
Happy Valley .. .. .	329	35 11 6																		38 7 9	
Linton .. .. .	13,397	769 10 0	52 0 0	0 16 0	2,320	931	1,037	13 11	11	10	61	12	8	8	29					2,072 13 10	
LINTON-SKEDDON LINE.																					
Pittong .. .. .	130	53 9 2	2 11 1	0 8 3	162	139	183	5 6												248 0 3	
Skoplon .. .. .	2,049	616 13 0	67 13 6	4 8 11	2,865	1,187	1,942	0 11	5	26	30	13	15	14	16					2,758 3 2	
PORTLAND LINE.																					
Langi Logan .. .. .	3,179	276 10 5	7 11 9	0 7 6	935	4,385	695	8 9												898 14 7	
New Langi Logan Siding .. .. .					6	6,848	0 11 0													0 11 0	
South Langi Logan Siding .. .. .						9,044	0 0 0													0 0 6	
Maroona .. .. .	2,728	485 9 10	34 0 10	1 5 3	1,188	594	1,020	3 2	1		37									1,084 12 4	
Calvert Siding .. .. .					1,935	187	892	12 10												892 12 10	
Willaura .. .. .	5,298	1,505 11 1	116 3 10	12 18 5	4,943	2,783	5,347	19 10	35	77	190		12	63	114					3,274 6 5	
Slavely .. .. .	678	75 17 4	1 7 5	0 3 9	1,977	267	1,187	1 8			63			1	25					1,539 13 1	
Glen Thompson .. .. .	3,817	784 0 10	35 10 8	4 3 2	2,578	652	1,527	2 3	3	45	390		7	5	46					3,799 3 8	
Dunkeld .. .. .	6,111	1,278 18 9	67 10 10	60 1 3	989	822	1,526	10 4	7	70	152		2	11	67					3,971 12 11	
Montajap .. .. .	271	17 13 0	1 11 11		494	234	285	4 0			1									395 2 5	
Strathkeellar .. .. .	542	29 3 5	6 11 9		332	230	403	15 11												469 17 10	
Hamilton .. .. .	28,113	12,259 10 9	1,004 19 1	124 2 7	9,127	13,379	7,301	9 3	60	248	625	16	30	215	443					24,987 0 3	
Branxholme .. .. .	7,369	1,174 13 4	63 10 6	13 19 3	378	2,868	661	1 6			30			4	12					2,734 19 11	
Gondah .. .. .	1,671	796 19 8	31 3 1	9 14 6	632	981	796	11 8	6		6			7	9					1,932 5 8	
Heamyn .. .. .	1,918	108 11 7	8 19 1	0 14 10	465	786	223	2 10												331 11 4	
Miltown .. .. .	919	108 0 8	5 7 11	0 1 0	855	110	226	4 3												339 12 10	
Heywood .. .. .	8,931	1,574 12 10	75 5 0	1 12 9	1,734	2,642	859	13 9	14	89	58			14	13					3,160 17 6	
Heathmere .. .. .	37	2 13 7			121	86	63	7 2													71 9 9
Gore .. .. .	241	17 1 10	0 2 10		3,944	135	769	10 3			1										727 18 5
Portland North .. .. .	1,237	256 9 4	11 4 11	0 11 6	791	61	111	4 0													685 9 9
Portland .. .. .	7,398	3,106 15 8	728 11 4	28 11 3	5,637	6,852	6,660	19 2	8	32	12	12		11	8					11,061 9 7	
HAMILTON CAVENDISH LINE.																					
Kanawalla .. .. .	10	0 9 6				1	0 1 0													0 10 6	
Kyup .. .. .	20	1 19 1	0 0 7		42	34	97	0 6												98 19 8	
Cavendish .. .. .	872	132 17 11	31 5 7	1 6 3	6,376	1,153	4,834	0 10		4	85	6		1						4,970 17 3	
COLERAINE LINE.																					
Borchara .. .. .	34	6 12 10	5 0 3		23		11	8 1												23 10 2	
Wannon .. .. .	1,280	191 16 8	18 6 3		145	289	245	0 8												395 3 7	
Grittyrk .. .. .	302	81 1 9	3 3 5		4	41	1	8 5												35 8 7	
Coleraine .. .. .	6,939	1,800 3 9	120 8 1	21 1 0	2,837	2,511	4,014	13 3	9	123	89	20		5	78	63				7,850 18 5	

APPENDIX No. 28.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARD TRAFFIC REVENUE.			
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.		
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.		
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.				
£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.				£ s. d.				£ s. d.			
<b>CASTERTON LINE.</b>																			
Minkite .. .. .	10	0 18 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 13 3
Grassdale .. .. .	1,578	302 10 10	8 6 3	..	270	416	497 10 0	3	43	57	1	2	2	5	..	..	..	480 12 11	1,289 0 0
Merino .. .. .	4,502	940 4 1	76 6 5	3 15 3	609	1,468	990 8 11	3	16	65	23	1	3	23	..	..	..	691 8 7	2,702 3 3
Henty .. .. .	1,016	202 9 4	11 9 0	0 8 0	174	365	380 5 4	6	43	28	24	..	3	5	..	..	..	623 8 3	1,217 19 11
Sandford .. .. .	3,975	535 2 6	21 16 0	18 17 5	286	265	425 2 3	13	118	238	15	9	11	122	..	..	..	2,438 1 3	3,450 2 5
Casterton .. .. .	7,027	3,150 6 11	229 1 4	27 0 3	5,104	4,661	6,089 2 0	14	2	..	48	6	10	5	..	..	..	369 6 2	9,841 16 8
<b>HEYWOOD-MT. GAMBIER LINE.</b>																			
Lyons .. .. .	290	28 10 7	1 15 8	0 1 0	205	48	86 15 4	1	..	..	..	..	1	..	..	..	..	4 14 0	121 16 7
Greenwald .. .. .	633	78 18 5	3 12 3	..	992	82	333 18 3	..	..	1	..	..	..	1	..	..	..	1 5 0	417 12 11
Winnap .. .. .	632	130 4 6	4 1 8	0 1 8	1,809	250	826 19 1	1	..	8	4	..	..	2	..	..	..	33 12 2	794 18 11
Dartmoor .. .. .	1,969	581 17 8	14 13 3	1 10 0	1,608	143	981 4 9	3	24	35	1	..	1	3	..	..	..	320 0 5	1,809 6 1
*Murp .. .. .	107	16 7 0	0 2 3	..	35	10	32 14 6	..	..	..	..	..	..	..	..	..	..	49 3 9	320 0 5
Malangance .. .. .	158	29 1 9	1 1 3	..	261	125	174 16 9	..	..	..	..	..	..	..	..	..	..	..	294 19 9
Rennick .. .. .	270	38 11 3	0 3 8	..	60	9	35 13 10	..	..	..	..	..	..	..	..	..	..	..	71 3 11
<b>GRAMPIANS LINE.</b>																			
Fyau's Creek .. .. .	..	..	..	..	746	28	160 16 5	2	..	..	..	..	..	..	..	..	..	..	160 16 5
Grampians .. .. .	..	..	..	..	6,106	..	645 1 7	..	..	..	..	..	..	..	..	..	..	..	645 1 7
<b>MAENOO LINE.</b>																			
Jackson .. .. .	21	5 6 0	..	..	356	73	206 3 11	..	..	..	..	..	..	..	..	..	..	..	211 9 11
Rapanuyup .. .. .	3,195	1,203 15 5	77 0 3	1 3 3	10,900	2,499	5,349 9 8	6	2	55	1	..	..	51	..	..	..	308 16 11	5,943 5 6
Burru .. .. .	137	9 10 5	2 5 3	..	4,445	257	2,638 16 5	..	1	..	..	..	..	..	..	..	..	9 12 0	2,451 4 1
Bauyena .. .. .	681	70 3 9	6 2 6	0 1 0	5,927	807	3,610 11 10	..	..	..	..	..	..	..	..	..	..	..	3,692 10 1
Marnoo .. .. .	1,104	333 19 9	27 16 7	4 10 8	12,812	3,427	7,877 16 9	11	6	41	..	6	1	18	..	..	..	271 10 8	8,515 14 5
<b>HOPETOUN LINE.</b>																			
Coromby .. .. .	1,137	34 0 11	2 16 4	0 0 0	9,514	444	5,704 14 9	..	..	1	..	..	..	..	..	..	..	..	5,753 4 6
Minyip .. .. .	6,129	1,651 1 10	138 7 1	8 19 0	18,489	4,386	11,874 16 9	21	4	82	..	11	9	41	..	..	..	360 19 3	14,034 8 11
Nullan .. .. .	646	23 14 8	2 14 1	0 3 0	7,385	289	4,745 5 1	..	..	..	..	..	..	..	..	..	..	..	4,776 16 10
Sheepshills .. .. .	3,079	663 5 2	33 19 0	17 19 6	13,185	1,954	8,634 9 8	14	8	91	..	14	3	15	..	..	..	515 4 9	9,804 18 1
Mellis .. .. .	10	0 5 10	0 3 2	..	1,709	87	1,096 1 5	..	..	..	..	..	..	..	..	..	..	..	1,096 10 6
Warracknabeal .. .. .	14,317	5,339 8 9	519 15 5	21 19 3	23,474	10,281	17,210 17 3	23	38	297	5	29	28	112	..	..	..	1,421 8 9	24,513 4 5
Lah .. .. .	1,503	64 17 8	6 0 3	0 2 0	10,268	1,135	6,433 11 10	3	..	51	..	..	3	12	..	..	..	250 12 6	6,755 4 3
Drim .. .. .	3,715	611 6 8	23 3 5	0 10 0	14,753	2,117	8,588 10 4	..	..	77	..	..	..	6	..	..	..	372 11 4	9,399 1 9
Galagull .. .. .	906	75 5 5	7 6 8	..	7,385	661	4,003 3 0	..	..	3	..	..	3	1	..	..	..	1 16 4	4,990 11 5
Beulah .. .. .	4,938	1,374 8 10	109 14 5	9 10 9	11,953	3,566	8,109 16 5	12	41	70	..	37	23	148	..	..	..	550 14 2	10,154 4 7
Rosebery .. .. .	1,145	220 13 9	12 12 4	0 8 0	7,087	1,032	5,472 16 3	..	4	14	..	11	3	43	..	..	..	116 5 0	5,822 8 1
Goyura .. .. .	536	109 15 7	4 7 8	0 6 0	1,535	176	1,060 4 1	..	..	..	..	..	..	..	..	..	..	..	1,174 13 4
Hopetoun .. .. .	3,800	1,457 9 5	70 11 8	7 9 11	9,265	3,248	6,629 8 8	8	14	76	2	22	22	114	..	..	..	603 6 4	8,768 6 0
<b>NORALJCHA LINE.</b>																			
Rennaw .. .. .	112	4 11 10	0 1 5	..	2,662	230	1,612 10 8	..	..	..	..	..	..	..	..	..	..	..	1,612 15 11
Vectis .. .. .	538	32 0 7	0 2 2	1 9 2	5,382	395	3,214 6 2	1	..	..	..	..	..	..	..	..	..	2 0 0	3,249 18 1

Quantong	2,174	157 10 0	4 16 9	0 14 6	1,427	419	1,188 13 3	1										1 15 0	1,353 9 6	
East Natimuk	500	34 5 0	0 14 0		10	2	7 15 3												41 14 3	
Noradjuha	1,367	186 19 4	14 4 9	0 10 0	2,802	618	1,491 2 9		3	7								32 13 3	1,725 11 1	
<b>TOOLONDO LINE.</b>																				
Jalumba	831	125 5 5	1 16 1		1,185	134	825 2 8	1										2 4 0	954 8 2	
Toolondo	1,567	363 13 1	32 9 7	0 14 0	2,454	925	1,710 6 11		9	10								49 1 9	2,156 5 4	
<b>TOOLONDO-CAYMANISH LINE.</b>																				
*Jeffries	139	22 4 8		16 14 2	316	13	336 9 8	2											375 8 6	
*Kanagulk	515	165 0 3	0 4 3	0 5 0	1,122	235	692 13 5											5 6 6	862 16 4	
<b>GOROKH LINE.</b>																				
Natimuk	5,754	928 7 10	108 2 1	3 8 0	7,649	6,174	5,428 19 7	8	5	41	2	6	4	18				69 6 5	6,536 3 11	
Arapiles	462	37 9 10	0 18 3		1,957	167	1,268 9 7												1,808 17 8	
Mihre Lake	1,042	96 5 11	5 5 3		2,770	198	1,872 0 11												1,973 12 1	
Nurcoang Siding	393	20 9 0	0 7 6	0 0 6	225	57	138 12 4												159 9 4	
Gymbowen	1,754	205 16 2	5 15 6	1 18 3	2,234	482	1,912 10 5		1	4		2	9					5 2 0	1,229 3 4	
Goroke	3,079	900 1 6	58 19 2	2 16 6	5,150	1,171	3,351 11 5	18	34	67		8	11	81				416 10 9	4,733 2 4	
<b>RAINBOW LINE.</b>																				
Arkona	371	24 11 10	1 18 7	1 18 9	2,769	547	1,519 15 3												1,548 4 5	
Antwerp	2,214	149 5 9	16 9 2	0 18 7	8,218	1,214	4,599 3 11			8								67 13 9	4,833 11 2	
Terranyurk	606	36 0 10	8 14 0	0 2 6	7,793	1,052	4,056 15 11		2									7 8 8	4,108 1 14	
Jeparic	5,818	1,417 13 2	148 1 8	12 1 2	6,813	4,015	4,184 4 11	9	3	16		3	2	3				222 15 11	6,284 16 10	
Ellam	269	19 19 0	2 5 2		5,392	1,115	4,175 7 6												6 4 6	4,293 17 0
Pilut	305	28 13 0	1 0 0		6,176	868	4,213 1 0												4,243 0 9	
Rainbow	5,258	2,073 9 6	141 12 11	52 13 6	18,645	9,742	12,561 6 8	11	27	44		6	17	28				124 1 8	15,253 7 3	
<b>YAAPET LINE.</b>																				
Albacutya	17	0 15 2	0 7 2		2,726	97	1,334 11 10													1,333 12 2
Yaapet	153	11 17 9	9 15 3		10,399	1,928	5,889 2 10	1				2							8 0 0	5,918 15 10
<b>LOKQUON LINE.</b>																				
Dotpa	30	1 17 1	0 0 7		8,075	879	5,252 19 9												3 0 3	5,257 17 8
Lorquon	656	129 16 6	6 7 4	0 1 6	9,164	1,213	6,093 18 6		10	17									121 17 19	6,252 1 8
<b>LOKQUON-YANAC LINE.</b>																				
Netherby	519	176 8 11	11 0 3		6,350	1,094	4,558 7 9	1				4	1					17 17 3	4,763 14 2	
Yanac	281	86 9 0	3 7 0		8,151	821	5,963 8 10	1		2				1	2				4 7 6	6,062 3 4
<b>MELBOURNE-GERLONO LINE.</b>																				
Laverton	31,996	1,138 12 1	84 14 3	11 0 9	5,484	2,327	2,544 9 5		1			1							1 12 0	3,780 8 11
Werritce	66,617	3,611 7 3	935 3 6	57 16 1	18,313	14,394	4,224 19 11	213	127	554		9	123	316	344			1,325 12 3	10,254 19 2	
Manor	4,174	124 8 4	6 18 2	6 17 5	804	127	190 13 2							3	40				0 12 6	329 9 7
Little River	13,005	854 2 7	97 6 8	0 6 3	9,501	1,328	2,169 15 1	9	79	196		6	9	32	175			652 7 0	3,782 18 1	
Lart	19,331	1,049 18 6	117 15 1	4 6 9	21,875	3,063	4,950 19 6	3	2	42				10	4	31			183 1 3	4,297 3 4
Corio	14,218	1,056 8 2	110 1 5	0 14 0	27	1,065	19 13 5													1,180 17 6
North Shore	1,702	64 18 2	18 1 7	0 1 6																82 1 3
North Geelong	12,353	1,340 12 4	114 18 5	7 9 6	20,797	26,015	2,865 8 9		422	707									7,286 1 8	
Geelong	279,466	40,303 1 0	3,701 11 10	299 10 8	149,951	463,685	51,630 9 0	90	157	12		155	56	110	102	116			1,000 16 5	99,935 8 11
<b>GERLONO-PORT FAIRY LINE.</b>																				
Marshall	1,331	85 6 7	264 1 8	0 2 6	1,395	3,120	421 13 4			34				2	65				107 15 5	879 19 8
Grovedale	1,034	107 0 2	9 13 8																	116 13 10
Portavil	479	44 10 5	2 16 9	0 1 6	3,191	123	713 3 2	2											2 1 2	762 13 0
Morice	5,330	441 1 7	30 2 10	10 12 5	8,618	1,033	2,449 5 8	5						3	3				177 15 3	3,198 17 9
Buckley	1,192	116 8 0	6 3 1	0 16 0	2,732	244	925 10 3	2							2				2 1 9	1,050 19 1
Winchelsea	9,214	1,491 3 11	87 6 0	4 0 7	8,657	1,853	3,160 10 7	10	12	117		13	6	7	102				386 10 4	5,042 11 5
Armytage	765	91 17 3	6 12 1	0 9 0	3,024	327	862 1 0	1	2					1	1				2 0 9	1,063 0 1
Birongarra	10,843	1,883 2 3	154 13 10	46 2 8	1,818	2,665	661 4 6	1	237	189		3	4	40	125	2			1,738 16 8	4,703 19 11
Warnooort	769	124 7 11	21 14 1		382	173	176 14 8													322 16 8
Itrewarra	2,302	548 15 2	33 8 5	5 1 1	263	102	187 16 3	2	108	109				1	117				968 2 11	1,743 3 11

APPENDIX No. 28.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.			£ s. d.	Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.	£ s. d.	£ s. d.
<b>GEEBONG-PORT FAIRY LINE—</b>																	
<i>continued.</i>																	
Geebong .. .. .	45,143	10,558 2 3	1,397 1 5	163 8 7	8,970	21,313	5,038 9 2	41	191	237	22*	10	180	198	60	3,371 15 5	21,929 17 0
Larpeut .. .. .	1,536	286 9 9	15 11 11	5 1 7	6,660	757	3,380 14 7	..	..	23	..	..	29	7	..	87 10 1	3,981 7 11
Pirraa Vallock .. .. .	3,371	710 7 9	189 13 0	10 15 4	1,142	1,345	819 6 1	5	46	12	..	5	9	5	..	254 4 11	1,714 10 10
Stoneyford .. .. .	2,374	261 15 10	199 10 2	5 1 3	971	145	220 2 10	..	..	1	1	1	1	2	..	5 8 11	692 2 0
Pombornest .. .. .	4,291	590 10 5	311 18 1	17 10 3	1,437	2,565	1,160 10 6	15	7	38	10	13	18	29	2	152 12 5	2,563 10 11
Wooriba .. .. .	1,397	321 9 10	18 11 2	0 12 9	122	230	181 15 6	2	97	56	..	6	44	86	..	1,310 17 7	1,863 7 10
Campdowna .. .. .	20,804	7,302 8 8	516 12 1	194 9 3	3,603	13,135	3,360 13 8	39	420	376	80	46	220	124	22	2,781 10 7	14,361 9 3
Boorana .. .. .	616	27 10 9	5 19 3	0 7 3	237	587	280 5 1	1	59	72	..	..	37	50	..	578 14 11	899 3 3
Terang .. .. .	26,862	5,956 1 9	371 3 10	10 7 5	4,092	12,919	4,887 1 2	54	516	248	76	36	219	40	4	3,505 4 4	14,803 11 10
Garvoc .. .. .	3,614	327 8 1	27 14 2	1 0 9	5,225	658	888 1 3	1	9	32	..	..	6	1	..	150 2 4	1,503 13 6
Parrnure .. .. .	3,712	151 15 0	29 4 2	4 0 11	3,254	581	1,101 11 9	1	..	..	..	..	..	..	..	3 6 0	1,592 18 11
Cudzie .. .. .	2,070	271 17 7	12 0 7	12 14 10	93	179	94 0 1	1	..	..	..	..	..	..	..	4 19 2	395 12 3
Allansford .. .. .	4,213	821 2 11	33 19 7	99 8 13	801	2,234	962 4 6	26	41	9	..	3	30	3	..	396 10 2	2,315 6 0
Warrnambool .. .. .	44,042	12,035 18 7	991 8 3	385 16 0	13,331	55,738	13,062 8 4	59	228	158	69	42	316	91	132	3,216 0 3	22,751 11 7
Dennington .. .. .	2,531	118 15 3	11 19 8	..	14,330	25,995	3,772 5 2	..	..	..	..	..	..	..	..	..	3,883 0 1
Hlwa .. .. .	3,103	461 15 1	16 0 0	0 15 6	5,321	3,979	3,986 14 5	7	2	..	..	..	1	..	..	34 2 3	3,592 7 3
Koroit .. .. .	18,177	2,989 2 6	169 2 11	115 19 6	3,339	4,582	3,651 14 10	40	216	266	33	20	27	55	..	3,006 8 7	9,931 10 4
Crossley .. .. .	393	18 10 3	0 2 5	..	2,968	197	1,652 3 2	..	..	..	..	..	..	..	..	..	1,665 16 4
Kirkstall .. .. .	310	15 11 0	1 16 6	..	67	41	70 8 10	..	..	..	..	..	..	..	..	..	87 16 10
Mayne .. .. .	253	10 7 11	0 8 7	0 8 0	203	123	87 5 2	..	..	..	..	..	..	..	..	..	93 9 8
Rosbrook .. .. .	221	12 0 2	0 13 11	..	6	..	7 13 0	..	..	..	..	..	..	..	..	..	20 7 10
Port Fairy .. .. .	5,116	2,325 0 8	208 7 11	11 12 2	3,470	2,901	2,822 12 11	6	23	68	17	1	21	10	..	371 1 2	5,733 14 10
<b>GEEBONG-BALLARAT LINE.</b>																	
Moorabool .. .. .	3,390	224 11 2	11 18 5	6 15 6	1,100	376	379 12 5	1	..	..	..	..	5	..	..	2 6 8	555 7 2
Guerlinghap .. .. .	5,070	296 6 7	30 6 0	0 16 6	1,707	177	444 1 3	..	1	..	..	..	7	..	..	1 6 1	682 16 5
Barnockburn .. .. .	13,378	1,028 1 5	118 8 3	3 5 9	5,235	1,170	1,778 0 11	4	8	34	2	1	7	20	2	144 12 0	3,072 11 6
Lethbridge .. .. .	6,035	551 1 3	24 8 11	1 15 6	9,567	524	1,157 8 8	3	..	..	..	..	1	..	..	10 6 7	1,715 0 11
Lethbridge Quarry Siding .. .. .	..	..	..	..	7,187	..	831 3 2	..	..	..	..	..	..	..	..	..	831 3 2
Meredith .. .. .	9,191	1,161 5 2	93 17 0	1 8 3	5,583	1,135	1,277 2 11	11	26	136	12	4	12	89	2	361 14 8	2,898 8 0
Blainie .. .. .	1,959	57 11 3	41 18 9	11 10 9	6,666	521	1,198 9 10	2	..	..	..	..	4	38	1	74 7 2	2,171 0 9
Lal Lal .. .. .	4,611	335 11 3	25 2 11	0 16 6	3,150	299	721 18 3	5	..	1	5	1	..	..	..	7 13 10	1,089 5 9
Yendon .. .. .	5,085	329 8 7	121 9 1	0 10 9	439	376	253 3 8	1	2	22	..	..	..	..	..	49 14 0	737 6 1
Navigator .. .. .	2,227	96 17 9	7 12 5	..	12	..	..	..	..	..	..	..	..	..	..	..	104 9 8
<b>FYANSFORD LINE.</b>																	
*Fyansford .. .. .	..	..	..	..	1,733	1,411	882 6 5	..	..	..	..	..	..	..	..	..	882 6 5
<b>GHERRINGHAP-MARGONA LINE.</b>																	
Margheboluc .. .. .	10	3 11 7	0 14 9	..	457	14	135 14 3	..	..	..	..	..	..	..	..	..	140 0 7
Inverleigh .. .. .	1,562	185 10 2	37 12 8	0 8 0	2,028	711	724 12 6	2	..	26	..	1	3	14	1	40 3 2	988 6 6
Doroq .. .. .	49	6 7 2	0 1 9	..	1,279	129	422 1 0	..	..	1	..	..	..	..	..	0 15 0	420 4 11
Wingee .. .. .	1,439	72 1 1	10 11 1	0 10 0	168	75	95 4 3	..	..	48	..	..	..	40	..	168 12 10	317 2 3
Poorneet .. .. .	116	26 17 9	6 1 7	0 1 6	104	77	173 9 3	1	..	..	..	3	..	5	..	0 16 3	207 6 4
Duvernoy .. .. .	203	49 10 2	3 14 4	..	3,961	608	1,587 14 8	..	..	..	..	..	..	..	..	..	1,812 10 2
Berrybank .. .. .	726	225 15 7	18 11 4	0 11 6	6,214	1,318	2,966 11 4	1	..	15	9	4	2	17	3	74 13 0	3,286 8 9
Guarkoot .. .. .	101	35 8 5	1 12 2	0 1 6	1,116	250	590 18 9	..	..	..	..	..	..	..	..	..	628 0 19
Lismore .. .. .	3,087	717 5 11	86 4 4	1 17 6	3,519	2,036	1,998 11 4	15	4	82	10	8	14	57	2	433 15 9	3,236 17 10

	1,883	1891	1900	1910	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010	2020	2030	2040	2050	2060	2070	2080	2090	2100	
<b>Derrinallum</b>	1,883	424 48 2 1	56 5 2 2	11 10 0 1	881	1,199	713 19 3	4	8	113	21	3	21	16	621 6 4	1,856 1 11								
<b>Vite Vite</b>	191	61 5 8 1	2 7 10 6	0 10 0 1	879	1,253	449 11 11	5	15	62	11	9	2	279 8 3	1,501 12 3									
<b>Eura Para</b>	286	125 6 9 8	7 14 6 3	0 15 0 0	280	81	378 16 3	11	8	62	11	11	9	471 5 4	792 6 7									
<b>Neria North</b>	593	150 11 7	24 1 3	17 14 6 3	744	215	316 19 3	15	10	243	11	7	20	890 6 5	1,266 12 1									
<b>Westmore</b>	1,814	673 18 8	46 6 10	4 16 6 1	8,817	2,846	1,722 2 1	21	15	213	11	5	7	800 6 5	6,337 1 5									
<b>Muhara</b>	460	113 18 11	16 8 10	0 16 6 1	3,198	870	1,884 10 7	21	1	8	1	5	2	45 2 7	1,800 17 3									
<b>Tufroon</b>	667	179 3 2	22 11 7	0 7 6	2,601	727	1,373 4 10	2	..	67	1	5	3	300 19 6	1,804 6 1									
<b>QUEENSLAND LINE.</b>																								
<b>South Giddong</b>	14,834	1,245 41 0	161 19 1	3 16 11	13,738	13,993	728 17 7	..	..	..	..	..	..	..	..	9,132 13 7								
<b>Guthrieon Siding</b>	..	..	6 10 9	..	13,740	6,111 7 7	..	..	..	..	..	..	..	..	..	6,111 7 7								
<b>Moopah</b>	576	26 2 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..								
<b>Leopold</b>	519	88 17 4	0 14 1	..	..	1,115	114 12 11	..	..	..	..	..	..	..	..	..								
<b>Carlowis</b>	285	27 1 7	..	0 3 0	..	1,131	251 2 3	1	..	..	..	..	..	..	..	..								
<b>Drysdale</b>	6,730	643 16 5	288 8 1	8 3 0	4,824	2,877	1,797 17 1	3	10	1	1	9	5	49 10 11	2,788 1 3									
<b>Mamoria</b>	876	70 10 4	1 10 4	0 0 6	1,511	321	304 7 0	3	8	1	1	3	3	9 5 0	383 13 11									
<b>Marche</b>	1,068	120 12 2	66 7 7	56 15 10	..	10	..	21	..	..	12	12	19	15 4 0	279 9 1									
<b>Queenscliff</b>	18,230	3,390 9 2	287 11 8	1 18 6	686	3,110	300 1 9	5	2	..	8	2	7	25 13 7	1,105 17 2									
<b>WENSLEYDALE LINE.</b>																								
<b>Leard</b>	..	..	..	..	1,870	32	463 19 1	..	..	..	..	..	..	..	..	469 19 1								
<b>Gleerang</b>	..	..	..	..	2,791	25	393 19 7	..	..	..	..	..	..	..	..	193 19 7								
<b>Wensleydale</b>	..	..	..	..	1,811	48	293 1 3	..	..	..	..	..	..	..	..	293 1 3								
<b>FOREST LINE.</b>																								
<b>Wabard</b>	89	3 8 3	0 14 5	..	812	111	218 17 7	1	..	..	..	..	..	..	..	223 9 3								
<b>Pean Marsh</b>	2,911	329 32 5	18 14 2	0 1 2	1,812	1,070	178 10 3	1	..	..	..	..	..	..	..	1,221 8 7								
<b>Pennyroyal</b>	978	17 8 1	5 18 5	0 0 3	307	118	119 17 10	7	..	..	..	..	..	..	..	150 14 3								
<b>Murroon</b>	420	21 15 3	2 13 8	11 14 3	617	113	218 5 19	7	12	14	1	3	1	101 13 10	390 7 0									
<b>Barwoe</b>	1,141	166 1 3	2 13 1	0 1 6	3,637	192	1,591 3 8	..	..	..	..	..	..	..	..	1,722 9 11								
<b>Gerangamacle</b>	1,222	6 1 6	2 7 6	0 1 0	465	63	215 1 8	..	..	..	..	..	..	..	..	254 5 1								
<b>Yangier</b>	161	22 19 10	1 7 0	1 2 6	483	127	21 2 4	..	..	..	..	..	..	..	..	354 10 0								
<b>Foreart</b>	2,003	660 7 2	74 5 4	1 2 6	6,032	1,237	3,111 13 19	2	..	..	..	..	..	..	..	3,895 14 8								
<b>COLAC-CROVES LINE.</b>																								
<b>Tullah</b>	110	5 11 9	0 2 10	..	..	..	..	..	..	..	..	..	..	..	..	7 11 9								
<b>Ceratu</b>	312	15 6 0	0 11 6	..	..	..	..	..	..	..	..	..	..	..	..	15 12 4								
<b>Barngarook</b>	617	22 17 6	0 11 6	..	..	..	..	..	..	..	..	..	..	..	..	326 6 3								
<b>Kawarra</b>	786	40 6 6	0 11 6	..	..	75	363 17 0	..	..	..	..	..	..	..	..	276 17 3								
<b>Hill's Siding</b>	..	..	..	..	1,257	990	285 19 3	..	..	..	..	..	..	..	..	211 19 1								
<b>Loyal</b>	..	..	..	..	1,130	46	212 16 1	..	..	..	..	..	..	..	..	263 10 8								
<b>Gallibrand</b>	686	48 13 1	0 9 1	..	1,260	83	212 16 0	..	..	..	..	..	..	..	..	680 11 11								
<b>Kanieri</b>	2,632	242 1 7	0 9 1	0 7 9	1,652	498	397 3 7	..	..	..	..	..	..	..	..	23 7 10								
<b>Winba</b>	976	23 15 1	0 9 1	..	..	17	..	..	..	..	..	..	..	..	..	72 7 4								
<b>Melevier</b>	226	19 1 6	0 8 2	..	..	15	..	..	..	..	..	..	..	..	..	12 6 3								
<b>Dimont</b>	120	10 5 8	0 10 3	..	..	13	..	..	..	..	..	..	..	..	..	34 6 4								
<b>Ditchley</b>	279	28 1 1	0 6 4	..	..	14	..	..	..	..	..	..	..	..	..	12 6 3								
<b>Besse Forest</b>	121	16 17 1	0 6 4	..	..	..	..	..	..	..	..	..	..	..	..	16 15 4								
<b>Peranson</b>	6,034	92 15 6	121 0 8	0 4 6	5,338	1,630	1,830 6 8	5	59	46	4	4	10	118 13 11	3,179 12 6									
<b>Weyarramah</b>	1,757	50 12 3	4 1 10	0 7 0	4,304	630	2,060 13 0	..	..	..	..	..	..	..	..	3,020 17 9								
<b>Tule Siding</b>	1,893	96 2 9	1 6 11	0 2 0	250	67	121 12 0	..	..	..	..	..	..	..	..	231 16 2								
<b>Kingsid Siding</b>	2,073	111 7 3	1 8 7	0 2 6	141	..	..	..	..	..	..	..	..	..	..	1,520 12 7								
<b>Wychavata</b>	2,291	201 9 3	6 19 2	0 3 0	2,535	..	..	..	..	..	..	..	..	..	..	3,283 13 4								
<b>Paddy's Siding</b>	..	..	0 2 2	..	4,972	286	3,039 19 3	..	..	..	..	..	..	..	..	1,341 12 4								
<b>Skalker</b>	2,957	329 11 0	11 9 9	0 1 6	2,651	165	1,811 5 11	..	..	..	..	..	..	..	..	1,241 16 1								
<b>Macenolt</b>	..	..	..	..	2,631	206	1,249 8 1	..	..	..	..	..	..	..	..	1,868 7 1								
<b>Laver's Hill</b>	1,972	369 19 9	23 12 9	2 3 0	2,168	112	1,645 5 1	9	75	16	32	9	20	262 13 6	1,805 7 1									
<b>Croves</b>	399	80 7 0	28 8 7	0 4 6	134	389	108 15 3	..	..	..	..	..	..	..	..	1,321 16 7								
<b>TEMPOON LINE.</b>																								
<b>Narescliff</b>	36	9 12 5	2 12 7	0 14 6	32	65	10 11 1	..	..	..	..	..	..	..	..	31 16 1								
<b>Colaba</b>	1,070	295 8 2	97 0 2	..	1,833	2,840	1,161 1 3	..	..	..	..	..	..	..	..	1,839 17 3								
<b>Glenyate</b>	931	41 13 6	5 12 5	..	2,123	37	352 16 3	..	..	..	..	..	..	..	..	537 13 0								
<b>Cardio</b>	2,068	172 7 7	6 7 8	0 6 0	3,537	640	2,011 11 11	..	..	..	..	..	..	..	..	3,094 8 9								
<b>Timboon</b>	2,112	437 14 0	57 13 6	1 13 6	5,881	1,015	1,678 3 6	9	10	22	3	6	13	137 11 2	1,712 13 2									

1,856 1 11  
1,501 12 3  
792 6 7  
1,266 12 1  
6,337 1 5  
1,800 17 3  
1,804 6 1  
9,132 13 7  
6,111 7 7  
184 4 4  
312 17 3  
2,788 1 3  
383 13 11  
279 9 1  
1,105 17 2  
469 19 1  
193 19 7  
293 1 3  
283 7 9  
223 9 3  
1,221 8 7  
150 14 3  
390 7 0  
1,722 9 11  
254 5 1  
354 10 0  
3,895 14 8  
7 11 9  
15 12 4  
326 6 3  
276 17 3  
211 19 1  
263 10 8  
680 11 11  
23 7 10  
72 7 4  
34 6 4  
16 15 4  
3,179 12 6  
3,020 17 9  
231 16 2  
1,520 12 7  
3,283 13 4  
1,341 16 1  
1,868 7 1  
1,805 7 1  
1,321 16 7  
377 16 3  
31 16 1  
1,839 17 3  
537 13 0  
3,094 8 9  
1,712 13 2

APPENDIX No. 28.—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.		
MORTLAKE LINE.																	
Mortlake .. .. .	1,677	£ 1,328 3 7	£ 129 13 3	£ 2 9 9	1,876	3,211	2,597 13 0	6	27	157	..	7	81	31	..	£ 844 2 4	£ 4,911 10 11
KOROIT-HAMILTON LINE.																	
Wairoa .. .. .	67	8 8 4	0 0 4	..	36	42	13 7 0	..	..	3	..	..	..	..	..	3 0 6	24 15 8
Woolsthorpe .. .. .	91	11 4 3	0 0 11	0 4 0	58	70	8 15 6	..	..	..	..	..	..	..	..	1 8 9	21 18 5
Hawkesdale .. .. .	2,134	311 8 4	29 3 10	5 17 10	1,087	509	293 15 0	..	136	148	..	..	1	28	..	1,064 4 8	2,604 9 8
Minlempite .. .. .	358	116 12 3	5 17 11	1 8 3	68	73	11 9 7	..	4	60	..	..	12	27	..	223 4 3	66 12 3
Purdeet .. .. .	458	87 1 2	4 10 2	0 11 6	351	96	123 10 0	..	..	..	..	..	..	..	..	..	216 1 10
Penshurst .. .. .	5,705	1,154 11 1	99 6 2	19 12 4	6,813	1,804	2,083 2 11	10	143	133	26	9	29	36	10	1,256 8 11	4,615 1 5
Tabor .. .. .	152	22 2 4	1 19 0	0 4 6	818	303	366 1 9	..	..	..	..	..	..	..	..	..	390 7 7
Yatehaw .. .. .	306	24 17 2	1 13 8	0 3 0	366	56	162 9 8	..	2	9	..	..	2	1	..	63 1 0	252 1 7
MELBOURNE-WOODGATE LINE.																	
Kensington .. .. .	1,364,750	11,889 6 11	148 16 9	3 0 0	27,432	73,573	4,943 11 6	..	..	62	..	..	27	..	..	146 9 11	17,131 5 1
Newmarket .. .. .	1,615,172	13,562 8 3	194 9 10	2,846 0 8	8,828	31,726	3,651 7 11	997	4,191	8,063	388	773	12,687	19,971	23	58,249 16 5	60,304 3 3
Newmarket Show Grounds .. .. .	..	..	0 4 6	7 17 6	57	187	178 2 3	234	625	538	553	236	513	457	447	487 13 4	673 17 7
Ascot Vale .. .. .	2,529,927	26,708 5 5	262 16 2	6 15 3	..	..	..	..	..	..	..	..	..	..	..	..	26,917 10 10
Moonce Ponds .. .. .	1,945,657	21,943 3 4	292 11 2	4 16 9	..	..	..	..	..	..	..	..	..	..	..	..	22,246 11 3
Essendon .. .. .	1,755,306	24,112 7 6	339 12 1	31 15 2	549	19,321	410 5 5	..	..	..	..	..	..	..	..	..	24,894 19 2
Essendon—Building Tickets (Free) .. .. .	1,440	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Essendon .. .. .	13,500	149 1 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	149 1 7
Pascoe Vale .. .. .	103,937	1,355 6 0	14 12 2	0 3 6	..	..	..	..	..	..	..	..	..	..	..	..	1,368 1 8
Glenroy .. .. .	73,957	1,288 3 7	29 1 3	0 6 3	66	1,160	8 3 1	..	..	..	..	..	..	..	..	..	1,325 14 2
Broadmeadows .. .. .	379,049	11,735 10 8	365 10 0	2 8 3	512	6,417	349 12 7	22	118	4	..	..	..	..	..	..	545 11 4
Somerton .. .. .	7,695	159 6 3	162 16 9	1 18 0	925	999	167 13 2	..	2	24	..	..	..	..	..	..	1,326 7 1
Craigburn .. .. .	8,083	446 0 0	265 13 3	5 15 4	2,811	849	326 2 8	..	..	..	..	..	..	..	..	..	1,326 7 1
Dennybrook .. .. .	7,221	491 17 9	361 13 8	49 7 11	2,139	1,063	498 3 4	40	68	232	2	17	71	146	1	909 5 9	2,391 8 5
Beveridge .. .. .	3,668	294 1 0	64 11 6	5 1 6	341	244	125 17 8	5	1	127	..	..	..	..	..	234 17 2	724 8 10
Wallan .. .. .	8,758	810 8 6	244 12 8	18 5 3	2,512	660	549 10 16	15	78	339	2	11	34	130	..	952 15 6	2,605 12 9
Lightwood .. .. .	..	..	..	..	766	9	140 12 2	..	..	..	..	..	..	..	..	..	149 12 2
Kilmore Junction .. .. .	1,067	73 7 7	0 0 6	0 4 0	..	..	..	..	..	..	..	..	..	..	..	..	82 12 1
Wandong .. .. .	3,757	376 3 9	27 6 11	1 5 6	3,112	428	1,300 3 1	2	1	6	..	..	..	..	..	..	12 4 0
Kilmore East .. .. .	12,083	1,889 15 4	133 13 4	48 18 10	331	77	119 14 4	18	164	92	..	..	..	..	..	636 17 0	2,828 18 10
Broadford .. .. .	12,135	1,629 11 3	205 10 10	20 7 8	5,243	3,982	1,967 2 6	34	25	56	..	33	35	56	1	437 16 8	4,251 8 11
McDougal .. .. .	..	..	..	..	6,325	13,673	3,313 1 1	..	..	..	..	..	..	..	..	..	3,913 1 4
Tallarook .. .. .	11,367	1,199 13 7	63 14 8	6 5 2	2,594	219	904 19 3	19	26	52	..	5	12	32	2	170 11 2	2,345 1 0
Dysart .. .. .	..	..	..	..	30	5	17 9 7	..	..	..	..	..	..	..	..	..	18 1 7
Seymour .. .. .	88,484	16,691 3 7	799 4 11	65 11 6	3,671	5,011	2,494 17 1	66	91	189	33	46	50	121	13	954 2 4	20,995 10 5
Mangalore .. .. .	3,193	741 12 7	19 4 4	4 19 3	7,820	428	1,426 14 6	..	9	1	..	..	..	..	..	2,241 4 2	4,019 4 5
Avenel .. .. .	6,965	811 9 8	75 11 0	25 7 6	1,051	682	646 5 7	2	33	48	3	1	15	16	..	229 19 2	1,786 12 11
Mona .. .. .	2,359	189 0 6	10 10 8	0 4 0	18	12	22 18 8	..	..	..	..	..	..	..	..	..	86 6 1
Locksley .. .. .	6,198	877 0 9	58 9 4	3 1 3	76	92	94 5 11	..	..	..	..	..	..	..	..	..	375 12 7
Longwood .. .. .	..	..	..	..	5,841	568	2,449 18 2	5	6	197	..	6	18	106	..	639 14 11	1,330 4 2
Creighton .. .. .	455	36 18 7	5 3 11	0 6 6	3,382	23	1,387 17 2	..	..	..	..	..	..	..	..	..	4,019 4 5
Euroa .. .. .	13,908	3,455 9 10	299 12 3	41 4 5	11,230	3,294	5,549 6 10	49	107	335	4	44	214	304	1	1,628 8 8	10,946 2 0
Balmattam .. .. .	507	105 15 0	7 11 0	0 3 8	46	23	78 19 2	1	..	..	..	..	..	..	..	..	285 7 11
Violet Town .. .. .	7,287	1,420 18 7	129 4 1	41 10 6	8,534	1,235	3,801 0 11	3	25	93	..	3	69	114	..	455 15 11	5,848 10 3
Baddaglanie .. .. .	2,159	461 4 2	30 17 5	0 12 6	3,236	792	3,502 10 8	2	44	26	..	4	42	39	..	293 7 11	4,229 1 8
Hanson's Siding .. .. .	..	..	..	..	3,559	..	1,392 11 1	..	..	..	..	..	..	..	..	..	1,392 11 1
Benalla .. .. .	36,207	8,761 12 7	544 15 9	85 13 2	6,104	10,939	3,829 14 0	61	168	291	56	35	280	173	9	1,805 10 11	15,027 6 5



APPENDIX No. 23.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.				£ s. d.				£ s. d.	
<b>RUSHWORTH LINE.</b>																	
Murchison .. .. .	1,546	85 3 6	40 7 4	..	2,792	1,003	1,328 18 10	..	..	..	..	..	3	..	1	1 2 3	1,358 12 11
Hammond .. .. .	..	..	..	..	2,100	..	755 6 5	..	..	..	..	..	..	..	..	..	765 6 5
Wabonga .. .. .	368	46 4 5	8 1 8	6 1 0	2,362	79	923 3 7	..	..	..	..	..	..	..	..	..	977 12 8
Rushworth .. .. .	5,671	1,401 11 3	123 16 3	2 2 6	15,110	3,666	6,667 19 8	3	6	64	3	2	32	63	2	302 5 6	8,508 15 2
<b>COLBINABBIN LINE.</b>																	
Erwee .. .. .	12	0 16 11	0 1 1	..	11,280	84	4,299 7 0	..	..	..	..	..	..	..	..	..	4,300 5 0
Wanalba .. .. .	269	42 0 6	20 12 1	..	9,699	391	3,594 5 2	..	..	..	..	..	..	..	..	0 14 6	3,664 18 3
Colbinabbin .. .. .	531	193 11 4	17 6 1	0 2 0	7,178	2,123	3,912 10 7	1	14	44	4	6	19	55	..	243 8 10	6,366 18 10
<b>GIRGARRE LINE.</b>																	
Karoo .. .. .	2	0 17 4	..	..	15	14	12 1 8	..	..	..	..	..	..	..	..	..	12 19 6
Stanhope .. .. .	257	73 17 1	10 13 9	..	1,334	674	770 15 1	..	..	..	..	..	..	..	..	1 1 0	856 6 11
Girgarre .. .. .	141	48 1 4	1 17 10	4 11 6	2,618	566	1,446 17 0	1	6	66	..	2	19	19	..	356 10 7	1,858 7 3
<b>TOOLAMBA-ECRUCA LINE.</b>																	
Tatura .. .. .	7,401	2,971 3 4	167 12 3	89 6 0	3,215	3,710	2,014 14 9	62	100	144	11	44	64	70	15	1,214 5 2	5,587 1 8
Byronside .. .. .	683	137 15 6	8 13 8	11 1 8	944	1,636	517 7 3	1	7	25	8	6	30	9	4	137 4 0	812 2 1
Merrigum .. .. .	3,618	725 11 9	41 10 10	1 9 9	4,631	1,488	3,045 12 9	6	5	71	11	..	19	17	4	356 12 11	4,173 18 9
Kyabram .. .. .	10,210	2,937 2 1	251 15 10	41 12 4	6,953	6,808	4,630 3 0	29	112	222	78	18	89	135	12	1,636 18 3	9,497 11 6
Toocala .. .. .	4,239	1,086 0 1	100 13 8	23 6 2	2,901	3,236	2,232 17 9	11	32	138	30	7	72	95	6	924 8 0	2,371 5 5
Koyuga .. .. .	1,205	129 7 11	9 9 4	0 15 10	2,946	462	1,519 10 0	3	7	10	5	4	6	15	1	218 12 1	1,477 15 2
<b>KATAMAITO LINE.</b>																	
Pine Lodge .. .. .	336	17 1 10	6 8 3	0 2 6	2,122	314	1,214 8 9	..	..	..	..	..	..	..	..	..	1,238 3 7
Lamrock .. .. .	..	..	0 1 4	..	6,743	5	700 2 7	..	..	..	..	..	..	..	..	..	796 3 11
Cosgrove .. .. .	1,781	268 2 2	25 12 10	0 18 6	2,756	441	1,635 2 3	4	8	41	3	2	3	21	..	283 10 1	1,581 6 1
Dookie .. .. .	4,691	1,294 17 1	110 6 11	7 13 9	26,267	1,730	3,228 16 1	33	19	104	32	10	26	37	2	524 4 3	5,105 18 1
Yabba South .. .. .	14	3 9 8	..	..	846	35	418 16 3	..	..	..	..	..	..	..	..	..	22 5 11
Yabba North .. .. .	387	69 11 6	8 3 3	0 13 3	3,297	411	1,643 15 8	3	..	17	..	2	1	3	..	78 7 0	1,800 10 3
Yonaumite .. .. .	347	84 15 8	11 12 5	0 9 9	2,879	366	1,727 5 19	..	..	1	..	..	..	1	..	3 8 6	1,880 3 2
Katamaito .. .. .	1,004	331 15 6	46 0 0	0 19 2	6,531	1,867	3,765 1 4	7	4	95	6	3	10	37	..	429 11 4	4,573 7 5
<b>PICOLA LINE.</b>																	
Waha .. .. .	1,098	91 7 3	12 0 5	11 18 9	7,341	449	3,632 16 0	7	20	82	..	5	28	29	1	519 11 4	4,320 15 9
Nathalia .. .. .	4,910	1,621 18 5	144 4 8	11 11 3	8,592	1,793	5,609 19 5	18	50	161	31	8	73	81	1	855 16 10	8,231 1 8
Barwo .. .. .	74	2 13 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2 13 10
Picola .. .. .	1,389	461 11 7	203 7 3	3 0 6	7,382	619	4,539 0 10	0	27	103	3	5	38	55	..	663 18 7	5,934 18 9
<b>COBRAM LINE.</b>																	
Yarroweyah .. .. .	911	187 13 6	13 14 10	3 11 3	2,187	190	743 1 2	2	27	75	..	3	11	14	..	767 10 1	1,715 11 1
Cobram .. .. .	5,670	2,976 7 9	186 11 6	71 19 1	11,291	7,734	8,774 8 3	20	336	421	13	12	194	108	1	3,019 11 3	15,928 8 1



YARRAWONGA LINE.			TATONG LINE.			WHITFIELD LINE.			WANGARATTA-YACKANDANDAH LINE.			BRIGHT LINE.			WAGGUNYAH LINE.			YALLANGATTA LINE.		
19218-7	Cheesey	33	1 0 8	0 1 1	..	1,789	801	785 7 5	..	..	..	..	..	..	..	..	786 0 2			
	Goorambat	2,831	394 14 0	23 15 7	0 15 0	5,475	2,611	2,707 3 6	..	..	..	..	..	..	..	..	3,230 19 10			
	Nooramunga	866	65 12 11	2 15 5	0 7 0	110	80	97 5 2	..	..	..	..	..	..	..	..	184 15 6			
	Devonish	3,909	522 3 5	42 7 0	2 12 6	3,035	896	2,161 1 5	..	..	..	..	..	..	..	..	2,199 3 7			
	St. James	1,817	859 11 7	31 10 1	5 11 11	2,239	1,051	1,331 11 5	..	..	..	..	..	..	..	..	2,697 14 8			
	Kungamah	3,571	1,115 7 2	69 4 2	9 0 2	3,764	1,681	2,250 0 0	..	..	..	..	..	..	..	..	3,872 5 7			
	Telford	716	216 0 4	6 15 5	0 2 6	3,198	1,212	1,855 13 5	..	..	..	..	..	..	..	..	2,234 10 8			
	Yarrowonga	7,655	3,651 0 0	231 3 8	99 9 1	11,185	3,251	7,802 11 0	..	..	..	..	..	..	..	..	15,311 0 10			
	Katib	30	9 2 6	0 6 5	..	2,748	128	1,173 10 7	..	..	..	..	..	..	..	..	1,186 19 2			
	Lima	122	70 5 2	10 19 5	0 1 0	1,097	503	509 17 7	..	..	..	..	..	..	..	..	861 6 17			
	Mallum	101	8 19 11	1 8 5	..	3	26	5 3 3	..	..	..	..	..	..	..	..	18 11 7			
	Tatong	515	100 1 11	11 8 0	0 1 6	2,580	273	1,049 9 6	..	..	..	..	..	..	..	..	1,251 11 3			
	Targoora	11	1 7 7	..	..	..	..	..	..	..	..	..	..	..	..	..	1 7 7			
	Lacey	13	0 2 0	..	..	..	..	..	..	..	..	..	..	..	..	..	0 2 0			
	Oxley	518	25 10 3	1 3 1	..	87	130	15 12 6	..	..	..	..	..	..	..	..	15 5 10			
	Skelton	17	2 5 6	..	..	..	..	..	..	..	..	..	..	..	..	..	2 5 6			
	Decker	723	23 17 6	0 10 0	0 2 0	163	90	96 11 10	..	..	..	..	..	..	..	..	111 16 7			
	Byrne	304	25 15 5	..	..	..	..	..	..	..	..	..	..	..	..	..	28 5 5			
	Moyha	3,058	25 12 1	8 18 1	..	800	657	188 10 5	..	..	..	..	..	..	..	..	833 10 6			
	Angelside	209	15 17 5	..	1 3 7	..	..	..	..	..	..	..	..	..	..	..	17 1 0			
	Claremont	129	11 15 14	..	..	..	..	..	..	..	..	..	..	..	..	..	11 15 11			
	Dwyer	168	14 11 4	..	..	..	..	..	..	..	..	..	..	..	..	..	14 11 4			
	Edi	1,920	233 4 0	3 18 1	3 7 1	566	81	205 12 4	..	..	..	..	..	..	..	..	171 17 1			
	Hyem	191	17 6 9	..	..	..	..	..	..	..	..	..	..	..	..	..	17 6 9			
	King Valley	1,381	196 11 7	1 13 6	..	158	86	86 0 4	..	..	..	..	..	..	..	..	230 5 17			
	Jarrott	376	14 6 8	..	..	..	..	..	..	..	..	..	..	..	..	..	41 6 8			
	Pieper	534	63 16 5	..	..	..	..	..	..	..	..	..	..	..	..	..	63 16 5			
	Whitfield	2,843	428 1 9	27 7 6	3 10 0	881	433	181 8 10	..	..	..	..	..	..	..	..	1,064 3 0			
	Londrigan	1,601	73 2 8	5 5 3	4 0 10	375	2,008	138 3 2	..	..	..	..	..	..	..	..	221 6 11			
	Tarrawonga	2,651	312 13 8	20 1 1	16 14 1	909	658	512 13 1	..	..	..	..	..	..	..	..	893 0 0			
	Everton	3,978	171 3 4	18 9 5	0 7 0	2,938	234	1,007 14 7	..	..	..	..	..	..	..	..	1,576 1 11			
	Baarutha	255	7 7 8	..	..	..	..	..	..	..	..	..	..	..	..	..	7 7 8			
	Beechworth	8,207	2,647 11 1	271 1 2	3 16 3	2,717	1,793	1,941 1 8	..	..	..	..	..	..	..	..	4,891 12 1			
	Wooragee	150	8 19 5	0 3 11	..	838	13	320 9 7	..	..	..	..	..	..	..	..	580 7 8			
	Yackandandah	2,392	691 11 2	51 1 5	7 17 0	369	1,014	119 10 3	..	..	..	..	..	..	..	..	1,278 3 7			
	Brookfield	73	7 3 6	0 4 7	..	224	4	0 7 8	..	..	..	..	..	..	..	..	7 15 9			
	Bowman	2,118	380 11 11	13 3 9	11 15 6	336	117	373 5 5	..	..	..	..	..	..	..	..	1,370 13 1			
	Palmerston	633	57 4 11	7 16 7	0 1 3	1,414	56	277 3 1	..	..	..	..	..	..	..	..	341 9 2			
	Myrtleford	3,797	1,067 1 9	61 4 10	13 5 11	1,271	1,132	1,076 6 1	..	..	..	..	..	..	..	..	3,538 0 2			
	Ovens	373	39 3 8	7 9 11	0 4 0	225	123	164 18 9	..	..	..	..	..	..	..	..	0 15 6			
	Eurobin	618	96 6 11	8 15 5	..	189	66	180 10 5	..	..	..	..	..	..	..	..	322 11 5			
	Porepunkah	1,421	482 16 8	35 8 10	6 11 8	366	19	353 3 2	..	..	..	..	..	..	..	..	881 5 8			
	Bright	3,620	1,729 6 0	106 19 0	1 17 6	976	1,906	1,610 16 10	..	..	..	..	..	..	..	..	3,017 3 11			
	Lhilliput	125	14 1 10	2 5 2	..	251	81	68 18 7	..	..	..	..	..	..	..	..	94 8 7			
	Rutherglen	7,832	2,318 3 1	180 5 6	45 0 5	4,251	3,308	3,119 1 8	..	..	..	..	..	..	..	..	5,874 18 5			
	Waggunyah	9,785	4,084 2 5	216 15 1	128 0 5	10,114	10,035	9,010 11 2	..	..	..	..	..	..	..	..	16,706 0 8			
	Bandiana	151	3 7 6	..	..	..	..	..	..	..	..	..	..	..	..	..	3 9 10			
	Bongilla	603	25 15 2	..	..	..	..	..	..	..	..	..	..	..	..	..	25 15 2			
	Ebden	3,727	410 15 3	28 4 1	3 18 0	1,321	857	784 6 1	..	..	..	..	..	..	..	..	4,000 0 3			
	Huon	5,215	626 8 5	33 15 7	1 18 9	1,015	805	977 6 4	..	..	..	..	..	..	..	..	3,042 2 2			
	Bolga	335	51 13 6	2 7 9	0 0 0	40	19	14 19 1	..	..	..	..	..	..	..	..	78 14 4			
	Talonga	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	335 7 7			
	Tallangatta	8,807	2,753 19 2	145 8 1	17 3 7	1,874	3,364	1,989 14 4	..	..	..	..	..	..	..	..	7,026 1 0			





APPENDIX No. 28.—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.	
<b>MELBOURNE-BAIRNSDALE LINE—continued.</b>																	
Fletcher's Siding					652		119 12 7									119 12 7	
Fernbank	2,376	407 18 2	22 12 4	3 16 3	3,365	387	1,535 7 5			19	5		2	2	2	129 8 10	
Lindenow	4,788	1,065 2 0	45 15 2	82 14 1	5,472	996	3,299 9 1	4	12	51	25		7	4	12	481 10 10	
Hillside	1,188	282 9 5	11 17 9	0 2 6	3,631	234	1,726 14 7		69	28	17		7	16	2	667 4 10	
Bairnsdale	20,854	8,511 18 3	661 16 11	115 16 6	6,094	7,753	7,431 8 4	61	210	189	59		37	139	52	2,329 3 10	
<b>ORBOST LINE.</b>																	
Nicholson	1,423	79 1 11	17 1 7		65	38	52 6 9									148 10 3	
Bumberrah	1,676	153 1 0	7 10 3		241	133	199 9 5			2	9				1	41 1 10	
Mossface	1,671	217 14 7	7 15 8		1,876	189	1,043 0 1				1					0 9 0	
Brutheo	3,974	859 19 11	73 8 9	1 16 6	2,066	1,006	1,839 2 10	9	60	18	20		8	15	14	582 0 10	
Colquhoun	53	0 1 8	0 0 7		47	9	29 2 4									35 4 7	
Nows Nows	1,751	492 15 7	13 18 0	0 6 6	1,211	791	1,065 9 0		7	7	15		2	5	10	123 3 9	
Toskaree	209	23 17 6	7 1 6		238	83	282 3 1									313 2 1	
Waygara	327	69 19 4	1 14 2		1,490	119	444 8 1									507 1 7	
Orboat	6,034	2,759 10 6	155 11 6	27 3 8	6,431	2,946	5,243 1 6	23	222	32	121		13	50	11	2,875 18 4	
<b>NEERIM SOUTH LINE.</b>																	
Lillico	799	13 15 8	1 12 7		137	492	60 15 4									76 3 7	
Bulu Bulu	2,020	59 18 1	33 9 9	0 13 11	981	1,490	476 1 3	1	1	1	1					11 13 6	
Bravington	508	19 4 8	4 4 5		121	3,727	53 15 3	1								0 18 9	
Rokeby	1,210	43 11 0	8 1 0		792	207	289 13 7				24					75 3 3	
Crossover	1,121	46 5 3	12 1 8	0 2 0	3,477	158	1,167 15 3	1								416 8 10	
Neerim South	5,729	704 16 3	62 2 5	2 6 6	2,802	1,101	1,141 17 4	17	84	11	24		11	30	10	1,230 8 2	
<b>NAYOOK LINE.</b>																	
Neerim	1,364	92 3 11	10 0 3		795	216	364 7 9									466 11 11	
Nayook	1,624	295 16 9	18 7 10		867	1,060	411 17 9	8	18	4	58		1	9	7	997 11 7	
<b>THORPDALE LINE.</b>																	
David					16	3	16 2 11									18 2 11	
Coalville	720	46 5 11	8 8 5	0 4 6	472	77	255 19 1				2					0 19 0	
Narracan	1,383	179 9 9	11 10 0	0 5 3	1,021	456	504 2 10	13	9	9	1		6	3	9	311 16 11	
Thorpdale	1,306	307 10 7	57 14 4	2 2 9	2,234	2,366	1,264 13 5	5	4	40	60		2	2	17	762 1 6	
<b>WALHALLA LINE.</b>																	
Gooding	63	2 8 7			53											2 6 7	
Gould	742	57 16 4	3 16 1	0 3 8	1,683	123	603 11 5	1	1							666 10 10	
Mccondarra	645	56 17 7	4 8 7	0 1 0	123	139	82 13 9	1	8	4	7			7	1	174 7 11	
Watson	589	54 3 0	3 3 6	0 2 6	38	48	34 1 4									81 10 4	
Erica	1,236	145 6 6	8 17 0	0 4 0	1,897	371	701 0 4	2	9	4	7		1	2		899 17 5	
Knott's Siding	252	35 16 9	2 16 11	0 6 6	3,244	100	1,516 5 4									1,555 5 6	
Platina	420	49 13 3	2 10 6	0 0 6	3,362	125	1,577 19 9									1,630 4 0	
Walhalla	2,108	331 15 11	41 4 3	0 17 0	898	676	795 14 2		2				4			1,170 13 1	

NORTH MIRBOO LINE.

Hazelwood	115	8 17 9	0 0 11	..	44	19	18 0 1	..	2	..	..	2	..	..	..	..	..	8 4 9	35 3 6
Yinnar	2,252	304 2 0	87 9 5	0 15 9	830	861	532 15 5	1	10	17	69	3	10	6	..	..	..	313 8 0	1,238 10 7
Boolarra	4,740	795 11 2	59 19 7	4 13 6	897	1,359	607 2 5	9	34	90	56	7	23	22	3	..	..	737 2 10	2,264 9 6
Darlimurla	1,572	7 14 1	0 4 7	0 7 6	98	105	72 14 6	..	..	..	..	..	..	..	..	..	..	..	157 0 8
North Mirboo	3,856	1,050 9 7	102 4 2	10 12 9	1,252	2,584	1,206 2 0	10	177	145	54	3	39	74	..	..	..	1,591 14 0	3,961 2 6

TRALALGON-STRATFORD LINE.

Glenarry	2,713	349 7 3	22 12 4	7 13 7	1,651	509	761 10 0	8	36	16	1	2	14	7	..	..	..	283 0 6	1,424 9 8
Toongabbie	3,187	388 14 2	20 6 11	19 10 4	1,330	282	493 18 11	7	4	32	..	1	..	1	..	..	..	141 0 7	1,069 5 11
Cowwarr	4,539	726 11 7	220 15 11	16 5 10	1,546	840	1,003 0 3	12	40	13	46	12	46	13	17	..	..	454 18 9	2,421 12 4
Dawson	311	84 5 11	8 11 0	..	146	63	62 5 2	..	..	..	..	..	..	..	..	..	..	..	135 2 1
Heyfield	5,533	1,290 2 8	293 4 4	22 7 7	5,595	1,536	2,623 17 10	5	167	121	38	..	46	35	9	..	..	1,560 6 10	5,779 19 1
Tinamba	2,667	304 7 3	84 19 2	..	1,329	889	1,058 1 4	34	235	152	53	24	99	57	1	..	..	2,247 8 2	4,221 8 10
Maffra	10,934	2,870 5 6	1,282 7 1	29 14 11	7,263	20,828	7,212 18 1	64	1,779	4,706	626	29	466	987	..	..	..	1,228 13 2	12,623 18 9
Powerscourt	..	..	..	..	8,097	..	572 16 5	..	..	..	..	..	..	..	..	..	..	..	572 16 5

BRIAGOLONG LINE.

Bolsdale	538	136 8 0	18 0 10	..	1,951	338	710 1 7	20	173	..	1,193	10	67	..	167	..	..	296 0 2	1,160 10 7
Bushy Park	..	..	0 4 3	..	392	35	158 13 3	..	..	..	..	..	..	..	..	..	..	..	158 17 6
Briagolong	630	296 15 3	23 9 0	0 11 6	1,111	532	770 0 2	9	96	2,000	336	1	58	5	161	..	..	211 9 9	1,308 5 8

PORT ALBERT LINE.

Lyndhurst	3,838	186 12 3	815 12 6	1 7 0	1,538	2,158	222 16 1	..	10	1	1	..	6	6	1	..	..	23 0 2	1,249 8 6
Cranbourne	10,770	818 4 2	1,239 6 4	8 15 7	3,733	4,610	686 13 9	9	10	86	..	4	62	27	..	..	..	187 0 8	2,940 0 6
Clyde	6,301	547 18 1	524 18 8	5 17 0	1,141	343	223 13 4	..	..	..	1	5	19	42	..	..	..	5 2 0	1,307 9 11
Tooradin	3,123	345 6 2	130 6 0	2 7 3	1,111	1,203	415 16 4	14	28	36	1	5	35	29	..	..	..	139 11 10	1,033 10 7
Dalmore	1,639	167 8 11	23 1 3	0 11 6	2,923	1,483	870 11 4	4	3	20	..	1	8	15	..	..	..	32 9 11	1,094 2 11
Koo-Wee-Rup	11,362	1,431 11 10	417 0 10	7 6 4	11,819	4,765	3,551 3 8	12	70	23	24	19	61	21	5	..	..	235 10 9	5,672 13 5
Monomeith	2,394	322 7 11	374 0 11	4 12 1	164	798	89 7 3	12	438	73	..	10	295	42	1	..	..	1,403 18 10	2,194 13 0
Caldermeade	3,591	439 17 8	1,124 12 9	11 5 2	108	1,094	78 13 9	8	76	70	1	4	83	21	2	..	..	311 1 10	1,965 11 2
Lang Lang	8,473	1,103 17 10	263 16 4	19 1 7	726	2,754	411 13 2	34	164	55	51	21	41	48	7	..	..	556 19 1	2,355 8 0
Nyora	9,348	1,408 6 3	68 16 4	1 10 3	2,938	3,228	959 16 7	3	30	13	26	8	42	16	..	..	..	252 4 5	2,690 13 10
Loch ..	9,747	1,040 15 0	142 19 11	0 14 6	2,178	1,150	627 13 1	17	231	120	8	10	64	65	1	..	..	1,110 15 11	2,922 18 5
Jeetho	1,689	180 0 1	170 0 10	0 18 6	207	160	148 8 2	3	38	10	4	..	..	..	..	..	..	193 8 9	698 16 4
Bena ..	4,919	400 4 8	159 17 0	3 9 2	433	851	327 17 7	3	64	65	68	12	38	35	6	..	..	563 15 1	1,515 3 6
Whitelaw	119	9 9 0	8 6 9	..	90	36	39 14 0	..	..	..	1	..	..	..	..	..	..	1 13 9	59 4 0
Korumburra	30,639	4,528 19 1	520 4 5	21 1 8	18,129	10,742	5,169 18 2	63	257	83	84	33	123	103	36	..	..	1,180 4 10	11,420 8 2
Kardella	2,755	205 16 1	16 19 3	0 13 3	360	597	221 8 0	..	..	..	..	..	..	..	..	..	..	..	444 10 7
Ruby	3,666	228 3 0	18 3 1	1 0 3	1,081	1,314	554 10 5	..	29	50	..	1	12	2	..	..	..	259 19 3	1,061 16 0
Leongatha	19,733	3,907 15 7	371 17 4	47 6 8	5,003	4,769	2,669 2 10	36	277	202	26	22	120	64	..	..	..	2,127 13 0	9,183 15 5
Bump's Siding	..	..	..	..	16,167	16	1,563 16 4	..	..	..	..	..	..	..	..	..	..	..	1,563 16 4
Gwyther	..	..	..	..	154	13	66 19 9	..	..	..	..	..	..	..	..	..	..	..	60 19 9
Koonwarra	1,707	130 11 2	73 15 10	0 12 3	1,141	265	392 18 9	..	2	7	36	1	8	2	..	..	..	160 15 5	764 13 5
Tarwin	2,540	202 4 6	13 7 4	0 18 9	508	430	250 1 9	4	55	9	27	..	29	10	..	..	..	334 4 10	860 17 2
Meenyan	6,366	1,159 15 2	77 5 4	12 13 11	560	1,508	499 8 11	11	167	70	15	4	44	49	..	..	..	1,047 3 7	2,796 6 11
Stony Creek	2,322	517 6 7	39 2 3	6 10 1	628	994	515 17 3	7	35	42	25	4	28	12	1	..	..	418 3 2	1,496 19 4
Buffalo	1,775	290 1 4	10 7 4	6 5 8	173	356	129 9 8	3	73	14	14	1	17	14	..	..	..	378 12 0	814 16 0
Boys ..	70	9 8 3	1 19 3	..	618	19	160 10 5	..	..	..	..	..	..	..	..	..	..	..	171 17 11
Fish Creek	3,938	637 16 3	54 16 6	1 3 3	871	688	594 17 0	11	51	30	43	6	14	16	1	..	..	539 10 4	1,828 3 4
Hodde	1,162	108 4 7	11 9 8	0 10 6	156	180	116 19 0	..	1	..	32	..	3	..	..	..	..	107 4 7	344 8 4
Foster	4,707	1,197 19 0	112 11 2	4 1 0	2,145	4,094	881 3 1	4	35	52	26	6	26	29	1	..	..	504 1 9	2,759 16 0
Bennison	1,952	127 0 7	61 7 11	9 11 6	196	210	311 14 6	..	1	..	2	..	..	..	..	..	..	8 2 6	508 17 0
Toora	3,983	1,108 5 1	83 8 11	15 6 1	714	1,671	764 11 10	14	130	38	13	8	29	21	3	..	..	787 19 6	2,759 11 5
Agnes	359	93 16 11	9 17 10	6 8 10	12	112	20 17 11	1	4	..	..	..	..	..	..	..	..	10 2 7	141 4 1
Welshpool	2,782	602 4 7	73 7 11	9 4 6	588	2,757	546 15 3	5	12	12	68	8	7	17	3	..	..	409 15 9	1,641 8 0
Welshpool Jetty	4,760	138 10 3	101 6 8	..	516	153	852 10 8	..	..	..	..	..	..	..	..	..	..	..	1,092 16 7
Hedley	1,536	155 5 6	19 5 10	1 1 3	796	113	146 4 10	1	2	30	35	1	16	..	..	..	..	355 7 6	677 4 11
Gelliondale	1,728	611 19 2	24 12 1	5 12 9	505	406	336 14 2	7	99	23	18	4	42	12	..	..	..	833 1 4	1,811 9 6
Alberton	6,431	2,840 5 11	164 0 7	6 6 4	2,704	5,182	2,804 8 1	26	24	251	131	33	103	..	1	..	..	3,424 8 7	9,239 9 6
Port Albert	1,203	301 16 11	88 15 1	0 4 6	7,375	350	4,282 4 11	..	..	..	..	..	..	..	..	..	..	..	4,673 1 5

WONTHAGGI LINE.

Woodleigh	2,175	309 14 0	459 18 5	0 8 6	387	343	140 7 5	2	16	12	2	..	8	5	1	..	..	85 17 4	1,002 5 8
Kernot	2,616	301 6 0	209 15 5	4 7 2	2,047	339	310 4 10	5	101	34	7	4	47	16	3	..	..	513 15 7	1,339 9 6
Almurta	2,762	487 7 5	34 4 5	4 0 11	337	416	204 8 9	10	68	16	5	9	87	18	2	..	..	305 4 5	1,035 5 11
Glen Forbes	2,213	301 1 11	203 10 9	0 19 9	798	312	208 14 9	1	11	9	1	..	18	6	..	..	..	72 11 0	847 4 2

APPENDIX No. 28.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.		
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.	
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.			
£ s. d.		£ s. d.	£ s. d.	£ s. d.			£ s. d.									£ s. d.	£ s. d.	
<b>WONTHAGGI LINE—continued.</b>																		
Woolamal .. .. .	3,421	428 17 9	260 19 1	4 19 11	216	1,251	181 3 10	13	112	26	5	8	39	3	1	528 3 4	1,411 8 11	
Anderson .. .. .	2,124	240 6 8	36 3 1	37 11 10	217	139	202 19 6	1	3	16	..	1	..	11	..	63 5 2	580 6 3	
Mitchell's Siding .. .. .	..	..	..	..	..	13	..	..	..	..	..	..	..	..	..	..	..	
Kilnada .. .. .	1,831	111 11 8	13 10 10	0 8 3	..	27	40 13 6	..	..	..	..	..	..	..	..	..	196 4 3	
Dalyton .. .. .	3,138	556 7 3	27 7 3	1 1 9	343	1,536	433 4 2	1	28	43	98	1	13	20	1	577 0 11	1,596 1 4	
Fowlett and North Woolamal Colliery Coy.'s Siding .. .. .	..	..	..	..	16,869	10	4,309 7 0	..	..	..	..	..	..	..	..	..	4,809 7 6	
State Coal Mine .. .. .	..	..	..	..	161,188	6,069	46,318 15 10	..	..	..	..	..	..	..	..	..	46,118 15 10	
Wonthaggi .. .. .	22,050	5,574 3 0	409 6 4	17 18 0	702	13,407	781 18 0	2	8	3	..	2	6	27	1	47 7 3	6,833 13 1	
<b>OUTTRIM LINE.</b>																		
Jumbanna .. .. .	3,131	230 9 2	37 2 8	8 8 6	18,726	4,370	4,390 13 9	2	34	2	89	2	9	13	12	425 17 8	5,068 11 7	
North Outtrim .. .. .	1,904	57 16 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	57 16 11	
Outtrim .. .. .	749	87 1 6	20 10 2	0 2 6	742	491	488 12 10	..	2	..	14	1	..	1	..	27 16 9	630 3 9	
<b>FRANKSTON-STONY POINT LINE.</b>																		
Glen Huntly .. .. .	652,237	9,526 0 11	92 7 8	12 6 3	484	19,908	156 8 7	..	..	..	..	..	..	..	..	..	9,787 3 5	
Glen Huntly Building Tickets (Free) .. .. .	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Ormond .. .. .	193,996	2,795 2 5	132 2 6	0 9 6	94	3,735	136 17 0	..	..	..	..	..	..	..	..	..	3,674 11 5	
McKinnon .. .. .	95,159	1,348 1 6	19 5 1	0 2 6	..	..	..	..	..	..	..	..	..	..	..	..	1,367 0 1	
Bentleigh .. .. .	124,281	1,907 16 7	50 0 2	0 10 0	168	5,160	82 19 2	..	..	..	..	..	..	..	..	..	2,041 6 8	
Moorabbin .. .. .	119,071	1,916 11 11	37 8 8	8 13 9	..	597	116 2 1	4	2	..	..	4	2	..	..	11 3 11	2,120 2 4	
Hightett .. .. .	86,450	1,278 18 2	29 14 10	0 5 5	180	3,086	29 16 7	..	..	..	..	..	..	..	..	..	1,338 15 0	
Cheltenham .. .. .	290,568	5,752 2 9	397 3 0	3 1 2	1,460	14,923	285 7 6	5	2	..	..	1	5	..	..	14 15 3	6,152 0 8	
Mentone .. .. .	392,314	8,425 0 8	181 14 11	223 19 2	1,110	13,638	229 14 10	5	2	..	..	4	4	1	..	15 3 0	9,075 12 7	
Mentone Building Tickets (Free) .. .. .	960	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Mordialloc .. .. .	368,262	8,992 0 5	514 1 5	513 16 4	4,501	7,540	793 10 8	11	11	5	..	10	12	..	..	51 7 2	10,864 16 0	
Mordialloc Building Tickets (Free) .. .. .	420	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Aspendale .. .. .	131,338	3,623 14 9	139 18 3	0 8 6	104	1,831	24 6 6	1	1	..	..	..	..	..	..	2 2 9	3,790 11 0	
Chelsea .. .. .	278,227	6,556 0 11	277 10 3	0 17 6	139	6,466	80 18 3	..	..	..	..	..	..	..	..	..	6,915 6 11	
Forsyth's Siding .. .. .	..	..	..	..	13,813	..	1,509 8 4	..	..	..	..	..	..	..	..	..	..	1,509 8 4
Carrum .. .. .	35,444	1,224 9 3	593 19 2	6 3 9	383	1,097	117 7 0	4	4	7	..	2	31	49	..	25 10 8	1,967 0 9	
Seaford .. .. .	11,565	444 13 7	213 13 5	2 16 6	82,200	1,865	8,666 10 8	..	1	..	..	1	..	..	..	0 17 1	9,328 6 3	
Frankston Sand Siding .. .. .	..	..	..	..	22,771	..	2,368 14 9	..	..	..	..	..	..	..	..	..	..	2,368 14 9
Frankston .. .. .	76,730	4,093 0 5	455 15 9	49 12 3	1,201	6,076	317 12 7	6	7	2	..	12	39	47	..	19 15 4	4,935 15 7	
Langwarrin .. .. .	22,318	1,496 4 8	75 3 1	4 16 5	352	6,098	104 7 10	1	2	..	4	5	1	..	..	3 11 7	1,681 9 7	
Baxter .. .. .	4,528	264 18 9	163 14 2	0 5 3	1,848	563	381 0 8	..	2	..	..	6	6	30	..	5 0 7	745 5 6	
Somerville .. .. .	8,059	706 8 6	171 17 10	3 9 9	3,758	4,030	1,191 0 2	3	2	..	5	6	4	10	3	21 2 10	2,093 19 1	
Tyabb .. .. .	3,602	308 1 11	81 1 7	0 10 0	3,567	2,140	951 3 0	..	3	7	..	3	3	6	..	10 12 4	1,351 8 10	
Hastings .. .. .	5,838	611 5 2	179 8 10	1 13 6	2,490	8,205	742 16 7	1	1	2	..	5	14	16	..	4 5 6	1,539 0 7	
Bittern .. .. .	4,351	749 18 6	295 9 3	4 4 1	1,888	1,410	508 0 8	8	48	74	..	12	30	32	1	298 4 10	1,855 17 4	
Crib Point .. .. .	5,148	747 19 8	37 2 7	1 6 0	268	7,627	265 7 6	1	1	..	..	3	..	..	..	3 3 11	1,054 19 8	
Stony Point .. .. .	2,002	550 4 5	423 17 1	6 16 2	592	1,231	363 18 8	2	2	12	..	10	5	3	..	32 18 11	1,383 9 3	
<b>MORNINGTON LINE.</b>																		
Moorooduc .. .. .	1,914	135 7 3	26 8 9	0 1 0	2,509	596	618 6 11	..	4	110	..	7	31	134	..	250 8 10	1,030 15 0	
Mornington .. .. .	19,221	2,161 12 0	477 0 3	10 5 0	968	4,005	434 5 6	9	63	25	1	7	58	51	..	267 12 8	3,359 16 5	

HEALESVILLE LINE.														
East Richmond	539,117	4,146 5 7	140 6 0	0 8 5										4,287 0 0
Burnley	785,352	6,059 7 7	172 12 3	0 14 9	15,376	123,028	3,979 9 6							10,212 4 1
Hawthorn	1,075,753	10,397 2 3	183 5 1	2 1 4	1,206	26,314	571 15 4							11,151 4 0
Glentferrie	1,828,437	23,979 8 11	561 13 4	4 9 0										21,515 11 8
Auburn	1,234,537	14,942 16 5	219 10 10	2 9 3										15,185 16 6
Auburn Building Tickets (Free)	240													
Camberwell	1,454,725	20,467 17 3	369 3 1	4 12 7	233	8,003	124 16 1							20,003 9 0
Kaati Camberwell	900,819	12,255 10 11	82 18 2	0 13 9		1,289	0 0 4							12,339 8 2
Canterbury	1,235,304	17,507 3 10	387 4 4	4 17 3	262	10,722	31 10 4							17,985 5 3
Surrey Hills	747,605	10,958 16 5	118 7 7	1 2 11	273	15,908	157 8 11							11,235 15 10
Surrey Hills Building Tickets (Free)	2,700													
Mont Albert	342,746	5,136 2 8	36 12 2	0 8 9										5,172 3 7
Mont Albert Building Tickets (Free)	2,220													
Box Hill	820,166	13,860 0 19	400 7 8	7 9 6	3,023	28,192	1,399 19 4	20	102	2				15,925 9 19
Box Hill Building Tickets (Free)	720													
Blackburn	212,328	3,521 8 11	188 1 2	3 2 2	890	7,804	552 6 3							4,251 11 9
Tunstall	112,929	1,850 5 5	157 1 9	1 0 3		74	0 2 7							2,008 10 0
Mitcham	164,969	3,182 1 1	145 7 9	2 11 0	3,797	13,292	1,217 0 1	1						4,529 16 6
Ringwood	198,076	4,851 19 6	359 9 0	9 16 3	944	11,867	411 10 1	3						5,410 13 9
Croydon	84,854	2,888 14 11	516 16 19	2 6 0	1,614	7,982	498 10 8	1						3,945 14 5
Mooroolbark	6,135	258 1 9	268 19 3	0 10 0		764	148 8 6							675 19 6
Cave Hill Siding						14,673	2,132 11 8							2,132 11 8
Llydale	52,399	2,837 7 5	795 19 1	21 17 2	1,612	6,148	530 7 9	31	122	80	15	17	84	4,732 16 4
Black's Siding					20,175		2,190 18 4							2,190 18 4
Coldstream	2,823	176 11 8	436 18 0	0 1 6	993	594	134 6 0	6						755 18 5
Yering	3,150	258 12 2	1,204 12 8	1 14 6	258	1,514	80 17 1	3						1,553 16 8
Yarra Glen	12,124	1,004 13 9	558 13 0	6 11 7	7,377	4,359	1,584 7 9	60	158	76	4	27	38	3,750 14 10
Tarravarra	1,231	101 14 11	116 6 1	6 1 10	80	36	23 17 3							248 0 1
Healesville	20,211	2,904 7 2	472 0 7	14 12 6	9,423	5,623	2,398 4 2	6	16	67	0	25	36	5,926 16 4
GLEN IRIS LINE.														
Heyington	19,485	221 9 6	0 16 0											222 5 6
Kooyong	51,735	637 12 10	2 3 9											639 16 7
Kooyong Building Tickets (Free)	1,860													
Tooronga	221,126	2,218 13 8	12 14 3		431	23,598	92 15 2							2,324 3 1
Gardiner	115,374	1,373 5 9	30 15 6	0 1 0										1,404 2 3
Gardiner Building Tickets (Free)	1,080													
Glen Iris	50,252	697 6 5	6 0 9	1 2 6			11 10 0							715 19 8
Darling	36,947	954 11 7	32 1 19		215	2,886	12 19 10							909 13 3
KEW LINE.														
Barker	190,767	2,210 15 7	32 19 3	0 4 6										2,243 19 4
Kew	538,216	5,487 19 8	195 6 11	5 9 6	252	22,679	178 13 5		11					5,880 6 9
OUTER CIRCLE LINE.														
Riversdale	27,252	321 4 11	0 0 7		721	51,132	243 19 7		1					807 14 1
Golf Links	3,564	62 3 0	1 15 8											53 18 8
Hartwell	1,531	52 9 8												32 9 8
Burwood	31,670	390 12 7	46 15 3		11	3,785	3 4 6							449 12 4
Ashburton	20,149	277 3 2			17	1,230	2 14 8							279 17 10
Shenley	42,126	661 15 5												561 15 5
Balwyn	29,070	375 18 7	0 1 0											335 19 7
Balwyn Building Tickets (Free)	2,100													
Deedone	21,775	234 5 3	56 11 1		16	4,669	0 8 3							291 4 7
Deedone Railway Tickets (Free)	1,920													
FERNTREE GULLY LINE.														
Bayswater	36,962	1,131 17 7	355 14 0	2 3 3	999	3,787	188 16 7	1	1		1	3	7	1,686 4 1
Lower Ferntree Gully	13,077	644 15 8	349 14 5	0 19 6	998	3,171	136 10 5		1			1	1	1,129 9 1
Hermion's Siding					24,192		2,403 9 0							2,08 9 0
Upper Ferntree Gully	39,932	2,251 12 8	132 14 3	8 14 6	5,942	2,420	609 13 3	5	31	54	2	7	58	3,207 9 7
GEMSBROOK LINK.														
Upwey	3,761	189 10 0	45 0 0	0 0 6	2	192	2 19 0							237 9 6
Belgrave	13,475	718 1 7	99 8 3	2 2 3	465	1,471	149 9 7							939 1 8
Selby	619	40 15 5	3 8 11		3	59	2 1 9							46 5 11

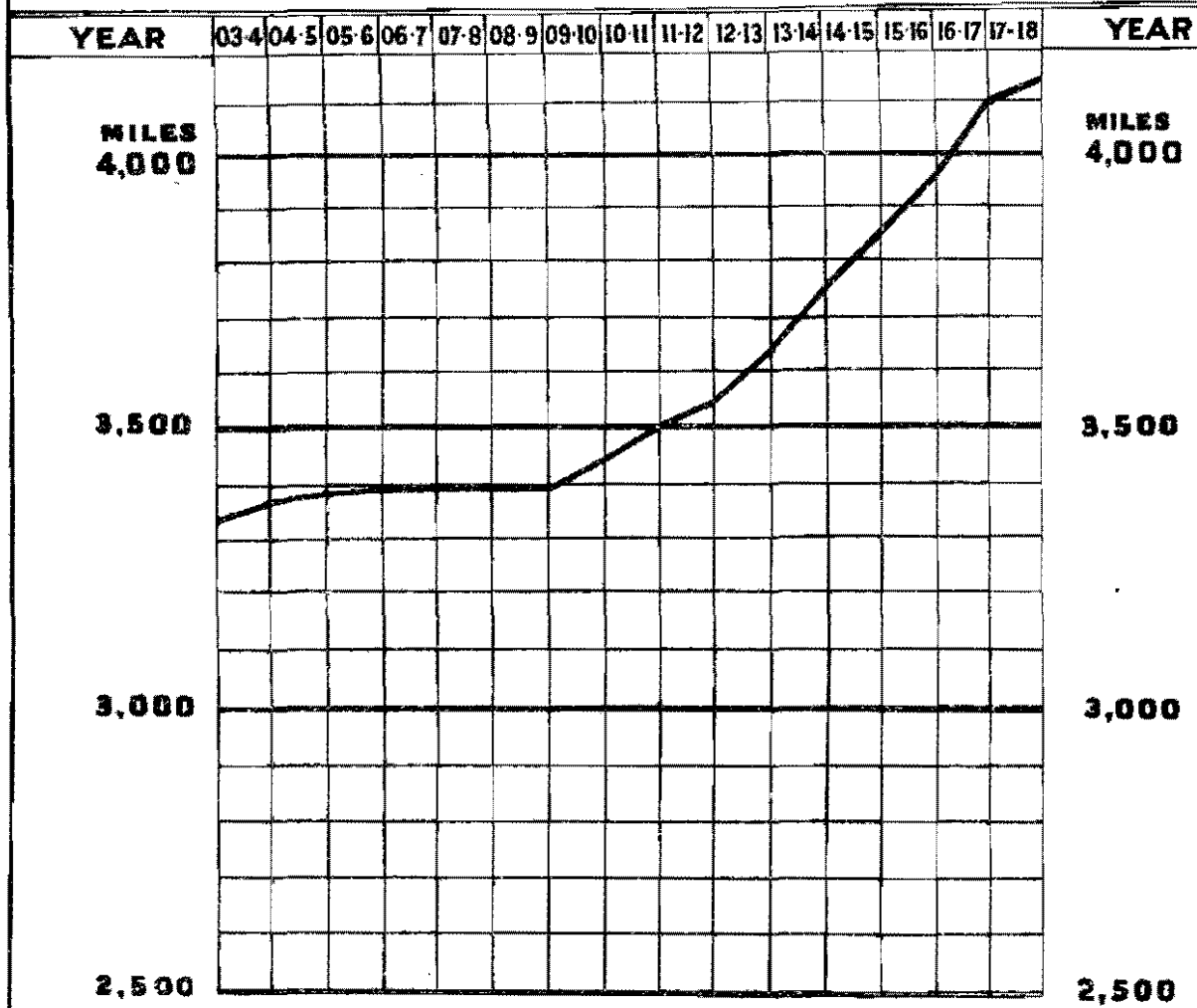
APPENDIX No. 28.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.		
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.	
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.			
£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.				£ s. d.				£ s. d.		
<b>GEMSBROOK LINE—continued.</b>																		
Anra .. .. .	1,324	69 7 6	19 19 6	0 6 8	122	101	35 14 4	..	..	..	..	..	..	..	..	..	..	125 8 0
Paradise .. .. .	1,250	96 1 3	14 11 11	0 7 0	894	245	201 15 6	..	1	..	1	1	1	..	..	..	2 18 0	315 13 8
Emerald .. .. .	5,449	444 12 7	137 1 9	1 10 9	917	858	312 7 10	2	5	6	..	2	9	20	..	..	15 13 2	911 6 1
Nobelius' Sliding .. .. .	..	..	36 14 10	..	90	28	146 12 8	..	..	..	..	..	..	..	..	..	..	183 7 6
Wright .. .. .	228	19 3 3	1 1 2	..	..	..	0 6 8	..	..	..	..	..	..	..	..	..	..	20 11 1
Cockatoo .. .. .	3,141	267 12 3	69 15 3	0 16 6	2,108	498	506 11 0	..	1	1	1	1	..	1	..	..	6 7 2	851 2 2
Gembrook .. .. .	2,275	308 11 3	60 17 0	0 8 6	4,654	729	1,209 9 6	1	2	1	2	2	1	5	1	..	4 6 11	1,583 13 2
<b>WARBURTON LINE.</b>																		
Evelyn .. .. .	7,364	431 3 1	167 12 2	1 4 3	4,412	1,317	854 16 9	..	..	..	..	1	..	1	..	..	..	1,454 16 3
Wandin .. .. .	8,434	623 6 9	267 9 5	0 3 9	5,474	2,383	1,299 15 11	1	2	..	3	6	..	14	..	..	7 15 1	2,198 10 11
Seville .. .. .	3,411	311 11 11	104 1 0	0 8 6	2,344	1,334	479 17 8	1	1	..	3	..	11	12	..	..	13 8 9	909 7 10
Killara .. .. .	623	63 8 5	8 15 11	0 18 2	1,773	144	315 18 9	1	..	21	..	3	1	3	..	..	36 3 0	425 4 3
Woori Yallock .. .. .	3,202	323 19 2	77 15 2	1 3 6	6,824	706	1,903 11 9	6	32	7	2	3	11	8	..	..	63 16 2	2,070 5 9
Launching Place .. .. .	3,399	333 12 1	57 9 3	1 3 6	1,649	367	456 4 8	8	45	5	13	12	26	3	1	..	136 18 11	985 6 5
Yarra Junction .. .. .	15,681	1,953 17 10	105 17 4	4 14 7	41,345	3,314	9,882 4 6	10	1	1	..	25	10	15	..	..	14 10 5	11,961 4 8
Britannia .. .. .	..	..	..	..	9,506	395	2,425 7 5	..	..	..	..	..	..	..	..	..	..	2,425 7 5
West Warburton .. .. .	3,309	356 19 4	49 8 5	0 12 6	1,332	620	356 1 7	1	..	..	1	3	25	26	..	..	1 17 0	784 18 10
Milgrove .. .. .	4,948	333 11 7	37 6 3	0 12 0	3,855	823	892 6 5	1	..	..	..	1	..	..	..	..	2 8 0	1,266 4 8
Warburton .. .. .	13,525	2,227 3 3	128 16 4	3 1 0	3,472	3,871	1,147 18 11	10	13	..	4	29	10	15	1	..	53 19 5	3,560 18 11
La La Extension .. .. .	..	..	..	..	34,887	..	8,876 15 6	..	..	..	..	..	..	..	..	..	..	8,876 15 6
<b>HEIDELBERG - ELTHAM - HURST-BRIDGE LINE.</b>																		
Jolimont .. .. .	143,419	1,176 1 1	77 15 2	0 2 3	..	..	..	..	..	..	..	..	..	..	..	..	..	1,253 18 6
West Richmond .. .. .	500,586	4,180 19 3	195 6 4	0 14 3	..	..	..	..	..	..	..	..	..	..	..	..	..	4,376 19 10
North Richmond .. .. .	515,381	5,027 2 9	417 3 2	0 17 9	..	..	..	..	..	..	..	..	..	..	..	..	..	5,445 3 8
Collingwood .. .. .	494,935	4,470 0 11	138 15 11	0 15 9	..	..	..	..	..	..	..	..	..	..	..	..	..	4,609 12 7
Victoria Park .. .. .	639,726	6,282 3 0	434 0 3	1 9 3	10,097	60,484	2,566 6 9	..	..	..	..	..	..	..	..	..	..	9,283 19 3
Clifton Hill .. .. .	1,198,506	11,130 14 9	286 16 11	4 8 7	..	..	..	..	..	..	..	..	..	..	..	..	..	11,422 0 3
Westgarth .. .. .	683,770	6,133 13 5	172 14 6	0 11 6	..	..	..	..	..	..	..	..	..	..	..	..	..	6,306 19 5
Fairfield Park .. .. .	1,193,077	12,229 12 10	96 8 10	0 19 5	261	6,343	78 7 9	..	..	..	..	..	..	..	..	..	..	12,405 8 10
Alphington .. .. .	313,484	3,793 17 10	26 19 7	0 9 0	30,919	1,889	3,276 5 10	..	..	..	..	..	..	..	..	..	..	7,097 12 3
Ivanhoe .. .. .	741,655	10,176 8 4	115 3 2	0 13 3	96	4,829	39 7 11	..	..	..	..	..	..	..	..	..	..	10,331 12 8
Ivanhoe Building Tickets (Free) .. .. .	6,240	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Heidelberg .. .. .	415,712	6,786 18 0	168 10 0	2 18 5	199	8,936	110 14 0	3	11	1	1	5	26	..	..	..	34 10 1	7,043 10 6
Heidelberg Building Tickets (Free) .. .. .	1,580	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bosanna .. .. .	17,285	299 17 1	0 0 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	299 17 5
Macleod .. .. .	44,515	954 2 7	15 10 2	0 2 3	..	..	7	..	..	..	..	..	..	..	..	..	..	969 15 0
Macleod Building Tickets (Free) .. .. .	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mont Park .. .. .	..	..	..	..	299	3,188	136 0 0	..	..	..	..	..	..	..	..	..	..	136 0 0
Greensborough .. .. .	99,336	2,039 18 7	49 12 9	1 2 9	88	799	28 11 6	..	1	..	1	..	1	..	..	..	2 4 4	2,121 9 11
Eltham .. .. .	82,419	1,901 7 7	105 12 3	1 0 0	220	1,152	42 19 9	..	3	..	1	..	2	5	..	..	12 4 0	2,063 3 7
Diamond Creek .. .. .	16,336	499 10 1	67 11 0	1 7 0	2,174	1,427	395 8 11	1	..	1	..	1	4	12	..	..	3 16 6	967 13 6
Balee .. .. .	5,405	187 2 4	0 3 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	187 5 6
Hurstbridge .. .. .	20,935	1,121 7 11	138 7 3	2 6 3	12,943	2,017	2,135 0 9	1	1	1	2	2	1	3	..	..	6 18 3	3,403 18 5
Melbourne-Flinders-street (Country) .. .. .	1,232,495	116,780 4 4	31,953 3 9	79 19 9	..	..	..	..	..	..	..	..	..	..	..	..	..	148,813 7 10
Melbourne-Flinders-street (Suburban) .. .. .	8,445,478	138,648 11 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	138,648 11 0



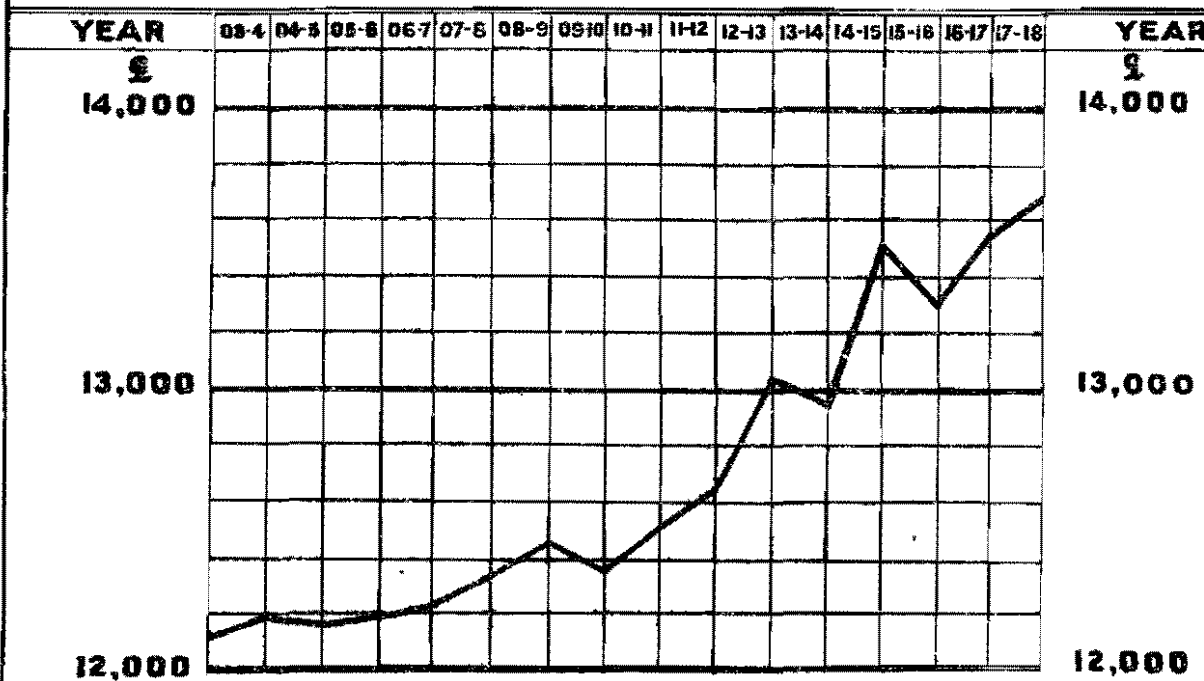


## DIAGRAM N° 1 AVERAGE MILEAGE OPERATED

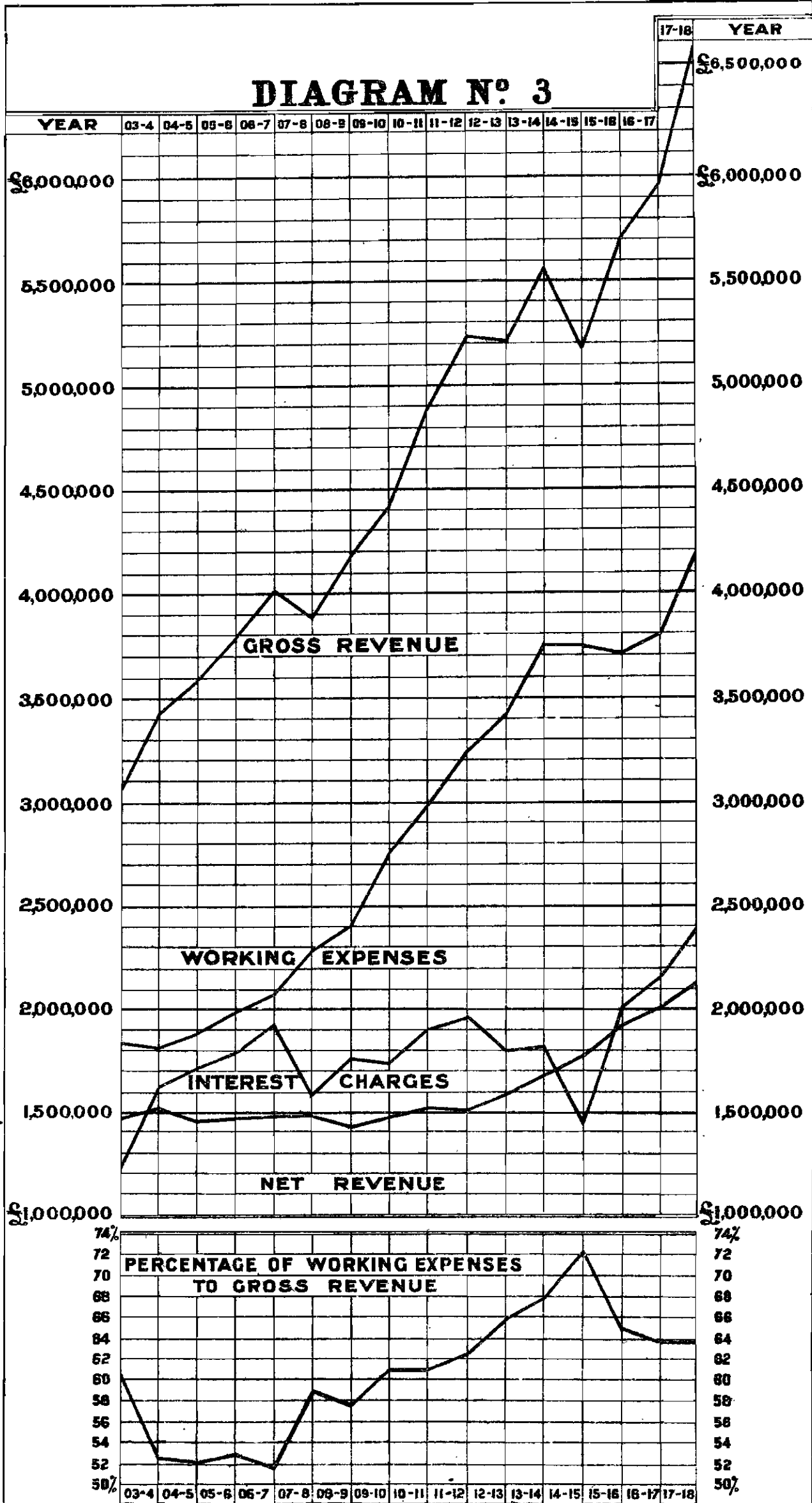


## DIAGRAM N° 2

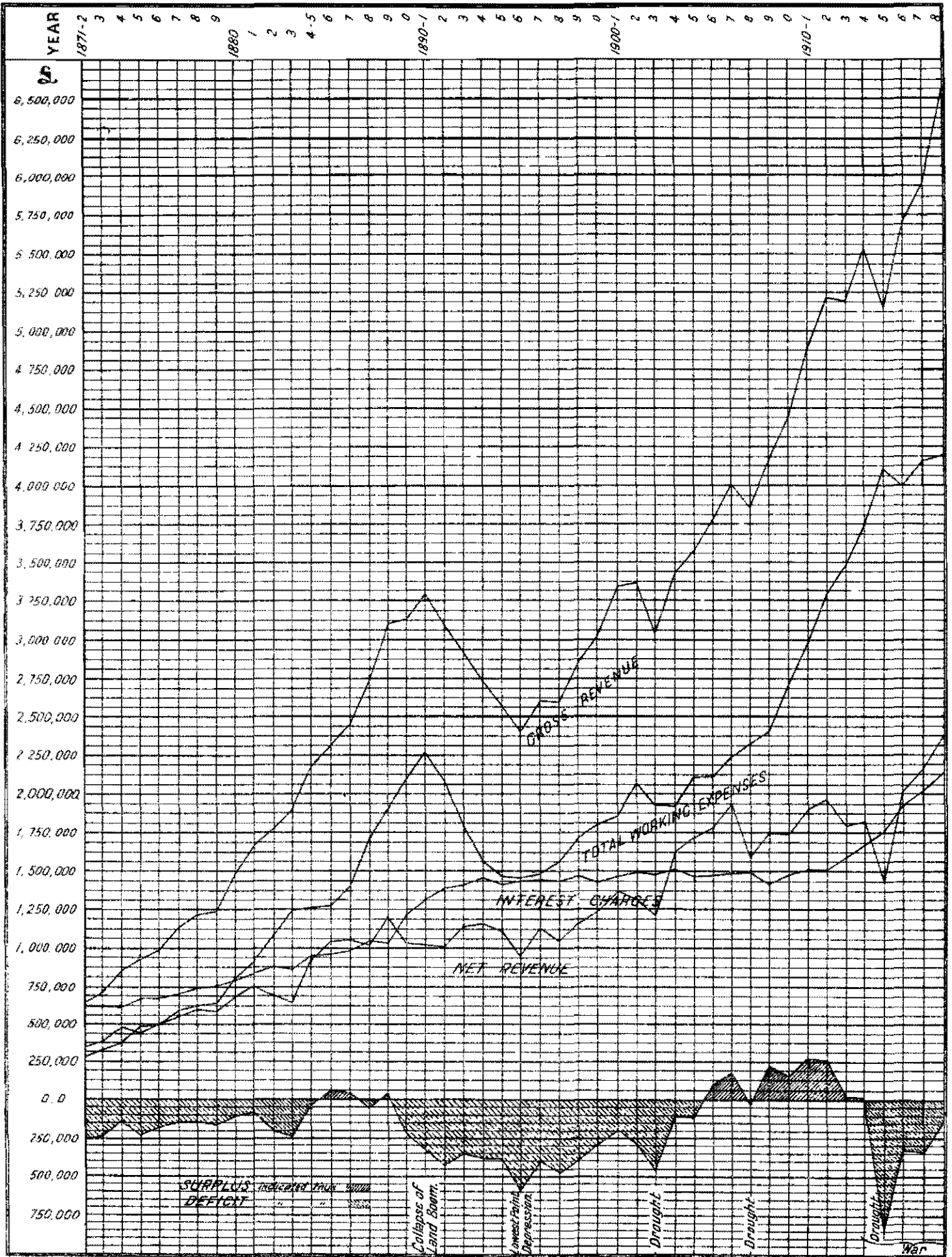
### AVERAGE COST OF CONSTRUCTION PER MILE



# DIAGRAM N° 3

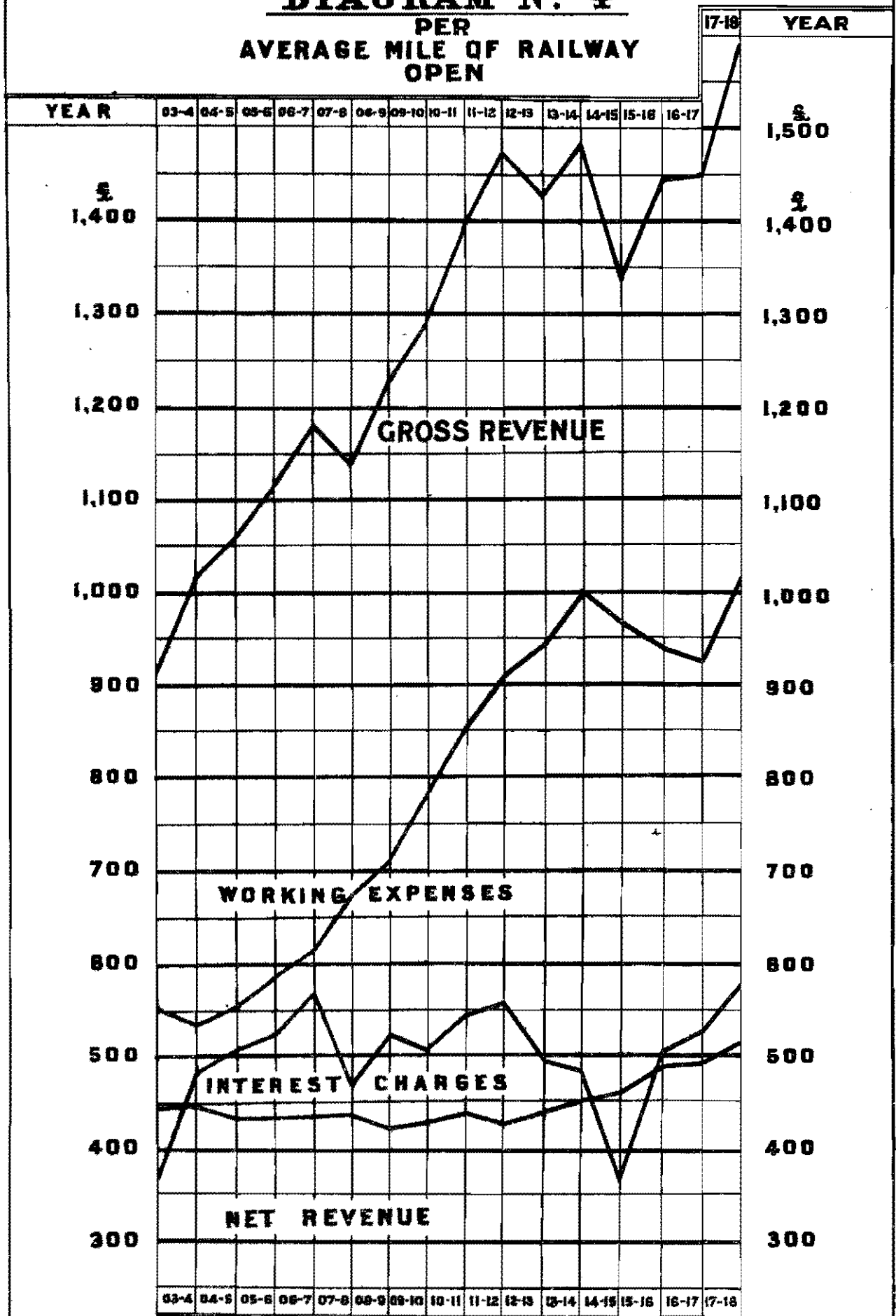


# DIAGRAM N° 3<sup>A</sup>

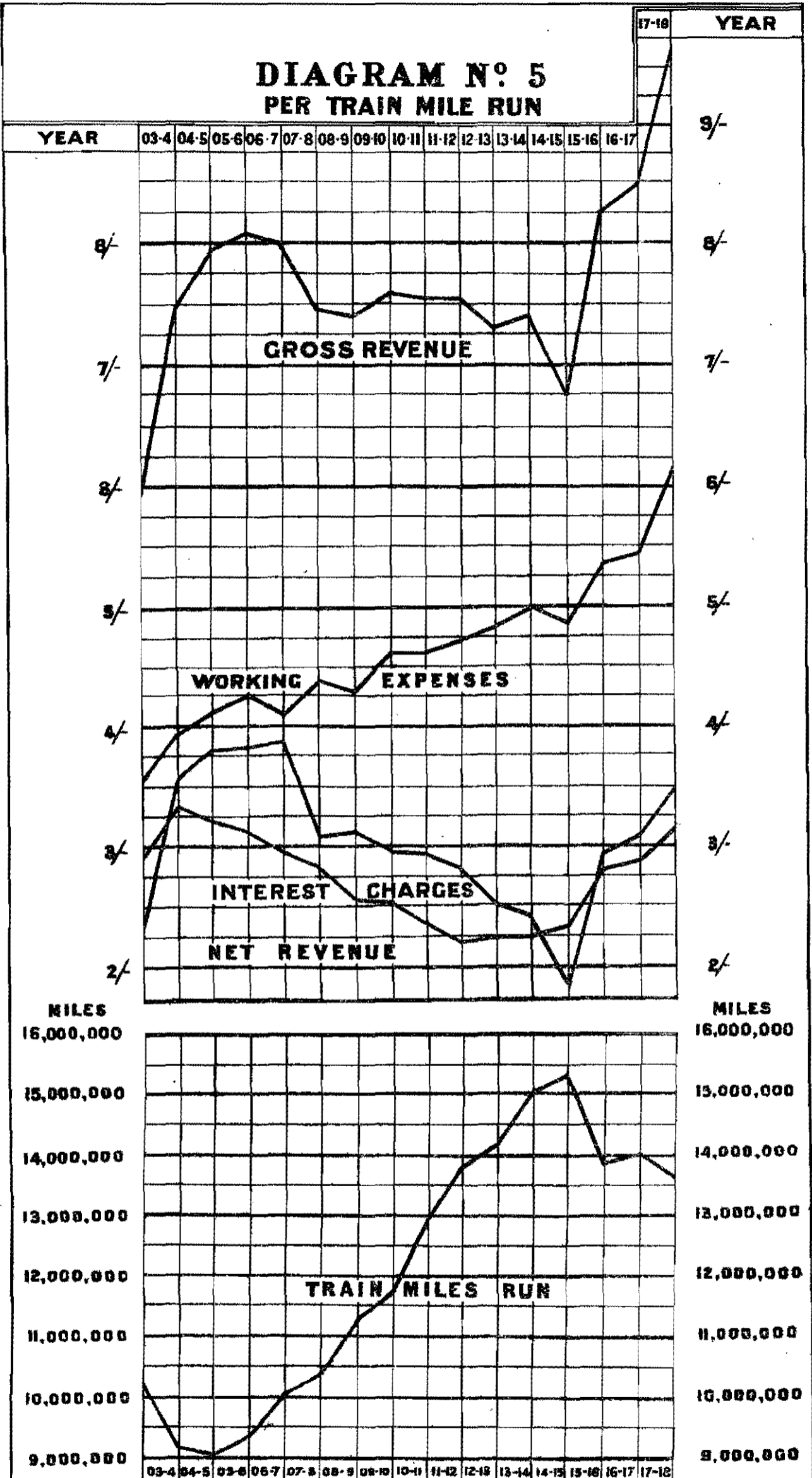


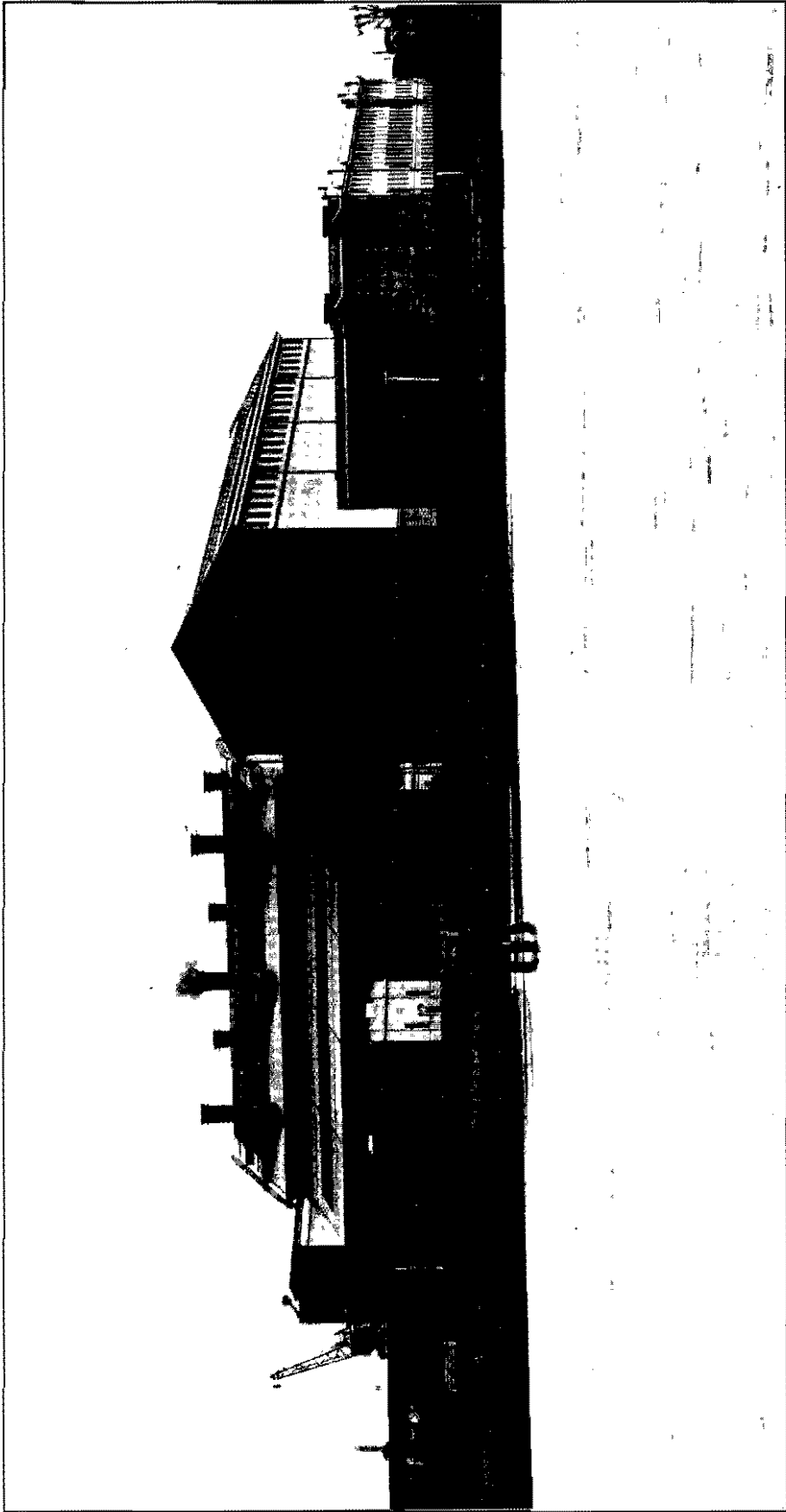
# DIAGRAM N° 4

## PER AVERAGE MILE OF RAILWAY OPEN

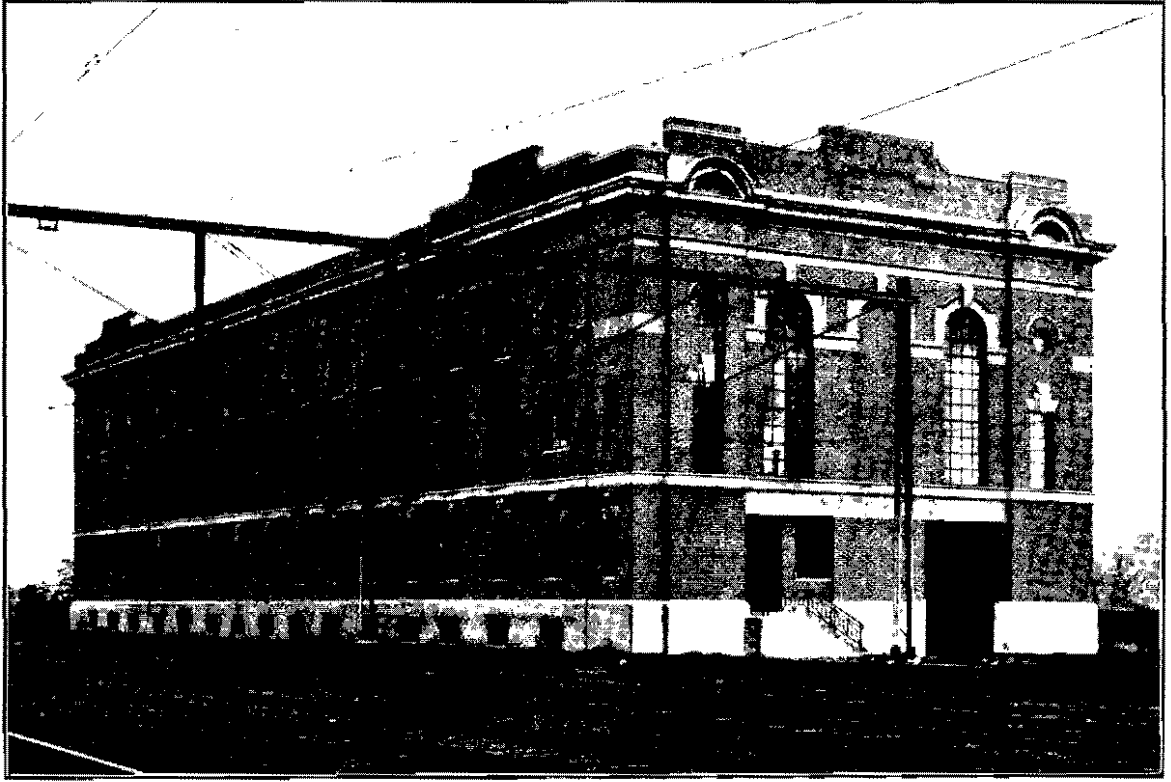


# DIAGRAM N° 5 PER TRAIN MILE RUN





NEWPORT POWER HOUSE.



JOLMONT SUB-STATION.

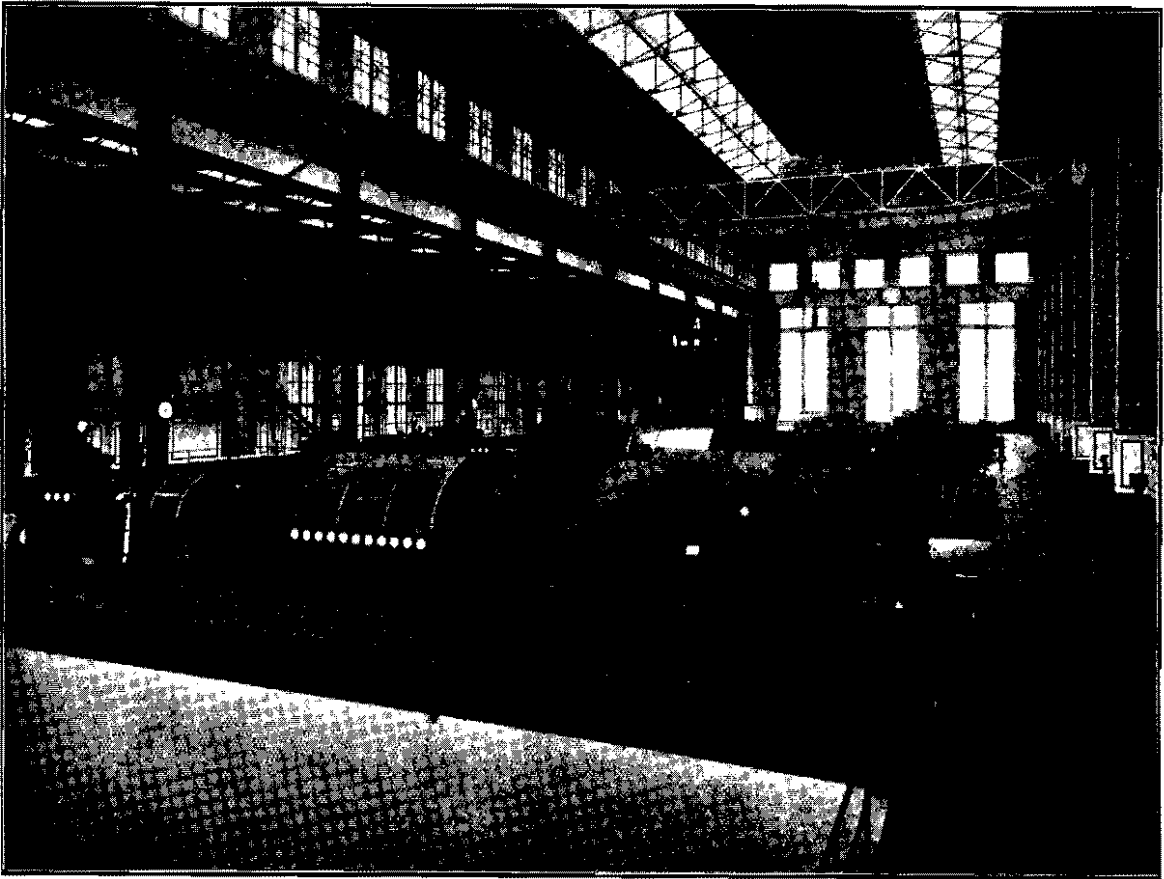


JOLMONT WORKSHOPS.—LIFTING BAY FOR ELECTRIC CARS.





ELECTRICALLY EQUIPPED TRAIN.



TURBINE ROOM, NEWPORT POWER HOUSE.



INTERIOR OF MACHINE SHOP, NEW BALLARAT WORKSHOP.



OLD VIADUCT OVER THE MOORABOOL VALLEY, GEELONG-BALLARAT LINE. CONSTRUCTED 1861.

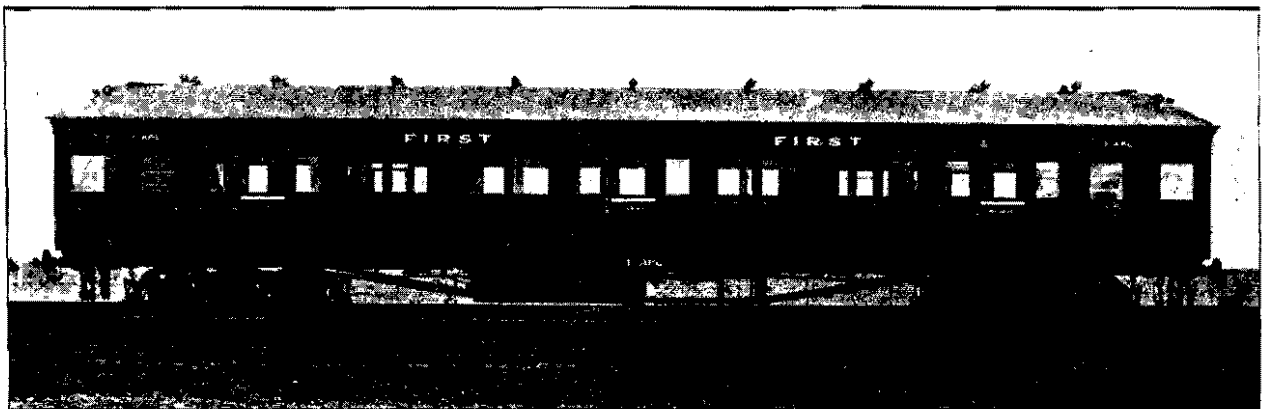


VIADUCT AS RENEWED TO CARRY LOCOMOTIVES OF 160 TONS WEIGHT.

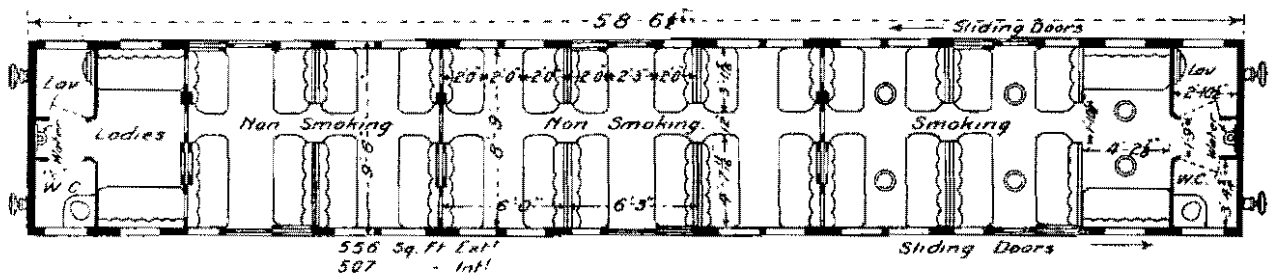


CONSOLIDATION LOCOMOTIVE.

Weight of engine and tender (Roadworthy). 127 tons 5 cwt.  
 Tractive power. 36,138 lbs.  
 Rating capacity, 210 per cent.; load up, 1 in 50 grade, 567 tons.  
 Rating capacity (A2), 130 per cent.; load up, 1 in 50 grade, 350 tons.  
 Rating capacity (Dn), 100 per cent.; load up, 1 in 50 grade, 270 tons.

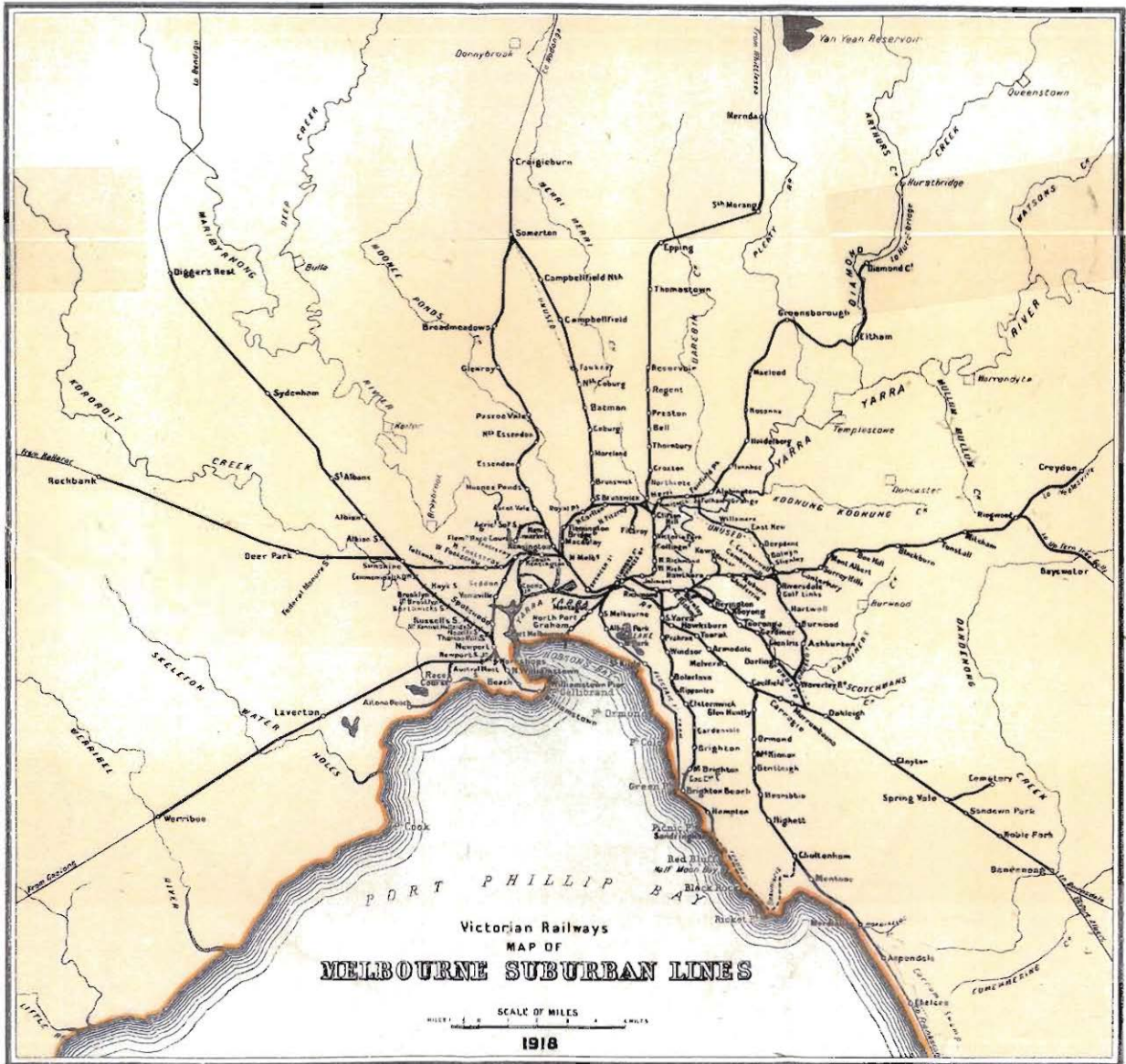


TYPE OF SLIDING-DOOR CAR, WITH SANITARY AND LAVATORY ACCOMMODATION, ADAPTED FOR HEAVY TRAFFIC ON COMPARATIVELY SHORT LINES.



FLOOR PLAN.





Victorian Railways  
 MAP OF  
**MELBOURNE SUBURBAN LINES**

SCALE OF MILES  
 0 1 2 3 4 5

1918

# Railway Map OF AUSTRALIA

1918

Showing through connections  
between West Australia and Queensland.

**[In Red]**

SCALE OF MILES  
0 50 100 150 200 250 300

