

1920.
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VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDING 30TH JUNE, 1920.

PRESENTED TO BOTH HOUSES OF PARLIAMENT PURSUANT TO ACT 6 GEO. V. No. 2710.

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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS
FOR THE YEAR ENDING 30TH JUNE, 1920.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 15th September, 1920.

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, 1920.

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

	Railways.		St. Kilda-Brighton and Sandringham-Black Rock Electric Tram- ways.			Total.	
	£	s. d.	£	s. d.	£	s. d.	
GROSS REVENUE—							
Earnings	8,133,617	9 1	62,090	16 11	8,195,708	6 0	
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, <i>vide</i> page 14	91,355	0 0	..	..	91,355	0 0
	8,224,972	9 1	62,090	16 11	8,287,063	6 0	
WORKING EXPENSES	6,032,951	2 6	50,711	5 11	6,083,662	8 5	
NET REVENUE	2,192,021	6 7	11,379	11 0	2,203,400	17 7	
INTEREST CHARGES and EXPENSES			£	s. d.			
			2,234,201	13 1			
PENSIONS and GRATUITIES ..			152,932	15 5			
Adjustment with South Australia in connexion with Border Rail- ways, <i>vide</i> page 6			3,199	0 0			
Repayment to Capital Account in respect of the Wheat Com- mission's sidings, <i>vide</i> page 6 ..			25,960	19 8			
					2,416,294	8 2	
DEFICIT					<u>£212,893</u>	<u>10 7</u>	

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

—	Year 1918-19.			Year 1919-20.			Increase. (+) Decrease. (-)		
	£	s.	d.	£	s.	d.	£	s.	d.
Gross Revenue—									
Railways—Earnings	6,358,853	2	1	8,133,617	9	1	+	1,774,764	7 0
„ 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, <i>vide</i> page 14	73,424	0	0	91,355	0	0	+	17,931	0 0
	6,432,277	2	1	8,224,972	9	1	+	1,792,695	7 0
St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways	43,798	13	4	62,090	16	11	+	18,292	3 7
Total	6,476,075	15	5	8,287,063	6	0	+	1,810,987	10 7
Working Expenses—									
Railways	4,279,663	10	9	6,032,951	2	6	+	1,753,287	11 9
St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways	28,998	8	2	50,711	5	11	+	21,712	17 9
Total	4,308,661	18	11	6,083,662	8	5	+	1,775,000	9 6
Net Revenue	2,167,413	16	6	2,203,400	17	7	+	35,987	1 1
Interest Charges and Expenses ..	2,164,901	8	6	2,234,201	13	1	+	69,300	4 7
Pensions and Gratuities	151,588	6	0	152,932	15	5	+	1,344	9 5
Adjustment with South Australia in connexion with Border Railways, <i>vide</i> page 6	14,521	0	0	3,199	0	0	-	11,322	0 0
Repayment to Capital Account in respect of the Wheat Commission's sidings. <i>vide</i> page 6 ..	..			25,960	19	8	+	25,960	19 8
Total of Interest Charges and Expenses, Pensions and Gratuities. &c. ..	2,331,010	14	6	2,416,294	8	2	+	85,283	13 8
Deficit	£163,596	18	0	£212,893	10	7	+	£49,296	12 7

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

	Year 1916-1917.	Year 1917-1918.	Year 1918-1919.	Year 1919-1920.
Average Mileage of Railways operated ..	4,194	4,159	4,159	4,194
TRAFFIC TRAIN MILEAGE.				
Passenger—Country	2,869,096	2,839,226	2,816,728	3,103,611
" Suburban	3,634,709	3,603,069	3,651,904	3,999,770
Mixed	2,578,948	2,513,111	2,500,505	2,528,802
Goods (including Live Stock)	4,939,287	4,670,965	4,053,518	5,390,282
Total	14,022,040	13,626,371	13,031,655	15,022,465
Number of Passenger Journeys	108,341,540	105,753,073	111,904,786	134,012,162
Tonnage of Goods	5,554,361	5,779,389	6,026,617	7,073,157
Tonnage of Live Stock	408,241	451,704	488,853	697,537
GROSS REVENUE.				
Passenger, &c., Business.				
Passenger—Country	£ 1,465,429	£ 1,686,835	£ 1,620,741	£ 2,195,888
" Suburban	1,113,050	1,205,721	1,273,668	1,584,363
Dining Car Service	16,067	18,953	15,730	25,471
Refreshment Rooms Service ... ..	...	...	...	105,610
Parcels, &c.	244,231	267,129	272,062	343,186
Horses, Carriages, and Dogs	17,254	19,214	19,280	25,253
Mails	62,526	56,422	39,713	31,259
	2,918,557	3,254,274	3,241,194	4,311,039
Goods, &c., Business.				
Goods	2,558,447	2,661,596	2,433,785	2,930,598
Live Stock	305,638	370,206	431,320	600,217
Minerals	70,174	105,745	92,684	190,307
	2,934,259	3,137,547	2,957,789	3,721,122
Rentals	90,066	102,893	148,686	85,643
Miscellaneous	9,837	67,545	84,608	107,168
Total	5,952,719	6,562,259	6,432,277	8,224,972
Per mile of Railway worked	1,450	1,585	1,547	1,961
Per traffic train mile	8s. 5'89d.	9s. 7'58d.	9s. 10'46d.	10s. 11'40d.
WORKING EXPENSES.				
Transportation Branch	£ 1,137,703	£ 1,225,479	£ 1,257,685	£ 1,820,588
Way and Works Branch	927,315	1,049,270	870,123	1,288,030*
Rolling-Stock Branch—Operating Expenses	1,283,198	1,327,488	1,320,274	1,722,967
" " Repairs and Renewals	620,064	665,358	646,296	926,684
" " Payment into Rolling-Stock Replacement Fund	50,000	50,000	50,000	50,000
Electrical Branch ... ..	...	...	3,397	85,963
General Expenses	95,997	100,911	100,094	124,012
Payment into Railway Accident and Fire Insurance Fund	39,763	32,586	31,794*	40,668
Total Working Expenses	4,154,040	4,451,092	4,279,663	6,058,912*(a)
Per mile of Railway worked	1,012	1,075	1,029	1,445
Per traffic train mile	5s. 11'10d.	6s. 6'40d.	6s. 6'82d.	8s. 0'80d.
Percentage of Gross Revenue	69'78	67'83	66'53	73'66
Net Revenue	1,708,679	2,111,167	2,152,614	2,166,060
Per mile of Railway worked	438	510	518	516
Per traffic train mile	2s. 6'9d.	3s. 1'18d.	3s. 3'64d.	2s. 10'61d.

(a) For details see Appendix No. 6. — * Inclusive of £25,961 repayment to Capital Account in respect of the Wheat Commission's sidings.

Gross Revenue of the Railways.

The Gross Revenue of the Railways, which amounted to £8,224,972, was £1,792,695 greater than that of the preceding year, viz., £6,432,277, or equivalent to an increase of 27·87 per cent. The increases and decreases in the different subdivisions of traffic were as shown hereunder :—

	Increase.		Decrease.	
	Amount.	Per cent.	Amount.	Per cent.
	£		£	
Passenger Traffic—				
Country	575,147	35·48	...	...
Suburban	310,695	24·39	...	...
Dining Car Service	9,741	61·93	...	...
Refreshment Rooms Service	105,619	...	...	...
Parcels, &c.	71,124	26·14	...	...
Horses, Carriages, and Dogs	5,973	30·98	...	...
Mails ... ..	...	...	8,454	21·29
Goods	496,813	20·41	...	...
Live Stock	168,897	39·16	...	...
Minerals	97,623	105·33	...	...
Rentals ... ..	...	...	63,043	42·40
Miscellaneous	4,625	41·39	...	...
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 railways, <i>vide</i> page 14	17,931	...	...	...
Total	1,864,192	...	71,497	...
Net Increase	£1,792,695			

The Gross Revenue per traffic train mile was 10s. 11·40d., as compared with 9s. 10·46d. in the preceding year, and was the highest obtained during the past 42 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, 1920 :—

Year.	Revenue per traffic train mile.	
	s.	d.
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
1918-19	9	10·46
1919-20	10	11·40

Working Expenses of the Railways.

The percentage of Working Expenses to Gross Revenue was 73·66, by contrast with 66·53 in the preceding year, and 67·83 in 1917-18. The higher percentage during the year under review is more than accounted for by the additional charges itemized on page 27.

Reconciliation with Treasury Figures.

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

A reconciliation is embodied in Appendix No. 12, so that the apparent discrepancies between the two sets of figures may be readily appreciated.

South Australian Border Railways Adjustment Account.

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

An amount of £3,199 became due to South Australia under this agreement in respect of the year 1919-20, and it has been paid and charged to the Working Expenditure.

Wheat Commission's Sidings.

During recent years sites for the storage of wheat were established at a number of terminal points, such as Brooklyn, Spotswood, North Geelong, Corio Quay, &c., and storage accommodation for the 1918-19 harvest was provided at Broadmeadows, Huntly, Maryborough, and Stawell; the cost of which was charged to Capital.

The Wheat Commission agreed in July, 1919, to reimburse the Department the amount that had been incurred in providing the facilities at certain terminals, and also at the four country depôts, with interest at the rate of 5 per cent. on the Capital expended: the arrangement being that the Commission would be credited with the rentals charged for the different sites up to the 30th June, 1919, which amounted to £35,223; and a settlement on this basis was effected in October last, the amount paid by the Commission being credited to Capital.

In order to fully recoup Capital, the sum of £25,961, representing the difference between £35,223 and the amount due as interest on the cost of providing the accommodation and for freight on the materials used, viz., £9,262, was debited to the working expenses of the year and credited to Capital Account.

Percentage of Net Revenue to Capital Liability.

The Net Revenue, after providing for the payment of Working Expenses, Pensions and Gratuities, the adjustment with South Australia in connexion with the Border Railways, and the repayment to Capital Account in respect of the Wheat Commission's sidings, was equivalent to 3·51 per cent. of the total loan liability, as compared with 3·55 in 1918-19.

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

	£	s.	d.
In conformity with the provisions of Section 102 of the <i>Railways Act 1915</i> , No. 2716, an amount was appropriated by Parliament and paid to the Department to make good the decrease in the revenue of the year owing to the carriage at reduced rates of Victorian Coal purchased by the general public, viz.	2,284	3	11
The loss incurred in the operation of certain non-paying lines (<i>vide</i> page 14), viz.	91,355	0	0
and the amount due in respect of the preference granted on goods of Australian manufacture, viz.	1,923	12	0
have not yet been paid to the Department, but credit has been taken for these amounts in the accounts for the year.			
Total	£95,562	15	11

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 £310 in respect of the St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways, was £40,978.

Pensions and Gratuities.

The amounts paid in pensions and gratuities (to ex-employees or to their dependent relatives) were £151,044 and £1,888 respectively, or a total of £152,932, as compared with £137,749 and £13,839 respectively, or a total of £151,588 in the preceding year.

At 30th June, 1920, there were 627 employees still in the Service entitled to either pension or compensation on retirement, by contrast with 787 at 30th June, 1919, or a decrease of 160, *vide* Appendix No. 8.

Capital Expenditure.

The total expenditure charged to Capital Account at 30th June, 1919, was £ 57,752,389 7 7
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	242,915	12	3
Electrification of Melbourne Suburban Lines	389,772	18	10
Additions and Improvements to—			
Way and Works	141,825	4	8
Rolling-stock	126,981	2	5

Total Increase in Expenditure on Capital Account £901,494 18 2

so that the total expenditure charged to Capital Account at 30th June, 1920, was £58,653,884 5 9

Loan Funds.

The total liability, at 30th June, 1919, in respect of Current Loans was £ 56,442,889 s. 11 d. 5 and during the year the additional amount allocated was as follows :—

	£	s.	d.
For Construction works	1,138,808	3	5
For Redemption purposes	3,683,491	16	9
	<hr/>		
Less Amount redeemed	4,822,300	0	2
	3,638,872	4	3
	<hr/>		
Net Increase for the year		1,183,427	15 11
		<hr/>	
so that the total liability, at 30th June, 1920, in respect of Current Loans was (<i>vide</i> Appendix No. 10)	£57,626,317	7	4
	<hr/>		
The proceeds of Loans, after deducting Discounts and Expenses (less Net Premiums received), amounted at 30th June, 1919, to	£54,671,407	6	10
and as this amount was increased during the year ending 30th June, 1920, by	1,138,681	19	7
	<hr/>		
the total proceeds of Loans at 30th June, 1920, were	£55,810,089	6	5
	<hr/>		
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	£44,745	16	4
	<hr/>		

Interest Account.

The Interest Charges on Current Loans (*vide* Appendix No. 10) amounted to £ 2,228,293 s. 10 d. 5 In addition expenses were incurred by the Treasury in connexion with the payment of Interest to the extent of 5,908 2 8

The debit for Interest Charges and Expenses for the year 1919-20 was therefore £2,234,201 s. 13 d. 1 which represents an increase of £69,300 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, 1919 £ 3,917,029 s. 7 d. 0 and further moneys (expended under Vote 90) were provided during the year out of Consolidated Funds and debited to Construction Works, to the extent of 4,168 6 0

The total amount so provided as at 30th June, 1920 (*vide* Appendix No. 5), was therefore £3,921,197 s. 13 d. 0

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

Lines Closed for Traffic.	Miles.	Approximate Capital Cost.
		£
Dunkeld to Peshurst (dismantled) ...	15·87	50,000
Canterbury Loop Line (dismantled) ...	0·20	160,000
Ashburton to Oakleigh ...	2·37	
Fairfield Park to Deepdene ...	3·34	
Darling to Waverley ...	0·84		7,000
Lancefield to Kilmore (dismantled) ...	18·10	108,329
Fawkner Cemetery to Somerton ...	5·28	53,217
Geelong Race-course Line (dismantled) ...	1·96	5,317
Totals ...	47·96	383,863
Surveys for lines not constructed ...	...	371,858
Grand Total ...	...	£755,721

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 **£30,229** per annum, and again we must point out the inequity of requiring the Administration to meet interest on the cost of lines which should never have been built or in respect of proposed lines which have not been constructed.

New Lines of Railways.

During the year 24·48 miles of new railways were opened for traffic, and at 30th June last, 92·45 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 1918-19 :—

	At 30th June		Average for Year.	
	1919.	1920.	1918-19.	1919-20.
	Miles.	Miles.	Miles.	Miles.
Route Mileage ...	4189·52	4214·00	4158·58	4194·17
Main Tracks ...	4542·77	4567·24	4511·83	4547·41
Sidings ...	846·81	849·57	837·41	848·16
St. Kilda-Brighton and Sandringham- Black Rock Electric Tramways—				
Main tracks ...	14·95	14·95	14·74	14·95
Sidings ...	1·35	1·35	1·17	1·35

St. Kilda—Brighton Electric Tramway.

A comparison of the results of the operation of the St. Kilda—Brighton Electric Tramway with those of the preceding year is embodied in Appendix No. 11, the principal items being as follow :—

	Year 1918-19.	Year 1919-20.
Number of Passengers ...	4,945,627	6,805,892
	£	£
Gross Revenue ...	40,048	50,494
Working Expenses ...	27,207	42,813
Net Revenue ...	12,841	7,681
Interest Charges ...	6,574	6,005
Net Result ...	Profit £6,267	Profit £1,676

There was an increase of 1,860,265 in the number of passengers carried, and of £10,446 in the gross earnings; but owing to the higher cost of wages and materials, the provision of an increased service to meet the traffic requirements, and the fact that an amount of £5,497 was written off the Capital Cost of the Power Plant at Elwood, the working expenses were greater by £15,606 than in 1918-19.

	£
The Capital Expenditure at 30th June, 1920, on account of the construction of the line was ...	108,252
and of rolling stock ...	41,876
or a total of ...	£150,128

Sandringham—Black Rock Electric Tramway.

Detailed particulars of the operation of this Tramway are shown in Appendix No. 11A. The line, which was opened for traffic on 10th March, 1919, has proved an incentive to the development of the district which it serves, as during the year 2,433,162 passengers were carried over it, and the financial results were as under :—

	£
Gross Revenue... ..	11,597
Working Expenses	7,898
Net Revenue	3,699
Interest Charges	2,316
Net Result	Profit £1,383

The Capital Outlay incurred on the line (including Rolling Stock) up to 30th June, 1920, was £57,910.

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

There was a large increase in the passenger traffic both as regards volume and revenue, the number of passenger journeys and the revenue being respectively 20 per cent. and 31 per cent. greater than in 1918-19. The figures for the year constitute a record, the passenger journeys and the receipts having exceeded the best totals previously recorded by 14 per cent. and 31 per cent. respectively. This expansion of business is attributable mainly to the prosperous conditions which existed, the return of large numbers of soldiers from overseas, and to some extent, as regards the suburban traffic, to the improved services provided on the lines worked under electric traction.

An analysis of the passenger traffic during the years 1918-19 and 1919-20 appears in Appendix No. 19, but for ready reference the figures are summarized hereunder :—

	Country Passenger Traffic.		Suburban Passenger Traffic.		Totals.	
	Year 1918-19.	Year 1919-20.	Year 1918-19.	Year 1919-20.	Year 1918-19.	Year 1919-20.
Total number of journeys	8,217,414	10,263,863	103,687,372	123,748,299	111,904,786	134,012,162
Revenue	£1,620,741	£2,195,888	£1,273,668	£1,584,363	£2,894,409	£3,780,251

In Appendix No. 26 will be found a further statement showing in respect of the metropolitan and suburban stations which in 1909-10 had a volume of more than 500,000 passenger journeys on which have since developed at least that volume of traffic, the fluctuations in the passenger traffic and the changes in relative order of importance which have arisen during the past decade.

The volume of goods and live stock business and the revenue derived therefrom were much greater in 1919-20 than in any preceding year. The total tonnage was 1,255,224 tons, or equivalent to 19 per cent., in excess of the record tonnage carried in 1918-19, while the revenue was £763,333, or 26 per cent., greater than the receipts in that year, and 19 per cent. in excess of the highest revenue previously obtained. A comparative analysis of the traffic for the years 1918-19 and 1919-20 appears in Appendix No. 20, from which it may be seen that there was an increase in the tonnage of nearly every class of goods dealt with, the principal increases being in respect of wheat, coal, hay, straw and chaff, firewood, and live stock.

In addition to the general expansion of local business, factors that led to the greater volume of traffic were the diversion of a large amount of Inter-State business to the railways as a result of the strike of seamen and the subsequent strike of marine engineers, both of which necessitated the over-landing from New South Wales of a very large tonnage of coal for the railways, gas companies, and industries of this State, as well as for the South Australian railways and the Adelaide Gas Company; an extraordinary development in the firewood traffic as a result of the shortage of coal; heavy fodder traffic to New South Wales; and the abnormal quantity of live stock conveyed to markets and removed from drought-stricken areas to distant parts of the State for agistment.

The Harvest.

The harvest yield was the smallest obtained since 1914-15, and consequently there was a heavy decrease in the number of bags of wheat carried by rail from country stations in the producing districts, the figures for the last four years being as follow :—

Year.	No. of Bushels Produced.	No. of Bags of Wheat carried by Rail from Country Stations.
1916-17	51,162,438	18,461,822
1917-18	37,737,552	12,601,167
1918-19	25,239,871	6,439,495
1919-20	14,858,380	4,854,737

During the year 2,676,373 bags of previous seasons' wheat were despatched from the wheat depôts at Broadmeadows, Huntly, Maryborough, and Stawell, and these are included in the 4,854,737 bags shown as having been carried by rail in 1919-20.

There was a large increase in the quantity of wheat exported, 9,430,195 bags of wheat held over from previous seasons having been shipped (the bulk of which had been stacked at the seaboard), whereas in the previous year 7,246,232 bags were exported.

As will be seen from the following statement, which shows the quantity of wheat on hand at the seaboard and in the country at the 30th June last (as well as in each of the previous three years), this large exportation resulted in an appreciable reduction in the accumulated stocks at the seaboard.

	Number of Bags of Wheat Stacked at 30th June, 1917.	Number of Bags of Wheat Stacked at 30th June, 1918.	Number of Bags of Wheat Stacked at 30th June, 1919.	Number of Bags of Wheat Stacked at 30th June, 1920.
At or in the vicinity of Williamstown ..	10,599,183	14,022,844	5,871,166	206,291
At or in the vicinity of Geelong	3,882,015	6,616,145	4,773,352	405,993
At country stations ..	3,134,458	697,076	392,044	1,153,322
At country depôts ..	..	..	4,201,248	1,492,243
Totals	17,615,656	21,336,059	15,237,810	3,257,849

A considerable number of trucks was used exclusively in the traffic between the stacks, the sterilizers, and the vessels at Williamstown and Geelong, and this special allocation contributed materially to the difficulties experienced during the year in meeting the requirements of the general goods business.

The principal wheat loading stations and the number of bags loaded at each are shown in Appendix No. 27.

Train Mileage and Train Loads.

The total train mileage run during the year amounted to 15,022,465, as compared with 13,031,655 in the previous year, the increase of 1,990,810 miles being made up as follows:

	Train Miles.
Country passenger train service	286,883
Suburban passenger service	347,866
Mixed train service	19,297
Goods train service	1,336,764
Total	1,990,810

The greater country passenger mileage was due principally to the heavy Inter-State traffic consequent on the restricted shipping facilities, and to the restoration of portion of the services which were curtailed during the period of the war; the additional suburban mileage is accounted for by the improved services provided under electric traction on the Essendon-Sandringham, St. Kilda and Port Melbourne lines, and the extra traffic consequent on the visit of His Royal Highness the Prince of Wales; and the larger mixed train mileage was wholly incurred in connexion with the operation of the new lines opened during the year.

The increase in the goods train mileage was necessitated by the much greater volume of traffic dealt with, and by the longer haulage involved in the despatch of live stock, and in the transport of a considerable tonnage of fodder to border stations. The gross ton mileage of goods traffic handled during the year increased, however, in the same ratio as the goods train mileage, and this serves to indicate that efficient methods were maintained and that only the minimum train mileage required to transport the loading was incurred.

Particulars of the train and truck performances for each year from 1905-6 to 1909-10, and from 1915-16 to 1919-20, inclusive, are shown in the following statement:—

—		1905-6.	1906-7	1907-8.	1908-9.	1909-10.	1915-16.	1916-17.	1917-18.	1918-19.	1919-20.
Percentage of actual to authorized load over ruling grade	Mixed ..	64	66	65	67	71	70	72	73	72	74
	Goods ..	80	79	70	70	80	83	87	89	89	88
Average gross tonnage per traffic train mile	Passenger	151	152	154	158	164	192	199	197	194	197
	Mixed ..	161	167	167	169	174	199	205	207	202	202
Average goods and live stock tonnage per loaded truck mile	Goods ..	267	270	275	272	270	300	319	322	322	323
	..	6.2	6.2	5.8	6.2	6.3	7.5	8.3	8.1	7.4	7.8
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	77.74	92.85
	Suburban	102.70	101.95	105.70	112.34	117.50	147.67	146.33	144.67	164.00	179.02

It will be seen that the average gross tonnage per goods train mile during the year, viz., 323, exceeds the previous record, which was obtained in 1917-18 and again in 1918-19; while the number of passengers carried per passenger and mixed train mile is also greater than in any preceding year.

The increase of 0.4 per cent. or equivalent to 8 cwt. in the average goods and live stock tonnage per loaded truck mile was effected despite the abnormal volume of live stock business dealt with, which, owing to the small contents weight per truck, *i.e.*, 5 tons, adversely affected the average figure, and also notwithstanding the lesser quantity of wheat railed from country stations, which, when available, affords good loading.

In recent years the carrying capacity of the standard type of goods truck has been increased, but the minimum tonnage necessary to secure the cheapest freight rate, viz., 6 tons, remained unaltered until the 1st April, 1920, when a by-law was introduced to increase the class weight minimums for various commodities so as to more nearly accord with the quantities which can suitably be loaded into trucks. Mainly as a result of this action, the average contents weight of loaded trucks during the months of April, May, and June showed an increase of 10 cwt., 14 cwt., and 18 cwt. respectively as compared with the corresponding months of the previous year. We are continuing to solicit the co-operation of traders with a view to obtaining still better results in this connexion.

Inter-State Traffic.

Reference has already been made to the heavy Inter-State goods traffic during the year, and in order that the extent of the increase may be appreciated, the following statement is furnished showing the number of Victorian trucks loaded with goods for the New South Wales border stations during 1919-20, as contrasted with the number in the previous year:

Year	Number of trucks loaded for—		
	Albury.	Toomwal.	Walgunyah.
Year 1919-20	.. 24,757	.. 6,891	.. 5,936
Year 1918-19	.. 13,871	.. 2,543	.. 2,515
Increase	.. 10,886	.. 4,348	.. 3,421

Owing to the inability of the New South Wales Railway Authorities to release each day the whole of the trucks landed at the border stations with goods requiring transshipment, considerable difficulty was experienced in operating the traffic, and notwithstanding the efforts that were made to regulate the acceptance of loading so as to accord with the quantity that could be handled, the frequent interruptions to transfer operations rendered it necessary to periodically block back large numbers of loaded vehicles for several days at a time, which had the effect of seriously decreasing the service obtained from the trucks employed in this particular traffic.

Non-Paying Lines.

Under the provisions of section 102 of the *Railways Act 1915*, No. 2716, we are entitled to claim for any loss sustained in respect of lines of railway authorized since the year 1896.

The actual amount for which credit has been taken on this account, after certification by the Auditor-General, in respect of the twelve months ending 28th February, 1920, is £91,355, and the following statement indicates the lines concerned, and the loss sustained in the operation of each of them :—

Line.	Loss incurred after Payment of Working Expenses and Interest on Capital Cost, for the twelve months ending 28th February, 1920.
	£
Bairnsdale to Orbost	15,848
Beeac to Newtown	1,600
Benalla to Tatong	1,420
Cavendish to Toolondo (Toolondo to Balmoral)	5,533
Chillingollah to Manangatang	2,178
Colac to Crowes	7,904
Jeparit to Lorquon	1,021
Eltham to Hurstbridge	2,995
Ferntree Gully to Gembrook	8,478
Hamilton to Cavendish	1,933
Heywood to Mumbannar (Melangance)	5,488
Linton to Skipton	3,077
Lorquon to Yanac	2,079
Moe to Walhalla	6,398
Neerim South to Toorongo River (Noogee)	5,122
Noradjuha to Toolondo	1,605
Rainbow to Nypo (Yaapeet)	981
Rushworth to Stanhope North (Girgarre)	1,810
Sea Lake to Pier Millan (Nandaly)	1,546
Tallangatta to Cudgewa (Beetomba)	9,584
Wangaratta to Whitfield	2,167
Nandaly to Kulwin	2,588
Total	£91,355

Fares and Rates.

In our last Report we pointed out that in view of the upward tendency in the cost of wages, the continued high price of coal, stores, materials and supplies of all kinds, as well as the increased interest charges, it would be necessary to impose higher fares and rates if the railways of this State were to be self-supporting.

The further marked advance which took place during the year in the operating costs, especially in the wages bill following upon the first award of the Railways Classification Board, rendered it inevitable that a large deficit would arise unless additional revenue were obtained by means of an increase in the charges, and the Government approved of our recommendation that the fares and rates should be increased as from the 17th May, 1920.

With a view to furthering the policy of decentralization and assisting the primary producer, the increased rates were not applied to agricultural produce, artificial manures, raw materials for country industries, and certain products of such industries on the "up" journey, whilst firewood was also exempted from the higher charges.

It was estimated that additional revenue to the extent of £950,000 per annum would be obtained from the increase, and on this basis the higher charges now in effect are equivalent to an all-round increase of approximately 12½ per cent.

Since 1st July, 1913, the aggregate increase in the railway charges in this State (including the increase as from the 17th May) amounts to 22 per cent., which is appreciably less than the total increase in any other Australian State, with the exception of South Australia, and considerably less than in other countries.

On every railway system of importance throughout the world heavy increases in expenditure on account of wages, materials, &c., have arisen owing to the altered conditions due to the war, and that substantial increases in the fares and rates have had to be made by Railway Administrations in other parts of the world in order to meet such increased costs is evidenced by the fact that in Great Britain the passenger fares are now 75 per cent. and the goods rates from 25 to 100 per cent. higher than they were before the war, while in Canada and the United States of America the charges have been increased by 40 per cent.

It is understood that additional increases in the fares and rates have either recently been imposed or are in contemplation on various systems, in order to meet the further demands for higher wages, improved conditions of employment, &c.; and in view of the upward trend of the working costs in this State due to causes outside our control no assurance can be given that the present charges will remain as they are for any length of time.

Electrification of the Suburban Lines.

The Electrification of the Suburban Railway System was authorized by Parliament in December, 1912, and it was expected that the conversion would be completed by the end of 1917. Owing to the war, however, the scheme cannot be completed until about the middle of 1923, and in view of the many difficulties that arose as a result of the war, it is satisfactory to record that nearly one-half of the suburban system, in point of traffic, will soon be electrically operated.

The Sandringham-Essendon, St. Kilda, Port Melbourne, and Williamstown lines are now being worked electrically, and the Coburg line will be converted at an early date. It is expected that the lines to Reservoir and Heidelberg will be ready for electric traction about the beginning of 1921, and the lines to Dandenong and Frankston in the following year, while the conversion of the Ringwood line and branches should be accomplished about the middle of 1923.

The electric services have given much satisfaction, and when the scheme is completed the metropolis will be provided with a greatly improved system of railway transit which will enable additional services to be afforded at an economical cost compared with steam operation. Every effort is being made to expedite the completion of the scheme, not only to enable all parts of the metropolis to experience the benefits derivable therefrom, but also to secure the greater operating facilities thereby afforded the Department. At Flinders-street Station, for instance, on the lines electrically operated, engine movements have been eliminated, the work of the signalmen has been lessened, and the capacity of the station to handle additional trains increased.

A considerable amount of constructional work yet remains to be done. The last two turbo alternators for the Newport Power House are expected to be installed and ready for operation within the next twelve months. Additions to the existing rotary converting plant in the Newmarket, Middle Brighton, and Newport sub-stations will shortly be made, which will increase the security of the electric services against interruption by enabling reserve equipment to be available at times of maximum peak load.

The rotary converters at Jolimont sub-station are to be replaced by four 4,500 kilowatt machines, which will give this sub-station ample reserve capacity and enable it to meet all the demands likely to be made upon it for some years to come. The erection of the sub-station buildings at Caulfield, Mentone, Seaford, East Camberwell, Mitcham, Reservoir, Springvale, Rosanna, and Greensborough will require to be completed during the next two years. A commencement has already been made with the erection of the Caulfield sub-station. A large number of structures for the overhead equipment of the Frankston, Dandenong, and Ringwood lines are under manufacture, and their erection will be started after the Reservoir and Heidelberg lines have been completed. The undergrounding of the high tension cables to the Caulfield, East Camberwell, and North Fitzroy sub-stations has yet to be accomplished, as well as considerable sections of track bonding, while the installation of automatic signals on certain sections, and the conversion of the track circuits on others from direct to alternating current, must all be finished before electric traction can be commenced on the Frankston, Dandenong, and Ringwood lines. Large shipments of electrical plant for the sub-stations are expected during the ensuing 18 months, and special steps have been taken to insure that all the work to be performed by the Department will be completed by the due time.

In connexion with the carrying out of the Electrification Scheme advantage has, whenever practicable, been taken of the remarkable developments of electrical engineering science since the war. For instance, the last two 14,500 kilowatt generators for the Newport Power House, which are under manufacture, will not differ in outward appearance from the generators already installed, but they will be capable of producing about 20 per cent. more power, at a lower consumption of coal per unit. Other improvements, such as automatically-operated converting and switching plant—which is also a recent development—are to be installed in the Reservoir, Rosanna, Greensborough, Mitcham, and Springvale sub-stations. This will enable regular attendants to be dispensed with, and a corresponding saving to be effected in the cost of operation. An appreciable reduction in the size of sub-station buildings yet to be erected, and in their cost, has also been rendered possible through a new type of 20,000-volt switchgear having now become available. This switchgear, while efficiently performing the same service as the apparatus which was ordered before the war, but not supplied, will occupy very much less space.

In the Newport Power House and in the Suburban Railways Electrification Scheme generally the State will possess a very valuable asset, and one which could not be provided, at present prices of electrical plant and materials, for anything like what it will have cost when completed, even after allowance is made for the various unavoidable additional charges for electrical equipment and other apparatus, increased Customs duty, the extra cost of labour, &c. A part of the scheme has been carried out and the greater portion of the Newport Power House built at almost pre-war prices. The Power House will be capable of producing over 100,000 horse power of electrical energy, or sufficient to drive the whole of the suburban railway system and at the same time to supply quantities of power to the Melbourne City Council and other distributors, and also to various important industries. This assistance will be given at an opportune time, as it will materially help to tide over the period that must elapse before the Morwell Scheme is in full operation, and during which a serious shortage in the supply, within the metropolitan area, of electric current for lighting and industrial purposes might otherwise have been experienced.

The total expenditure incurred on the Electrification Scheme each year, exclusive of the cost of constructing new carriages and of the structural alterations to existing suburban 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	690,483	705,457
1916-17 ..	11,250	532,102	543,352
1917-18 ..	21,844	290,038	311,882
1918-19 ..	4,686	479,464	484,150
1919-20 ..	15,316	389,773	405,089
	£89,071	£3,313,434	£3,402,505

Subsidiary Electrical Schemes.

The erection of an electric sub-station at Spencer-street to displace the present small electric lighting station, from which power is now supplied for lighting railway stations and yards, driving workshop tools, &c., has been commenced, and most of the electrical apparatus is already on hand. The plant at the existing electric lighting station is practically obsolete, and as an ample supply of cheap electrical energy is now available it is intended, in accordance with the general Electrification Scheme approved by Parliament in 1912, to convert current from the Newport Power House in a sub-station at Spencer-street to the pressure and frequency necessary to enable it to be used for driving the tool equipment in the Railway Workshops at North Melbourne, operating electric cranes at the Metropolitan Goods Sheds, and for all the purposes for which power is now obtained from the Spencer-street Electric Lighting Station.

Automatic Signalling.

The automatic signals with train stops which have been installed on various lines have proved of great value in facilitating the working of the traffic, and substantial economies in working expenses have resulted through the closing of signal boxes, which to a considerable extent offset the interest charges on the capital cost of the installation. Automatic signals are now in operation between Essendon and North Melbourne, Spencer-street and Elsternwick, Newmarket and the Flemington Race-course, Flinders-street and Montague, Richmond and East Richmond, South Yarra and Hawksburn, and on the St. Kilda line, and the scheme is being steadily proceeded with as supplies of apparatus and materials become available. Work is now being carried out between Elsternwick and Sandringham and between Melbourne and Clifton Hill.

Before electric traction can be commenced existing track circuits require to be converted from direct current to alternating current operation. This is being done on routes where the track circuiting system of train protection has been installed and where the traffic does not at present warrant the additional expenditure that would be involved in providing a complete system of automatic signalling.

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 47·9 miles of track with steel rails was undertaken and completed as shown hereunder:—

Description of Rails.	Miles of Track Relaid.
New 100 lbs.	10·3
New 80 lbs.	25·3
Serviceable 100 lbs. and 80 lbs.	3·4
Serviceable 75 lbs., 66 lbs., and 60 lbs.	8·9
Total	47·9

Of this total 13·9 miles were relaid with heavier rails in order to provide serviceable steel rails for the construction of new lines of railway and sidings.

The tracks were strengthened by 5,979 additional sleepers, and 129,005 sleepers were renewed and 32 miles of fencing rebuilt.

Two additional places were provided with interlocking appliances involving the installation of 8 levers, and the total number of interlocked places as at 30th June was 861, with 10,899 levers, the proportion of interlocked places representing 78·77 per cent.

Twenty-nine intermediate non-staff stations were equipped with 51 sets of staff, Annett, or Tablet Lock Gear; 16 sets of Plunger Locking Gear were installed at 11 staff stations, and 4 electric staff sections were completed.

Regrading of Camberwell Line.

The only work which remained to be done at the date of our last Report was the provision of the permanent superstructures of the overhead bridges at Glenferrie-road and Auburn-road.

During the year the overhead bridge at Glenferrie-road was completed, and a contract was entered into on the 8th March for the erection of the superstructure at Auburn-road; the contract conditions providing for the completion of the work by about the middle of December next.

New Shipping Shed at Montague.

Further progress was made with the work of completing this shed and yard, but a considerable amount still remains to be done before the building can be adapted to the use for which it was erected.

The shed is at present held by the Central Wool Committee under a lease which will not expire until the 31st March next. In the meantime it is intended to carry out as much of the balance of the work as possible, so as to admit of the shed being brought into use shortly after the expiration of the lease. The present shipping shed will then be removed and the site utilized in connexion with the general scheme for the rearrangement of the Spencer-street station yard.

Spencer-street Station and Terminal Accommodation.

The formulation of a scheme for the rearrangement and extension of the passenger and goods yard accommodation at Spencer-street has been further advanced, and a plan approved showing the proposed location of platforms to meet the future requirements of the country passenger traffic. The sites for the new platforms needed for the suburban traffic have also been decided upon.

The additional facilities required for the passenger business, including the duplication of the suburban tracks between the Viaduct Junction and the Franklin-street Junction, will encroach very considerably upon the existing goods yard, which is already inadequate for requirements. The comprehensive scheme cannot be materially developed until the new marshalling yard at Tottenham is able to relieve the Melbourne yard of portion of the traffic now dealt with therein, nor until the new shipping shed at Montague is brought into use.

Proposed Gravitation and Marshalling Yards at Tottenham.

In 1911 a tentative scheme was prepared for the construction of a gravity marshalling yard at Tottenham to provide for the future requirements of the goods business, and during the period from 1912 to 1915 a considerable amount of filling—principally from regrading works—was dumped on the site and suitably graded.

Owing to the conditions brought about by the war no further work was done during the following years, but the great increase which took place in the traffic last year, and the congestion which occurred in the Melbourne yard in consequence thereof, rendered it imperative that the scheme should be proceeded with.

Funds were made available for the provision of a section of the proposed yard, and the work was taken in hand; but while this section when completed will afford some slight measure of relief to the Melbourne yard full advantage will not be gained from the Tottenham yard as a means of preventing congestion in Melbourne until the entire scheme is carried out.

In order to secure the best results it will be necessary to afford direct connexion between the proposed yard and the Geelong, Western, and North-Eastern lines, in addition to providing separate goods lines between Tottenham and the Melbourne yard so as to keep the goods traffic clear of the passenger traffic; and such a comprehensive scheme as is essential will involve works of considerable magnitude that will take some years to carry out and entail a very large expenditure.

Proposed New Chaff and Potato Shed.

Consequent upon the general development of goods business the accommodation at the various goods sheds and outside platforms at Melbourne has become quite inadequate for requirements, and it is essential that additional facilities be provided at the earliest possible date.

The matter was fully investigated during the year, and it was found that the needs could best be met by transferring the chaff and potato traffic to a site west of the present gravitation yard, which site embraces portion of the area that it is proposed to take over from the Melbourne Harbor Trust in connexion with the general scheme for the remodelling of the Spencer-street yard.

The proposition has been submitted for reference to the Parliamentary Standing Committee on Railways in accordance with the provisions of Section 21 of Act No. 2717.

In the interests of efficiency and economy it is important that the work should be undertaken and completed with the utmost expedition, and a commencement will be made as soon as the requisite consent is obtained and funds are made available by Parliament.

Port Melbourne.

As a result of the development of the shipping traffic the siding accommodation and weighing facilities at Port Melbourne became inadequate for requirements, and not only was difficulty experienced in keeping the vessels at the piers supplied with freight, but the necessity for weighing at Spencer-street the larger sized trucks containing shipping goods added to the congestion in the Melbourne yard.

In order to admit of the shipping traffic being properly dealt with increased siding accommodation has been provided at Port Melbourne and the 25-ton weighbridge replaced by one with a capacity of 35 tons. These improved facilities not only tend to relieve congestion, but will ultimately enable better use to be made of the new shipping shed at Montague.

Additional Accommodation at Country Depots.

Owing to the necessity for curtailing expenditure little progress has been made in recent years with the schemes for the provision of additional and improved accommodation at important country depôts, such as Bendigo, Geelong, and North Geelong, but the marked growth of traffic which manifested itself during the year rendered it essential that increased yard accommodation be made available in the country.

The approval of the Government was accordingly sought and obtained for the provision of additional facilities at the above-mentioned places, and the works are in hand. Improvements at other important station yards are now in contemplation,

Proposed New Metropolitan Locomotive Depot.

The plans of the new locomotive depôt which it is intended to establish at South Kensington are being considered in connexion with the general scheme which is being formulated for the rearrangement of the Spencer-street yard.

Further progress was made with the work of filling up the site in order to make it suitable for the purpose of a depôt, approximately 88,000 cubic yards of surplus material obtained from other works having been deposited thereon during the year, making a total of about 248,000 cubic yards to date.

Grain Silos.

Since our last Report the question of inviting tenders for the construction of terminal silos at Williamstown and Geelong has been considered by the Government, which decided that no action should be taken in the matter for the time being.

Electric Lighting of Stations, &c.

The lighting of nineteen additional stations in the country and eight in the outer suburban area was converted to electricity. In addition, the goods yard at Kerang and the live stock trucking yards at five country stations were equipped with electric lighting, and the work of installing it at other stations is being proceeded with in order of urgency.

Rolling Stock Branch.

The whole of the rolling stock in use and the machinery and tools were maintained in good working order and repair, *vide* the certificate of the Chief Mechanical Engineer (Appendix No. 2). Inventories of the rolling stock in existence at 30th June, 1920, based on numbers and capacity respectively, are embodied in Appendices Nos. 15 and 16.

During the year 19 obsolete locomotives, practically all of low capacity, were broken up and removed from the register, which was further reduced by the sale of 6 "E" class and 1 "D" class locomotives, and 1 "F" class motor. In addition 2 "Y" cars, 2 "Z" vans, 3 workmen's sleepers, and 15 obsolete trucks were broken up and withdrawn from the register.

In view of the heavy writing down of stock that was effected in 1918-19, in anticipation of the demolition of many of the older types of locomotives and the substitution of modern stock for the old fixed wheel base cars, it was not considered necessary to write down any additional stock in the year 1919-20.

At 30th June, 1919, the inventory of rolling stock showed a deficiency which it was estimated would cost £134,500 to make good, and, as will be seen from Appendix No. 16, this deficiency at 30th June last was reduced to, say, £112,000, which will be liquidated during the current and future years.

The output of rolling stock was as indicated hereunder :—

	Number Manufactured.
<i>Locomotives—</i>	
“ A2 ” class for heavy passenger service	2
“ DD ” class for passenger and goods service	14
Steam crane (purchased)	1
Total	17
<i>Carriages—</i>	
Sleeping cars for joint stock service	4
Sliding door cars for special and excursion traffic	23
Cars for narrow gauge lines	9
Total	36
<i>Van—</i>	
Narrow gauge	1
<i>Trucks—</i>	
Sheep	8
Hopper, coal	55
Total	63

The “ DD ” engines were partly manufactured by Messrs. Thompson and Company, of Castlemaine, and 4 were completed at the Newport Workshops, 5 at the Ballarat Workshops, and 5 at the Bendigo Workshops.

The steam crane was purchased under contract, and the balance of the additional stock was manufactured at the Newport Workshops.

In addition, 2 new underframes and bogies for motor coaches were constructed, and 6 cars of the suburban bogie type altered for use in the electric service, the position at 30th June as regards the carriage equipment for operation under electrical conditions being as under :—

	Total number required for Electrification.	Output during 1919-20.	Total number completed at 30th June, 1920.	Balance to be completed.
MOTOR COACHES.				
Construction of new sliding-door cars	195	..	176	19
Alteration of bodies of swing-door cars	164	1	157	7
Manufacture of new underframes and bogies	164	2	94	70
TRAILERS AND DRIVING TRAILERS.				
Alterations of bodies of existing cars	343	5	323	20

Construction of Locomotives by Contract.

As mentioned in our last Report, Messrs. Thompson and Company, of Castlemaine, were relieved, at their own request, of the contract held by them for the construction of the third series of 20 “ DD ” class locomotives, all of which were taken over from the Company in a partially completed condition (practically no assembling having been done) under a mutually satisfactory arrangement.

There is now no obligation on the Department to have any locomotives constructed under contract, and it is anticipated that the Departmental workshops will be able to cope with all future locomotive construction requirements.

New Sleeping Cars.

In order to meet the increasing demand for sleeping accommodation on the Melbourne-Adelaide service as a result of the restricted shipping facilities and the development of traffic on the trans-continental line, four additional 71 feet joint stock sleeping cars were completed at the Newport workshops during the year. These cars are equipped with all up-to-date conveniences for the comfort of passengers, and the berths are a decided improvement on the previous design, being separate from the seats and backs used during the day.

Narrow-Gauge Excursion Cars.

During the year nine additional narrow-gauge cars of the special type decided upon some time ago for the week-end and holiday traffic on the Fern Tree Gully-Gembrook line were constructed at Newport and placed in service.

This type of car has been designed to afford a greater measure of comfort than the seated goods trucks used on this line on week-ends and holidays, and it reasonably meets the requirements of the special traffic, which would not justify the expense of manufacturing carriages of the ordinary type.

Car Equipment for Suburban, Special and Excursion Traffic.

The requirements of the traffic at holiday periods and in connexion with race meetings, &c., have hitherto been met by the utilization of a number of carriages from the regular suburban service, but the equipment of these latter cars for electric traction rendered it necessary to provide other means of catering for the special traffic.

It was therefore decided some time ago to construct 222 cars of a new type, with sliding doors, and during the year 23 were completed at Newport and progress was made with a number of others. These cars will also be used to replace the fixed wheel base stock as it becomes due for scrapping, and it is intended to proceed with the construction of the new cars so that the requisite number will be completed concurrently with the final stages of the electrification scheme.

Electric Lighting of Carriages.

The new joint stock sleeping cars constructed at Newport during the year, and some of the special cars, were equipped with electric lighting throughout, and it is proposed to convert some of the main line express trains from Pintsch gas to electric lighting in the near future.

The question of improving the lighting of trains on branch lines where kerosene is now used has been investigated, and small electric lighting sets have been experimented with and found satisfactory. It is considered, however, that so far as the less important branch lines are concerned the limited amount of lighting required would not justify the cost of equipping the cars running thereon with electric light.

Superheater Locomotives.

The whole of the engines which were completed during the year, viz., two "A2" class and 14 "DD" class, were equipped with superheaters, and 21 "A2" class and three "DD" class saturated steam engines were fitted with similar apparatus, making a total of 97 superheater locomotives in service at the 30th June last.

The superheater type of locomotive is now regarded as the standard except for suburban and switching work, and all new locomotives constructed by the Department are being equipped with this apparatus.

Consolidation Locomotives.

The results obtained from the pattern "C" class consolidation locomotive, which was designed for heavy goods work, have been highly satisfactory. Under ordinary circumstances additional engines of that type would have been placed in service during the year, but owing to the prevailing conditions the Department was unable to obtain the requisite materials for their construction. It is anticipated, however, that it will be practicable to complete ten locomotives of this class during the current financial year.

Another type of consolidation locomotive to be called the "K" class has been designed for use on light lines where there are heavy grades and sharp curves. This type will have greater power and flexibility than the "DD" class and faster speed than the "V" class. On a ruling grade of 1 in 50 the proposed new type of engine will be capable of hauling 378 tons behind the tender, as contrasted with 270 tons for the "DD" class and 346 tons for the "V" class.

In order to obviate the necessity for introducing other standards and the expense of obtaining new patterns, existing standard parts will be used wherever practicable, and arrangements are now being made to obtain the materials required for the construction of ten locomotives of this class during the calendar year 1921.

Proposed New Foundry and Electric Steel Furnace at Newport.

The proposal to establish a new foundry, equipped with an electric steel furnace, at the Newport workshops, as referred to in our last Report, was duly investigated by the Railways Standing Committee, and following upon the Committee's recommendation the Government approved, in February last, of the work being carried out.

The plans of the buildings are now in course of preparation, and it is proposed to invite tenders at an early date for the electric steel furnace, magnets, &c., while other necessary equipment, such as cupolas, furnaces, and ovens will be constructed at the Newport workshops.

Newport Workshops.

Satisfactory progress has been made with the conversion of the workshops from steam to electric drive, 95 per cent. of the work having been effected at the 30th June, and this improvement admits of more economical working and greater production.

In view of the increased construction programme and the heavier maintenance work consequent on the marked growth of the traffic mileage, the need for the rearrangement and enlargement of the workshops is becoming increasingly evident, and the work, which has been held in abeyance owing to financial considerations, cannot be much longer deferred.

The principal difficulty is experienced in connexion with the boiler shop, where the work has outgrown the accommodation in the existing building and consequently a large proportion has to be carried on out of doors under disadvantageous conditions. The capacity of the existing machines in the boiler shop is also insufficient for present requirements, but additional machines are being obtained.

It is proposed to build a new boiler and tender shop, which will enable the existing shop space to be allotted for the construction and repair of steel trucks and car underframes, to which end the plans prepared in 1913 for a new boiler shop are being brought up-to-date in the light of the experience gained by the Departmental officers who have investigated English and American practices during the past two years.

Ballarat and Bendigo Workshops.

Both workshops were kept fully employed during the year up to the capacity of the available equipment and staff. At each place five of the partially constructed locomotives taken over from Messrs. Thompson and Company, of Castlemaine, were assembled, and 44 engines were overhauled, while 152 cars, vans, &c, were renovated at Ballarat and 114 at Bendigo, and a large number of trucks were repaired.

The balance of the overhead cranes required for these workshops have only recently been received, the delay having been due to conditions arising out of the war; but they have been erected and are now in course of completion.

Consequent on the large rolling stock construction programme the workshops at Bendigo and Ballarat will require to be utilized to their utmost capacity, and it is intended shortly to undertake the complete construction of locomotives at each place, and to largely increase the overhaul work, which will render it necessary to appreciably augment the staff.

Stores Branch.

The value of the stock of stores at 30th June, 1920, as per the certificate of the Chief Storekeeper (Appendix No. 4) was £1,147,829, or £51,129 more than the value of the stock as at 30th June, 1919.

The increased cost of commodities is reflected in the value of the stocks on hand, which, with the exception of coal, are somewhat less than at the close of the previous year.

Difficulty is being experienced in obtaining many of the important items of materials required, particularly timber, iron, steel, and cement, and the Department has been handicapped in carrying out its programme of works by the existing shortage. Many of the local industries from which supplies are ordinarily drawn are unable to satisfy our full requirements, and it has been found necessary to supplement local supplies by obtaining materials abroad at very much increased cost.

The usual practice of disposing of scrap and surplus material not required by the Department was followed, from which sales an amount of approximately £65,000 was derived, giving an estimated profit of £10,000.

Coal Supplies.

Considerable trouble was also encountered during the year in obtaining adequate supplies of coal owing to the shortage of shipping and the strikes of seamen and marine engineers.

The total quantity purchased was 687,616 tons (including 49,537 tons of slack coal), of which 414,646 tons were obtained from New South Wales mines, 270,097 tons from the State Coal Mine, and 2,873 tons from other Victorian mines. The amount of coal procured from the State Coal Mine, including 48,398 tons of slack coal, was 63,000 tons more than in the previous year, but the quantity of New South Wales coal obtained by boat, viz., 156,494 tons, was 16,000 tons less than in 1918-19.

In order to maintain the train services and also to replenish the reserve stocks of coal, which at the beginning of the year had been reduced to slightly more than one month's requirements, it was necessary to overland from New South Wales to the coal depôts at Tocumwal and Wodonga a total of 258,152 tons, which is the largest quantity ever obtained by rail from that State. The bulk of this supply was obtained from western district mines, but a proportion was Maitland coal for use on express and fast passenger trains, and the cost of this latter coal especially was considerably enhanced owing to the long haulage by rail.

Since the inception of the control over the distribution of coal supplies we have not received sufficient New South Wales coal overseas to meet our requirements, and in order to make up the shortage it has been necessary to procure large quantities of coal from that State by rail. Furthermore, we were obliged to accept coal of lower calorific value than could have been secured if the necessary shipping had been available. The result was that our working costs for the extra coal purchased on this account and the additional haulage and handling charges involved were higher by approximately £132,000 than they would have been if coal had been procurable by sea, and we again contend that it is inequitable that we should be required to bear the burden of this extra expenditure instead of its being shared by all the consumers in Victoria and the other States who obtained sea-borne coal. We have repeatedly represented the unfairness of the position, but without avail.

The following statement shows the uncontrollable additional expenditure which the Department has had to bear in connexion with its coal supplies during the past three years:—

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

Travelling Irregularities.

The check on irregular travelling was rigorously maintained by the special staff employed for the purpose, and the following statement indicates the number of irregularities reported :—

Detected by—	Number of Irregularities detected during the Year ending 30th June—		Increase.
	1919.	1920.	
Special Checkers on Suburban Trains and Barriers ..	2,703	3,327	624
Special Checkers on Country Trains	1,335	1,581	246
Conductors on Country Trains	2,425	2,611	186
Flying Gangs on Suburban Trains	742	875	133
Totals	7,205	8,394	1,189

All cases of irregular travelling are fully investigated, and, except where the offence is trivial or of a technical character, offending passengers are prosecuted in the Courts.

Pilfering of Goods.

Every effort was made during the year to prevent pilfering, and the staff of special officers who were constantly employed in that connexion rendered good service.

The subjoined statement indicates the number of prosecutions and convictions for theft during each of the past three years, and also the number of charges heard by the Board of Discipline in cases where the evidence against employees was not definite enough to justify a prosecution :

Year ending 30th June.	Outsiders.		Employees.		Charges against Employees before the Board of Discipline.	
	Number Prosecuted.	Number Convicted.	Number Prosecuted.	Number Convicted and Dismissed.	Number of Charges.	Number of Employees Dismissed.
1918..	43	33	50	43	9	7
1919..	54	49	27	23	13	2
1920..	60	54	46	36	5	3

Ambulance Organization and Equipment.

During the year 226 employees qualified themselves in "First Aid" work.

The annual competitions for corps and individual employees throughout the State were again successful, and with a view to further stimulating interest in ambulance work it is proposed to institute Inter-State competitions, the first of which will probably be held in Melbourne in November next.

The ambulance equipment available at stations, depôts, and in vans of trains was increased by 18 chests, 53 boxes, and 37 stretchers.

Dining Car Service.

The increased Inter-State passenger traffic consequent on the restricted shipping facilities, and the improvement in the passenger business generally, are reflected in the gross earnings on the dining cars, which show a marked advance over the best previous returns. The receipts obtained from the respective services during the year, as well as in each of the previous three years, are shown hereunder :—

	Year—				Increase over the best previous returns.
	1916-17.	1917-18.	1918-19.	1919-20.	
	£	£	£	£	£
Sydney Express	9,626	10,379	7,899	14,317	3,938
Adelaide Express	4,976	6,013	5,167	7,829	1,816
Mildura Line	1,465	2,561	2,664	3,325	661
Total	16,067	18,953	15,730	25,471	6,415

After allowing for Working Expenses and the cost of the stores consumed, the year's transactions resulted in a profit of £4,330, or £2,620 more than in 1918-19.

The growth of traffic on the Mildura line renders it necessary to afford additional dining facilities for travellers, and consideration is now being given to the matter, as well as to the question of raising to even a higher standard than at present the service on the Sydney and Adelaide Express trains.

Refreshment Services.

The results achieved from the assumption of full control of the refreshment rooms at a number of the principal stations, to which we made reference in our last Report, proved so satisfactory both from the financial aspect and the point of view of the service rendered to the public, that it was decided to bring under departmental control the balance of the rooms held under lease, except those at a few unimportant places.

In order that the business would be efficiently conducted a new Branch—called the Refreshment Services Branch—was established on the 1st March, 1920, and this Branch now also has control of the dining car and laundry services, as well as the leased rooms, and the tobacco, fruit and book stalls, which are rented from the Department.

The net return, after providing for depreciation of plant and equipment to the extent of £622, as well as for the cost of maintenance and of making substantial additions to the equipment, was £20,657 in excess of the amount received as rental in the previous year, when all maintenance work was debited to working expenses and no allocation made for depreciation of buildings, and this result fully justifies the change in the system of management.

The Staff.

The total number of new appointments for the year was 177, made up as follows :—

Apprentices	89
Lads	58
Persons appointed by Order in Council under Section 142 of Act No. 2716	30
Total	177

On the other hand, the Permanent Staff was reduced by 502, owing to retirements, dismissals, resignations, deaths, &c. The number of permanent employees on the books of the Department at 30th June, 1920, was, therefore, 325 less than on the corresponding date of the previous year.

The apparent net loss in this respect was, however, more than counterbalanced by the return of employees from Military Service, and after excluding men still absent

on this account, the comparison between the number of employees in each Branch at the 30th June, 1919 and 1920, respectively, was as follows :—

Branch.	At 30th June, 1919.			At 30th June, 1920.		
	Permanent.	Supernumerary.	Total.	Permanent.	Supernumerary.	Total.
Secretary's	34	8	42	40	9	49
Transportation	4,106	2,477	6,583	4,225	3,461	7,686
Rolling Stock	4,585	2,281	6,866	4,894	3,410	8,304
Way and Works	2,719	2,702	5,421	2,698	4,300	6,998
Accountant's	117	35	152	136	27	163
Audit	112	37	149	124	37	161
Stores	80	59	139	88	97	185
Printing	36	28	64	37	43	80
Electrical Engineering ..	201	265	466	270	496	766
Traffic	44	Nil	44	47	2	49
Refreshment Services ..	Nil	Nil	Nil	21	235	256
Total	12,034	7,892	19,926	12,580	12,117	24,697

It has been the policy, since 1914 not to make any appointments to the Permanent Staff, except in the case of youths and of a limited number of persons with technical qualifications, so that the claims of men who enlisted for service abroad might not be prejudiced. As a result, the percentage of Supernumerary to Permanent employees is quite abnormal, but steps could not be taken to make additional permanent appointments of adults until recently, owing to the large number of supernumerary employees still absent as members of the Expeditionary Forces.

A recommendation on the subject has, however, been made for the consideration of the Government, with a view to increasing the Permanent Staff to more reasonable proportions.

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

Year.	Total Salaries and Wages.
1917-18	£3,150,437
1918-19	3,284,779
1919-20	4,594,106

Railways Classification Board.

In accordance with the decision of the Government to introduce legislation for the appointment of a Board with an independent Chairman to investigate and determine what increased rates of pay should be granted to the staff to meet the higher cost of living, &c., as referred to in our last Report, the Railways Classification Board Act (No. 3006) was passed in October last providing for the establishment of a Railways Classification Board consisting of a County Court Judge as Chairman, two persons nominated by the Commissioners, and two persons elected by the staff.

His Honour Judge Winneke was appointed Chairman, Messrs. W. E. Keast (General Passenger and Freight Agent) and W. J. Griffiths (manager for McKenzie and Holland Limited) were nominated by us, and Messrs. B. B. Deveney and P. J. Fogarty, both of the Rolling Stock Branch, were elected by the employees as the other members of the Board.

The functions of the Board are :—

- (1) To fix rates of salaries and wages up to a limit of £400 per annum, except in the case of employees whose work is substantially the same as that covered by outside Wages Board Determinations ;
- (2) to decide differences of opinion between the Commissioners and the staff as to the application of outside Wages Board rates ; and
- (3) to fix hours of duty, and, in respect of the whole staff up to a limit of £400 per annum, other conditions of employment affecting remuneration.

The Board immediately commenced operations and has made awards covering all grades within its jurisdiction. The basic wage adopted for the lowest grade of adult unskilled employee was 11s. 9d. per day, or 2s. 9d. per day in excess of the previous basic wage, and the rates of the balance of the staff up to £400 per annum were similarly increased by 2s. 9d. per day in the case of employees and £45 per annum in respect of officers. This latter course was adopted with a view to obviating for the time being the investigation of each grade in detail, which would have occupied some considerable time, and the Board was thus enabled to devote its attention to other conditions of employment.

It was provided in the Act that the rates fixed by Wages Board Determinations should be paid to employees performing substantially the same class of work as is covered thereby, and adjustments were also made in the salaries of certain officers receiving more than £400 per annum, who did not come within the scope of the Board.

The Awards made by the Board were operative as from the 1st July, 1919, and the total cost thereof during the year ending 30th June last was £699,938, of which £19,865 was chargeable to capital.

The Board is now engaged in investigating other matters which under the Act it is required to deal with.

General Review.

The financial operations of the year resulted in a deficit of £212,894, or £49,297 more than in the previous year, when the loss was £163,597.

During the year under review, however, we were obliged to incur certain uncontrollable charges, which in the aggregate involved a considerable sum of money and converted what otherwise would have been a substantial surplus into the deficit quoted.

Compared with the previous year's results the revenue earned in 1919-20 was favoured by

the higher fares and rates which operated from the 17th May to the 30th June, and which increased the earnings by approximately	£	115,000
and the increased credit for the loss on non-paying lines (<i>vide</i> page 14), viz.		17,931
whilst the working expenses benefited by--		
the decrease in the amount paid in connexion with the adjustment of the Border Railway Account (<i>vide</i> page 6), viz.		11,322
so that the operating results were favoured to the extent of		£144,253

But against this we were obliged to incur very heavy debits for increased rates of pay to the Staff and other charges as itemized hereunder :

Increased cost of salaries and wages due to Awards made by the Railways Classification Board	680,073
Increased cost involved in paying wages board rates under the provisions of the Classification Board Act	86,158
Additional pensions and gratuities	1,344
Repayment to Capital Account in respect of sidings provided for the Victorian Wheat Commission (<i>vide</i> page 6)	25,961
Increased price paid for coal as a result of the higher average price per ton in 1919-20	89,740
or a total of	£883,276

The difference between the favorable and unfavorable factors mentioned, viz. £739,023 represents the extent to which the financial results of the operations of the year were adversely affected by these ungovernable influences alone, and more than accounts for the increase in the percentage of working expenses to revenue from 66.53 per cent. in 1918-19 to 73.66 per cent. in 1919-20,

Without the burden of these charges the percentage of working expenses to revenue would have been in the neighbourhood of only 64 per cent., which would have been still further reduced but for the additional cost of bringing supplies of coal overland from the Western mines in New South Wales, which, after allowing for the lower calorific value thereof, entailed an outlay of £132,000 over and above the expenditure that would have been involved if the usual supplies from the Northern mines had been obtained by sea. Moreover, the higher prices which had to be paid for stores and materials of various kinds swelled the working costs considerably, and the value of the concessions granted to returned soldiers and their relatives during 1919-20 amounted to no less than £122,000.

The effect of these influences upon the financial results must be at once apparent, and serves to prove that economical methods were adopted in operating the business of the Department and that failure to produce a handsome surplus was not the fault of the Administration.

An important factor that has a distinct bearing upon economical working is the use of inferior quality coals. The experience of the Department in this connexion during the year under review was worse than in the previous year, and until the shipping facilities enable us to obtain a sufficient quantity of better class coal the operating results and train performances must continue to be prejudicially affected.

As regards the conduct of the traffic, unparalleled difficulties were encountered. Following on the termination of the War there was a sudden and material development of railway business, and with the increased traffic resulting from the extraordinary revival of trade, and the extra tonnage offering as a result of the two maritime strikes and the rush of fodder, &c., to New South Wales, we were called upon to deal with a volume of business that easily eclipsed all previous records and for a period was beyond the capacity of the available facilities. The unusual nature of the traffic, the longer haulages involved, the considerable increase in the tonnage to suburban stations, practically all of which had to pass through the Melbourne terminal, and the inability of New South Wales through lack of adequate facilities at the border stations to tranship the loading as fast as it was being sent forward, added to the difficulty of the task, with the inevitable result that whilst the strain was at its greatest congestion arose. This tax upon the Department was brought about by circumstances which may never again be experienced.

We are, however, pleased to be able to state that the efforts made, and still being pursued, to develop the resources of the State are proving very satisfactory indeed, which is best evidenced by the buoyancy of the railway earnings, and the favorable conditions now obtaining and the prospects of a bountiful harvest lead us to confidently expect that the revenue of the current year will exceed £9,000,000.

With such a marked and sustained development of traffic in an exceptionally short space of time it can be well understood that the available accommodation at many junction stations and terminals is far short of requirements. Certain works—some of considerable magnitude—are, however, now well in hand, such as the provision of increased yard accommodation at various important country stations, and the completion of a section of the proposed gravity marshalling yard at Tottenham, which is necessary as a relief to the Melbourne terminal, where for some time the available accommodation has been considerably overtaxed,

In order to enable the traffic to be conducted as efficiently and expeditiously as it should be dealt with in the interests of the public and the development of the State many additional facilities are required generally in the way of the duplication of sections of some important main lines, the construction of more siding accommodation, &c., which works will have to be undertaken as soon as funds are available and the requisite authority can be obtained.

The continued rising tendency in the cost of coal and supplies, and the increasing rates of pay to the Staff, make it impracticable to estimate with even approximate accuracy the prospects of the future. The prevailing conditions accordingly leave no assurance that the revenue derivable from the existing fares and rates will be sufficient to fully cover the working expenses and interest charges of the current year, especially as the interest bill will be considerably increased by the additional expenditure on Capital Account involved in the provision of requisite accommodation and the higher percentage rate which now has to be paid on Loan money.

Visit of His Royal Highness the Prince of Wales.

The visit of His Royal Highness the Prince of Wales to Victoria occasioned a considerable increase in the passenger traffic over the railways, particularly on the suburban lines.

Special arrangements were made for the efficient conduct of the traffic, as well as for the journeys undertaken by His Royal Highness and Staff, and the fact that the extraordinarily heavy traffic offering was catered for in a manner which gave satisfaction to the public reflects credit upon every officer and employee concerned.

Acknowledgment of Services of Staff.

Satisfactory service has again been given by the officers and employees generally, and we have pleasure in recording our appreciation of their loyal co-operation and assistance.

State Coal Mine.

After payment of working expenses and interest charges, providing for a contribution of £6,236 to the sinking fund, and allowing for depreciation of assets to the extent of £30,000, a loss of £4,319 was incurred in the operation of the State Coal Mine.

The output of the mine for the twelve months was 424,985 tons, which represents an increase of 81,667 tons by comparison with the previous year. Of the total yield 278,904 tons were consumed by the Railway Department, 16,026 tons were sold to other Public Departments, and 106,608 tons of slack coal were disposed of to the general public, the balance of 23,447 tons being accounted for by colliery consumption, sales to miners, &c.

As a result of strikes, stop work meetings, &c., operations were suspended for thirteen days, and work also ceased on four days owing to three fatal accidents. Two days were lost in connexion with Peace Day and the visit of His Royal Highness the Prince of Wales to Victoria, and three days on account of floods and machinery troubles.

The working cost per ton amounted to 17/4·6d. as contrasted with 15/6d. in the previous year, or an increase of 1/10·6d., which is due mainly to the increase in wages (approximately 15 per cent. on existing rates, including rates for piece work) ordered by the Acting Prime Minister in June, 1919, under the War Precautions (Coal) Regulations.

At the Eastern area development proceeded expeditiously, and the output from this source amounted to 51,614 tons, the daily output now being 370 tons, while the Station area has been fully developed and is yielding a daily output of 200 tons. The total quantity of coal obtained from the latter portion of the field during the year was 30,262 tons.

The work of developing Nos. 3 and 4 benches in the McBride tunnel has been further advanced, and the shaft which is being sunk to ventilate these benches should be completed in November next.

The total sum expended in wages for the year amounted to £322,516, as against £242,530 in 1918-19, and employment was furnished to an average number of 1,390 employees, or 42 less than in the previous year. The net average earnings of the miners who worked throughout the year was 22/11d. per shift, after allowing for the cost of explosives.

Appendices.

The Balance-sheet for the year, and Capital, Revenue, and Expenditure Accounts and Statements, as well as Statistical and other information, Statistical Diagrams, and Maps, are embodied in the Appendices, a list of which is given on page 32.

We have the honour to be, Sir,

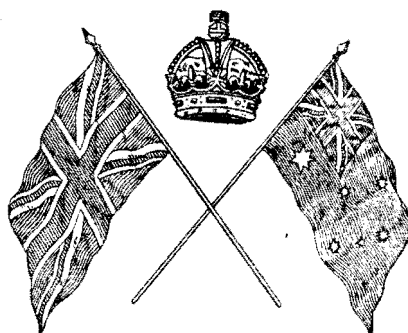
Your obedient Servants,

C. E. NORMAN, Chairman,

W. M. SHANNON,

C. MISCAMBLE,

} Victorian Railways
Commissioners.



ROLL OF HONOUR.

The following is a list of the names of the Officers and Employees who gave 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.	BRAY, W. F.	DANAHER, M. T.	GALBRAITH, A.
ALFORD, G. T.	BRENNAN, W.	DANIELL, C. C.	GALLIN, F. H.
ALLEN, A. E.	BRIESE, A. O.	DAVIE, A.	GAME, E. A.
ALLISON, F. C. C.	BROMILOW, I. C.	DAVIES, J. S.	GANDY, J. F.
ANDREW, P. R. C.	BROWN, W. L.	DAVIS, J. W.	GARNER, V. G.
ANGLAND, D.	BROWNE, E. T.	DAY, A. A. J.	GIBSON, A.
ANNAND, V. W. J.	BULL, E. L.	DEARAUGO, F.	GIBSON, H. S.
ARCHBELL, W. W.	BUNN, E. A.	DEROSS, A. G. S.	GLANFIELD, W. D.
ARCHBOLD, E.	BUNTING, F. P. P.	DICKSON, J.	GOBLE, N. F.
ARCHER, F.	BURNS, J. B.	DITCHBURN, N. J.	GOLDBY, W.
ASH, S. R.	BURROWS, T. E.	DIXON, F. R. O.	GORDON, B. D.
ASHBY, H. G.	BUTLER, C. J.	DONOHUE, S.	GORDON, E. J.
ATKINSON, C. B.	BUTTERS, C. R. A.	DOOLEY, J. A.	GORDON, J. D.
AULD, H. W.	CAIN, T. F.	DOUGLAS, J. C.	GORDON, P. L. D.
BAINBRIDGE, J. S.	CANNON, B. H.	DREW, G. E.	GRAHAM, A. G.
BAKER, H. W. A.	CANTWELL, A. W.	DRISCOLL, A.	GRANGER, W. B.
BAKER, S. C.	CAREY, F. W.	DUFF, R. W.	GRAVES, F.
BALDCKOCK, W. J.	CARLESS, J. N.	DUKE, F.	GRAY, W. V.
BALL, J. P.	CARLILE, C. H.	DUNCAN, J. G.	GREEN, W.
BARBER, H. L.	CARLON, T.	DUNKLEY, H. E.	GULLICK, R. C.
BARKER, A. R.	CARMICHAEL, A. N.	DURKIN, J. H.	GUNNOW, C. G.
BATT, H. L.	CARWARDINE, F.	DYSON, F. W. H.	GUYATT, H. A.
BAXTER, H. E.	CASSON, J. H.	EDMONDS, G.	HARDER, W. J. C.
BAXTER, R. H.	CAUDRY, W. J.	EGAN, C. J.	HARDING, D. D.
BEAN, R. A.	CHALLIS, F. H.	EGAN, E. A.	HARDY, L. G.
BEITH, J. H.	CHALLIS, G.	ELLIS, E.	HARNEY, J.
BENJAMIN, A. L.	CHANDLER, S. A.	EWART, G. E.	HARRIGAN, J. E.
BENNETT, R.	CHAPMAN, A. F.	FARGHER, P.	HARRIS, B.
BENSLEY, E. H.	CHISHOLM, W. B.	FARGHER, P. A.	HARRY, S.
BENSON, A.	CLACK, E.	FARRELLY, M.	HARVEY, A. J.
BENZLEY, H. R.	COCK, E. C.	FERGUSON, W. J.	HASSETT, H.
BERRYMAN, H. J.	COLLIER, A. R.	FERN, W. M.	HAWKINS, A. G.
BETTLES, H. F.	COLLINS, C. A.	FLEET, A. G.	HAYLE, F. T.
BEYER, H. S.	COLLINS, J. O.	FLEMING, W. C.	HELSHAM, J. G. D.
BLAIR, H.	COLLINSON, R. A.	FLETT, A. H.	HEWITT, C. R.
BLAKE, G. F.	CONLEY, J.	FLYNN, J. P.	HINCHEN, R. J.
BOLITHO, W.	CONNERY, T.	FORDHAM, A. E.	HITZERATH, G. R.
BOND, J. H.	CONROY, J. P.	FOREMAN, G. W.	HOBBS, A. A.
BONNETT, W.	COOK, G. C.	FOWLER, J.	HOGG, J. G.
BOOLEY, J.	COOPER, J. C.	FRANCIS, A. R.	HOLDEN, E. J.
BOOTH, E. R.	COPELAND, L. G.	FRANKLIN, W. C.	HOLMES, G. P.
BOTTOMLEY, H. T.	CORBETT, W.	FRASER, W. J.	HOOPER, R. M. F.
BOTTOMLEY, O. G.	COUSINS, J. A.	FREEMAN, J. P.	HOOPPELL, T. S.
BOWEN, T. E.	COWARD, L.	FRYNE, W.	HORNBY, L. L.
BOYCE, G. H.	COXHELL, L.	FULLARD, H.	HORSLEY, R. T.
BOYD, R. T. I.	CRONIN, P. F.	FULLERTON, L. D.	HOULIHAN, J. V.
BOYLE, A. R.	DALTON, C. M.	FURNELL, F.	HOUSTON, J. V.
BRADIE, J. S.	DALY, J. M.	FURNELL, G. J.	HOWARD, F. M.

OBITUARY—*continued.*

- HYNES, J.
 INGLIS, G. R.
 INGRAM, A. H.
 JAMES, F.
 JAQUES, R. F.
 JENNINGS, H. C.
 JOHANNSEN, P. N.
 JOHNSTON, J. A. K.
 JONES, F. J.
 JONES, V. H.
 JUDE, D. H.
 KEAY, S. P.
 KENNEDY, J. W. H.
 KENNEDY, W.
 KENNELLY, L. P.
 KENNERLEY, T. F.
 KER, N. H.
 KIDD, N.
 KIERNAN, E. J.
 KILLEY, W.
 KING, C.
 KINSMAN, H. S.
 KIRBY, D.
 KISSACK, J.
 KRONK, A. E.
 LAMBERT, E.
 LANCASTER, G. R.
 LAW, H. G.
 LAXON, W. J.
 LEMAITRE, A. C.
 LESLIE, V.
 LETCH, H. A.
 LEWIS, A. H.
 LEWIS, L.
 LINDSAY, W. J.
 LOBB, R. T.
 LOCKHART, J. A.
 LOWNE, F. W. M.
 LUKE, J.
 LUKE, W. H.
 LYNCH, H.
 LYNCH, P. J.
 LYNE, R. E.
 MACKLEY, W. G.
 MADDERN, J. R.
 MAHER, W. J.
 MARSHALL, J. C.
 MARTIN, G.
 MARTIN, L. E.
 MARTIN, ROBERT
 MARTIN, ROY
 MASTERS, C.
 MATEER, L. A.
 MATTHEWS, L.
 MAY, A.
 MAYBERRY, C. J.
 MAYO, G. A.
 MEENAN, M.
 MELLOR, W.
 MILES, H. F.
 MILNE, C. G.
 MINETT, C. A.
 MINIFIE, P. C.
 MOODIE, D. G.
 MOONEY, J. W.
 MOOR, E. E.
- MORAN, P. F.
 MORGAN, R. A.
 MORGAN, W. J. P.
 MORRIS, A. E.
 MORRISEY, M.
 MUMMERY, T. H.
 MURRAY, S. A. H.
 MURRAY, W. J.
 MCALEESE, G. H.
 MCANULTY, G. A.
 MCCARTHY, A. F.
 MCCLOSKEY, J.
 McDONALD, C. P.
 McDONALD, H.
 McDONALD, L.
 MCGAHEY, J.
 MCGREGOR, E.
 MCGRILLEN, F. A.
 MCINNES, G. A.
 MCINTOSH, F. R.
 MCKAY, A. H.
 MCKAY, A. R.
 MCKEOWN, J. A.
 MCLEISH, D.
 MCLISTER, A. G.
 MCNAMARA, J.
 NELSON, J. P.
 NELSON, J. W.
 NICOL, H.
 NICHOLLS, R. J.
 NICHOLSON, R. H. B.
 NORMAN, E. W.
 NORRIS, L.
 OLDHAM, E.
 OLSEN, M.
 ONLEY, E. R.
 ORCHARD, O. W. T.
 OVERSEN, W. J.
 O'BRIEN, P. J.
 O'BRIEN, W.
 O'CONNOR, J.
 O'CONNOR, T. H.
 O'DONNELL, T. J.
 O'LEARY, J.
 O'LOGHLEN, F. A.
 O'MALLAY, T. J.
 O'MARA, V. M.
 O'NEIL, J. F. J.
 O'SHANNASSY, R.
 PARKER, G. A.
 PENDER, J. R.
 PHELAN, G.
 PHILLIP, G.
 PIKE, C. H.
 PIPPARD, A. V.
 PLANT, L.
 PLASTO, W.
 PLIM, J.
 POLLARD, H. R.
 POLLARD, L.
 POTTER, H.
 POWELL, E. W.
 POWELL, T. H. N.
 POZZI, L. L.
 PRANGNELL, W. R.
 PRETTY, F.
- PRICE, A.
 PRICE, J. O.
 PRIDEAUX, J.
 PRING, B.
 QUIRK, A.
 QUIRKE, E. J.
 RADCLIFFE, J. B.
 RAMSAY, G. A. S.
 RASHLEIGH, W. C.
 RAY, A. W.
 READE, G. P.
 REDDAN, W.
 REEVES, A.
 REGAN, C. G.
 RENTON, G.
 RICH, C. E. O.
 RICHARD, W. J.
 RICKETTS, L. A.
 RING, W.
 RITTER, G. L.
 ROBERTS, L. M.
 ROBERTSON, J. N.
 ROBERTSON, T. P.
 ROBIN, R.
 RODDA, B.
 ROSS, C. F.
 ROSS, H.
 ROSS, J. A.
 ROSS, R. H.
 ROWE, P.
 ROWE, W. C. H.
 RUFF, V. H.
 RYAN, A. E.
 RYAN, C. T.
 SAUL, H.
 SAXON, W. J.
 SCORER, W. D.
 SCOTT, C. S.
 SCOTT, F. G.
 SCOTT, G. N.
 SCOTT, J. A. P.
 SCOTT, R. T.
 SCOTT, R. J.
 SCULLER, A. J.
 SCULLY, R. H.
 SEDGMAN, T. E.
 SEYMOUR, F. C.
 SHARE, H.
 SHEARWOOD, E. M.
 SHEARER, J.
 SHEEDY, W. F.
 SHERIDAN, H. C.
 SKEWS, J. H.
 SLATER, H. L.
 SLATER, T. H.
 SLEIGH, S.
 SMART, G.
 SMITH, G. STEPHEN
 SMITH, G. STORDART
 SMITH, J.
 SMITH, R. Y.
 SMITH, W. C.
 SNAPE, H. J.
 SPOTSWOOD, C. W. S.
 STAFF, C. R.
 STAMP, J. B. R.
- STATHAM, G. W.
 STEAR, H. E.
 STEED, S. J.
 STENHOUSE, J. A. J.
 STEPHENS, R. C.
 STEVENS, J. T.
 STEWART, H. A.
 STEWART, J.
 STONE, H.
 STOREY, T. T.
 STUCKEY, E.
 SULLIVAN, F.
 SUTTON, C.
 SWINTON, T. T.
 SYMES, R. S.
 TAYLOR, H. G. L.
 TAYLOR, H. W.
 TAYLOR, J. G.
 TAYLOR, J. R.
 TEVLIN, J. T.
 THOMAS, S. G.
 THOMPSON, M. C.
 THOMPSON, W. H.
 THORNTON, W. J.
 TIERNEY, A. J.
 TILLEY, R. J.
 TIPPETT, P. A.
 TOLMIE, R. C.
 TORPEY, H.
 TOWNSEND, A. E.
 TRELOAR, J.
 TREZISE, R.
 TULLY, J. L.
 TYTHERLEIGH, J.
 URQUHART, G. F.
 VALE, A. W.
 VAUGHAN, S. P.
 VERDON, W.
 VIDLER, E. G.
 WALKER, H. I.
 WALKER, T.
 WATERS, J. B.
 WARDLEY, T. W.
 WARREN, S. M.
 WELLS, R. W.
 WEST, W. N.
 WHITELEY, E. C.
 WIGGINS, R. T.
 WIGNEY, G. I. W.
 WILSON, A. G.
 WILSON, C. R.
 WILSON, F.
 WILSON, G. G.
 WILSON, J. H.
 WILSON, L. E.
 WING, R.
 WITHERS, H. A.
 WOOD, R. A.
 WOOLCOCK, R.
 WOOLLEY, C.
 WORLE, T. H.
 WRIGHT, L.
 WRIGHT, S. J. K.
 YOUNG, F. G.
 ZEIS, W. A.

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APPENDIX No. 1.

HEADS OF BRANCHES.

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

APPENDIX No. 2.

CERTIFICATE RESPECTING ROLLING STOCK, MACHINERY, AND TOOLS.

I hereby certify that the whole of the rolling stock in use on the Victorian Railways, and also the machinery and tools of the Rolling Stock Branch, were, during the year 1919-20, maintained in good working order and repair.

A. E. SMITH,
Chief Mechanical Engineer.

APPENDIX No. 3.

CERTIFICATE RESPECTING WAY AND WORKS.

I hereby certify that the whole of the permanent way, stations, buildings, and other works on the Victorian Railways were, during the year 1919-20, 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, 1920, was £1,147,829.

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	57,626,317	7	4			
Less Discounts and Floating Charges £2,279,156 15 5	10						
Less Premiums 453,928 14 6	10						
	...	1,816,228	0	11			
Net Proceeds	10	...			55,810,089	6	5
„ 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 ...	...	461,613	4	10	3,921,197	13	0
„ Advance from Public Account pending Loan provision ... ..	...	...			136,617	0	7
„ Advance from Treasurer's Advance pending Loan provision ... ..	...	...			21,646	10	9
„ Advances from Public Account (to be recouped) on account of Relaying ...	17	...			157,814	1	3
„ Special Funds ... ..	...	...			13,883	3	4
„ Sundry Creditors ... ..	...	...			421,051	2	1
„ Suspense Account—Net amount to be subsequently paid to Consolidated Revenue ...	...	...			299,590	7	10
„ Interest Charges and Expenses, Pensions and Gratuities, Border Railways Adjustment, Repayment to Capital Account in respect of the Wheat Commission's sidings ... ..	...	2,416,294	8	2			
Less Net Revenue for the year after providing for working expenses and payment of £50,000 into the Rolling Stock Replacement Fund...	...	2,203,400	17	7	212,893	10	7
Total ... ..	...	...			£60,994,782	15	10

The statement has been audited and found correct. The Assets are set down at the Cost Value at the 30th June, 1920. No provision has been made for the loss of capital, and no liability is included for the deficiency in the valuation of the Rolling Stock amounting to £111,833. Credit has been taken in the accounts for £136,417, representing the amount due by the Treasurer for loss on non-paying lines. The working expenses have been charged with a sum of £25,961 credited to Revenue in previous years which has now been transferred to Capital.

J. A. NORRIS,
Auditor-General.

30TH JUNE, 1920.

Cr.

	Reference.	£	s.	d.	£	s.	d.
	Appendix. No						
By Way, Works, Buildings, and Equip- ment, at cost	23	46,862,053	19	8			
„ Rolling Stock, at cost	23	11,419,971	17	2			
		58,282,025	16	10			
„ Surveys for proposed Railways, at cost ... ..	...	371,858	8	11	58,653,884	5	9
„ Advances from Public Account —Balance of Expenditure on account of Re- laying	17	...			157,814	1	3
„ Stores and Materials on hand	18	1,147,829	13	7			
„ „ „ in transit ... ..	...		7	9			
		1,147,837	2	10			
Less amount at credit of Stores Deprecia- tion Account	18	5,379	8	7	1,142,457	14	3
„ Cash at credit of Railway Stores Suspense Account	18	156,268	13	3			
„ Cash in hands of Agent-General, London, and in transit	18	11,327	0	8	167,595	13	11
„ Cash in hands of Agent-General on account of the Electrification of the Melbourne Suburban Lines... ..	...	...			145,157	16	7
„ Cash at credit of Special Funds:— Rolling Stock Replacement Fund	16	3,528	3	1			
Trust Fund—Surplus Railway Land Railways Accident and Fire In- surance Fund ... ..	...	1,725	11	0			
	7	10,355	0	3	15,608	14	4
„ Cash and Securities at credit of the following Accounts:— Sundry Repayments to Treasury ... ..	...	67,171	11	3			
Preliminary Deposits ... ..	...	3,493	12	7			
Bills Receivable... ..	...	385	6	8			
Trust Funds—Cash and Securities ... ..	...	93,898	7	1	164,948	17	7
„ Sundry Debtors:— Working Expenses Account ... ..	...	6,365	2	0			
Stores Suspense Account—Sales of Stores and Materials ... ..	...	28,126	9	7			
Revenue Account ... ..	...	299,930	10	0			
					334,422	1	7
„ Balance—Deficit ... ..	...	...			212,893	10	7
Total ... ..	...	...			£60,994,782	15	16

T. F. BRENNAN,
Chief Accountant.

APPENDIX No. 6.

DETAILED STATEMENT OF WORKING EXPENSES FOR 1919-20 COMPARED WITH 1918-19.
EXCLUSIVE OF THE ELECTRIC TRAMWAYS.

	1918-19.	1919-20.
TRANSPORTATION BRANCH.		
General Superintendence and Staff	£76,269	£104,121
Stationery, Printing, and Advertising	35,581	45,388
Stores Expenses	3,940	5,520
STATION, YARD, AND SIGNAL SERVICE—		
Salaries, Wages, and Expenses of Staff	£889,166	£1,248,236
Fuel	604	3,180
Light	25,112	27,529
Uniforms	8,653	7,947
Other Supplies	29,589	34,931
Sanitary and Other Expenses	6,586	7,076
TOTAL COST OF STATION, YARD, AND SIGNAL SERVICE	£959,710	£1,328,899
Guards and Conductors—Wages and Expenses	£137,359	£200,250
" " Uniforms and Supplies	4,096	4,134
Gatekeeping	25,311	29,823
Loss and Damage to Property and Goods	Cr 2,509	Cr. 2,658
Other Expenses	3,909	5,130
Dining Car Service	14,019	21,141
Refreshment Rooms Service .. .. .	..	78,840
TOTAL EXPENSES OF TRANSPORTATION BRANCH	£1,257,685	£1,820,588
Percentage of Gross Revenue	19·55	22·13
Per Traffic Train Mile	23·16d.	29·09d.
WAY AND WORKS BRANCH.		
General Superintendence and Staff	£50,369	£67,364
Stationery, Printing, and Advertising	4,691	4,794
Stores Expenses	7,862	11,115
MAINTENANCE OF WAY—		
Superintendence and Staff	£21,086	£23,343
General Labour	330,546	422,044
Track Materials	101,187	160,759
Fences, Gates, Cattle Guards, Roadways, Signs, &c.	14,961	21,526
Tools and Supplies	11,578	18,389
Filling and Graveling Platforms and Stock Yards	1,367	1,303
Gardens, Plantations, &c.	2,835	3,817
TOTAL COST OF MAINTENANCE OF WAY	£483,560	£651,181
Per Mile of Railway worked	116	154
" " Track .. (exclusive of Sidings)	107	142
MAINTENANCE OF WORKS—		
Superintendence and Staff	£21,023	£23,974
Fences, Gates, Cattle Guards, Signs, &c.	14,994	26,075
Bridges, Culverts, and Drains	32,665	57,249
Piers and Wharfs	984	570
Weighbridges, Scales, Lifting Cranes, Turntables, Traversers, Grain Conveyors, &c.	5,966	11,386
Buildings, Platforms, and Fixtures	61,356	124,732
Stock Yards	3,742	7,321
Water Supply	10,105	14,471
Machinery, Tools, and Supplies	5,784	11,930
Other Expenses	914	150
TOTAL COST OF MAINTENANCE OF WORKS	£157,533	£277,858

APPENDIX No. 6—*continued.*DETAILED STATEMENT OF WORKING EXPENSES FOR 1919-20, ETC.—*continued.*

	1918-19.	1919-20.
WAY AND WORKS BRANCH—<i>continued.</i>		
MAINTENANCE OF SIGNALS—		
Superintendence and Staff	£7,558	£8,669
Signals and Interlocking	62,198	87,950
Machinery, Tools, and Supplies	76,853	9,729
Other Expenses	213	176
TOTAL COST OF MAINTENANCE OF SIGNALS	£76,822	£106,524
Telegraph, &c., Lines and Instruments	£11,551	£11,729
Special Maintenance Expenditure	£77,735	£131,504
Repayment to Capital Account in respect of the Wheat Commission's Sidings .. .. .	..	25,961
TOTAL EXPENSES OF WAY AND WORKS BRANCH	£870,123	£1,288,030
Percentage of Gross Revenue	13·53	15·66
Per Mile of Railway worked	£209	£307
Per Traffic Train Mile	16·02d.	20·58d.
ROLLING STOCK BRANCH.		
General Superintendence and Staff	£24,990	£30,584
Stationery, Printing, and Advertising	4,403	4,690
Stores Expenses	11,747	12,685
LOCOMOTIVE WORKING—		
Superintendence and Staff	£22,699	£30,239
Running Sheds (Staff	73,513	98,730
Supplies	4,257	7,353
Drivers and Firemen	400,915	556,041
Coal, Wood, and Kindlers for Locomotives	568,426	710,570
Handling and Inspection of Coal, Wood, and Kindlers for Locomotives	38,994	53,419
Water for Locomotives and Running Sheds	21,950	32,183
Oil, Tallow, Waste, and other Running Supplies for Locomotives	27,733	29,253
Other Expenses	489	426
TOTAL COST OF LOCOMOTIVE WORKING	£1,158,976	£1,518,214
Locomotive Miles Run	15,415,862	16,577,887
Per Locomotive Mile.. .. .	18·04d.	21·98d.
Per Traffic Train Mile	21·34d.	24·26d.
INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS—		
Labour	£81,930	£109,122
Supplies	3,025	4,287
Lubricants	5,384	6,922
Light	28,422	35,114
Ice	1,397	1,349
TOTAL COST OF INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS	£120,158	£156,794
Per 1,000 Car Miles.. .. .	173·56d.	189·56d.
TOTAL COST OF WORKING ROLLING STOCK BRANCH	£1,320,274	£1,722,967

APPENDIX No. 6—continued.

DETAILED STATEMENT OF WORKING EXPENSES FOR 1919-20, ETC.—continued.

	1918-19.	1919-20.
ROLLING STOCK BRANCH—continued.		
REPAIRS AND RENEWALS OF ROLLING STOCK—		
Superintendence and Staff	£21,380	£30,017
Repairs and Renewals of Locomotives	240,476	350,539
" " Passenger Cars and Vans	144,494	184,632
" " Trucks	124,655	191,767
" " Covers	34,365	53,509
" " Machinery and Tools	22,068	37,644
Power, Heat, Light, &c., for Shops	53,646	72,391
Sundry Charges	4,295	4,946
Other Expenses	917	1,239
Payment into Rolling Stock Replacement Fund	50,000	50,000
TOTAL COST OF REPAIRS AND RENEWALS OF ROLLING STOCK	£696,296	£976,684
Per Traffic Train Mile	12·82d.	15·60d.
TOTAL EXPENSES OF ROLLING STOCK BRANCH	£2,016,570	£2,699,651
Percentage of Gross Revenue	31·71	32·82
Per Traffic Train Mile	37·14d	43·13d.
ELECTRICAL BRANCH.		
General Superintendence	281	4,780
Main Power Station Expenditure	2,258	58,053
Inspection, Cleaning, and Lubricating, &c., of Electrical Equipment of Cars	437	8,091
Maintenance of Electrical Equipment of Rolling Stock	296	8,728
Car Shed Expenses	109	..
Transmission and Distribution Systems and Sub-stations Expenditure	1,055	23,505
Other Operations (Credit)	Cr. 1,039	Cr. 17,194
TOTAL EXPENSES OF ELECTRICAL BRANCH	£3,397	£85,963
Percentage of Gross Revenue		1·05
Per Traffic Train Mile		15·06d.
Per Car Mile		2·63d.
Cost Per Unit		0·62d.
GENERAL EXPENSES.		
Salaries and Expenses, Commissioners' and Secretary's Offices	£17,225	£21,230
" " Chief Accountant's Office	27,930	39,421
" " Auditor of Receipts' Office	31,184	40,290
Estate Office	1,941	1,979
General Office Expenses	2,196	2,661
Flinders-street Station Buildings General Expenses	1,535	1,792
Legal and Medical Expenses	5,879	6,460
Stationery, Printing, and Advertising (General)	2,097	2,871
Other General Expenses	9,653	3,326
Classification Board	454	3,982
TOTAL GENERAL EXPENSES	£100,094	£124,012
Percentage of Gross Revenue	1·56	1·51
Per Traffic Train Mile	1·84d.	1·98d.
PAYMENT INTO RAILWAY ACCIDENT AND FIRE INSURANCE FUND	£31,794	£40,668
Percentage of Gross Revenue	·49	0·49
Per Traffic Train Mile	·59d.	0·65d.
TOTAL WORKING EXPENSES	£4,279,663	£6,058,912(a)
Percentage of Gross Revenue	66·53	73·66
Per Traffic Train Mile	78·82d.	96·80d
Per Mile of Railway Worked	£1,029	£1,445

(a) Inclusive of £25,961 repayment to Capital Account in respect of the Wheat Commission's Sidings.

APPENDIX No. 7.

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 2716, SECTIONS 109 AND 110—AT 30TH JUNE, 1920.

Receipts.	Amount.	Expenditure.	Amount.
	<i>£ s. d.</i>		<i>£ s. d.</i>
To Balance at 30th June, 1919	10,654 14 5	By Expenditure for the year ending 30th June, 1920—	
„ Payment to Fund during the year ending 30th June, 1920 (ten shillings for every one hundred pounds sterling of the revenue of the Victorian Railways in accordance with Section 109 (2) of Act No. 2716) included in the Working Expenses of the Year	40,978 10 6	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners	3,372 13 3
		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	3,617 12 2
		(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in Clause (b)	356 3 0
		(d) Amount paid as compensation to employees of the Commissioners for injuries sustained on duty or in the event of death to persons dependent upon such employees	10,815 0 2
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	4,509 1 10
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	18,477 1 0
		(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.	130 13 3
		„ Balance at 30th June, 1920	10,355 0 3
	£51,633 4 11		£51,633 4 11

APPENDIX No. 8.

NUMBER OF EMPLOYEES IN THE SERVICE OF THE COMMISSIONERS
AT 30TH JUNE, 1920, AS COMPARED WITH THE NUMBER AT 30TH JUNE, 1919,
ENTITLED TO PENSION OR COMPENSATION ON RETIREMENT.

Branch.	At 30th June, 1919.	At 30th June, 1920.
Secretary's	5	3
Accountancy and Audit of Receipts	20	18
Electrical Engineering	4	1
*Refreshment Services ... ..	...	1
Rolling Stock	254	200
Stores	8	7
Printing and Stationery	1	1
Transportation and Traffic ...	314	257
Way and Works	181	139
Total	787	627

* New Branch created on 1st March, 1920.

APPENDIX No. 9.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING
30TH JUNE, 1920.

	Construction Branch Vote.		Loan Application Acts, &c.		Total.		Total Amount.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
SURVEYS AND CONSTRUCTION OF NEW LINES, ETC.								
Alberton to Won Wron	371	10 0	13,524	1 5	13,895	11 5		
Rittern to Red Hill	19	0 0	263	4 9	282	4 9		
Bairnsdale to Orbost	—	—	913	0 6	913	0 6		
Cavendish to Toolondo	314	0 0	43,144	2 6	43,458	2 6		
Elmore to Cohuna	—	—	1,044	13 9	1,044	13 9		
Gheringhap to Maroona	—	—	698	0 1	698	0 1		
Heywood to Mumbannar	35	0 0	415	6 11	450	6 11		
Koo-wee-rup to McDonald's Track	616	0 0	39,977	5 3	40,593	5 3		
Nandaly to Kulwin	257	10 0	27,891	12 9	28,149	2 9		
Neerim South to Toorongo River	53	0 0	986	5 2	1,039	5 2		
North Geelong to Eynsford	3	0 0	Cr. 266	15 8	Cr. 263	15 8		
Sandringham to Black Rock	37	0 0	6,585	1 4	6,622	1 4		
South Australian and Victorian Border Railways—								
Mumbannar to Mount Gambier	£170	14 9						
Murrayville to Pinnaroo ... Cr.	3	3 11						
			167	10 10	167	10 10		
Tallangatta to Cudgewa	309	0 0	19,608	2 9	19,917	2 9		
Manangatang to Bryden's Tank	448	18 0	44,691	13 6	45,140	11 5		
Piangil to Pine Tank	691	0 0	35,353	19 5	36,044	19 5		
Orroost—Bridge over the Snowy River	—	—	1,013	8 0	1,013	8 0		
Surveys	—	—	3,750	1 1	3,750	1 1		
Totals	3,154	18 0	239,760	14 3	242,915	12 3	242,915	12 3
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES.								
Additions and improvements at existing stations, offices, yards, and works, including tracks, buildings, platforms, road approaches, trucking yards, weighbridges, safety appliances, drainage, sanitation, and new stations, &c., and other works					41,275	1 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					5,579	10 10		
Additions and improvements to signalling, interlocking, and other safety appliances for traffic working					4,562	9 1		
Additions and improvements to and strengthening of bridges					3,923	0 1		
Additions and improvements to various lines by relaying with heavier rails and providing extra sleepers and ballast					8,674	18 3		
Additions and improvements to level crossings, including cattle pits and stops					1,350	0 8		
Additional and improved dwelling accommodation for employes					5,970	19 2		
Additional cars for repair gangs, &c., and shelters for gang cars, &c.					1,044	3 1		
Additional telegraph and telephone lines (including instruments)					2,838	16 7		
Additional electric lighting and power					967	5 9		
Ararat—Turntable and siding accommodation					1,231	19 1		
Apsendale and Chelsea (between)—Provision of a new station at Edithvale					2,139	10 8		
Ballarat—Construction of locomotive workshops and tracks in connexion therewith					481	4 5		
Bendigo—Construction of locomotive workshops and tracks in connexion therewith					276	0 3		
Hawthorn to East Camberwell—Regrading of the lines					7,995	2 9		
Melbourne—Provision of a new shipping shed and accommodation in connexion therewith					3,600	14 3		
Melbourne and Footscray (between)—Purchase of land and other preliminary work in connexion with proposed locomotive depot					6,728	17 11		
Melbourne Suburban Lines—Installation of power signalling					41,293	6 7		
Melbourne suburban lines—Equipping tracks with rail anchors					2,207	17 8		
Melbourne (Flinders-street and Prince's-bridge)—Shelter and sanitary accommodation for employees engaged in the yards					1,396	1 0		
Melbourne (Spencer-street)—Extension of "Exhibition" shed					1,775	15 6		
Mentone and Mordialloc (between)—Provision of a new station at Parker's Road					1,441	14 10		
Melbourne (Flinders-street Yard)—New carriage shed, sidings, and works in connexion therewith (proportion of the cost thereof which is not chargeable to Electrification)					6,498	7 6		
Newport and North Melbourne Rolling Stock Branch Workshops—Equipment for the Electrical operation of plant, including sub-station building at Newport					1,062	3 10		
Newport Workshops—Additions and Extensions to Shops, &c.					3,647	14 11		
Port Melbourne—Increased siding accommodation and weighing facilities					3,120	10 10		
Refreshment Rooms—Plant and equipment, &c.					7,582	6 0		
St. Kilda to Brighton Electric Street Railway—Construction and electrical equipment of the Elwood sub-station					Cr. 9,455	16 4		
Serviceton—Additional Water Supply Works					1,096	11 5		
Tottenham—Marshalling Yards					10,489	10 11		
Various—Provision of plant, &c., necessary to afford a supply of electric power in bulk to various consumers					2,468	13 2		
Workshops Machinery—								
Ballarat Workshops			11,926	19 2				
Bendigo Workshops			14,801	14 2				
Newport Workshops			8,864	6 5				
North Melbourne Workshops			145	17 1				
					35,738	16 10		
					209,003	9 2		
Less credits on account of sales of land, materials, &c., originally charged to Capital Account					Cr. 67,178	4 6	141,825	4 8
Carried forward							384,740	16 11

APPENDIX No. 9—continued.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING
30TH JUNE, 1920—continued.

	Loan Application Acts, &c.			Total Amount.		
	£	s.	d.	£	s.	d.
Brought forward	...	...	...	384,740	16	11
TOWARDS THE ELECTRIFICATION OF THE MELBOURNE SUBURBAN LINES, EXCLUDING THE CONSTRUCTION AND STRUCTURAL ALTERATIONS OF ROLLING STOCK BUT INCLUDING THE ELECTRICAL EQUIPMENT THEREOF						
	389,772	18	10	389,772	18	10
ROLLING STOCK.						
Carriage stock	50,436	6	5			
Locomotives	42,651	10	6			
St. Kilda to Brighton Electric Street Railway—Rolling Stock	Cr. 7,356	10	2			
Sandringham to Black Rock Electric Street Railway—Rolling Stock	8,582	15	7			
Truck stock	31,853	18	5			
Van and sundry stock	813	1	8			
	126,981	2	5	126,981	2	5
Net Expenditure charged to Capital Account for the year	...	..	...	£901,494	18	2

APPENDIX No. 10.

STATEMENT OF LOANS AT 30TH JUNE, 1920, AND OF THE INTEREST CHARGES AND EXPENSES INCURRED DURING THE YEAR 1919-20.

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 Vict. No. 805	4	...		65,023	8 10	241	13 8	65,265	2 6			
49 Vict. No. 845	4	4,610,110	6 11	184,404	8 3	685	15 6	185,090	3 9	1st October, 1920	...	London
56 Vict. No. 1296	4	464,672	1 0	18,586	17 8	...		18,586	17 8	1st July, 1913	1st April, 1923	Melbourne
53 Vict. No. 1032	3½	3,150,000	0 0	110,250	0 0	472	10 0	110,722	10 0	1st October, 1923	...	London
52 Vict. No. 989	3½	...		...		...		...		...	1st October, 1923	London
54 Vict. No. 1196	3½	4,914,615	13 0	172,011	10 11	729	9 10	172,741	0 9	1st January, 1921	1st January, 1926	London
55 Vict. No. 1217	3½	1,666,666	13 4	58,333	6 8	250	0 0	58,583	6 8	1st January, 1921	1st January, 1926	London
62 Vict. 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 Vict. No. 1560	3	3,080,389	7 4	92,411	13 7	435	11 2	92,847	4 9	1st January, 1929	1st January, 1949	Melbourne
62 Vict. No. 1560	3½	3,718,478	14 3	130,146	15 1	549	6 1	130,696	1 2	1st October, 1929	1st October, 1949	London
62 Vict. No. 1560	4	965,681	4 0	38,627	4 11	144	17 1	38,772	2 0			
62 Vict. No. 1560	5½	2,850,400	0 0	78,386	0 0	651	14 4	79,037	14 4			
60 Vict. No. 1468	3	1,130,372	18 0	33,911	3 9	...		33,911	3 9			
62 Vict. No. 1564	3	24,426	18 10	732	16 2	...		732	16 2		30th September, 1917	Melbourne
63 Vict. No. 1623	3	257,701	0 0	7,731	0 7	...		7,731	0 7		...	...
64 Vict. No. 1659	3	500,000	0 0	15,000	0 0	...		15,000	0 0	1st July, 1921	1st July, 1930	Melbourne
1 Edw. VII. No. 1753	3	313,438	14 4	9,403	3 3	...		9,403	3 3	1st January, 1923	1st January, 1932	Melbourne
4 Edw. VII. 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	4½	2,500,000	0 0	118,750	0 0	...		118,750	0 0	1st July, 1915	1st April, 1922	Melbourne
5 Edw. VII. No. 1990	3½	258,966	13 10	9,063	16 8	...		9,063	16 8	30th September, 1917	...	Melbourne
6 Edw. VII. No. 2026	3	35,256	15 4	1,057	14 0	...		1,057	14 0			
6 Edw. VII. No. 2026	3½	1,984,532	16 0	69,458	13 0	...		69,458	13 0			
6 Edw. VII. No. 2026	4	3,803,908	18 9	149,817	10 8	436	10 9	150,254	1 5	30th September, 1917	24th October, 1946	Melbourne
6 Edw. VII. No. 2026	4½	542,200	0 0	23,043	10 0	...		23,043	10 0			
6 Edw. VII. No. 2026	4½	704,431	19 4	33,460	10 4	...		33,460	10 4			
6 Edw. VII. No. 2026	5	2,253,435	0 0	93,286	15 0	...		93,286	15 0			
6 Edw. VII. No. 2026	5½	109,091	16 9	3,000	0 6	8	3 8	3,008	4 2			

APPENDIX No. 10—continued.

STATEMENT OF LOANS AT 30TH JUNE, 1919, AND OF THE INTEREST CHARGES AND EXPENSES INCURRED DURING THE YEAR 1919-20—continued.

Act.	Rate of Interest per cent.	Principal.		Interest Charges.		Expenses in connexion with Payment of Interest.		Total Interest Charges and Expenses.		Date Redeemable.		Where Redeemable.
		£	s. d.	£	s. d.	£	s. d.	£	s. d.	Earliest.	Latest.	
6 Edw. VII. No. 2041	3½	411,555	0 0	14,404	8 6	...	...	14,404	8 6	30th September, 1917	1st October, 1930	Melbourne
	4	246,745	0 0	9,869	16 0	...	...	9,869	16 0			
	4½	24,700	0 0	1,049	15 0	...	...	1,049	15 0			
	4¾	7,000	0 0	332	10 0	...	...	332	10 0			
7 Edw. VII. No. 2116	3½	150,000	0 0	5,250	0 0	...	...	5,250	0 0	30th September, 1917	1st January, 1929	Melbourne
7 Edw. VII. No. 2167	3½	1,000,000	0 0	35,000	0 0	150 0 0	...	35,150	0 0	1st October, 1929	1st October, 1949	London
9 Edw. VII. No. 2161	3	300,000	0 0	9,000	0 0	...	...	9,000	0 0	30th September, 1917	...	Melbourne
9 Edw. VII. No. 2163	3½	144,676	12 6	5,063	13 7	...	...	5,063	13 7	1st August, 1913	1st October, 1944	Melbourne
1 Geo. V. No. 2286	3½	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	353,052	15 8	14,121	16 3	...	...	14,121	16 3	1st June, 1931	...	Melbourne
2 Geo. V. No. 2323	3½	1,650,000	0 0	57,750	0 0	...	...	57,750	0 0	30th September, 1917	1st October, 1946	Melbourne
3 Geo. V. No. 2428	4	2,000,000	0 0	80,000	0 0	297 19 1	...	80,297	19 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	3½	130,615	14 4	4,571	11 0	...	...	4,571	11 0	30th September, 1917	1st July, 1923	Melbourne
3 Geo. V. No. 2429	4	4,166	2 1	166	12 11	...	...	166	12 11			
3 Geo. V. No. 2429	4¾	259,818	3 7	12,341	7 3	...	...	12,341	7 3			
4 Geo. V. No. 2480/2531	4½	2,250,000	0 0	101,250	0 0	583 12 6	...	101,833	12 6			
4 Geo. V. No. 2481	3½	110,303	0 7	3,860	12 1	...	...	3,860	12 1			
4 Geo. V. No. 2481	4	419,986	19 5	16,827	9 7	...	...	16,827	9 7			
4 Geo. V. No. 2481	4½	575,000	0 0	23,718	15 0	...	...	23,718	15 0			
4 Geo. V. No. 2481	4¾	1,010	0 0	47	19 6	...	...	47	19 6			
4 Geo. V. No. 2531	3	22,300	0 0	669	0 0	...	...	669	0 0			
4 Geo. V. No. 2531	4	90,000	0 0	3,600	0 0	...	...	3,600	0 0			
4 Geo. V. No. 2531	4½	2,103,000	0 0	86,748	15 0	...	...	86,748	15 0			
5 Geo. V. No. 2794	3	189,408	13 0	4,461	18 1	...	...	4,461	18 1			
5 Geo. V. No. 2794	3½	13	17 3	0	9 8	...	...	0	9 8			
5 Geo. V. No. 2794	4	893	19 3	33	13 2	...	...	33	13 2			
5 Geo. V. No. 2794	4¾	375,000	0 0	13,641	12 3	...	...	13,641	12 3			
5 Geo. V. No. 2794	5	270,760	0 0	32,288	0 0	...	...	32,288	0 0			
5 Geo. V. No. 2794	5½	650,000	0 0	32,880	16 5	55 0 0	...	32,935	16 5			
5 Geo. V. No. 2794	5¾	1,109,480	19 4	61,021	9 1	110 19 0	...	61,132	8 1			

Geo. V. No. 2968	...	...	...	4 $\frac{3}{4}$	100,000	0	0	2,225	6	10	...	2,225	6	10
Geo. V. No. 2968	...	...	...	5	100,000	0	0	2,500	0	0	...	2,500	0	0
Geo. V. No. 2968	...	...	...	5 $\frac{1}{4}$	150,000	0	0	4,221	4	3	...	4,221	4	3
Geo. V. No. 3012	...	...	...	3 $\frac{1}{2}$	631	5	11							
Geo. V. No. 3012	...	...	...	4	508	13	2							
Geo. V. No. 3012	...	...	...	4 $\frac{1}{2}$	6,000	0	0	22	18	7	...	22	18	7
Geo. V. No. 3012	...	...	...	5	446,622	18	0	50	1	2	...	50	1	2
Geo. V. No. 3012	...	...	...	5 $\frac{1}{4}$	83,000	0	0	1,826	11	4	...	1,826	11	4
42 Vict. No. 617, Melbourne and Hobson's Bay Railway Debentures	...	...	...	...	1,000	0	0							
Total amount of current loans at 30th June, 1920	57,626,317	7	4	2,224,764	16	4	5,908	2	8	2,230,672	19	0
Add Interest on amounts charged to Public Account Advances Account pending Loan Funds	3,843	1	1	3,843	1	8	
Less—Interest paid by the Commonwealth Government on transferred railways properties	2,228,607	18	0	5,908	2	8	2,234,516	0	8
Amount paid by the South Australian Railways as interest on capital account Border Railways	314	7	7	314	7	7	
Less Discount and Expenses on the Sale of Debentures	2,270,156	15	5	2,228,293	10	5	5,908	2	8	2,234,201	13	1
Deduct Net Premiums on Debentures	453,928	14	6	...	1,816,228	0	11									
Total Net Proceeds of Current Loans at 30th June, 1920	53,810,089	6	5									

APPENDIX No. 11.

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

	Year 1918-19.	Year 1919-20.
Average Mileage of Railway Worked	5·16	5·16
Car Mileage	527,305	551,307
Number of Passengers carried	4,945,627	6,805,892
Average Fare paid per Passenger	1·94d.	1·76d.
GROSS REVENUE—		
Passengers	£39,995	£50,137
Parcels	2	1
Miscellaneous	51	356
TOTAL GROSS REVENUE	£40,048	£50,494
Per Passenger Car Mile	18·23d.	21·98d.
Per Mile of Single Track	£3,881	£4,893
ORDINARY WORKING EXPENSES—		
Transportation Account	£11,134	£15,778
Way and Works Account	2,498	6,824
Rolling Stock Account	5,873	6,132
Power Account	6,717	12,888
General Expenditure	785	939
Payment into Railway Accident and Fire Insurance Fund	200	252
TOTAL WORKING EXPENSES	£27,207	£42,813
Per cent. of Gross Revenue	67·94	84·79
Per Passenger Car Mile	12·38d.	18·64d.
Per Mile of Single Track	£2,636	£4,149
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£12,841	£7,681
INTEREST ON THE TOTAL CAPITAL COST	£6,574	£6,005
PROFIT, AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES ..	£6,267	£1,676

APPENDIX No. 11A.

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

	10th March to 30th June, 1919.	Year 1919-20.
Average Mileage of Railway Worked	74	2·41
Car Mileage	29,008	113,405
Number of Passengers carried	616,746	2,433,162
Average Fare Paid per Passenger	1·45d.	1·12d.
GROSS REVENUE—		
Passengers	£3,735	£11,456
Parcels .. .. .	..	..
Miscellaneous	16	141
TOTAL GROSS REVENUE	£3,751	£11,597
Per Passenger Car Mile	31·03d.	24·53d.
Per Mile of Single Track	£2,642	£2,505
ORDINARY WORKING EXPENSES—		
Transportation Account	943	3,632
Way and Works Account	141	1,564
Rolling Stock Account	269	1,524
Power Account	351	896
General Expenditure	69	224
Payment into Railway Accident and Fire Insurance Fund	19	58
TOTAL WORKING EXPENSES	£1,792	£7,898
Per cent. of Gross Revenue	47·77	68·10
Per Passenger Car Mile	14·83d.	16·71d.
Per Mile of Single Track	£1,262	£1,706
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£1,959	£3,699
INTEREST ON THE TOTAL CAPITAL COST	£529	£2,316
PROFIT, AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES	£1,430	£1,383

APPENDIX No 12.

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

REVENUE.

The Revenue of the Railways including the credit of £91,355 claimed under Section 102 of Act No. 2716 as referred to on page 14 was ...	...	...	£8,224,972	9	1
And of the St. Kilda and Brighton Electric Tramway ...	£50,711	5	11		
And of the Sandringham and Black Rock Tramway ...	11,379	11	0		
			<u>62,090</u>	<u>16</u>	<u>11</u>
Making a total of ...	...	...	£8,287,063	6	0
That Total includes the net amount of unpaid accounts due as at 30th June, 1920, which is not included in the Treasury figures because it was not received on that date, and which therefore must be deducted, viz. ...			267,591	7	9
			<u>£8,019,471</u>	<u>18</u>	<u>3</u>
Whilst on the other hand it excludes the net amount of accounts outstanding at 30th June, 1919, paid in 1919-20, and therefore included in the Treasury figures, viz. ...	...	...	62,475	7	5
The Revenue as shown by the Treasury is thus ...	...	...	<u>£8,081,947</u>	<u>5</u>	<u>8</u>

WORKING EXPENSES.

The Working Expenses of the Railways amounted to ...	...	...	£6,058,912	2	2
And of the Electric Tramways to ...	...	...	50,711	5	11
Making a total of ..	...	...	<u>£6,109,623</u>	<u>8</u>	<u>1</u>

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, 1920, which will be debited by the Treasury in the year or years in which they are paid	£6,208	10	3		
(2) Amounts paid in 1919-20 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 1919-20, but not in the Railway Working Expenses ...	5,014	12	0		
(3) Amount paid by public bodies in respect of works to be constructed in 1920-21 ...	83	1	8		
(4) Amount charged to Surplus Revenue Act 3021 ...	75,478	0	0		
			<u>86,784</u>	<u>3</u>	<u>11</u>
			<u>£6,022,839</u>	<u>4</u>	<u>2</u>

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

(1) Amount of wages and accounts unpaid at 30th June, 1919, and charged in the Treasury to the year 1919-20, but debited by the Railways in previous years ...	£3,276	19	0		
(2) Amount incurred, and defrayed from the Vote of 1919-20, in providing works, sidings, &c., for public bodies, such expenditure not having been recouped to the Vote at 30th June, 1920, and not charged to the Railway Working Expenses ...	5,930	18	6		
(3) Amount paid by sundry persons in 1918-19, and credited in the Treasury figures for that year, in respect of works carried out in 1919-20, the cost of such works not being chargeable to Railway Working Expenses ...	16	15	9		
(4) Amount paid to the State of South Australia in respect of Adjustment Account Working of Border Railways ...	3,199	0	0		
			<u>12,423</u>	<u>13</u>	<u>3</u>
			<u>£6,035,262</u>	<u>17</u>	<u>5</u>

APPENDIX No. 12—*continued.*RECONCILIATION OF THE RAILWAY AND TREASURY FIGURES, ETC.—*continued.*

The Working Expenses as shown by the Treasury are :—

Division 88, subdivision 1 of the Appropriation Act 1919-20	£3,253,774 17 11
Division 88, subdivision 1A (Life Assurance Premiums of Employees serving with Australian Expeditionary Forces)	958 12 10
Division 88, subdivision 2 (Rolling Stock Replacement Fund)	50,000 0 0
Division 88, subdivision 2 (Railway Accident and Fire Insurance Fund)	40,978 10 6
Division 88, subdivision 3—Amount paid to the State of South Australia account Adjustment Border Railways	3,199 0 0
Division 88, subdivision 4—To repay Capital Account moneys received from Wheat Commission on account of cost of sidings	482 19 8
Act No. 2814 (Commissioners' Salaries)	5,795 10 5
Act No. 3034—Special Appropriation	680,073 6 1
	£6,035,262 17 5

APPENDIX No. 13.

NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDING 30TH JUNE, 1920.

Section.	Miles.	Date opened.
Piangil to Kooloonong	15·87	24.3.20
Mittyack to Kulwin	8·61	16.6.20
Total	24·48	...

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

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1920.

Section.	Miles.
Beetomba to Cudgewa	9·91
Cavendish to Balmoral	25·29
Koo-Wee-Rup to McDonald's Track	30·75
Manangatang to Bryden's Tank	14·25
Alberton to Won Wron	12·25
Total	92·45

NEW LINES AUTHORIZED, BUT NOT COMMENCED, AT 30TH JUNE, 1920.

Line.	Miles.
Merbein to Yelta	10·00
Bittern to Red Hill	10·00
Total	20·00

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 1918-19.	5' 3" gauge ...	3'15	7'69	2'43	309'56	3744'79	4067'62	4420'87	837'74	5258'61
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	9'07	130'97
	Total ...	3'15	7'69	2'43	309'56	3866'69	4189'52	4542'77	846'81	5389'58
	Electric Street Railway, 5' 3" gauge ...	...	...	...	5'16	...	5'16	10'32	1'09	11'41
	Electric Street Railway, 4' 8½" gauge ...	...	...	...	2'22	'19	2'41	4'63	'26	4'89
Grand Total	3'15	7'69	2'43	316'94	3866'88	4197'09	4557'72	848'16	5405'88	
Year 1919-20.	5' 3" gauge ...	3'15	7'69	2'43	309'56	3769'27	4092'10	4445'34	840'43	5285'77
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	9'14	131'04
	Total ...	3'15	7'69	2'43	309'56	3891'17	4214'00	4567'24	849'57	5416'81
	Electric Street Railway, 5' 3" gauge ...	...	...	...	5'16	...	5'16	10'32	1'09	11'41
	Electric Street Railway, 4' 8½" gauge ...	...	...	...	2'22	'19	2'41	4'63	'26	4'89
Grand Total	3'15	7'69	2'43	316'94	3891'36	4221'57	4582'19	850'92	5433'11	

		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 1918-19.	5' 3" gauge ...	3'15	7'69	2'43	309'56	3713'85	4036'68	4389'93	828'34	5218'27
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	9'07	130'97
	Total ...	3'15	7'69	2'43	309'56	3835'75	4158'58	4511'83	837'41	5349'24
	Electric Street Railway, 5' 3" gauge ...	...	...	...	5'16	...	5'16	10'32	1'09	11'41
	Electric Street Railway, 4' 8½" gauge ...	...	...	...	'68	'06	'74	1'42	'08	1'50
Grand Total	3'15	7'69	2'43	315'40	3835'81	4164'48	4523'57	838'58	5362'15	
Year 1919-20.	5' 3" gauge ...	3'15	7'69	2'43	309'56	3749'44	4072'27	4425'51	839'02	5264'53
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	9'14	131'04
	Total ...	3'15	7'69	2'43	309'56	3871'34	4194'17	4547'41	848'16	5395'57
	Electric Street Railway, 5' 3" gauge ...	...	...	...	5'16	...	5'16	10'32	1'09	11'41
	Electric Street Railway, 4' 8½" gauge ...	...	...	...	2'22	'19	2'41	4'63	'26	4'89
Grand Total	3'15	7'69	2'43	316'94	3871'53	4201'74	4562'36	849'51	5411'87	

NOTE.—The mileage of Sidings as shown does not include 81'65 miles of Sidings which are not owned by the Department.

APPENDIX No. 15.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1920.—NUMBERS.

LOCOMOTIVES.

Class Letter	A	AA	A ²	*C	D	DD	DDE	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.	
Rating, as per Load Table ...	% 80	% 80	% 85 to 90	% 130	% 205	% 70 to 80	% 100	% 113	% 75 to 85	% 100	% 53	% 53	% 65	% 80 to 85	% 60	% 80 to 90	% 70	% 128	% 70	% 95	% 113	% 113	...	...	% 80	...	...
In existence, as per Register of Rolling-stock, at 30th June, 1920	Old. 5	New. 15	17	156	1	19	255	58	55	12	6	6	3	2	1	49	7	16	13	5	25	31	11	1	2	17	788

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

CARRIAGE, VAN, AND SUNDRY STOCK.

CARRIAGE STOCK.

Class Letter	Carriages.																															
	1st Class.													Composites.							2nd Class.											
	Vestibule Corridor.	Vestibule Express.	Vestibule Corridor.	A	AT	AP	APT	APL	X	6 wheels.	Sleeping.	Passenger and Dining.	Dining and Sleeping.	Dining.	Parlour and Observation.	Special.	Corridor.	Vestibule Express.	Vestibule Corridor.	AB	XY	6 wheels.	Sliding Door Suburban.	Sliding Door Suburban Trailer.	B	BT	Vestibule Corridor.	Vestibule Express.	Vestibule Corridor.	Sliding Door Excursion.	Corridor.	6 wheels.	4 wheels.
In existence, as per Register of Rolling-stock, at 30th June, 1920	(1)	36	32	29	71	6	32	30	11	79	2	1	1	3	2	6	58	16	47	60	33	34	28	128	15	26	35	39	13	11	148	88
Joint Stock ... ..	...	6	...	...	...	...	...	...	...	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	6	...	...	...	...	...

(1) Includes one 70-ft. Corridor Car with no vestibule.—(2) Includes 78 Holiday Cars.—(3) "State Cars, Nos. 1, 4," "Melville" and "Carey," "Victoria," and "Inspection."
NOTE.—All Carriage, Van, and Sundry Vehicles are Bogie Stock unless otherwise specified.

APPENDIX No. 15—continued.

		CARRIAGE STOCK—continued.																							
		Carriages and Vans combined.															Narrow-Gauge.								
		1st Class.					Composites.					2nd Class.					2nd Class and Mail Sorters.	Vestibule 2nd Class and Mail Sorters.	Carriages.		Excursion Cars.		2nd Class Carriages and Vans Combined.	Total.	
		Sliding Door Suburban.	Sliding Door Suburban Motor.	Sliding Door Suburban Driving Trailer.	Swing Door Suburban.	Swing Door Suburban Motor.	Swing Door Suburban Driving Trailer.	Swing Door.	Swing Door Suburban Motor.	Converted McKeen Cars.	6 wheels.	6 wheels.	4 wheels.	Swing Door Suburban.	Swing Door Suburban Motor.	Swing Door Suburban Driving Trailer.	Sliding Door Suburban.	Sliding Door Suburban Motor.	2nd Class and Mail Sorters.	Vestibule 2nd Class and Mail Sorters.	2nd Class.	1st and 2nd Class.	Excursion Cars.	2nd Class Carriages and Vans Combined.	Total.
Class Letter	...	ACP	ACPM	ACPD	AC	ACM	ACD	ABC	ABCM	ABCL	XYZ	YZ	BC	BCM	BCD	BCP	BCPM	BDs	BDSE	NB	NAB	NBH	NBC		
In existence, as per Register of Rolling-stock, at 30th June, 1920	...	73	42	3	90	48	5	10	2	2	12	45	4	31	8	3	74	50	2	10	24	3	15	7	1,671
Joint Stock	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
																									1,693

		VAN STOCK.										SUNDRY STOCK.										ELECTRIC STREET RAILWAY STOCK.		
		Mail Vans.			Luggage Vans.																			
		Sorting.	Bulk.	Sorting.	6 wheels.	4 wheels.	Vestibule.	Vestibule.	Vestibule Express.	Narrow Gauge.	Total.	Hospital Cars, 6 wheels.	Hearse Cars.	6 wheels.	FF	Workmen's Sleeping Cars.		Dynamograph Car, 4 wheels.	Total.	Motor Cars.		Open Trailer Cars.		
Class Letter	...	CDS	D	DS	C	Z	Cv	Cw	CE	NC			J	F	FF	4 wheels.	6 wheels.	WW			Single Bogie.	Double Bogie.		
In existence, as per Register of Rolling-Stock, at 30th June, 1920	...	2	1	1	46	547	(4) 1	7	15	21	6	647	2	4	63	6	172	5	3	1	256	19	10	6
Joint Stock	...	...	1	2	...	...	...	...	4	...	7	...	...	...	...	...	...	...	...	...	...	...	...	...

(4) Holiday Vans.

NOTE.—All Carriage, Van, and Sundry Vehicles are Bogie Stock unless otherwise specified.

APPENDIX No. 15—continued

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 Timber.	Combination Trucks for Rails and Sleepers, and Ballast Hoppers.	Goods Open Movable sides.	Goods Open.	Refrigerator.		Meat.		Carriage.		Water Tank.		Oil Tank.	Liquid Fuel.	Weightbridge Testing.	Live Stock.	Goods Covered.	Goods Open.		Refrigerator.	Meat.					
In existence, as per Register of Rolling-stock, 30th June, 1920 ...	H	I	K	L	M	N	NN	O	Late Oo	P	Q	QB	QN	QR	R	T	Th	Tt	U	G			4 wheels.	6 wheels.	4 wheels.	6 wheels.	4 wheels.	6 wheels.	NM	NH	NQR	NT	NUU	Total.	Oil Tank, 4 wheels.		
89	14,815	117	1,133	652	52	46	253	6	24	66	11	91	351	11	191	151	3	31	560	431	17	2	169	3	1	2	3	1	2	5	15	1	212	1	14	19,532	4

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.

A. E. SMITH,
Chief Mechanical Engineer.

APPENDIX No. 16.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1920.—CAPACITY, ETC.

	Built or purchased and charged to Capital from the inception of the Railways up to 30th June, 1920.	In existence at 30th June, 1920.	Deficiency.	Surplus.	Cost of making good Deficiency.	Value of Surplus.
Locomotives (tractive power) ...	15,871,236 lbs.	15,019,027 lbs. (a) ¶	852,209 lbs.	...	£ 276,968	£ ...
Carriage Stock (floor area) ...	586,073 sq. ft.	600,835 sq. ft. (b) ¶¶	...	14,762 sq. ft.	...	103,334
Van Stock (floor area) ...	166,000 sq. ft.	169,445 sq. ft. (c)	...	3,445 sq. ft.	...	17,225
Sundry Stock (floor area) ...	31,575 sq. ft.	32,214 sq. ft. (d)	...	639 sq. ft.	...	1,598
Truck Stock (carrying capacity) ...	240,646 tons	242,224 tons (e)	...	1,578 tons	...	39,450
					276,968	161,607
Excess of cost of making good Deficiency over Value of Surplus	...	...	...	...	...	£115,361
Amount at Credit of Rolling-Stock Replacement Fund at 30th June, 1920, available for replacement of Rolling-Stock	...	...	...	...	...	3,529

¶ 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, 1920.

(a) 54 locomotives have been written down to the tractive power represented by their value as scrap materials, and 12 to one-half tractive power.

(b) 92 vehicles have been written down to internal floor area represented by their value as scrap materials, 90 vehicles have been written down to half area, and 148 to one-fourth area. Only 60 per cent. of internal floor area of 22 cars included on account of these vehicles being owned jointly with the South Australian Railways.

(c) 1 vehicle has been written down to internal floor area represented by its value as scrap materials, 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) 111 vehicles have been written down to internal floor area represented by their value as scrap materials, and 3 to half area.

(e) 740 "L," 52 "N," 117 "K," 89 "H," 3 "TH," 16 "Q," and 8 water trucks (total 1,025) have been written down to tonnage represented by their value as scrap materials, and 6 "Oo" (break down) trucks to half tonnage capacity.

A. E. SMITH,
Chief Mechanical Engineer.

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APPENDIX No. 17.

STATEMENT SHOWING FUNDS ADVANCED TO 30TH JUNE, 1920, 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, 1920.			Amount Repaid to 30th June, 1920.			Balance Outstanding at 30th June, 1920.			
		£	s.	d.	£	£	s.	d.	How Repayable.		
2268	£0,000	Year 1910-11 ...	98,518	11	5	Year 1910-11 ...	50,000				
		„ 1911-12 ...	99,244	4	10	„ 1911-12 ...	50,000				
		„ 1912-13 ...	2,237	3	9	„ 1912-13 ...	50,000				
						„ 1914-15 ...	25,000				
						„ 1915-16 ...	25,000				
			200,000	0	0		200,000		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				
						„ 1918-19 ...	25,000				
						„ 1919-20 ...	25,000				
			200,000	0	0		175,000	25,000	0	0	Out of Railway Revenue, in accordance with the provisions of Act No. 2940, during the financial year beginning:—
2550	200,000	Year 1913-14 ...	19,632	15	7	Year 1914-15 ...	25,000				1st July, 1920 £25,000
		„ 1914-15 ...	180,367	4	5	„ 1915-16 ...	25,000				
						„ 1916-17 ...	25,000				
						„ 1917-18 ...	25,000				
						„ 1918-19 ...	25,000				
						„ 1919-20 ...	25,000				
			200,000	0	0		150,000	50,000	0	0	Out of Railway Revenue, in accordance with the provisions of Act No. 2940, during the financial year beginning:—
2585	150,000	Year 1914-15 ...	7,837	18	4	Year 1915-16 ...	25,000				1st July, 1920 £25,000
		„ 1915-16 ...	73,333	2	11	„ 1916-17 ...	25,000				1st July, 1921 25,000
		„ 1916-17 ...	10,039	17	2						
		„ 1917-18 ...	1,705	18	2						
		„ 1918-19 ...	22,595	17	11						
		„ 1919-20 ...	17,301	6	9						
			132,814	1	3		50,000	82,814	1	3	Out of Railway Revenue, in accordance with the provisions of Act No. 2940, during the financial year beginning:—
											£ s. d.
											1st July, 1921 25,000 0 0
											1st July, 1922 50,000 0 0
											1st July, 1923 7,814 1 3
	750,000		732,814	1	3		575,000	157,814	1	3	

APPENDIX No. 18.

<i>Dr.</i>		RAILWAY STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1920.				<i>Cr.</i>	
	£	s.	d.	£	s.	d.	
To Stores and Materials on hand when Account was authorized at 30th June, 1896 (Act 1439, Section 20)				559,440	16	2	
„ Advances from Loan Funds	630,000	0	0				
Less repaid February, 1918	50,000	0	0				
„ Sundry Outstanding Accounts at 30th June, 1920				580,000	0	0	
				220,605	2	9	
				1,360,045	18	11	
By Stores issued for Belated Repairs (in accordance with Act 1820, Section 3)						50,000	
„ Cash in Treasury	156,268	13	3				
„ Cash with Agent-General in London and in Transit	11,327	0	8				
„ Stores and Materials on hand at 30th June, 1920	1,147,829	13	7				
Less Amount at Credit of Stores Depreciation Account	5,379	8	7				
						1,142,450	
						5	
						0	
						1,360,045	
						18	
						11	

APPENDIX No. 19.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS ENDING 30TH JUNE, 1919 AND 1920.

	Year ending 30th June, 1919.						Year ending 30th June, 1920.					
	Number of Journeys.			Revenue.			Number of Journeys.			Revenue.		
	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.
COUNTRY—				£	£	£				£	£	£
Single and Return Tickets ...	1,421,410	5,102,450	6,523,860	526,690	958,706	1,485,396	1,925,656	6,395,321	8,320,977	768,354	1,268,268	2,036,622
Periodical Tickets ...	1,048,592	618,914	1,667,506	113,304	21,653	134,957	1,168,397	686,209	1,854,606	131,270	27,070	158,340
Weekly Workmen's Tickets ...	...	26,048	26,048	...	388	388	...	88,280	88,280	...	926	926
Total ...	2,470,002	5,747,412	8,217,414	639,994	980,747	1,620,741	3,094,053	7,169,810	10,263,863	899,624	1,296,264	2,195,888
METROPOLITAN (within 20 miles of Melbourne)—												
Single and Return Tickets ...	24,633,039	28,702,232	53,335,271	421,972	368,413	790,385	33,187,243	35,120,588	68,307,831	569,801	451,668	1,021,469
Race and Special Picnic Tickets ...	572,381	540,988	1,113,369	20,629	13,936	34,565	739,319	653,373	1,392,692	25,379	15,780	41,159
Periodical Tickets ...	23,022,081	14,746,202	37,768,283	249,835	100,385	350,220	26,530,579	15,065,723	41,596,302	305,837	105,115	410,952
" (Free Building Tickets) ...	16,740	...	16,740	...	...	...	1,500	...	1,500	...	...	...
Weekly Workmen's Tickets ...	...	11,453,709	11,453,709	...	98,498	98,498	...	12,449,974	12,449,974	...	110,783	110,783
Total ...	48,244,241	55,443,131	103,687,372	692,436	581,232	1,273,668	60,458,641	63,289,658	123,748,299	901,017	683,346	1,584,363
GRAND TOTAL RAILWAY PASSENGER TRAFFIC ...	50,714,243	61,190,543	111,904,786	1,332,430	1,561,979	2,894,409	63,552,694	70,459,468	134,012,162	1,800,641	1,979,610	3,780,251
ST. KILDA AND BRIGHTON ELECTRIC TRAMWAY ...	...	...	4,945,627	...	...	39,995	...	...	6,805,892	...	...	50,137
SANDRINGHAM AND BLACK ROCK ELECTRIC TRAMWAY ...	...	...	616,746	...	...	3,735	...	...	2,433,162	...	...	11,456

APPENDIX No. 20.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE
FOR YEARS ENDING 30TH JUNE, 1919, AND 30TH JUNE, 1920.

Kind of Goods.	Year ending 30th June, 1919.		Year ending 30th June, 1920.	
	Tons carried.	Revenue.	Tons carried.	Revenue.
		£		£
2nd Class	74,374	150,838	104,141	217,792
1st Class	88,997	142,880	128,019	212,575
"C" Class	81,012	96,581	91,776	124,752
"B" Class	141,699	107,807	186,176	160,923
"A" Class	190,950	141,334	209,909	167,799
Miscellaneous	318,942	118,788	433,521	156,615
Fish	5,736	7,976	6,834	7,691
Fruit	78,643	57,857	104,584	75,855
Butter	28,048	27,638	25,999	26,570
Other Dairy Produce	20,117	16,624	37,174	32,226
Wine	5,050	6,046	5,833	8,659
Wool	83,014	152,492	88,719	142,982
Flour, Bran, Sharps, and Pollard	333,260	140,285	369,165	144,477
*Wheat	1,314,004	273,495	1,510,196	188,063
All other Agricultural Produce	443,135	188,680	407,776	246,080
Hay, Straw, and Chaff	332,499	96,276	421,217	162,207
Fertilizers	193,192	52,846	224,207	58,234
Minerals (including Coal, Coke, Ores, &c.)	437,136	92,684	668,117	190,307
Firewood	538,863	145,583	662,338	194,372
Timber	332,249	101,813	345,176	114,765
Stone, Gravel, and Sand	669,357	76,858	659,439	82,646
All other Goods	316,340	264,375	382,241	331,061
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, and Weighing ... ..	...	66,713	...	74,254
Total Tonnage of Goods carried, and Total Revenue derived therefrom	6,026,617	2,526,469	7,073,157	3,120,905
Live Stock	488,853	431,320	697,537	600,217
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom	6,515,470	2,957,789	7,770,694	3,721,122

Number of Live Stock.

	Year ending 30th June, 1919.	Year ending 30th June, 1920.
Calves	50,353	61,479
Cattle	354,720	550,770
Horses	35,147	46,299
Pigs	346,435	285,567
Sheep	7,241,670	10,195,918

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

APPENDIX No. 21.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1905, TO 30TH JUNE, 1920.

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 a.	
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	1,294	7/7.11
1910-11	3,523	3,505	44,121,767	12,524	547	1,345	12,069	554	12,972,723	93,795,806	4,967,627	2,438,532	2,457,678	4,896,210	1,397	7/6.58
1911-12	3,622	3,543	45,836,573	12,655	623	1,352	14,292	634	13,836,375	104,234,732	5,297,685	2,711,985	2,506,982	5,218,967	1,473	7/6.53
1912-13	3,647	3,639	47,568,336	13,043	668	1,399	15,868	676	14,234,550	111,513,908	5,150,404	2,852,804	2,352,638	5,205,442	1,430	7/3.77
1913-14	3,835	3,747	49,629,062	12,941	735	1,460	17,391	826	15,028,649	116,611,448	5,816,088	2,957,543	2,603,415	5,560,958	1,484	7/4.81
1914-15	3,875	3,848	52,337,475	13,506	791	1,496	18,268	874	15,303,209	117,259,926	5,410,045	2,892,698	2,268,375	5,161,073	1,341	6/8.94
1915-16	4,100	3,955	54,600,928	13,317	808	1,584	18,913	865	13,826,538	115,771,238	5,829,835	3,094,953	2,610,210	5,705,163	1,443	8/3.03
1916-17	4,123	4,104	55,802,027	13,534	812	1,612	19,270	890	14,022,040	108,341,540	5,962,602	3,018,460	2,934,259	5,952,719	1,450	8/5.89
1917-18	4,152	4,139	56,655,910	13,645	817	1,641	19,380	912	13,626,371	105,753,073	6,231,093	3,424,712	3,137,547	6,562,259	1,585	9/7.58
1918-19	4,190	4,159	57,545,337	13,734	798	1,663	19,481	911	13,031,655	111,904,786	6,515,470	3,474,488	2,957,789	6,432,277	1,547	9/10.46
1919-20	4,214	4,194	58,445,846	13,936	788	1,693	19,532	910	15,022,465	134,012,162	7,770,694	4,503,850	3,721,122	8,224,972	1,961	10/11.40

Exclusive of Electric Tramways.

APPENDIX No. 21—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1905, TO 30TH JUNE, 1920.

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES (INCLUDING COMPENSATION TO YEAR 1907-8 INCLUSIVE).			EXPENDITURE: WAY AND WORKS BRANCH.				EXPENDITURE: ROLLING-STOCK BRANCH.						GENERAL EXPENSES.			ELECTRICAL BRANCH.	RAILWAY ACCIDENT AND FIRE INSURANCE FUND.		
	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	WORKING.			REPAIRS AND RENEWALS.			Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.		Amount.	Per Traffic Train Mile.	Per cent. of Gross Revenue.
								Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.							
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	s. d.		£	£	s. d.	
1905-06	588,123	1/3'03	15'53	587,914	173	1/3'02	15'52	481,483	1/0'30	12'71	408,767	0/10'45	10'79	50,278	0/1'29	1'33	...			
1906-07	593,248	1/2'19	14'78	599,452	177	1/2'34	14'94	521,083	1/0'46	12'99	479,607	0/11'47	11'95	49,032	0/1'17	1'22	...			
1907-08	612,719	1/2'16	15'82	648,589	191	1/2'99	16'75	573,990	1/1'27	14'82	400,116	0/8'25	10'33	52,455	0/1'22	1'35	...	45,086	0/1'04	1'16
1908-09	641,431	1/1'64	15'35	625,602	184	1/1'30	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	803,658	229	1/2'87	16'41	756,802	1/2'00	15'46	507,056	0/9'38	10'35	65,987	0/1'22	1'35	...	*91,386	0/1'69	1'87
1911-12	901,024	1/3'63	17'27	893,350	252	1/3'50	17'12	842,438	1/2'62	16'14	547,940	0/9'50	10'50	74,237	0/1'29	1'42	...	*51,495	0/0'89	0'99
1912-13	947,868	1/3'98	18'21	930,366	256	1/3'68	17'87	914,709	1/3'42	17'57	551,023	0/9'29	10'59	80,937	0/1'37	1'55	...	2,054	0/0'88	1'00
1913-14	1,066,738	1/5'03	19'18	935,652	250	1/2'94	16'83	1,003,621	1/4'03	18'05	632,859	0/10'11	11'38	85,968	0/1'37	1'55	...	27,805	0/0'45	0'50
1914-15	1,099,026	1/5'24	21'29	1,107,310	288	1/5'37	21'46	1,070,973	1/4'94	20'93	709,863	0/11'13	13'75	92,996	0/1'46	1'80	...	25,805	0/0'40	0'50
1915-16	1,127,568	1/7'57	19'76	998,619	252	1/5'33	17'50	1,075,002	1/6'66	18'84	672,317	0/11'67	11'79	95,380	0/1'66	1'67	...	28,526	0/0'50	0'50
1916-17	1,137,703	1/7'47	19'11	927,315	226	1/3'87	15'58	1,283,198	1/9'96	21'56	670,064	0/11'47	11'26	95,997	0/1'64	1'61	...	*39,763	0/0'68	0'67
1917-18	1,225,479	1/9'58	18'67	1,049,270	253	1/6'48	15'99	1,327,488	1/11'39	20'23	715,358	1/0'60	10'90	100,911	0/1'78	1'54	...	32,586	0/0'57	0'50
1918-19	1,257,685	1/11'16	19'55	870,123	209	1/4'02	13'53	1,320,274	2/0'32	20'53	696,296	1/0'82	10'83	100,094	0/1'84	1'56	3,397	31,794	0/0'59	0'49
1919-20	1,820,588	2/5'09	22'13	1,288,030†	307	1/8'58	15'66	1,722,967	2/3'53	20'95	976,684	1/3'60	11'87	124,012	0/1'98	1'51	85,963	40,668	0/0'65	0'49

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

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

† Includes £25,961 Payment to Capital Account (Wheat Commission's Sidings).

Exclusive of Electric Tramways.

APPENDIX No. 21—*continua.*

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1905, TO 30TH JUNE, 1920.

Year	TOTAL WORKING EXPENSES.				NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.					Balance of Net Revenue (including the net Revenue of the Electric Tramways) after Payment of Working Expenses.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.	NET INTERESTS CHARGES AND EXPENSES.	AMOUNTS PAID FOR PENSIONS AND GRATUITIES.	Border Railways—Adjustment.	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.	£	£	£	£	£	£	£	£	£	£
1905-06 ...	2,116,565	624	4/6'09	55'88	1,671,054	492	3/6'70	4'04	4'21	1,671,362	4'03†	4'22†	1,472,397†	99,637	...	...	99,328†
1906-07 ...	2,242,422	660	4/5'61	55'83	1,770,219	521	3/6'33	4'26	4'46	1,762,417	4'24†	4'44†	1,483,284†	110,881	...	...	168,252†
1907-08 ...	2,332,955	687	4/5'92	60'23	1,540,413	454	2/11'60	3'67	3'86	1,536,488	3'66†	3'85†	1,483,807†	103,064	...	50,383†	...
1908-09 ...	2,409,439	709	4/3'22	57'67	1,768,685	521	3/1'60	4'16	4'35	1,770,551	4'16†	4'35†	1,430,093†	105,415*	...	...	235,043†
1909-10 ...	2,711,545	788	4/7'59	61'02	1,732,318	503	2/11'52	4'02	4'19	1,734,343	4'02†	4'20†	1,472,916†	106,330*	...	...	155,097†
1910-11 ...	2,991,673	854	4/7'35	61'10	1,904,537	543	2/11'23	4'32	4'48	1,907,570	4'32†	4'49†	1,516,764†	107,831*	...	...	282,975†
1911-12 ...	3,310,484	934	4/9'42	63'43	1,908,483	539	2/9'10	4'16	4'32	1,910,212	4'16†	4'33†	1,513,102†	131,319*	...	...	265,791†
1912-13 ...	3,476,957	955	4/10'62	66'30	1,728,485	475	2/5'14	3'63	3'81	1,729,506	3'64†	3'81†	1,595,020†	112,236*	...	...	22,250†
1913-14 ...	3,752,643	1,002	4/11'93	67'48	1,808,315	483	2/4'88	3'64	3'76	1,807,981	3'64†	3'76†	1,677,369†	112,855*	...	...	17,757†
1914-15 ...	4,114,973	1,069	5/4'54	79'73	1,045,100	272	1'4'41	1'20	2'00	1,048,809	2'00†	2'00†	1,767,807†	123,438*	...	842,436†	...
1915-16 ...	3,997,412	1,011	5/9'39	70'07	1,707,751	432	2/5'64	3'13	3'15	1,710,487	3'13†	3'15†	1,927,107†	121,332*	...	337,952†	...
1916-17 ...	4,154,040	1,012	5/11'10	69'78	1,798,679	438	2/6'79	3'22	3'25	1,806,096	3'23†	3'27†	2,012,447†	131,416*	...	337,767†	...
1917-18 ...	4,451,092	1,075	6/6'40	67'83	2,111,167	510	3/1'18	3'73	3'76	2,119,128	3'74†	3'78†	2,126,906†	129,160*	...	136,938†	...
1918-19 ...	4,279,663	1,029	6/6'82	66'53	2,152,614	518	3/3'64	3'75	3'81	2,167,414	3'77†	3'84†	2,164,902†	151,588*	14,521	163,597†	...
1919-20 ...	6,058,912‡	1,445	8/0'80	73'66	2,166,060	516	2/10'61	3'71	3'75	2,177,440	3'71†	3'78†	2,234,202†	152,932*	3,195	212,893†	...

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

† Inclusive of St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways.

‡ Includes £25,961, Payment to Capital Account. (Wheat Commission's Sidings.)

APPENDIX No. 22.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDING 30TH JUNE, 1920.

Year ending 30th June.	New Lines and Surveys.	Additions and Improvements on Existing Lines.	Rolling-Stock.	Total.
	£	£	£	£
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†
1919	135,167	‡707,740†	94,586†	937,493†
1920	242,916	‡531,598†	126,981†	901,495†
Total ...	4,143,158	9,037,160	5,814,748	18,995,066

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

† Includes Electric Tramways.

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

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

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.		
Brought forward	162.44	1,760.37	1,922.81	...	...	...	17,711,939	17 1
Horsham to Dimboola	0.36	21.10	21.46	477	361	1 in 50	124,545	11 7
Dimboola to Serviceton (including cost of 1.16 miles constructed beyond Serviceton; also portion of cost of the Warranook Ballast Pits Tramway)	1.35	61.87	63.22	631	315	1 " 50	439,286	11 1
Braybrook Junction to Parwan	...	21.65	21.65	466	119	1 " 50	273,176	11 6
Parwan to Gordon	...	27.46	27.46	1,877	341	1 " 48	357,103	9 11
Gordon to Warrenheip	0.09	12.78	12.87	1,940	1,707	1 " 50	130,267	9 0
* Bungaree Junction to Race-course Reserve	...	1.53	1.53	1,884	1,848	1 " 50	3,332	4 2
Gheringhap to Maroona	...	99.76	99.76	978	193	1 " 100	427,385	4 1
* Lal Lal Race-course Branch	...	2.00	2.00	1,539	1,532	1 " 112	11,420	12 4
Ballarat East to Buninyong	...	6.84	6.84	1,626	1,436	1 " 40	66,097	6 8
* Ballarat Cattle-yards Branch	...	2.92	2.92	1,523	1,446	1 " 60	12,911	6 10
Ballarat (Linton Junction) to Scarsdale	...	13.12	13.12	1,516	1,157	1 " 50	60,440	16 0
Scarsdale to Linton	...	7.97	7.97	1,189	1,022	1 " 40	78,260	4 0
Linton to Skipton	...	12.75	12.75	1,383	944	1 " 37	56,854	4 10
* Burrumbeet Race-course Junction to Burrumbeet Race-course	...	1.14	1.14	1,297	1,256	1 " 50	3,689	9 1
Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant)	...	66.06	66.06	1,028	572	1 " 50	392,185	2 7
Hamilton to Portland (including cost of sidings to piers at Portland)	...	53.82	53.82	606	11	1 " 40	311,731	9 6
‡ Dunkeld to Koroit	...	48.99	48.99	834	207	1 " 60	171,446	11 3
Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant)	...	18.10	18.10	727	590	1 " 60	77,639	8 5
Hamilton (Coleraine Junction) to Coleraine	...	23.01	23.01	668	301	1 " 40	112,621	17 5
Hamilton to Cavendish	...	15.47	15.47	794	577	1 " 50	45,930	10 7
Cavendish to Toolondo (Toolondo to Balmoral)	...	18.71	18.71	588	558	1 " 161	149,679	14 10
Branchholme to Casterton	...	32.09	32.09	572	149	1 " 40	182,468	15 4
Heywood to Mumbannar	...	38.82	38.82	422	85	1 " 50	139,313	7 5
Mumbannar to South Australian Border	...	5.65	5.65	223	209	1 " 100	15,350	12 7
South Australian Border to Mount Gambier (11.67 miles)	...	...	...	...	...	...	46,734	6 0
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 Marnoo	...	15.38	15.38	494	450	1 " 100	31,761	7 1
Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway)	...	31.20	31.20	464	360	1 " 66	157,621	2 6
Warracknabeal to Beulah	...	21.92	21.92	359	288	1 " 80	59,159	3 8
Beulah to Hopetoun	...	16.01	16.01	290	258	1 " 100	38,921	12 4
Horsham to Noradjuha	...	19.95	19.95	488	395	1 " 50	81,539	7 6
Noradjuha to Toolondo	...	11.24	11.24	560	475	1 " 100	27,429	13 10
Natimuk (East Natimuk) to Goroke	...	28.32	28.32	624	394	1 " 50	69,267	9 11
Dimboola to Jeparit	...	21.59	21.59	387	268	1 " 75	50,375	12 0
Jeparit to Albacutya (Rainbow)	...	18.47	18.47	388	263	1 " 75	35,450	18 4
Jeparit to Lorquon	...	13.68	13.68	395	271	1 " 100	33,233	16 7
Lorquon to Yanac-a-Yanac	...	18.38	18.38	473	355	1 " 75	47,266	3 1
Rainbow to Nypo	...	10.59	10.59	294	237	1 " 75	27,382	8 7
Essendon Junction to Essendon	3.50	...	3.50	148	14	1 " 67	...	...
• Flemington Race-course Branch	1.50	...	1.50	70	42	1 " 96	211,715	15 8
Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway)	61.12	120.87	181.99	1,147	105	1 " 50	2,399,719	15 6
Wodonga to River Murray (including portion of cost of Bridge over River Murray)	1.94	...	1.94	538	312	1 " 75	62,361	7 11
North Melbourne to Coburg	5.07	...	5.07	202	13	1 " 50	222,808	2 9
Coburg to Somerton	...	7.16	7.16	530	202	1 " 50	72,162	10 8
Royal Park (Junction) to Clifton Hill	2.28	0.11	2.39	136	103	1 " 50	160,975	19 2
Fitzroy Branch	0.07	0.88	0.95	119	85	1 " 79	76,975	19 2
Fitzroy (Whittlesea Junction) to Whittlesea	4.67	17.39	22.06	639	119	1 " 50	291,761	8 3
Northcote Loop Line	0.13	...	0.13	128	119	1 " 70	8,698	3 11
Tallarook to Yea	...	23.69	23.69	698	488	1 " 40	164,301	9 4
Yea to Mansfield and Alexandra-road	...	55.82	55.82	1,304	557	1 " 40	345,113	17 3
Alexandra-road to Alexandra	...	4.32	4.32	922	716	1 " 30	29,091	7 5
Mangalore to Shepparton	0.29	44.96	45.25	499	372	1 " 100	293,919	17 2
Shepparton to Numurkah	2.16	18.60	20.76	376	348	1 " 206	88,601	10 2
Numurkah to Cobram	0.20	21.45	21.65	376	355	1 " 165	90,050	18 7
Murchison East to Rushworth	...	12.87	12.87	476	391	1 " 80	68,929	10 9
Rushworth to Colbinabbin	...	12.82	12.82	510	363	1 " 50	38,565	14 7
Rushworth to Stanhope North	...	14.22	14.22	516	347	1 " 50	49,269	9 7
Toolauba to Tatura	...	6.83	6.83	385	371	1 " 108	29,427	18 11
Tatura to Echuca	...	34.07	34.07	377	320	1 " 122	159,584	4 1
Shepparton to Dookie	...	14.84	14.84	509	372	1 " 100	55,269	10 8
Dookie to Katamatite	...	17.02	17.02	490	383	1 " 69	41,360	7 9
Numurkah to Nathalia	...	13.79	13.79	356	335	1 " 330	52,314	15 5
Nathalia to Picola	...	6.75	6.75	335	325	1 " 264	13,873	15 4
Strathmerton towards Tocumwal	...	8.20	8.20	390	358	1 " 330	20,717	7 8
Strathmerton to Tocumwal Extension	...	2.07	2.07	372	365	1 " 92	17,848	16 10
Benalla to St. James	...	20.33	20.33	583	450	1 " 75	80,869	7 11
St. James to Yarrawonga	...	19.86	19.86	514	414	1 " 50	98,656	14 7
Benalla to Tatong	...	18.08	18.08	760	556	1 " 60	50,474	9 10
Wangaratta to Whitfield	...	30.49	30.49	811	481	1 " 80	40,542	19 8
Wangaratta (Beechworth Junc.) to Beechworth	...	22.26	22.26	1,831	502	1 " 30	166,045	6 8
Beechworth to Yackandandah	...	12.84	12.84	1,912	981	1 " 30	97,178	2 8
Everton to Myrtleford	...	16.56	16.56	989	581	1 " 40	77,980	7 11
Myrtleford to Bright	...	18.54	18.54	1,004	688	1 " 50	112,712	12 2
Carried forward	247.17	3,228.17	3,475.34	...	...	...	27,896,338	12 1

* Trains run only as required for traffic. † See lines closed for traffic. ‡ Including portion dismantled. ¶ 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.	
Brought forward	...	...	...	...	...	...	27,896,338	12 1
Springhurst to Wahgunyah	...	...	...	...	...	...	75,827	5 4
Wodonga to Tallangatta	...	...	...	...	...	...	192,271	18 6
Tallangatta to Beetomba	...	...	...	...	...	...	259,625	17 c
Spencer Street to Flinders Street	...	...	...	...	...	...	277,697	18 0
Hobson's Bay Lines (Flinders Street to Port Melbourne, St. Kilda, Brighton, Hawthorn, and including works, Prince's Bridgeto Chapel Street, and pier at Port Melbourne)	16'33	...	16'33	53	9	1 " 66	2,762,215	13 3
Prince's Bridge to Collingwood	2'22	...	2'22	85	23	1 " 62	200,660	15 3
Collingwood to Heidelberg	2'92	2'57	5'49	196	68	1 " 50	245,282	5 5
Heidelberg to Eltham	...	8'35	8'35	303	110	1 " 40	63,582	15 9
Eltham to Hurst's Bridge	...	6'64	6'64	248	116	1 " 50	45,061	5 8
Brighton Beach to Sandringham	2'20	...	2'20	58	20	1 " 97	82,379	11 6
South Yarra to Oakleigh	7'05	...	7'05	184	22	1 " 54	648,467	4 10
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	1,228,867	0 10
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	298,070	11 6
‡ Caulfield to Frankston	19'65	0'23	19'88	166	10	1 " 50	277,294	13 2
Frankston to Stony Point (including cost of sidings to pier at Stony Point)	...	18'85	18'85	327	10	1 " 50	114,941	5 10
Mornington Junction to Mornington	...	7'67	7'67	194	60	1 " 50	68,730	4 4
Bittern to Red Hill	...	...	...	...	...	...	341	19 6
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	1,039,902	11 8
Koo-wee-rup to McDonald's Track	...	...	...	...	...	...	50,268	0 7
Nyora to Woolamai	...	16'79	16'79	410	58	1 in 50	77,972	0 3
Woolamai to Powlett Coal Field (including sidings, Wonthaggi)	...	13'75	13'75	233	14	1 " 60	136,838	11 1
Korumburra to Coal Creek	...	0'89	0'89	735	630	1 " 30	5,741	7 11
Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line)	...	2'25	2'25	765	573	1 " 30	11,533	5 7
Korumburra (Jumbunna Junction) to Jumbunna	...	3'74	3'74	796	619	1 " 30	20,806	7 4
Jumbunna to Outtrim	...	2'40	2'40	649	539	1 " 40	27,915	8 11
¶ Welshpool to Welshpool Jetty	...	3'23	3'23	57	6	1 " 100	3,167	18 0
Alberton to Won Wron	...	...	...	...	...	...	14,198	8 10
Warragul to Neerim South	...	13'49	13'49	681	349	1 in 40	124,869	4 8
Neerim South to Toorong River (Neerim South to Noojee)	...	14'01	14'01	1,415	676	1 " 30	126,687	6 7
Moe (Junction) to Thorpdale	...	10'67	10'67	798	219	1 " 40	116,685	17 4
¶ Moe to Walhalla	...	26'06	26'06	1,323	174	1 " 30	113,565	1 7
Morwell to North Mirboo	...	20'16	20'16	784	184	1 " 40	154,238	0 2
Traralgon to Heyfield	...	22'06	22'06	262	93	1 " 50	125,464	7 7
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0'52	49'30	49'82	296	9	1 " 50	299,593	2 1
Bairnsdale to Orbost	...	60'24	60'24	423	25	1 " 50	432,787	9 1
Maffra to Briagolong	...	11'79	11'79	238	109	1 " 50	62,006	11 4
Burnley to Waverley Road	...	5'23	5'23	111	33	1 " 60	175,352	2 11
Hawthorn to Lilydale	11'82	8'20	20'02	484	41	1 " 40	670,611	9 7
Lilydale to Healesville	0'26	15'11	15'37	351	230	1 " 40	224,394	14 2
Hawthorn (Kew Junction) to Kew	...	0'96	0'96	119	41	1 " 40	76,453	14 0
Ringwood to Upper Ferntree Gully	...	7'44	7'44	436	314	1 " 40	70,676	14 6
¶ Ferntree Gully to Gembrook	...	18'22	18'22	1,057	412	1 " 30	64,149	15 7
Lilydale to Warburton	...	23'97	23'97	738	289	1 " 37½	129,837	14 7
St. Kilda and Brighton Electric Tramway, St. Kilda Station to Brighton Beach	5'16	...	5'16	59	7	1 " 21½	108,251	1 6
Sandringham to Black Rock Electric Street Railway	2'22	1'19	2'41	112	41	1 " 18½	49,751	13 3
Total mileage of lines constructed §	330'41	3,939'12	4,269'53					
Less mileage closed for traffic at 30th June, 1920:								
Double. Single. Total.								
Dunkeld to Peshurst (dismantled 19th February, 1898)	15'87	15'87						
Lancefield to Kilmore (dismantled)	18'10	18'10						
Fawkner Cemetery to Somerton	5'28	5'28						
Oakleigh to Fairfield Park—								
Fairfield Park to Deepdene	3'34	3'34						
Ashburton to Oakleigh	0'20	2'17	2'37					
Canterbury Loop Line (dismantled)	0'20	0'20						
Burnley to Waverley Road—								
Darling to Waverley Road	0'84	0'84						
Geelong Race-course Line (dismantled 28th May, 1909)	1'96	1'96						
Total mileage open for traffic at 30th June, 1920	330'21	3,891'36	4,221'57					
Carried forward	330'21	3,891'36	4,221'57				39,306,399	12 6

† See lines closed for traffic. ‡ Including portion dismantled. § Gauge of lines constructed—miles 5-ft. 3-in., 4,072'78; miles 2-ft. 6-in., 121'90. ¶ 2-ft. 6-in. gauge. || 4-ft.-8-in. gauge, 2'41 miles.

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		
	Miles.	Miles.	Miles.	Feet.	Feet.	Feet.	
Brought forward	330' 21	3,891' 36	4,221' 57	...	...	...	39,306,399 12 6
Works, Melbourne to Essendon Junction	1,997,419 14 3
Railway Offices, Spencer Street	194,131 5 1
Sheds and Workshops, Williamstown	154,029 0 1
Sheds and Workshops, Newport (including cost of Machinery and Equipment)	645,785 17 3
Sheds and Workshops, Country Depôts (including cost of machinery)	28,310 12 10
Workshops, Bendigo (including cost of machinery)	145,168 17 10
Workshops, Ballarat (including cost of machinery)	138,720 5 6
General Construction Account (Capital Expenditure common to all lines)	938,654 14 3
Rolling-stock, Broad-gauge...	11,244,502 9 11
Rolling-stock, Narrow-gauge	105,538 10 3
Rolling-stock, Electric Tramway	50,459 13 11
McKeen Motor Cars	15,078 0 8
Steam Motor Car (Great Western type)	4,393 2 5
Electrification Melbourne Suburban Lines	3,313,434 0 1
Grand Total	330' 21	3,891' 36	4,221' 57	...	...	...	58,282,025 16 10

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 to 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	36
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	Carlsruhe	Trentham	10.82	606
" March 17	Trentham	{Daylesford (includ- ing extension)}	11.73	{606 671}
			Carried forward	1193.81

* Trains run only as required for traffic.

† Dismantled 28th May, 1909.

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. Armand ...	Cope Cope ...	16.33	682	
" April 3	Hawthorn ...	Camberwell ...	2.09	682	
" " 15	Inglewood ...	Korong Vale ...	20.20	682	
" " 22	Cope Cope ...	Donald ...	7.52	682	
" July 1	Horsham ...	Dimboola ...	21.45	682	
" Aug. 1	Mordialloc ...	Frankston ...	10.02	682	
" Dec. 1	Camberwell ...	Lilydale ...	17.94	682	
" " 15	Eaglehawk ...	Raywood ...	13.42	682	
1883—April 20	Korong Vale ...	Charlton ...	22.62	682	
" June 14	Wodonga ...	River Murray ...	1.94	682	
" " 21	Raywood ...	Mitiamo ...	22.44	682	
" July 2	Korong Vale ...	Boort ...	17.86	682	
" " 2	Colac ...	Camperdown ...	28.10	682	
" Aug. 1	Ballarat ...	Scarsdale ...	13.11	682	
" Sept. 3	Benalla ...	St. James ...	20.33	682	
" Oct. 1	Charlton ...	Wycheproof ...	16.47	682	
" Nov. 13	Traralgon ...	Heyfield ...	22.06	682	
" " 16	Tallaroek ...	Yea ...	23.69	682	
" Dec. 17	Everton ...	Myrtleford ...	16.56	682	
1884—Feb. 12	Mitiamo ...	Pyramid Hill ...	12.59	682	
" " 15	Branzholme ...	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, 880, 962 & 1381	
" Sept. 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 ...	Ballau ...	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 ...	Saundringham ...	2.20	821 " 1381	
" " 24	Braybrook Junction ...	*Newport ...	4.29	821 " 1381	
" Nov. 8	Maffra ...	Stratford ...	6.11	821 " 1381	
" Dec. 19	Hawthorn ...	Kew ...	0.96	821 " 1381	
1888—May 8	Royal Park Junction ...	Clifton Hill ...	2.39	821 " 1381	
" " 8	Nicholson-street ...	Fitzroy ...	0.95	821 " 1381	
" " 8	Clifton Hill ...	Collingwood ...	0.90	821 " 1381	
" " 8	Clifton Hill ...	Alphington ...	2.35	682	
" " 8	Alphington ...	Heidelberg ...	2.24	821 and 1381	
" " 8	Moe Junction ...	Thorpdale ...	10.67	821 " 1381	
" " 8	Sale Junction ...	Stratford Junction ...	8.97	821 " 1381	
" " 8	Stratford ...	Bairnsdale ...	32.79	821 " 1381	
" " 15	Lilydale ...	Yarra Flats ...	7.35	821 " 1381	
" Oct. 1	Numurkah ...	Nathalia ...	13.79	821 " 1381	
" " 1	Numurkah ...	Cobram ...	21.65	821 " 1381	
" " 1	Shepparton ...	Dookie ...	14.84	821 " 1381	
" " 1	Kilmore Junction ...	Kilmore ...	9.51	821 " 1381	
" " 1	Bendigo ...	Heathcote ...	27.64	821 " 1381	
" " 1	Pisgah Junction ...	Waubra ...	13.74	821 " 1381	
" " 1	Frankston ...	Mornington Junction ...	5.02	821 " 1381	
" " 1	Dandenong (Great Southern Junction)	Tooradin ...	15.91	821 " 1381	
" Nov. 20	Inglewood ...	Dunolly ...	24.24	821 " 1381	
" " 20	Hamilton (Coleraine Junction) ...	Coleraine ...	23.01	821 " 1381	
		Carried forward ...	2179.32		

* Trains run only as required for traffic.

APPENDIX No. 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 ...	Beacac ...	8'70	821 "	1381
" Sept.	10 Mornington Junction ...	Mornington ...	7'67	821 "	1381
" " 10	Mornington Junction ...	Hastings ...	8'09	821 "	1381
" " 10	Wodonga ...	Huon-lane ...	14'07	821 "	1381
" " 12	Ballarat East ...	Buninyong ...	6'84	821 "	1381
" Oct.	8 Whittlesea Junction ...	Preston Reservoir ...	4'78	821 "	1381
" " 8	Coburg ...	†Somerton ...	7'16	821 "	1381
" Nov.	12 Yea ...	Molesworth ...	10'68	821 "	1381
" Dec.	3 Heathcote ...	Tooborac ...	10'56	821 "	1381
" " 4	Bacchus Marsh ...	Ballan ...	17'54	821 "	1381
" " 4	Ringwood ...	Upper Fern Tree Gully ...	7'44	821 "	1381
" " 17	Hastings ...	Stony Point ...	5'74	821 "	1381
" " 23	Preston Reservoir ...	Whittlesea ...	17'29	821 "	1381
1890—Feb.	4 Terang ...	Mortlake ...	12'16	821 "	1381
" " 4	Terang ...	Warrnambool ...	28'82	821 "	1381
" " 4	Koroit ...	Warrnambool ...	9'36	821 "	1381
" " 4	Koroit ...	Port Fairy ...	11'34	821 "	1381
" March	17 Mount Moriac ...	*Wensleydale ...	10'92	821 "	1381
" " 24	Burnley ...	†Oakleigh ...	6'29	821 "	1381
" May	12 Warragul ...	Rokeby ...	8'12	821 "	1381
" " 30	Kerang ...	Swan Hill... ..	35'16	821 "	1381
" " 30	Camberwell ...	†Waverley Road ...	4'25	821 "	1381
" June	17 Molesworth ...	Cathkin ...	2'74	821 "	1381
" July	18 Huon-lane ...	Bolga ...	6'61	821 "	1381
" Aug.	22 Kilmore ...	Tooborac ...	20'10	821 "	1381
" " 22	Dunkeld ...	†Koroit ...	48'99	821 "	1381
" " 22	Hamilton ...	Penshurst ...	18'11	821 "	1381
" Sept.	1 Murchison East ...	Rushworth ...	12'87	821 "	1381
" " 16	Cathkin ...	Alexandra Road ...	4'41	821 "	1381
" Oct.	10 Scarsdale ...	Linton ...	7'97	821 "	1381
" " 17	Myrtleford ...	Bright ...	18'54	821 "	1381
" Nov.	10 Cathkin ...	Merton ...	15'47	821 "	1381
" " 11	Tooradin ...	Loch ...	23'53	821 "	1381
" " 18	Ararat ...	Avoca ...	39'04	821 "	1381
1891—Jan.	15 Kyneton (Redesdale Junction) ...	Redesdale... ..	16'25	821 "	1381
" March	24 Fairfield Park ...	†Riversdale (including †Canterbury loopline)	4'99	821 "	1381
" " 24	Maldon (Laanecoorie Junction)	Shelbourne ...	9'89	821 "	1381
" May	7 Merton ...	Maindample ...	13'86	821 "	1381
" June	2 Loch ...	Korumburra ...	9'89	821 "	1381
" " 5	Birregurra ...	Forrest ...	19'85	821 "	1381
" July	23 Beechworth ...	Yackandandah ...	12'84	821 "	1381
" " 24	Bolga ...	Tallangatta ...	5'02	821 "	1381
" Oct.	6 Maindample ...	Mansfield... ..	8'64	821 "	1381
" Nov.	23 Spencer Street ...	§Flinders St. (Viaduct)	0'76	821 "	1187
" Dec.	17 Korumburra ...	Leongatha ...	9'19	821 "	1381
1892—Jan.	13 Leongatha ...	Port Albert ...	58'75	821 "	1381
" March	18 Rokeby ...	Neerim South ...	5'36	1030 "	1300
" April	5 Curdie's River Junction ...	Timboon ...	22'32	821 "	1381
" " 6	Lancefield ...	†Kilmore ...	18'10	821 "	1381
" Oct.	28 Korumburra ...	Coal Creek ...	0'89	1240 "	1255
" Nov.	22 Dookie ...	Katamatite ...	17'02	1529	
1893—Jan.	5 Warracknabeal ...	Beulah ...	21'92	1273	
" March	28 Donald ...	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) ...	Goroke ...	28'32	1292	
" Aug.	7 Boort ...	Quambatook ...	21'96	1312	
1895—March	8 Wycheproof ...	Sea Lake ...	47'89	1383	
1896—Feb.	5 Jumbunna ...	Outtrim ...	2'40	1371 and	1420
" Dec.	15 Nathalia ...	Picola ...	6'74	1293	
1899—March	14 Wangaratta ...	¶Whitfield... ..	10'49	1492	
" Sept.	18 Birchip ...	Woomelang ...	16'45	1550	
" Nov.	2 Jeparit ...	Rainbow ...	18'47	1558	
1900—March	1 Quambatook ...	Ultima ...	30'30	1555	
" Dec.	18 Upper Fern Tree Gully ...	¶Gembrook ...	18'22	1549	
" " 26	Bungaree ...	*Race-course ...	1'53	1682	
1901—Oct.	21 Melbourne ...	Collingwood ...	2'22	1590	
" Nov.	13 Lilydale ...	Warburton ...	23'97	1589	
1902—March	1 Colac ...	¶Beech Forest ...	29'66	1594 and	1760
" June	5 Heidelberg ...	Eltham ...	8'35	1299	
		Carried forward ...	3299'78		

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Including portion since dismantled.

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

¶ 2-ft. 6-in. gauge.

APPENDIX No. 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 ...	¶ Wadhalla ...	26.06	1691 and 2180
" " 9	Nyora ...	Woolamai ...	16.79	2125
" " 9	Woolamai ...	Powlett Coal Field ...	13.75	2221
" July 4	Mildura ...	White Cliffs ...	6.92	1679
" Dec. 1	Beeac ...	Cressy ...	11.36	2178
1911—June 20	Beech Forest ...	¶ Crowes ...	14.24	2149
" Sept. 25	Cressy ...	Newtown ...	24.49	2178
1912—June 25	Ouyen ...	Kow Plains ...	56.39	2179
" " 25	Kow Plains ...	Murrayville ...	11.48	2290
" " 25	Eltham ...	Hurst's Bridge ...	6.64	2217
" Sept. 24	Noradjuha ...	Toolondo ...	11.24	2222
" Dec. 10	Jeparit ...	Lorquon ...	13.68	2224
1913—May 17	St. Kilda and Brighton Electric Tramway†	...	.03	
" Aug. 8	Gheringhap ...	Maroona ...	99.76	2220
1914—Jan. 28	Chillingollah ...	Manangatang ...	18.59	2418
" May 28	Crowland ...	Navarre ...	22.87	2351
" June 26	Rainbow ...	Nypo (towards) ...	10.59	2441
" " 29	Sea Lake ...	Pier-Millan (towards) ...	17.68	2419
" " 30	Benalla ...	Tatong ...	18.08	2349
" Aug. 26	Rushworth ...	Colbinabbin ...	12.82	2350
1915—May 27	Swan Hill ...	Piangil ...	27.39	2417
" July 29	Murrayville ...	S'th Australian Border	12.53	2424
" Nov. 1	Hamilton ...	Cavendish ...	15.47	2434
" " 10	Elmore ...	Cohuna ...	57.09	2433
1916—Jan. 17	Linton ...	Skipton ...	12.75	2442
" April 10	Bairnsdale ...	Orbost ...	60.24	2223
" June 13	Tallangatta ...	Shelley ...	22.86	2414
" " 20	Heywood ...	Dartmoor ...	26.02	2424
" " 27	Lorquon ...	Yanae-a-yanae ...	18.38	2547
1917—March 27	Neerim South ...	Nayook ...	8.02	2504
" May 15	Rushworth ...	Girgarre (Stanhope North)	14.22	2754
" Nov. 28	Dartmoor ...	Mumbannar ...	12.80	2424
" " "	Mumbannar ...	S'th Australian Border	5.65	2424
" Dec. 17	Toolondo ...	Kanagulk ...	10.55	2502
1918—Sept. 9	North Geelong ...	Fyansford ...	2.93	2879
1919—March 10	Sandringham ...	¶ Black Rock ...	2.41	2556
" April 10	Shelley ...	Beetomba ...	9.73	2414
" " 28	Nayook ...	Noojee ...	5.99	2504
" May 28	Nandaly ...	Mittyack ...	11.07	2765
" June 16	Kanagulk ...	Balmoral ...	8.16	2502
1920—March 24	Piangil ...	Kooloonong (Pine Tank)	15.87	2978
" June 16	Mittyack ...	Kulwiu ...	8.61	2765
		Total mileage	4,269.53	
		Less mileage closed for Traffic at 30th June, 1920—	Miles.	
		Dunkeld to Peshurst (Dismantled February, 1898)	15.87	
		Lancefield to Kilmore (Dismantled September, 1917)	18.10	
		Fawkner Cemetery to Somerton	5.28	
		Oakleigh to Fairfield Park—		
		Fairfield Park to Deepdene	3.34	
		Ashburton to Oakleigh	2.37	
		Canterbury Loop Line (Dismantled)	0.20	
			5.91	
		Burnley to Waverley Road—		
		Darling to Waverley Road	0.84	
		Geelong Race-course Line (Dismantled May, 1909)	1.96	
			47.96	
		Total mileage open for Traffic at 30th June, 1920	4,221.57	

* Trains run only as required for traffic. † Electric Tramway, 5-ft. 3-in. gauge. ¶ 2-ft. 6-in. gauge. || 4 ft. 8½-in. gauge.

NOTE.—All tracks to piers, wharfs, and ballast pits, and to the Great Morwell Coal Mine are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 14.

APPENDIX No. 25.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1ST JULY, 1910, TO 30th JUNE, 1920.

Year.	Passengers.						Number of Passengers Killed and Injured per Million carried due to causes beyond their own Control.		Employés while in the Execution of their Duty.						Employés proceeding to or from Duty within the Railway Boundary.		Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Totals.	
	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.
1910-11 (a)	10	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)	2	441	..	3	5	128	·001	3·953	1	15	1	10	4	179	..	..	10	12	13	12	..	12	36	812
1913-14	..	33	..	2	8	197	·000	·283	1	61	7	49	4	184	2	1	8	7	12	13	3	17	45	564
1914-15	..	40	..	3	6	182	·000	·341	2	36	4	51	4	202	2	2	9	18	18	7	3	17	48	558
1915-16	..	29	..	3	11	195	·000	·250	2	28	5	33	5	209	..	..	2	18	24	7	5	12	54	534
1916-17	..	46	..	2	5	131	·000	·424	1	35	3	70	1	155	1	..	4	7	11	3	6	16	32	465
1917-18	..	33	..	5	4	192	·000	·311	2	46	4	63	5	183	..	9	12	15	14	1	3	14	44	561
1918-19	..	41	..	2	6	172	·000	·366	1	31	3	56	4	166	1	3	11	15	21	6	5	18	52	510
1919-20	..	32	..	4	8	170	·000	·238	..	33	4	35	4	129	1	4	10	15	8	7	3	22	38	451
Totals	12	1,234	..	25	70	1,582	·001	1·001	10	360	31	399	59	1,669	10	31	82	132	159	74	32	140	465	5,646

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. 27.

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDING 30TH JUNE, 1920,
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER
ANNUM.

NOTES.—(1) During the years 1917-18, 1918-19 and 1919-20 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, 1915.	Year ending 30th June, 1916.	Year ending 30th June, 1917.	Year ending 30th June, 1918.	Year ending 30th June, 1919.	Year ending 30th June, 1920.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Goornong	75,722	58,496	31,262	..	..
Elmore	70,078	86,202	48,543	45,519	..
Rochester	86,823	121,612	41,298	35,423	..
Strathallan	85,105	63,307	38,001	..	..
Echuca	40,503	70,660	44,334	..	..
Shelbourne	62,459	113,952	42,800	..	..
Bealiba	57,150	41,949	..	..	..
Emu	45,858	..	..	..	..
Carapooee	40,078	..	..	..	..
St. Arnaud	36,714	38,058	56,742	..	..	..
Sutherland	113,984	96,472	73,877	50,965	48,313
Swanwater	85,926	39,758	62,580	42,405	32,776
Cope Cope	68,492	153,184	116,938	59,273	..
Donald	91,895	167,848	..	57,332	..
Litchfield	69,123	150,136	128,935	67,901	37,725
Massey	62,416	45,656	..	..
Watchem	43,883	165,982	112,151	46,195	..
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	37,123	..
Woomelang	60,750	142,624	81,478	..	..
Lascelles	40,397	125,222	44,012	..	..
Gama	61,403	36,076	..	..
Turrieff	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	38,407	..
Walpeup	57,759	142,599	141,549	55,267	..
Nyang	34,154	48,738	..	..
Underbool	58,775	76,034	123,094	40,800	..
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	32,846	..
Danyo	39,417	44,893	69,443	..	..
Murrayville	34,509	122,090	158,807	39,042	..
Carina	85,200	111,282	..	..
Panitya	44,495	66,689	99,846	..	..
Derby	33,521	..	..	..
Bridgewater	57,399	..	..	..
Kurting	34,062	..	..	..	..
Korong Vale	33,884	66,230	..	..	..
Wyhitella	44,847	76,530	40,951	..	..
Buckrabanyule	88,208	30,492	30,325	..
Barrakee	92,556	49,560	..	..
Charlton	82,674	237,678	156,442	136,794	..
Teddywaddy	60,422	48,074	..	..
Glenloth	39,546	77,477	83,927	34,419	..
Wycheproof	51,703	175,585	116,654	49,290	..
Dumosa	50,472	85,035	75,327	36,358	..

APPENDIX No. 27—continued.

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDING 30TH JUNE, 1920,
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER
ANNUM.

Stations.	Year ending 30th June, 1915.	Year ending 30th June, 1916.	Year ending 30th June, 1917.	Year ending 30th June, 1918.	Year ending 30th June, 1919.	Year ending 30th June, 1920.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Nullawil	63,682	92,455	60,616	34,950	..
Warne	33,908	..	..	..
Kaneira	54,973	152,048	70,987	44,474	..
Berriwillock	107,599	173,540	132,376	55,784	..
Boigbeat..	48,557	59,379	..	..
Sea Lake	52,767	138,728	112,320	35,244	..
Ninda	31,810	47,399	..	..
Nyarrin....	38,759	36,991	56,181	..	..
Nandaly	45,595	58,610	43,038	..	..
Wedderburn	86,790	..	..	..
Borong...	71,087	77,154	49,696	..	..
Mysia	46,744	35,181	..	..	..
Boort	57,694	108,403	78,604	48,585	..
Barraport	85,989	127,802	121,649	85,482	..
Gredgwin	34,739	41,977	..	..
Oakvale	38,772	38,594	41,814	..	..
Quambatook	93,204	157,217	104,138	76,166	..
Cannie	55,053	87,080	62,389	36,286	..
Lalbert	81,616	115,799	107,120	56,942	..
Meatian	73,695	111,937	117,139	48,913	..
Ultima	73,164	168,709	140,534	..	..
Gowan...	31,051	45,542	36,675	..	..
Waitchie	36,341	98,542	126,827	30,149	..
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	73,620	77,555	36,270	30,123	..
Tandarra	82,409	78,426	59,318	37,416	..
Dingee...	76,570	98,007	62,153	36,737	..
Prairie...	79,904	94,229	93,676	34,571	..
Mitiamo	114,645	107,405	71,320	..	..
Mologa	47,530	59,542	44,225	..	..
Pyramid	60,273	61,768	42,230	..	..
Kerang	47,770	89,314	58,353	..	..
Mystic Park	56,074	..	..	..
Lake Boga	39,447	92,564	62,002	..	..
Swan Hill..	65,388	158,641	67,722	..	..
Woorinen	39,611	..	..	..
Pira	38,117	60,061	41,849	..	..
Nyah	44,524	65,001	52,030	..	..
Miralie...	32,709	..	..	..
Piangil	61,562	52,833	..	..
Hunter	53,382	51,638	..	..	..
Warragamba	49,758	42,525	32,952	..	..
McColl	40,043	35,659	..	..
Bamawm	40,712	53,435	51,951	..	..
Kotta	34,057	44,712	50,816	..	..
Kyemery	32,703	..	..	..
Glenorchy..	45,845	72,183	..	..	..
Wal Wal	31,667	..	..	..	..
Lubeck	50,170	110,831	44,048	61,236	..
Jung	39,172	37,522	214,682	200,315	139,257	..
Dooen...	37,737	136,437	99,850	92,222	..
Horsham	30,913	96,272	..	..	..
Pimpinio	37,739	116,131	81,799	71,638	..
Wail	41,974	154,893	129,108	110,991	35,906
Dimboola	33,288	..	160,634	55,570	..	47,182
Gerang	110,331	87,200	52,869	..
Kiata	96,784	39,951	54,475	..
Salisbury	51,654	30,940	..	..
Nhill	92,311	..	..	..
Tarranginnie	70,092	..	45,959	..
Diapur	47,829	31,498	..	..
Miram	45,996	40,553	75,687	67,734	35,555	..

APPENDIX No. 27—continued.

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDING 30TH JUNE, 1920,
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER
ANNUM.

Stations.	Year ending 30th June, 1915.	Year ending 30th June, 1916.	Year ending 30th June, 1917.	Year ending 30th June, 1918.	Year ending 30th June, 1919.	Year ending 30th June, 1920.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Kaniva ..	32,983	..	105,611	59,520	33,649	..
Lillimur	39,569	73,424	53,136	..	42,949
Serviceton	45,084	..	..	..	..
Duverney	39,983	..	..	..
Berrybank	42,299	39,445	30,645	..	..
Lismore ..	32,331	40,960	31,333	..	..	..
Westmere	76,086	64,473	85,960	..	..
Mininera	66,816	32,202	..	..
Tatyoon	58,378	..	..	..
Rokewood	38,737	37,149	..	..
Werneth	51,500	..	..	..
Skipton	49,696	..	..	..	..
Maroona	30,439	..	..	..
Calvert Siding	51,008	..	..	..
Willaura ..	33,036	..	91,672	95,245	37,715	..
Staveley	57,173	..	..	..	..
Rupanyup	41,555	96,998	63,042	..	..
Burrum	71,157	51,252	49,146	..
Banyena	75,341	113,491	70,690	55,221	..
Marnoo	79,324	202,512	145,891	61,220	..
Coromby	36,606	72,978	114,478	61,274	..
Minyip ..	58,287	54,563	320,643	199,816	192,333	59,522
Nullan	90,296	93,927	54,792	..
Sheep Hills	61,152	245,792	153,021	113,999	..
Warracknabeal	70,212	188,401	91,749	..	..
Lah	64,606	121,961	122,688	34,705	31,829
Brim	53,041	184,352	172,941	81,164	..
Galaquil	67,224	78,385	83,834	46,562	..
Beulah	69,324	212,022	119,425	82,585	..
Rosebery	59,537	106,011	87,738	34,210	..
Goyura	31,664	38,322	..	..	..
Hopetoun	110,524	214,647	101,296	54,392	..
Remlaw	45,221	..	31,774	..
Vectis	62,852	65,729	37,004	..
Natimuk	36,624	40,113	..	..	..
Goroke	38,003	34,562	..	..
Arkona	58,412	31,451	39,916	..
Antwerp	31,786	108,151	88,811	68,509	..
Tarranyurk	36,953	82,368	86,264	61,485	..
Jeparit	114,859	55,181	31,845	..
Ellam	87,047	66,755	36,808	..
Pullut	33,534	82,284	61,340	..	..
Rainbow	42,916	188,258	56,433	32,929	..
Detpa	32,343	69,573	92,655	42,370	..
Lorquon	48,414	106,727	102,266	52,176	..
Netherby	33,634	40,855	68,558	32,610	..
Yaapeet	33,553	91,866	116,830	30,702	..
Albacutya	33,876	38,981	30,188	..	..
Yanac	84,462	91,785	37,296	..
Springhurst	44,588	31,794	..	..	..
Toolamba	34,832	..	..	..	..
Shepparton	40,101	46,691	..	..	..
Congupna	51,359	32,028	..	..	..
Tallygaroopna	89,662	92,059	42,215	..	..
Wunghnu	44,430	64,795	..	..	..
Numurkah	51,787	..	..	..
Katunga	71,222	39,904	52,044	..	35,330
Strathmerton	57,609	46,147	39,705	..	..
Yarroweyah	31,440	..	..	..
Cobram	41,756	35,812	..	..	..
Rushworth	44,677	32,722	..	..	..
Wanalta	43,469	..	..	..	..
Colbinabbin	83,443	119,851	52,156	36,571	..
Girgarre	30,309	..	..
Tatura...	55,561	42,981	..	..	..

APPENDIX No. 27—*continued.*

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDING 30TH JUNE, 1920,
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER
ANNUM.

Stations.	Year ending 30th June, 1915.	Year ending 30th June, 1916.	Year ending 30th June, 1917.	Year ending 30th June, 1918.	Year ending 30th June, 1919.	Year ending 30th June, 1920.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Merrigum	52,799	78,609	36,109	..	..
Kyabram	83,589	93,653	50,648	..	..
Tongala	46,334	46,128	..	..	..
Koyuga	69,198	33,761	..	..	..
Pine Lodge	61,558	64,929	..	..	..
Cosgrove	87,552	72,023	..	..	..
Dookie	54,067	42,539	..	..	..
Yabba North	65,685	38,816	..	..	..
Youanmite	56,065	32,720	..	..	..
Katamatite	70,776	137,960	64,686	..	..
Waaia	62,963	77,589	86,433	58,828	..
Nathalia	52,499	71,883	36,666	..	..
Picola	71,927	121,601	78,315	39,949	..
Tocumwal
Goorambat	30,065	65,048	..	..	..
Devenish	85,002	44,544	..	..	..
St. James	72,583	101,327	..	..	..
Tungamah	79,576	76,430	..	..	..
Telford	82,133	103,129	37,308	..	..
Yarrawonga ..	71,495	193,431	315,261	100,670	87,123	..
Rutherglen	55,159	46,374	..	..	..
Wahgunyah ..	104,213	53,533	..	54,580	..	..
Country Wheat						
Depôts	2,676,373
Other Stations ..	875,544	2,121,977	1,710,092	1,767,825	2,396,924	1,806,832
TOTALS ..	1,363,059	10,909,750	18,461,822	12,601,167	6,439,495	4,854,737

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.	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.	
Melbourne—Spencer-street, Country	2,603,257	586,889 10 8	114,795 8 2	3,753 10 11	751,504	936,293	795,667 13 8	908	66	117	68	720	217	117	2,447	2,796 5 9	1,503,902 9 2		
Melbourne—Spencer-st., Suburban	1,461,865	22,498 15 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	22,498 15 4
MELBOURNE-BENDIGO LINE.																			
North Melbourne	1,124,719	12,813 9 3	1,485 0 1	25 0 5	26,169	178,963	8,265 5 10	..	..	..	..	..	..	..	..	..	14,323 9 9
Arden-street	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8,265 5 10
Middle Footscray	331,311	3,234 14 11	29 7 1	0 8 1	..	..	..	..	..	..	..	..	..	..	..	..	3,264 10 1
West Footscray	501,969	5,158 12 5	646 17 2	5 16 6	19,703	44,615	4,795 12 5	..	..	..	..	..	..	..	..	..	10,607 14 6
Tottenham	69,052	699 10 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	699 10 11
Snashine	374,149	8,154 14 11	718 3 3	4 3 8	11,213	27,745	10,572 13 7	6	2	..	..	..	..	..	..	..	19,464 15 10
Albion	5,904	82 7 11	..	0 0 6	70,427	1,734	8,117 13 0	..	..	..	..	..	..	..	..	..	8,200 10 1
St. Albans	61,053	1,123 1 0	32 7 7	0 11 11	..	..	..	..	..	..	..	..	..	..	..	..	1,357 9 7
Sydenham	10,078	370 5 0	30 9 6	0 11 7	..	..	..	..	..	..	..	..	..	..	..	..	26 7 4
Digger's Rest	10,312	489 10 5	79 13 11	2 14 9	..	..	..	..	..	..	..	..	..	..	..	..	1,454 4 2
Sunbury	37,590	2,625 9 10	307 2 8	19 3 10	..	..	..	..	..	..	..	..	..	..	..	..	2,055 2 2
Lancefield Junction	7,430	686 1 8	53 0 11	27 0 10	..	..	..	..	..	..	..	..	..	..	..	..	979 7 9
Riddell	7,806	904 10 9	104 3 2	10 7 11	..	..	..	..	..	..	..	..	..	..	..	..	862 7 0
Gisborne	13,779	1,542 7 6	162 7 2	21 11 7	..	..	..	..	..	..	..	..	..	..	..	..	1,913 18 1
Macedon	22,520	2,242 11 10	474 11 7	13 5 11	..	..	..	..	..	..	..	..	..	..	..	..	159 13 0
Woodend	35,270	3,876 12 3	286 5 6	67 8 0	..	..	..	..	..	..	..	..	..	..	..	..	469 5 2
Carlsruhe	2,363	215 18 9	15 11 7	0 18 0	..	..	..	..	..	..	..	..	..	..	..	..	3,517 4 4
Kyneton	50,561	7,634 1 2	736 0 2	226 3 4	..	..	..	..	..	..	..	..	..	..	..	..	7,925 8 11
Redesdale Junction	1,683	143 5 6	21 13 11	0 2 11	..	..	..	..	..	..	..	..	..	..	..	..	3,425 6 8
Mahnsbury	11,616	1,248 18 5	235 5 11	1 16 11	..	..	..	..	..	..	..	..	..	..	..	..	17,338 18 6
Teradale	8,157	561 7 0	76 13 1	0 15 5	..	..	..	..	..	..	..	..	..	..	..	..	246 16 2
Elphinstone	6,644	578 4 2	86 10 2	1 10 0	..	..	..	..	..	..	..	..	..	..	..	..	2,847 6 8
Chewton	8,689	701 19 4	95 18 7	1 7 3	..	..	..	..	..	..	..	..	..	..	..	..	1,350 19 6
Castlemaine	80,995	12,386 7 2	1,130 17 11	23 12 8	..	..	..	..	..	..	..	..	..	..	..	..	2,159 7 4
Barker's Creek	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,005 17 1
Harcourt	17,903	1,096 8 8	269 18 9	0 19 6	..	..	..	..	..	..	..	..	..	..	..	..	362 17 10
Havenswood	3,008	279 3 1	28 2 5	1 5 0	..	..	..	..	..	..	..	..	..	..	..	..	7,101 17 7
Kangaroo Flat	5,481	702 12 6	132 4 2	0 11 10	..	..	..	..	..	..	..	..	..	..	..	..	157 0 11
Golden Square	14,877	2,496 13 3	271 7 8	3 19 11	..	..	..	..	..	..	..	..	..	..	..	..	791 1 1
Bendigo	234,097	52,709 4 11	5,713 7 10	899 7 5	..	..	..	..	..	..	..	..	..	..	..	..	1,500 14 8
Bendigo Wheat Depot	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5,137 15 3
LANCERFIELD LINE.																			
Bolinda	1,092	106 8 2	7 9 9	..	1,008	255	302 7 2	..	8	61	..	..	11	18	..	115 3 8	531 8 9
Monegetta	1,294	132 10 11	38 6 6	0 1 6	..	..	..	..	..	..	..	..	..	..	..	..	374 4 4
North Monegetta	503	55 16 5	16 14 6	..	..	..	..	..	..	..	..	..	..	..	..	..	79 1 8
Romsey	7,473	1,115 7 1	180 18 9	9 11 11	..	..	..	..	..	..	..	..	..	..	..	..	1,500 14 8
Lancefield	7,887	1,306 14 9	104 10 1	7 0 8	..	..	..	..	..	..	..	..	..	..	..	..	5,137 15 3

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.	
MARYBOROUGH-MILDURA LINE.—																	
<i>continued.</i>																	
Kinnabulla	402	72 9 1	10 15 1	0 1 9	1,224	248	344 6 9	1	..	3	..	..	..	1	..	2 0 3	429 12 11
Curyo	1,484	320 13 9	15 10 2	12 17 0	1,465	453	786 13 3	8	16	77	1	5	..	6	..	639 19 9	1,775 13 11
Watchupga	878	171 5 7	18 12 4	11 6 8	895	592	669 15 1	5	1	56	3	..	..	6	..	413 19 10	1,284 19 6
Woomelang	4,803	1,750 9 4	113 19 2	11 7 11	4,111	2,002	2,544 0 0	27	18	86	6	7	4	31	..	925 15 10	5,345 12 3
Lascalles	3,513	1,137 18 7	57 15 7	23 18 0	2,580	1,253	1,767 4 8	17	5	31	..	5	1	1	..	266 5 11	3,253 2 9
Gama	133	58 9 4	3 16 0	..	631	264	400 4 9	..	..	..	..	..	..	..	..	..	462 10 1
Turriff	1,004	265 8 2	17 2 7	0 9 6	1,052	1,238	654 12 6	0	..	..	..	8	..	..	..	41 6 9	978 19 6
Speed	2,138	569 13 1	63 11 4	5 12 7	1,489	2,350	928 0 1	9	13	22	5	2	8	14	..	302 0 1	1,868 17 2
Tempy	2,044	626 5 0	28 17 9	1 5 0	1,143	4,031	731 15 3	3	1	..	1	2	1	4	..	6 3 0	1,394 6 0
Austral Gypsum Siding .. .. .	..	..	..	..	242	243	126 6 1	..	..	..	..	..	..	..	..	..	126 6 1
Nunga	209	120 12 4	1 16 2	..	1,129	429	708 13 6	..	..	..	..	..	..	..	..	..	831 2 0
Ouyen	12,223	5,323 17 2	347 7 2	73 2 8	4,829	4,829	3,587 19 0	46	43	37	8	34	19	44	8	649 18 9	9,982 4 9
Kiamat	240	88 9 8	1 11 1	..	853	992	299 16 6	..	..	..	..	..	2	2	..	10 1 0	399 18 3
Hattah	872	315 0 6	101 8 7	2 5 3	3,129	226	1,163 6 0	3	24	5	..	7	..	..	..	223 0 3	1,805 0 7
Nowingi	67	11 9 6	47 4 8	..	18	91	15 2 10	..	..	..	..	..	..	..	..	..	73 17 0
Carwarp	1,545	426 2 3	49 5 2	0 1 9	2,468	1,513	541 17 6	3	1	..	1	23	10	16	..	11 9 3	1,028 15 11
Yatpool	559	220 18 4	72 10 3	..	2,820	683	379 16 3	4	..	..	1	3	1	5	..	17 10 0	690 14 10
Irymple	3,541	2,780 11 11	116 1 3	25 9 4	8,337	7,075	13,920 9 4	7	2	..	1	24	1	1	..	26 10 7	16,869 2 5
Mildura	20,635	19,098 16 11	1,481 10 6	91 3 5	19,286	26,888	20,710 8 5	21	105	288	4	52	23	63	1	5,301 2 2	46,083 1 5
MERBEIN LINE.																	
Merbein	3,363	1,397 0 10	221 13 3	3 18 0	8,688	14,083	14,874 0 3	2	1	..	..	20	2	..	..	14 18 8	16,511 11 0
MARYBOROUGH-ARARAT LINE.																	
Adelaide Lead	199	28 15 2	1 16 10	..	102	..	2 11 8	..	..	..	..	..	..	..	..	..	33 3 8
Bung Bong	331	26 13 7	9 6 4	0 2 6	1,634	64	749 11 7	..	..	..	..	..	..	1	..	..	785 14 0
Homebush	1,448	94 12 5	11 2 4	0 3 6	1,893	45	735 0 10	..	..	..	..	..	..	..	..	..	840 19 1
Avoca	6,688	1,550 3 9	162 3 5	7 1 2	15,096	2,427	6,153 12 10	10	69	195	8	5	20	55	..	1,101 11 11	8,974 13 1
Amphitheatre	2,130	229 4 6	31 18 0	0 8 6	7,108	710	2,706 15 8	..	..	1	11	1	..	..	..	21 3 0	2,989 9 8
Elmhurst	1,926	491 2 0	47 10 1	2 7 4	1,890	779	1,033 7 1	5	28	66	14	3	3	9	..	394 16 7	1,969 3 1
Eversley	76	15 4 7	0 2 8	..	212	108	143 9 0	..	..	..	5	1	2	1	1	9 5 3	168 1 6
Ben Nevis	1,784	206 7 4	13 5 10	0 16 10	535	112	254 10 7	1	..	1	..	..	..	2	..	8 15 2	483 15 9
Dunneworthy	550	29 13 10	0 6 1	0 0 9	5,561	109	661 12 3	..	..	..	..	..	..	..	..	..	691 12 11
Warra Yadin	65	2 10 10	..	0 1 0	514	31	113 6 3	..	..	..	..	..	..	..	..	..	115 18 1
NAVARRÉ LINE.																	
Crowland	1,361	121 5 3	8 9 1	..	3,082	125	1,215 6 6	1	1	2	4	..	..	..	..	12 11 4	1,417 12 2
Joel	536	58 3 8	3 1 3	0 5 0	1,774	175	604 6 8	..	..	..	2	..	..	..	..	3 18 9	669 15 4
Landsborough	1,473	288 8 7	10 18 11	4 15 1	6,710	590	3,337 10 2	..	3	25	..	..	3	1	..	267 9 6	3,009 2 3
Cowley's Siding .. .. .	..	..	..	..	3,056	..	968 2 0	..	..	..	..	..	..	..	..	..	968 2 0
Tulkara	184	24 16 9	2 11 3	23 4 10	4,723	96	2,322 9 2	..	..	..	..	1	2	..	..	17 0 6	2,390 2 6
Navarre	1,723	454 2 0	16 5 7	1 18 0	16,173	729	8,436 19 8	..	10	45	..	..	19	6	..	265 0 2	9,174 5 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.
BENDIGO-SEA LAKE LINE.																	
California Gully .. .. .	..	..	..	..	2,769	16,691	1,428 8 5	..	..	..	..	..	..	..	..	..	1,428 8 5
Eaglehawk	11,701	1,107 19 3	274 7 9	7 0 10	5,987	9,393	2,610 6 1	6	2	..	..	7	..	..	..	15 4 1	4,014 18 0
Marong	2,579	272 16 10	43 18 9	9 16 6	933	792	506 3 5	..	..	..	..	1	3	1	..	2 15 6	835 11 0
Letchford	1,078	78 9 5	10 8 3	0 1 6	2,439	1,085	1,201 5 6	1	10	34	..	..	6	25	..	47 7 11	1,337 12 7
Deroy	1,448	135 19 5	7 10 9	0 15 8	3,430	509	1,365 14 6	1	..	104	..	2	22	18	..	116 0 0	1,626 0 4
Bridgewater	7,437	1,176 10 7	57 19 8	15 12 7	24,240	13,688	12,063 7 10	18	167	478	13	10	36	131	1	1,945 12 11	15,259 3 7
Inglewood	11,286	2,357 0 6	218 12 11	18 1 7	3,962	2,035	2,459 14 0	..	..	..	8	3	2	10	..	67 1 5	5,120 10 5
Kinting	554	68 8 0	6 4 8	..	2,957	162	813 16 3	1	3	32	..	..	..	11	..	253 16 0	1,142 4 11
Glenalbyn	750	101 5 0	9 1 5	0 3 0	2,824	117	845 6 9	..	2	11	..	..	5	4	..	38 1 3	993 17 5
Wedderburn Junction	3,913	1,130 3 0	45 6 1	1 10 4	392	89	274 13 8	2	..	..	..	2	8	4	..	7 3 9	1,458 16 10
Korong Vale	6,362	1,570 14 1	99 4 2	4 10 5	2,317	1,381	1,327 7 10	12	28	131	4	8	9	39	1	546 9 8	3,548 6 2
Wychitella	843	178 15 7	20 3 3	4 12 0	2,162	622	1,309 1 5	7	19	81	..	4	5	4	..	496 14 9	2,009 7 0
Buckrabanynule	1,127	359 5 5	27 16 10	21 5 6	3,046	737	1,380 16 0	3	1	117	..	5	..	7	..	600 17 0	2,390 0 9
Barrakee	650	155 12 6	21 15 1	0 9 0	1,635	385	693 9 10	2	..	53	..	..	1	4	..	279 15 5	1,151 1 10
Charlton	6,131	2,540 17 10	269 15 5	7 6 0	5,741	4,805	4,242 19 0	15	44	378	3	12	7	74	..	2,210 12 5	9,280 10 8
Teddewaddy	590	29 4 11	3 18 0	0 8 6	606	344	334 15 9	..	..	17	..	1	..	..	..	93 18 8	462 5 10
Glenloch	1,884	358 14 1	31 4 3	12 10 6	1,010	978	926 15 4	6	23	96	..	4	12	14	..	715 10 3	2,044 14 5
Fairview	67	7 4 11	..	..	40	8	21 10 5	..	..	..	..	..	..	..	..	28 15 4	..
Wycheproof	5,782	2,007 17 2	163 13 8	15 19 11	2,799	2,815	2,366 4 6	10	77	432	1	13	5	74	..	2,834 1 0	7,327 16 3
Dumosa	789	103 18 0	10 3 10	1 19 7	695	569	503 2 3	..	..	114	..	3	4	35	..	965 2 0	1,584 5 8
Nullawit	1,895	418 5 5	52 14 10	16 0	2,024	989	1,256 2 0	7	1	159	..	5	..	14	..	1,008 5 6	2,737 3 9
Warne	48	20 5 8	0 10 7	..	687	165	448 9 11	..	..	41	..	..	..	6	..	369 15 0	839 1 2
Culgoa	2,660	793 3 6	119 1 10	13 2 5	1,800	1,412	1,186 0 11	13	13	105	2	5	..	90	..	1,632 2 11	3,733 11 7
Berrillock	1,573	613 0 10	44 17 5	4 6 3	3,636	1,833	2,331 19 4	..	3	186	..	2	7	55	..	1,416 18 6	4,411 2 4
Boigbeat	83	49 5 1	5 18 11	..	1,405	240	797 7 5	..	..	..	..	..	..	..	..	..	852 11 5
Sea Lake	2,692	1,513 10 11	147 15 2	24 6 8	5,783	2,712	3,370 12 4	14	14	202	3	13	7	43	4	1,793 9 1	6,849 14 2
NANDALY LINE.																	
Ninda	25	0 17 10	0 13 7	..	1,109	271	633 10 11	..	..	..	..	..	..	..	..	..	635 2 4
Nyarrin	82	6 0 0	2 4 9	..	1,084	509	651 11 10	1	..	..	..	..	..	..	..	..	662 4 1
Nandaly	1,433	448 10 2	26 6 0	1 11 3	3,171	2,905	2,189 2 8	5	2	21	3	..	..	1	..	234 11 7	2,900 1 8
NANDALY-KULWIN LINE.																	
Pier Millan	39	4 16 7	..	..	370	406	232 7 5	..	..	..	1	..	1	1	..	..	5 19 6
Mittyack	153	23 8 10	..	0 6 0	351	2,404	211 3 11	6	..	..	..	7	..	3	..	..	240 4 4
*Leitpar .. .. .	..	..	..	..	..	81	..	..	..	..	..	..	..	..	..	..	..
*Kulwin .. .. .	..	..	..	..	14	238	11 3 9	..	..	..	..	..	..	..	..	..	11 3 9
WEDDERBURN LINE.																	
Wedderburn	2,569	486 3 10	67 10 8	4 18 1	8,790	2,181	4,475 14 2	7	25	140	2	5	5	32	..	467 6 4	5,501 13 1
KORONG VALE-CHILLINGOLLAH LINE.																	
Borong	1,310	233 2 10	35 17 4	0 19 9	2,367	809	1,438 5 8	2	4	61	6	1	1	11	1	293 14 5	2,002 0 0
Mysia	1,204	342 16 1	25 14 9	1 2 3	1,423	686	1,245 8 4	1	98	175	1	2	..	16	..	1,253 15 2	2,868 16 7
Boort	5,908	2,138 15 9	244 8 8	10 19 10	6,077	3,776	4,102 15 7	17	147	567	15	24	13	103	1	3,457 15 5	9,954 15 3
Barraport	1,407	199 18 8	8 5 2	1 6 5	3,058	818	1,685 10 10	..	..	118	..	3	..	4	..	896 0 5	2,791 1 6
Gredgwin	1,389	172 7 9	5 18 9	0 2 0	982	269	538 6 9	..	..	69	..	3	..	8	..	505 4 0	1,221 19 3

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.	
HAMILTON-CAVENDISH LINE.																	
Kanawalla	1	1 1 2	..	..	120	20	71 10 3	..	..	..	..	..	..	..	..	..	72 11 5
Kyup	1	0 2 2	0 0 5	..	195	72	178 11 3	..	..	..	..	..	..	..	..	..	178 13 10
Cavendish	997	155 7 11	29 17 8	0 5 0	4,989	5,002	3,546 13 10	1	6	86	..	1	7	44	..	575 2 11	4,307 7 4
COLERAINE LINE.																	
Bochara	5	1 19 6	6 11 3	..	110	2	74 13 8	..	..	..	..	..	..	..	..	..	83 4 5
Wannon	1,113	86 11 0	13 8 10	0 12 0	171	180	344 1 5	..	1	..	..	..	..	..	..	12 0 9	456 14 0
Gritjurk	146	12 13 5	2 11 0	..	260	7	4 5 5	..	..	..	..	..	..	..	..	..	19 9 10
Coleraine	7,509	2,181 6 3	163 9 4	25 12 8	3,938	3,233	5,034 10 4	20	276	493	55	14	53	205	3	4,920 10 10	12,325 18 5
CASTERTON LINE.																	
Miakite	3	0 3 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0 3 6
Grassdale	1,554	306 3 4	14 18 7	..	256	673	544 3 6	2	77	99	..	..	4	18	..	1,092 4 1	1,957 9 6
Merino	5,347	1,190 1 3	87 18 3	3 17 1	784	2,831	1,079 5 0	6	..	122	9	..	6	32	8	785 5 6	3,146 7 1
Henty	1,024	219 0 9	20 9 0	0 11 11	623	751	733 9 8	2	62	90	32	..	2	2	2	1,427 12 7	2,401 3 11
Sandford	3,823	592 16 9	26 16 8	70 9 3	752	302	818 4 8	6	197	446	2	..	10	10	63	4,311 0 10	5,819 8 2
Casterton	9,332	3,771 1 11	298 10 3	118 17 9	8,230	4,308	8,418 7 2	13	2	2	57	..	5	5	..	383 15 10	12,990 12 11
HEYWOOD-MT. GAMBIER LINE.																	
Lyons	442	62 2 11	2 13 7	..	670	47	229 14 8	..	..	..	..	1	..	1	..	..	294 11 2
Greenwald	1,076	153 17 9	4 14 2	0 3 8	2,363	234	858 14 6	..	..	..	..	1	..	2	..	1 15 0	1,051 5 1
Winnap	928	193 7 3	6 4 1	..	2,825	331	1,149 14 6	..	1	10	..	..	1	3	..	34 6 0	1,383 11 10
Dartmoor	2,058	372 19 5	19 4 2	0 18 8	574	361	516 16 3	..	5	28	1	..	2	5	..	141 4 7	1,051 3 1
Marp	244	29 10 4	0 3 10	0 0 7	41	19	58 2 0	..	..	..	..	..	..	..	..	..	87 16 9
Malanganee	311	53 0 0	0 18 2	0 7 6	344	113	253 4 3	..	..	..	..	..	..	..	..	..	307 9 11
Rennick	470	161 5 11	..	..	44	11	56 19 6	..	..	..	..	..	..	..	..	..	218 5 5
GRAMPIANS LINE.																	
Fyan's Creek .. .. .	..	..	..	..	414	20	94 7 5	..	..	..	..	..	..	..	..	..	94 7 5
Grampians .. .. .	..	..	..	..	507	..	90 6 6	..	..	..	..	..	..	..	..	..	90 6 6
MARNOO LINE.																	
Jackson .. .. .	..	..	..	..	1,124	182	409 3 10	..	..	..	..	..	..	..	..	..	409 3 10
Rupanyup	5,206	1,357 14 9	88 0 11	2 18 2	8,986	5,661	5,502 12 9	9	12	150	5	..	8	5	37	883 9 11	7,834 16 6
Burrun	121	8 0 9	0 11 1	..	1,591	235	827 6 11	..	2	..	..	..	2	..	..	1 4 9	837 3 6
Banyena	385	30 1 3	4 5 6	0 3 0	2,111	750	1,025 8 8	3	..	40	..	..	..	3	..	212 6 9	1,272 3 2
Marnoo	997	328 9 1	27 0 4	8 11 0	4,071	2,003	2,686 12 10	12	13	122	..	4	3	25	..	780 8 7	3,831 1 10
HOPETOUN LINE.																	
Coromby	795	36 4 1	3 8 3	0 3 9	2,860	284	1,753 13 2	..	..	5	..	..	..	..	..	30 5 0	1,823 14 3
Minyip	7,048	1,881 1 8	143 12 4	33 3 1	6,813	5,185	2,896 10 10	22	28	190	1	11	2	47	..	1,360 5 7	6,914 14 6
Nuffan	530	26 8 9	3 7 1	1 19 9	1,945	211	1,321 5 5	..	..	..	..	1	..	..	..	1 353 1 0	1,353 1 0
Sheephills	2,619	508 19 1	36 0 11	39 18 6	2,060	1,593	1,798 18 6	20	26	165	1	12	1	53	..	1,105 1 6	3,488 18 6
Mellis	28	4 0 11	0 2 3	..	248	179	178 13 4	..	..	..	..	..	..	15	..	..	182 16 6
Warracknabeal	14,641	5,741 18 3	581 5 3	82 2 2	19,623	25,683	13,579 1 6	75	65	451	5	23	18	116	..	3,179 16 4	23,104 3 6

Lah	940	56 10 8	6 11 7	0 1 3	3,599	705	595 5 9	..	..	90	..	1	1	6	..	487 6 6	1,146 4 9
Brim	3,415	592 11 4	25 10 7	0 18 1	2,426	1,938	1,835 13 8	..	..	206	..	3	40	..	..	1,146 14 0	3,601 7 8
Galaquil	805	71 12 8	4 13 0	..	2,352	505	1,835 16 3	..	..	..	..	..	..	..	..	..	1,612 1 11
Beulah	6,047	1,499 13 3	118 4 8	18 11 5	4,450	3,779	2,838 6 3	16	37	379	1	8	19	44	..	2,246 19 6	6,721 15 1
Rosebery	1,361	188 1 3	5 3 9	0 2 6	2,590	1,096	1,350 19 7	..	..	19	..	1	1	7	..	883 15 10	2,428 2 11
Goyura	573	110 9 10	4 5 1	0 3 0	379	232	262 3 5	..	..	..	..	..	..	..	..	..	377 6 4
Hopetoun	4,828	1,538 11 9	87 4 6	23 12 8	2,501	3,224	2,577 12 6	10	27	201	2	6	3	34	..	1,283 16 8	5,510 18 1
NORADJUHA LINE.																	
Remlaw	97	3 15 4	0 3 4	..	1,617	295	1,095 3 2	..	..	..	..	..	..	..	..	..	1,099 1 10
Vectis	393	19 19 4	0 4 6	..	1,730	414	1,601 16 6	..	..	..	..	..	..	..	..	2 1 9	1,024 2 1
Quantong	2,620	207 4 2	7 3 9	2 17 1	1,369	531	1,065 4 5	..	..	..	..	..	..	..	..	..	1,282 9 5
East Natimuk	467	37 0 9	2 0 6	0 3 0	1	2	14 18 0	..	..	..	..	..	..	..	..	..	54 2 3
Noradjuha	1,460	186 0 3	21 16 11	0 5 9	1,350	621	921 10 5	..	1	15	..	..	2	11	..	74 6 0	1,203 19 6
TOOLONDO LINE.																	
Jallumba	1,169	136 4 10	4 15 7	..	934	169	568 1 6	..	..	2	..	..	..	2	..	0 16 2	709 18 1
Toolondo	1,591	230 15 8	18 8 6	0 13 8	789	282	683 15 11	..	6	10	..	..	4	14	..	69 1 0	1,002 14 9
TOOLONDO-BALMORAL LINE.																	
Jeffries	371	65 18 11	0 7 5	..	18	37	15 2 1	..	..	..	..	..	..	..	..	0 11 6	81 19 11
Kanagulk	628	156 9 1	7 8 4	0 7 11	1,451	326	1,360 7 9	2	..	1	..	2	..	..	..	2 18 0	1,527 11 1
Balmoral	1,266	355 8 2	0 0 4	1 9 9	1,324	422	1,293 13 9	3	1	28	..	3	2	153	..	152 14 10	1,898 17 10
GOROKE LINE.																	
Natimuk	5,974	1,163 2 2	129 19 11	3 10 9	6,930	5,161	4,554 2 5	..	7	92	1	..	..	..	..	504 7 6	6,355 2 9
Arapiles	450	42 19 5	1 3 10	0 0 9	360	206	223 14 3	..	..	..	..	..	..	..	..	..	267 18 3
Mitre Lake	1,006	101 6 1	7 0 5	..	2,225	471	1,698 2 7	..	..	..	..	1	..	..	..	4 6 6	1,810 15 7
Nuroong	144	16 9 9	4 7 5	..	254	55	100 7 4	..	..	..	..	..	..	..	..	..	118 4 6
Gymbowen	1,671	179 2 4	9 10 11	0 7 9	1,077	459	740 6 6	1	2	3	..	7	2	..	..	8 0 5	946 7 11
Goroke	3,476	1,224 9 11	88 1 4	2 5 1	3,537	1,644	2,993 15 1	6	28	188	..	5	4	13	..	1,257 10 4	5,566 1 9
RAINBOW LINE.																	
Arkona	248	18 13 10	1 19 8	..	293	424	163 19 10	..	..	..	..	..	..	..	..	..	184 13 4
Antwerp	1,861	137 17 7	15 14 1	0 1 0	4,698	1,128	1,544 2 1	..	..	30	..	..	..	..	..	153 16 3	1,851 11 0
Tarranyurk	373	29 4 2	7 0 1	3 13 9	2,098	751	889 19 7	..	..	..	..	..	..	..	..	0 10 9	930 14 4
Jeparit	5,561	1,515 14 0	170 0 2	20 16 0	6,404	3,142	3,189 9 3	7	19	293	..	10	4	56	..	1,889 15 1	6,785 14 6
Ellam	157	11 17 10	5 13 3	..	2,328	629	1,512 15 4	..	..	..	..	..	..	1	..	..	1,530 6 5
Pullut	243	21 7 1	2 17 0	..	3,286	537	1,871 12 0	..	..	..	..	..	..	3	..	..	1,893 16 1
Rainbow	6,563	2,187 12 11	157 11 8	33 7 3	13,204	8,957	9,784 2 8	21	67	186	3	11	7	54	..	1,819 5 10	14,604 0 4
YAAPPEET LINE.																	
Albatentya	48	6 11 8	6 0 4	..	912	503	208 2 5	..	..	..	..	..	..	..	..	..	220 14 5
Yaapeet	416	41 7 6	9 1 1	3 2 5	3,173	1,953	1,288 14 9	2	8	19	..	..	..	..	..	248 6 10	1,590 12 7
LORQUON LINE.																	
Detpa	26	2 14 8	..	..	1,302	570	627 2 9	..	..	..	..	1	1	..	..	..	629 17 5
Lorquon	582	311 9 11	10 10 5	..	1,283	1,031	1,136 17 1	2	5	63	..	1	1	..	..	393 4 2	1,852 1 7
YANAC LINE.																	
Netherby	659	140 19 11	10 1 2	1 3 6	797	1,205	786 3 10	2	..	2	1	..	..	1	..	9 4 10	947 13 3
Yanac	613	145 11 8	5 7 0	1 15 6	2,257	1,063	1,876 3 5	..	1	20	1	1	..	2	..	73 12 3	2,102 9 10
MELBOURNE-GEELONG LINE.																	
Laverton	19,575	638 8 11	43 18 5	0 15 6	3,353	2,158	2,638 9 7	1	2	..	..	1	1	6	..	1 19 0	3,323 11 5
Werribee	99,045	4,748 10 1	930 13 7	85 9 5	22,085	18,919	7,287 5 2	142	165	295	3	104	141	342	..	897 10 4	13,949 8 7
Manor	3,960	148 3 6	4 14 6	9 7 9	226	192	46 4 10	..	5	..	..	1	1	53	..	2 14 6	211 5 1
Little River	15,033	1,005 17 8	119 13 11	13 16 8	7,316	1,869	1,738 2 3	10	36	117	..	13	15	114	..	283 4 2	3,160 14 8
Lara	20,306	1,250 14 2	121 8 11	6 3 10	19,757	4,042	4,778 4 0	5	2	26	..	12	10	45	..	88 9 11	6,245 0 10
Corio	13,107	992 19 4	116 18 8	0 12 5	10	1,061	14 18 3	..	..	..	..	..	..	..	..	..	1,125 8 8
North Shore	3,659	168 3 8	7 9 1	0 2 6	..	1	0 4 4	..	..	..	..	..	..	..	..	..	175 19 7
North Geelong	22,445	2,417 17 11	195 5 9	7 14 5	266,878	286,250	19,469 4 10	6	137	644	1	2	448	5,362	..	1,689 15 11	23,779 18 10
Geelong	385,853	57,511 10 11	4,600 13 3	238 7 1	405,638	435,173	67,853 5 1	130	148	13	181	116	147	17	145	941 14 9	131,245 11 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.
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
COLAC-CROWES LINE—continued.																	
Wyclangta	3,824	£ s. d. 311 18 9	£ s. d. 8 14 5	£ s. d. 0 9 6	5,852	253	£ s. d. 3,673 16 0	..	..	1	..	..	..	..	..	£ s. d. 0 13 6	£ s. d. 3,995 12 2
Pettit's Siding .. .. .	..	..	..	..	3,220	110	1,967 11 0	1	..	..	..	..	..	..	..	3 0 0	1,970 11 0
Stalker	2,750	296 8 4	5 11 6	0 3 9	329	168	246 17 0	..	..	..	..	..	..	..	..	..	549 3 7
Macknott's Siding .. .. .	..	..	..	..	3,087	86	2,180 19 3	..	..	..	..	..	..	..	..	..	2,180 19 3
Laver's Hill	2,032	465 7 9	24 13 1	1 7 10	642	592	589 3 8	7	96	52	26	..	..	..	..	340 3 9	1,420 16 1
Crowes	487	94 18 11	56 9 1	..	1,560	226	925 13 4	1	..	11	7	..	..	..	..	26 7 5	1,103 8 9
TIMBOON LINE.																	
Naroghid	50	7 4 10	0 4 6	..	10	83	11 14 0	..	..	..	..	..	..	..	..	..	19 3 4
Cobden	3,445	491 12 4	150 13 6	1 2 0	3,228	3,630	2,248 18 1	1	7	2	3	7	14	3	..	14 2 7	2,906 8 6
Elangamite	103	9 17 0	1 3 11	..	2,096	20	251 7 2	..	..	..	..	..	..	..	..	..	262 8 1
Glenfyne	221	28 0 3	1 2 9	..	3,606	97	493 18 3	..	..	..	..	..	..	..	..	..	523 1 3
Curdie	4,023	249 2 3	14 17 10	0 3 0	7,127	392	3,546 10 11	..	..	..	..	..	..	..	..	..	3,810 14 0
Timboon	2,570	570 9 4	69 18 0	1 1 0	4,806	769	1,206 16 9	5	18	5	25	1	24	9	1	76 9 11	1,924 15 0
MORTLAKE LINE.																	
Mortlake	8,623	1,818 6 6	175 5 0	6 12 6	1,692	3,888	2,807 1 11	13	36	345	..	12	39	8	..	1,857 11 0	6,664 16 11
KOROIT-HAMILTON LINE.																	
Warrong	54	6 6 11	..	..	254	216	106 8 3	2	..	3	..	1	2	3	..	1 13 0	114 8 2
Woolsthorpe	107	14 4 10	0 5 4	..	82	62	27 9 0	..	..	3	..	1	..	..	..	0 12 0	42 11 2
Hawkesdale	2,453	349 9 1	24 16 6	3 6 0	1,472	647	471 9 10	6	83	112	9	7	34	24	7	2,359 13 7	3,208 15 0
Minhamite	446	83 0 3	5 18 9	4 19 3	214	547	270 19 9	1	1	101	..	1	12	18	..	447 14 9	812 12 9
Purdett	409	69 10 1	5 18 5	0 3 9	626	194	191 12 2	..	..	..	..	..	..	..	..	..	267 6 3
Penshurst	6,156	1,330 6 0	142 12 1	6 1 7	1,468	1,764	2,023 6 8	15	215	367	34	12	20	62	42	3,101 16 3	6,604 2 7
Tabor	178	19 14 4	1 13 7	0 0 6	1,460	254	1,098 14 10	..	..	..	..	..	..	..	..	..	1,030 3 3
Yatchaw	309	28 15 10	0 15 1	2 8 6	1,268	98	997 16 2	1	3	6	3	..	..	..	..	39 13 11	979 9 6
MELBOURNE-WODONGA LINE.																	
Kensington	1,610,510	14,451 17 4	162 19 2	5 19 4	29,581	90,445	5,769 7 1	..	..	..	..	..	..	..	..	..	20,390 2 11
Newmarket	1,873,685	18,418 15 4	229 7 2	3,093 7 8	15,773	34,809	4,806 13 2	719	5,267	10,290	384	866	21,613	42,668	24	39,263 18 2	65,752 1 6
Newmarket Show Grounds .. .. .	..	..	0 8 5	61 17 0	34	231	145 8 0	..	223	95	..	233	41	..	..	4,196 10 4	4,404 3 9
Ascot Vale	3,052,728	31,502 10 11	222 5 7	12 17 10	..	..	..	..	..	..	..	..	..	..	..	..	31,737 14 4
Moonee Ponds	2,486,480	28,468 7 3	322 16 2	9 3 11	..	..	..	..	..	..	..	..	..	..	..	..	28,800 7 4
Essendon	2,335,865	32,290 0 11	451 9 6	40 2 8	566	24,220	602 10 2	..	..	..	..	..	..	..	..	0 17 3	33,385 0 6
North Essendon	22,609	237 5 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	237 5 9
Pascoe Vale	130,418	1,715 1 0	5 11 0	..	..	..	..	..	..	..	..	..	..	..	..	..	1,720 12 0
Glenroy	87,474	1,495 1 4	21 15 2	1 6 3	18	1,754	20 3 8	..	..	..	..	..	..	..	..	..	1,538 6 5
Broadmeadows	40,009	985 12 0	276 4 9	14 4 10	10,673	1,172	363 17 8	28	19	17	..	19	60	29	..	148 9 4	1,788 8 7
Broadmeadows Wheat Depot .. .. .	..	..	..	..	17,189	..	7,941 0 1	..	..	..	..	..	..	..	..	..	7,941 0 1
Somerton	4,221	125 11 11	90 2 10	0 3 3	557	1,294	105 13 10	..	1	6	..	2	1	..	..	5 11 3	327 3 1
Craigieburn	10,413	509 19 4	349 4 9	1 19 7	2,169	1,148	496 18 3	19	72	99	1	13	67	161	..	467 9 7	1,825 11 6
Donnybrook	9,521	565 14 3	380 10 0	41 19 8	1,084	1,128	514 7 1	40	118	217	5	10	169	265	..	924 15 4	2,427 6 4
Beveridge	3,993	301 9 7	85 3 11	13 18 3	277	220	114 1 2	4	2	62	1	2	6	82	..	115 12 3	630 5 2
Wallan	11,117	1,972 9 2	240 15 9	10 15 4	2,300	770	595 3 10	12	124	265	14	10	133	413	4	1,002 2 8	2,921 6 9
Lightwood .. .. .	..	..	..	..	1,219	..	213 8 3	..	..	..	..	..	..	..	..	..	213 8 3
Kilmore Junction	905	82 13 7	3 8 9	0 6 6	..	30	..	..	..	..	..	..	..	..	..	..	86 8 10

Table with multiple columns containing numerical data and names of locations. Includes sections for 'WALLAN-BENDIGO LINE', 'MANSFIELD LINE', and 'ALEXANDRA LINE'. Locations listed include Wandong, Kilmore East, Broadford, McDongall, Callarook, Dysart, Seymour, Graveside, Mangalore, Avevel, Monek, Locksley, Longwood, Creighton, Euroa, Balmatunn, Violet Town, Eadoddinnie, Hanson's Siding, Penala, Winron, Head's Siding, Glenrowan, Wangaratta, Beechworth Junction, Springhurst, Chiltern, Barbaurtha, Woodonga, Leslie, Blythards, Kilmore, Willowawin, High Camp, Pyalong, Tooborac, Melvor Siding, Argye, Heathcote, Derrnall, Knowsley, Ingham, Axedale, Longieca, Traawool, Granite, Kerrisdale, Homewood, Yea, Cheviot, Moleworth, Cathkin, Yarek, Kaurumba, Merton, Woodfield, Bourne Poon, Mandamulle, Mansfield, Koriella, and Alexandra.

Table with multiple columns containing numerical data, likely representing a secondary set of metrics for the same locations as the first table.

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.	Number of Trucks.				Number of Trucks.				Outwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.	Revenue.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.			£ s. d.								£ s. d.	£ s. d.	
SEYMOUR-TOCUMWAL LINE.																	
Tabbil	2,508	355 5 6	57 0 2	30 7 3	1,707	413	725 10 6	5	170	29	..	..	..	..	190 14 11	1,299 7 4
Nagamble	11,509	2,082 10 ..	284 4 3	62 11 7	12,462	2,760	4,794 16 7	35	170	183	6	20	38	58	1,158 11 9	8,382 14 4	
Wahring	1,923	445 12 0	37 17 9	39 1 4	2,808	746	1,162 1 6	27	2	82	4	29	9	27	296 18 6	1,981 11 1	
Murchison East	9,218	2,069 17 2	112 0 11	25 16 2	882	586	570 0 3	5	202	305	10	3	30	120	1,681 2 0	4,458 16 6	
Arcadia	3,390	509 0 2	35 10 11	7 9 7	7,634	367	2,898 9 1	6	85	164	..	4	2	82	959 10 7	4,410 0 4	
Toolamba	7,998	1,323 8 1	53 16 11	79 9 11	1,912	1,515	1,106 1 8	21	105	119	8	32	23	31	946 13 2	3,508 19 9	
Mooreopna	8,457	2,395 1 4	221 13 1	18 18 11	18,248	18,900	11,045 11 5	0	105	55	..	7	7	60	659 18 11	14,341 8 8	
Shepparton	33,825	9,810 9 1	1,020 10 2	130 10 6	12,372	29,795	9,401 5 9	125	213	558	62	80	160	719	3,797 8 8	24,160 4 2	
Congupna	723	130 15 3	6 12 8	0 3 0	298	3,647	110 4 7	1	5	34	..	1	2	15	181 19 11	429 15 5	
Tallygaropna	3,447	562 6 3	34 5 0	3 16 0	2,383	992	836 12 10	3	23	49	5	1	4	7	306 4 5	1,743 4 6	
Wunglinn	3,418	513 12 0	31 4 5	0 17 8	3,677	515	1,155 12 5	3	77	95	..	6	7	11	742 12 9	2,443 19 3	
Numurkah	15,150	4,392 12 6	300 4 11	57 3 11	3,912	5,107	2,223 2 4	63	133	204	51	25	15	122	1,524 6 9	8,497 10 5	
Katunga	889	190 2 2	25 6 8	6 17 7	3,309	322	1,074 3 4	6	49	104	14	4	1	5	742 17 8	2,039 7 5	
Strathmerton	3,829	722 0 0	54 2 7	4 8 1	2,573	852	806 17 7	6	115	180	8	9	14	19	1,638 13 4	3,226 1 7	
Mywee	47	8 8 7	4 10 8	..	660	556	151 2 3	..	..	..	..	..	..	..	164 1 6	..
Martin's Siding	593	87	344 14 6	344 14 6	..
Tocumwal	7,202	3,845 3 2	179 4 0	87 4 9	44,065	62,279	41,080 14 0	80	747	1,902	10	91	280	898	15,812 1 2	61,004 7 1	
RUSHWORTH LINE.																	
Murchison	2,528	188 1 9	53 11 6	..	3,242	1,154	1,375 3 7	1,616 16 10	..
Hammond	2	0 1 4	1,288	..	432 13 8	432 13 0	..
Waranga	367	43 14 5	17 3 8	..	1,289	2,367	521 15 4	582 13 5	..
Rushworth	8,543	2,004 16 7	171 0 4	2 14 0	18,262	5,650	7,221 2 0	6	29	114	7	2	8	31	588 15 1	9,988 8 0	
COLBINABBIN LINE.																	
Erwen	17	3 2 5	1 10 4	..	10,264	113	3,748 9 4	9 7 4	..
Wanatta	185	25 17 1	19 14 3	..	8,882	301	3,405 19 8	29	119 2 6	3,570 13 6	..
Colbinabbinn	417	139 0 8	24 13 0	0 2 0	5,014	1,092	2,379 15 6	3	36	127	2	..	2	29	1,007 3 8	3,514 14 10	
GIRGAREE LINE.																	
Karook	12	0 12 10	18	21	8 14 6	9 7 4	..
Stanhope	742	209 8 3	20 10 11	0 3 6	1,493	2,266	701 4 11	6	28	113	4	8	10	53	806 14 9	1,738 2 4	..
Girgaree	392	130 5 7	13 9 7	0 14 0	3,422	1,028	1,364 13 0	7	10	77	5	7	12	35	428 0 3	1,937 2 5	..
TOOLAMBA-ECHUCA LINE.																	
Tatura	11,427	2,522 13 5	260 14 6	71 3 3	4,258	5,482	2,715 6 7	47	137	191	65	30	25	155	1,781 2 8	7,351 0 5	..
Byrneside	1,018	214 11 7	14 2 6	1 9 0	179	325	225 6 0	2	21	41	1	1	1	9	259 15 9	715 4 10	..
Merrigum	4,208	876 3 8	67 14 9	9 8 3	3,997	2,980	2,595 2 9	17	43	126	5	3	6	40	832 14 10	4,381 4 3	..
Kyabram	16,638	4,448 5 3	302 9 11	27 0 5	6,579	11,029	5,138 5 0	32	137	437	10	19	29	119	2,664 3 11	12,580 4 6	..
Tongala	5,683	1,382 13 0	177 16 0	47 7 3	2,863	2,973	2,220 8 0	5	49	80	46	5	36	82	2,111 8 6	5,939 12 9	..
Koyuga	1,534	205 3 3	12 14 5	0 14 7	1,065	1,358	152 2 10	67	13	8	665 16 9	1,336 11 10	..
KATAMATITE LINE.																	
Pine Lodge	181	9 16 4	4 1 2	0 2 6	807	371	291 9 8	1	..	1	51 0 0	356 9 8	..
Lamrock	1	0 0 10	7,213	23	827 10 10	827 11 8
Cosgrove	1,169	176 14 9	26 14 1	..	3,261	491	1,169 5 9	2	13	63	1	4	2	5	337 8 1	1,710 2 8	..
Dookie	3,875	1,193 2 6	116 5 10	7 10 11	19,937	1,319	2,693 10 7	24	51	176	20	9	5	2	872 0 4	4,882 10 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.		
BRIGHT LINE—continued.																		
Ovens	767	148 9 1	10 0 4	0 1 0	274	167	169 1 8	..	..	..	..	..	..	..	..	..	327 12 1
Eurobin	716	130 11 4	11 5 8	0 8 6	346	91	238 10 11	..	..	..	1	..	..	..	..	..	424 9 11
Poeipunkah .. .	1,613	480 7 0	48 17 4	0 11 6	574	415	731 1 0	..	..	..	..	4	..	..	..	..	1,260 16 10
Bright	6,222	2,343 14 9	215 0 4	11 3 8	748	1,773	1,018 17 10	5	6	6	33	6	5	16	..	..	3,756 5 4
WAGUNYAH LINE.																		
Lilliput	464	15 12 7	0 14 2	..	43	96	32 19 8	..	..	..	..	..	..	..	..	..	49 6 5
Rutherglen .. .	10,851	2,892 9 11	216 1 3	49 8 6	3,104	7,538	2,099 10 6	9	..	65	33	..	..	..	..	..	5,633 13 4
Wahgunyah .. .	12,365	4,894 18 6	271 4 2	115 18 4	5,754	32,081	6,991 14 4	24	254	784	23	6	100	287	10	..	16,674 6 3	
TALLANGATTA LINE.																		
Bandiana	79	1 19 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1 19 0
Bonogilla	471	19 15 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	19 15 10
Ebden	3,214	480 1 11	33 15 7	38 11 3	783	4,471	500 18 10	7	214	195	3	..	..	..	..	..	4,972 17 6
Huon	4,575	616 18 0	41 5 6	2 8 10	1,618	902	859 19 11	..	182	49	22	1	146	27	..	..	3,088 12 16
Boiga	313	49 14 7	4 1 1	1 12 8	..	..	29	..	..	..	..	..	..	..	..	..	76 19 11
Tatonga .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	364 19 0
Tallangatta .. .	9,950	3,695 2 4	230 8 1	26 3 1	1,826	3,013	2,043 8 3	22	428	392	27	29	288	141	4	..	9,528 8 2	
TALLANGATTA-BEEFPOONBA LINE.																		
Bullioh	236	14 17 11	2 12 7	..	187	141	138 9 9	..	..	..	..	..	..	..	..	..	156 0 3
Darbyshire .. .	16	1 10 3	0 6 3	..	76	..	16 3 10	..	..	..	..	..	..	..	..	..	18 0 6
Koetong	435	92 1 3	6 17 1	1 3 6	192	116	62 17 4	7	67	53	..	..	..	..	..	..	787 3 11
Shelley	380	92 17 8	9 19 7	24 10 9	1,075	490	684 12 0	8	488	241	3	10	80	75	..	..	5,094 19 1
Beeftoomba .. .	1,296	522 9 7	43 11 8	64 18 11	1,061	3,299	1,518 5 2	34	824	362	14	20	141	194	..	..	9,644 8 7
WILLIAMSTOWN LINE.																		
South Kensington ..	365,173	3,196 2 10	42 0 7	0 17 11	23,272	63,123	6,270 15 8	..	..	..	..	..	..	..	..	..	9,419 17 0
Angliss' Siding .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Footscray	3,213,640	10,827 18 1	1,247 12 8	25 18 4	31,022	1,289	3,918 14 2	..	..	..	..	..	..	..	..	..	3,918 14 2
Seddon	1,533,178	16,236 3 6	80 16 5	1 0 8	13,821	64,569	8,428 8 7	..	..	..	..	..	..	..	..	..	50,529 17 8
Yarraville	1,477,548	15,845 11 10	148 3 8	2 1 9	..	..	..	..	..	..	..	..	..	..	..	..	16,318 0 7
Spotswood	375,545	4,015 2 8	351 17 1	0 16 0	162,998	44,424	64,726 17 3	..	..	..	..	..	..	..	..	..	80,722 14 6
Newport	1,426,466	18,148 12 9	153 13 2	13 3 8	22,936	81,223	29,578 19 10	..	..	..	..	..	..	..	..	..	33,946 15 7
Altona Beach .. .	75,877	1,395 19 1	2 5 1	..	143,387	317,227	8,140 10 11	..	..	..	..	..	..	..	..	..	26,463 11 9
Austral Meat Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,400 18 2
North Williamstown ..	1,029,281	15,852 7 0	131 5 2	2 3 8	..	..	..	..	..	..	..	..	..	..	..	..	1,885 14 1
Williamstown Beach ..	627,422	9,734 5 11	68 7 0	1 6 11	612	11,154	135 19 1	..	..	..	..	..	..	..	..	..	16,121 14 11
Williamstown	557,559	9,572 9 5	192 5 1	33 4 10	..	..	..	..	..	..	..	..	..	..	..	..	9,803 19 10
Williamstown Pier .. .	88,793	1,852 5 10	55 12 9	0 1 1	493,694	345,454	54,666 0 0	2	..	..	..	..	..	..	..	..	9,797 19 4
NEWPORT-SUNSHINE LINE.																		
Thomas' Siding	16,016	147	2,226 14 10	2,226 14 10
Hassell's Siding	94
McKenzie and Holland's Siding	8	10	1 17 7	1 17 7
Gray Bros.' Siding	96	95	58 1 6	58 1 6
Angliss' Quarry Siding	50,979	77	3,176 11 2	5,176 11 2

Table with 16 columns and 100+ rows. Columns include: Station Name, 1-7, 8-14, 15-17, 18-19, 20-22, 23-25, 26-28, 29-31, 32-34, 35-37, 38-40, 41-43, 44-46, 47-49, 50-52, 53-55, 56-58, 59-61, 62-64, 65-67, 68-70, 71-73, 74-76, 77-79, 80-82, 83-85, 86-88, 89-91, 92-94, 95-97, 98-100. Rows are organized by line: Nooije Line, Thorpdale Line, Walkalla Line, North Mirroo Line, Traragon-Stratford Line, Bragolong Line, Port Albert Line.

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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.			
PORT ALBERT LINE—continued.																			
Gwyther .. .. .	..	..	..	..	913	98	284 12 5	..	..	..	..	..	..	..	..	..	..	284 12 5
Koonwarra	1,791	172 8 7	81 14 8	0 14 9	530	1,043	300 7 7	2	15	4	30	3	..	..	..	..	212 19 6	768 5 1
Tarwin	2,803	278 8 8	33 8 7	1 12 0	533	1,321	267 0 3	..	37	..	9	2	51	21	1	..	392 9 9	972 19 3	
Meenyan	7,593	1,439 1 10	138 3 2	5 18 5	828	1,486	642 16 5	10	110	93	8	19	56	58	7	..	780 14 7	3,006 14 5	
Stony Creek	2,573	609 9 11	58 8 3	11 17 7	863	708	641 9 6	9	49	63	38	5	70	39	1	..	641 9 6	1,962 14 9	
Buffalo	1,706	285 7 4	31 2 0	7 2 6	191	255	140 8 4	2	57	13	13	4	59	4	1	..	381 19 4	845 19 6	
Boys	94	6 7 2	5 13 2	..	831	28	216 9 9	..	..	..	..	..	..	..	..	..	..	228 10 1
Fish Creek	5,082	813 3 6	92 5 5	1 18 3	996	687	754 19 2	8	68	53	42	9	125	78	1	..	846 1 4	2,508 7 10	
Hoddle	1,412	130 6 2	17 5 6	0 3 6	215	156	207 18 1	..	..	..	18	1	..	..	..	..	131 2 7	486 15 10
Foster	6,526	1,672 10 1	204 12 1	10 19 10	2,412	3,108	1,331 15 4	11	45	87	20	12	66	24	6	..	715 14 0	3,935 11 4	
Bennison	2,967	211 8 4	116 14 1	0 3 8	310	549	481 17 2	..	..	..	..	1	2	..	..	..	..	760 3 3
Toora	5,628	1,564 18 8	131 2 9	24 0 4	1,102	1,835	1,076 0 8	11	75	59	3	6	38	76	5	..	642 1 2	3,438 3 7	
Agnes	442	90 4 4	8 0 11	..	46	64	40 12 1	..	4	..	..	1	5	..	..	..	17 4 0	156 1 4
Welshpool	3,717	866 17 10	98 9 4	5 16 0	843	1,417	410 10 0	4	46	35	80	6	23	50	..	..	744 12 11	2,126 6 1
Welshpool Jetty	7,142	172 2 3	69 4 9	..	312	265	948 4 6	..	..	..	..	..	..	..	..	..	..	1,189 11 6
Hedley	1,098	136 19 7	32 19 5	1 16 3	269	82	161 9 0	..	3	60	22	2	6	49	..	..	378 0 6	711 4 9
Gelliondale	1,944	649 5 10	47 13 5	1 9 6	1,180	470	621 19 5	6	189	73	1	3	106	45	..	..	1,256 3 0	2,576 11 2
Alberton	7,375	3,367 1 9	229 2 7	16 8 2	2,502	6,548	2,942 17 7	39	437	403	118	42	156	150	7	..	4,579 15 7	11,135 5 8	
Port Albert	1,445	323 16 11	89 2 0	8 9 9	2,829	332	2,676 4 3	2	..	..	..	1	..	..	..	..	4 16 9	3,102 9 8
WONTHAGGI LINE.																			
Woodleigh	2,513	363 16 9	499 9 1	1 5 4	708	261	280 0 4	4	8	14	..	4	7	35	..	..	60 17 4	1,205 8 10
Kernot	1,899	281 17 2	354 3 10	0 18 0	147	241	98 11 5	1	83	64	..	8	28	43	2	..	403 7 2	1,138 17 7	
Almurta	3,268	587 14 7	47 1 11	1 4 6	824	565	251 0 9	5	140	71	..	8	99	42	..	..	630 3 10	1,517 5 7
Glen Forbes	3,812	603 16 11	149 6 10	0 14 3	190	4,368	178 16 10	..	15	9	..	4	7	6	1	..	63 10 8	996 5 6	
Woolamai	4,243	566 2 0	313 4 1	3 8 9	319	5,432	184 5 6	16	64	22	3	9	22	24	2	..	273 15 6	1,340 15 10	
Woolamai Quarry Siding .. .. .	..	..	..	..	1	10	1 1 10	..	..	..	..	..	..	..	..	..	..	1 1 10
Anderson	2,201	245 10 7	39 7 5	27 1 2	120	1,886	153 4 0	5	2	23	..	7	5	9	..	..	92 18 9	558 1 11
Mitchell's Siding .. .. .	..	..	..	..	10	..	3 12 2	..	..	..	..	..	..	..	..	..	..	3 12 2
Kilconda	2,075	208 19 11	24 15 3	0 9 0	38	103	66 14 9	..	..	..	..	..	..	..	..	..	..	300 18 11
Dalyston	3,329	657 1 8	59 19 1	0 17 9	1,088	3,717	706 4 2	2	36	112	110	3	20	66	3	..	952 16 7	2,376 19 3	
Powlett and North Woolamai Colliery Coy.'s Siding .. .. .	..	..	..	..	26,302	41	8,104 6 8	..	..	..	..	..	..	..	..	..	..	8,104 6 8
State Coal Mine .. .. .	..	..	..	..	132,172	7,820	37,987 3 8	..	..	..	..	..	..	..	..	..	..	37,987 3 8
Wonthaggi	30,879	7,204 19 5	529 16 8	22 14 3	1,104	9,794	1,089 7 7	7	6	15	..	2	8	..	..	..	86 9 1	8,933 7 0
OUTTRIM LINE.																			
Jumbunna	4,032	326 6 3	60 6 1	3 7 3	22,124	2,012	5,715 9 3	..	16	10	96	3	14	12	5	418 9 11	6,523 18 9
Outtrim North	1,859	57 2 5	..	..	..	..	1 0 0	..	..	..	..	..	..	..	..	..	..	58 2 5
Outtrim	1,192	131 14 5	24 14 7	..	326	410	202 4 6	..	1	..	25	..	..	..	..	..	22 3 3	380 16 9
FRANKSTON-STONY POINT LINE.																			
Glen Huntly	820,310	12,428 1 4	139 3 1	6 5 6	422	15,968	268 16 10	..	..	..	..	..	..	..	..	..	..	12,842 6 9
Ormond	259,197	3,906 19 4	200 19 6	0 10 2	212	5,816	196 0 10	..	..	..	..	..	..	..	..	..	..	4,304 9 10
McKinnon	117,580	1,689 13 1	18 0 7	0 1 0	..	..	..	..	..	..	..	..	..	..	..	..	..	1,707 14 8
Bentleigh	140,086	2,176 10 2	57 4 9	0 10 8	389	6,073	173 3 9	..	..	..	..	..	..	..	..	..	2 10 0	2,409 19 4

Moorabbin	139,763	2,331 10 5	180 2 11	8 6 5	574	9,215	211 5 9	5	5				2	3			15 13 11	2,696 10 5	
Higlett	117,384	1,821 13 2	46 0 1	0 11 0	74	1,488	23 13 10											1,801 18 1	
Cliftonham	348,093	6,947 17 0	127 1 7	21 10 5	4,801	13,846	708 14 7	7	5				2	4			35 5 6	8,140 9 1	
Mentone	456,550	10,020 2 9	373 13 0	253 7 8	1,168	11,847	314 5 5	7					1	7			11 5 9	10,974 14 7	
*Parkdale	153,670	3,140 13 8	13 9 5	0 0 6														3,154 3 7	
Mordialloc	424,278	10,271 11 8	434 17 2	404 10 5	3,351	7,909	635 7 4	11	8					9			51 19 11	11,788 6 6	
Aspendale	138,113	3,270 17 6	97 12 4	0 16 5	276	4,808	53 9 10		2								4 11 9	3,427 7 10	
*Edithvale	109,047	2,749 0 3	63 13 0															2,812 13 5	
Chelsea	371,419	9,056 14 6	362 18 5	0 8 11	226	5,703	93 14 7										0 11 3	9,514 7 8	
Foysyth's Siding					14,891		1,680 0 0											1,680 0 0	
Carum	64,494	2,475 19 6	521 17 7	18 8 1	1,626	3,964	293 17 8	1	2	9			1	5		34	20 5 0	3,330 7 10	
Seaford	20,774	886 15 4	274 14 3	2 16 6	78,872	755	8,704 4 6							8				9,868 10 7	
Frankston Sand Siding					24,811		2,720 12 2											2,720 12 2	
Frankston	114,424	6,027 12 11	636 18 10	25 6 5	1,364	10,266	399 7 3	3	6		1	1	13	46	70		14 10 11	7,703 16 4	
Langwarrin	8,321	478 10 4	60 17 8	0 14 0	569	5,337	156 8 4				1	1	2			18	0 13 9	697 4 1	
Baxter	5,766	395 15 8	123 15 11	2 12 5	969	832	264 1 11	1	2	2	1	1	5	6	1		8 16 4	795 12 3	
Somerville	10,877	983 0 2	308 13 4	5 7 10	6,190	4,715	2,405 16 5	6	6		1	1	11	15	6		24 10 0	3,727 7 16	
Tyabb	5,270	486 5 0	118 15 9	0 3 3	3,150	2,416	1,413 3 3	1	2	3			1	1			6 17 0	2,025 4 3	
Hastings	7,823	772 10 10	215 19 6	0 17 3	2,784	2,680	813 8 4	1	1					16	10		6 17 6	1,809 13 5	
Bittern	6,191	985 5 10	319 14 3	6 2 11	3,608	1,508	1,062 5 10	5	41	73	2	11	33	34	1		353 13 6	2,727 2 4	
Crib Point	7,101	1,052 19 6	35 2 11	1 13 9	581	9,746	296 14 2										0 19 9	1,387 10 1	
Stony Point	4,740	740 14 5	389 0 10	3 16 2	823	1,388	391 3 6	6		10			10		5	12	26 9 5	1,560 4 4	
MORNINGTON LINE.																			
Mooreduc	3,788	271 8 3	28 14 0	0 12 10	1,913	1,443	510 17 4		2	118		6	90	136			230 19 0	1,042 11 5	
Mornington	26,288	3,563 9 6	630 7 11	31 19 0	989	8,090	558 11 4	10	103	43	2	23	65	47			395 7 11	5,159 15 8	
HEALESVILLE LINE.																			
East Richmond	593,693	4,705 0 1	165 16 0	0 17 0														4,871 13 1	
Burley	800,406	6,582 6 7	210 5 10	2 6 0	13,865	157,350	4,102 1 3											10,896 19 8	
Hawthorn	1,232,164	12,732 9 0	220 12 5	21 19 8	844	21,826	831 6 4											13,825 7 5	
Glenferrie	2,056,278	27,614 10 4	526 11 5	6 3 5														28,147 5 2	
Aburn	1,502,697	18,409 15 8	275 3 6	3 15 5														18,688 14 1	
Candlerwell	1,751,831	25,783 10 11	389 2 6	3 2 6	775	41,899	721 5 3											26,897 1 2	
East Candlerwell	1,053,943	14,826 8 4	95 10 7	1 9 5														14,923 8 4	
Canterbury	1,552,681	22,404 0 10	487 4 3	10 7 4	187	10,096	116 10 0											23,018 2 5	
Surrey Hills	891,158	13,549 0 2	163 11 4	1 4 5	323	18,407	212 17 0											13,931 12 11	
Surrey Hills—Building Tickets (Free)	300																		
Mont Allert	447,516	6,775 8 5	41 14 11	0 13 6														6,817 16 10	
Box Hill	1,007,371	17,315 10 11	329 18 10	5 14 3	8,668	28,480	3,658 10 9	28	49	1		74	74	35	41		158 5 0	21,668 8 9	
Blackburn	239,968	4,436 4 6	172 0 5	1 14 11	3,906	6,554	1,803 9 10		2									6,429 9 0	
Tunstall	128,974	2,139 14 9	168 6 0	0 6 0		84	0 3 7											2,328 10 4	
Mitcham	216,847	4,216 8 10	228 14 6	0 17 0	6,581	17,065	1,965 8 11										4 1 0	6,415 19 3	
Ringwood	267,171	6,236 13 11	481 18 1	34 5 11	2,053	14,506	851 15 1		4	1			13	39			3 8 4	7,608 1 4	
Croydon	123,298	4,139 4 6	647 13 9	2 18 1	3,038	7,793	1,324 7 5	1	3			1	15				1 19 3	6,116 3 0	
Mooroolbark	8,460	223 12 0	376 2 11	0 11 3	1,377	528	275 9 8										0 5 0	970 0 10	
Cave Hill Siding					18,586		3,117 0 2												3,117 0 2
Lilydale	67,525	3,738 12 9	822 12 0	53 4 4	1,375	5,766	551 4 9	32	87	112	7	12	52	80	2		423 11 4	5,599 5 2	
Black's Siding					22,429	1	2,642 19 0												2,642 19 0
Coldstream	3,763	245 4 6	426 17 7	18 12 6	1,087	1,229	198 13 4	1	2	1			3				3 9 2	892 17 1	
Yering	3,874	316 0 6	1,362 19 10	2 10 2	866	936	207 9 6	2	33	80	2	36	55				253 0 0	2,142 0 0	
Yarra Glen	13,216	1,294 17 3	622 1 6	13 13 1	10,599	2,548	2,334 14 9	18	42	115	2	6	30	45	2		504 1 8	4,709 8 3	
Tarawarra	1,486	112 1 19	88 4 11	2 2 9		46	43 9 2										0 5 0	246 4 8	
Healesville	32,099	4,569 7 5	485 8 5	12 6 1	16,228	10,425	3,889 10 10	24	15	20	5	12	35	58	4		130 11 8	9,087 4 5	
GLEN IRIS LINE.																			
Heyington	28,050	295 14 2	0 2 0	0 0 6														295 16 8	
Kooyong	89,331	1,039 3 10	1 12 3	0 1 0														1,060 17 1	
Tooronga	389,437	3,931 17 2	9 15 10	0 5 6	322	19,233	54 16 3											3,996 8 9	
Gardiner	183,935	2,220 4 4	26 5 9	0 2 6														2,240 12 7	
Gardiner—Building Tickets (Free)	210																		
Glen Iris	106,412	1,383 0 9	6 4 1			16												1,389 4 10	
Darling	110,901	1,846 9 10	54 9 11		41	6,499	78 8 2											1,979 7 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.
KEW LINE.																	
Barker	248,810	2,859 13 5	30 8 7	0 6 6	..	..	..	..	..	..	..	..	..	..	..	..	2,890 8 6
Kew	708,304	7,675 9 1	234 11 7	5 19 9	306	28,494	293 18 1	1	6	..	..	1	6	..	..	7 18 10	8,219 17 4
OUTER CIRCLE LINE.																	
Riversdale	26,438	316 2 9	0 9 2	..	44	7,027	139 9 7	..	..	..	..	..	..	..	..	..	456 1 6
Goh Links	3,873	51 12 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	51 12 1
Hartwell	3,412	33 15 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	53 15 4
Burwood	37,110	464 16 4	13 1 9	..	13	4,000	1 7 9	..	..	..	..	..	..	..	..	..	479 5 10
Ashterton	20,390	281 8 6	0 3 3	..	8	1,123	1 16 7	..	..	..	..	..	..	..	..	..	283 8 7
Shenley	44,214	581 16 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	581 16 10
Balwyn	19,662	265 2 4	0 3 2	..	..	..	..	..	..	..	..	..	..	..	..	..	265 2 4
Deepdene	16,163	202 1 9	121 19 4	..	..	2,066	..	..	..	..	..	..	..	..	..	..	324 4 1
FERNTREE GULLY LINE.																	
Basswater	60,454	1,691 0 0	391 1 4	8 4 4	1,597	3,654	199 3 4	..	4	5	..	..	..	..	..	5 13 8	2,505 2 8
*Boronah	331	16 0 5	6 5 7	..	..	..	..	..	..	..	..	..	..	..	..	..	22 6 0
Lower Ferntree Gully	24,735	1,171 9 2	604 5 8	1 7 10	1,251	1,768	204 12 6	..	..	..	..	..	..	..	..	..	1,981 15 2
Hernon's Siding .. .. .	..	..	..	..	17,292	..	1,772 5 5	..	..	..	..	..	..	..	..	..	1,772 5 5
Upper Ferntree Gully	66,082	3,890 3 3	200 3 2	9 5 7	11,232	3,392	1,423 3 7	6	29	29	..	6	53	81	..	123 6 8	5,616 2 3
GEMBROOK LINE.																	
Upwey	7,406	459 1 7	43 11 6	0 8 3	24	184	15 15 2	..	..	..	..	..	..	..	..	..	509 16 6
Belgrave	20,503	1,220 15 2	222 11 9	4 7 7	2,968	1,962	698 3 8	..	..	..	..	..	..	..	..	..	2,085 18 2
Selby	938	74 7 0	6 9 1	0 3 3	6	115	5 2 1	..	..	..	..	..	..	..	..	..	86 1 5
Anna	1,919	131 0 6	21 9 6	0 5 3	957	147	199 5 9	..	..	..	..	..	..	..	..	..	332 1 0
Paradise	1,850	149 13 6	32 3 0	0 7 9	1,469	237	311 6 5	..	..	..	..	..	..	..	..	..	499 12 0
Emerald	7,918	649 10 9	175 17 0	2 3 3	2,794	1,199	811 15 3	1	10	10	2	7	20	21	..	30 19 1	1,670 5 4
Nobelius' Siding .. .. .	..	..	61 3 11	..	133	..	196 8 0	..	..	..	..	..	..	..	..	..	257 11 11
Wright	137	17 18 10	10 17 4	0 1 6	..	4	..	..	..	..	..	..	..	..	..	..	28 17 8
Cockatoo	4,851	370 7 7	92 13 4	1 15 9	2,563	551	628 0 1	1	1	..	..	..	..	1	..	3 7 3	1,096 4 0
Gembrook	5,223	688 19 7	90 2 10	2 6 6	10,536	2,171	2,712 8 7	2	3	1	1	4	10	7	..	9 17 5	3,503 14 11
WARBURTON LINE.																	
Mount Evelyn	11,002	743 16 2	199 6 10	3 0 10	5,020	1,255	912 14 3	1	3	..	1	6	4	2	1	9 4 9	1,868 2 10
Wandiu	12,858	940 4 2	278 18 1	0 16 5	7,405	1,725	1,574 0 10	1	2	..	1	3	2	..	..	4 6 5	2,798 5 11
Seville	5,265	437 11 6	121 1 3	0 12 3	5,319	988	1,002 18 3	..	..	..	1	2	11	25	..	0 14 9	1,562 18 0
Killara	620	69 5 4	12 16 8	2 8 2	2,702	137	496 0 0	..	..	20	..	2	17	5	..	35 11 9	616 1 11
Woori Yallock	5,134	455 10 8	111 12 5	0 17 11	9,002	730	2,055 12 7	4	46	49	1	8	40	46	..	393 6 7	3,017 0 2
Launching Place	5,237	519 6 11	181 5 11	1 2 0	2,629	2,269	695 0 6	9	67	15	6	7	45	25	2	181 14 5	1,578 9 0
Yarra Junction	22,113	2,637 18 11	177 4 9	4 1 3	32,083	6,217	12,075 15 3	2	3	5	..	12	15	29	2	11 3 3	14,906 3 3

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.				
VARIOUS.																											
Traffic derived from Deniliquin and Moama Stations	2,986	2,209	16 3	449	10 1	74	18 1	8,010	7,939	11,192	0 9	52	170	666	..	93	2,007	5,483	20	36,091	0 11	50,017	6 1				
Traffic derived from South Australian Stations	57,519	84,953	5 6	8,037	12 9	571	1 6	70,573	73,083	82,253	3 8	..	..	..	..	..	..	..	..	12,886	11 8	188,701	15 1
Traffic derived from New South Wales Stations	154,521	122,567	2 10	16,735	7 10	1,436	1 9	86,209	207,747	107,477	16 0	..	..	..	..	..	..	..	..	219	8 8	248,435	17 1
Traffic derived from Queensland Stations	4,798	3,088	11 4	287	18 10	186	6,808	289	6 9	3,665	16 11			
Traffic derived from Commonwealth Stations	..	0	6 0	13	2,512	35	10 8	38	16 8		
Traffic derived from Western Australian Stations	6,662	6,727	0 16	474	0 2	29	5,360	89	6 10	7,290	10 10		
Government Tourist Bureau	1,780,689	281,474	14 10	281,474	14 10		
Steamer	12,828	362	14 0	362	14 0	
Thos. Cook and Son, to New South Wales, South Australia, &c.	8,722	2,460	14 7	2,460	14 7	
Totals	134,012,162	3,891,985	18 8	348,586	19 2	25,571	16 3	7,073,157	7,073,157	3,212,884	4 6	8,942	44,193	86,012	7,412	7,781	47,283	94,110	8,355	613,957	6 4	8,032,986	4 11				
Less Unalotted Credit Notes	..	51,734	15 7½	5,401	7 10½	318	10 0	..	..	91,979	3 3	..	..	..	..	..	..	..	..	13,740	7 2	163,174	3 11
	134,012,162	3,780,251	3 0½	343,185	11 3½	25,253	6 3	7,073,157	7,073,157	3,120,905	1 3	8,942	44,193	86,012	7,412	7,781	47,283	94,110	8,355	600,216	19 2	7,869,812	1 0				
Mails and Telegraph	33,560	7 6½	
Dining Car service	25,470	11 6	
Refreshment Rooms	105,818	16 8	
Rentals	85,643	11 5	
Miscellaneous	13,512	1 0	
GRAND TOTAL RAILWAYS	134,012,162	3,780,251	3 0½	343,185	11 3½	25,253	6 3	7,073,157	7,073,157	3,120,905	1 3	8,942	44,193	86,012	7,412	7,781	47,283	94,110	8,355	600,216	19 2	8,133,617	9 1½				
St. Kilda and Brighton Electric Tramway	6,805,892	50,493	16 8½
Sandringham and Black Rock Electric Tramway	2,433,162	11,587	0 2½
GRAND TOTALS	143,251,216	3,780,251	3 0½	343,185	11 3½	25,253	6 3	7,073,157	7,073,157	3,120,905	1 3	8,942	44,193	86,012	7,412	7,781	47,283	94,110	8,355	600,216	19 2	8,195,708	6 0½				

* Stations open for only portion of the year.

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DIAGRAM N° 1

AVERAGE MILEAGE OPERATED

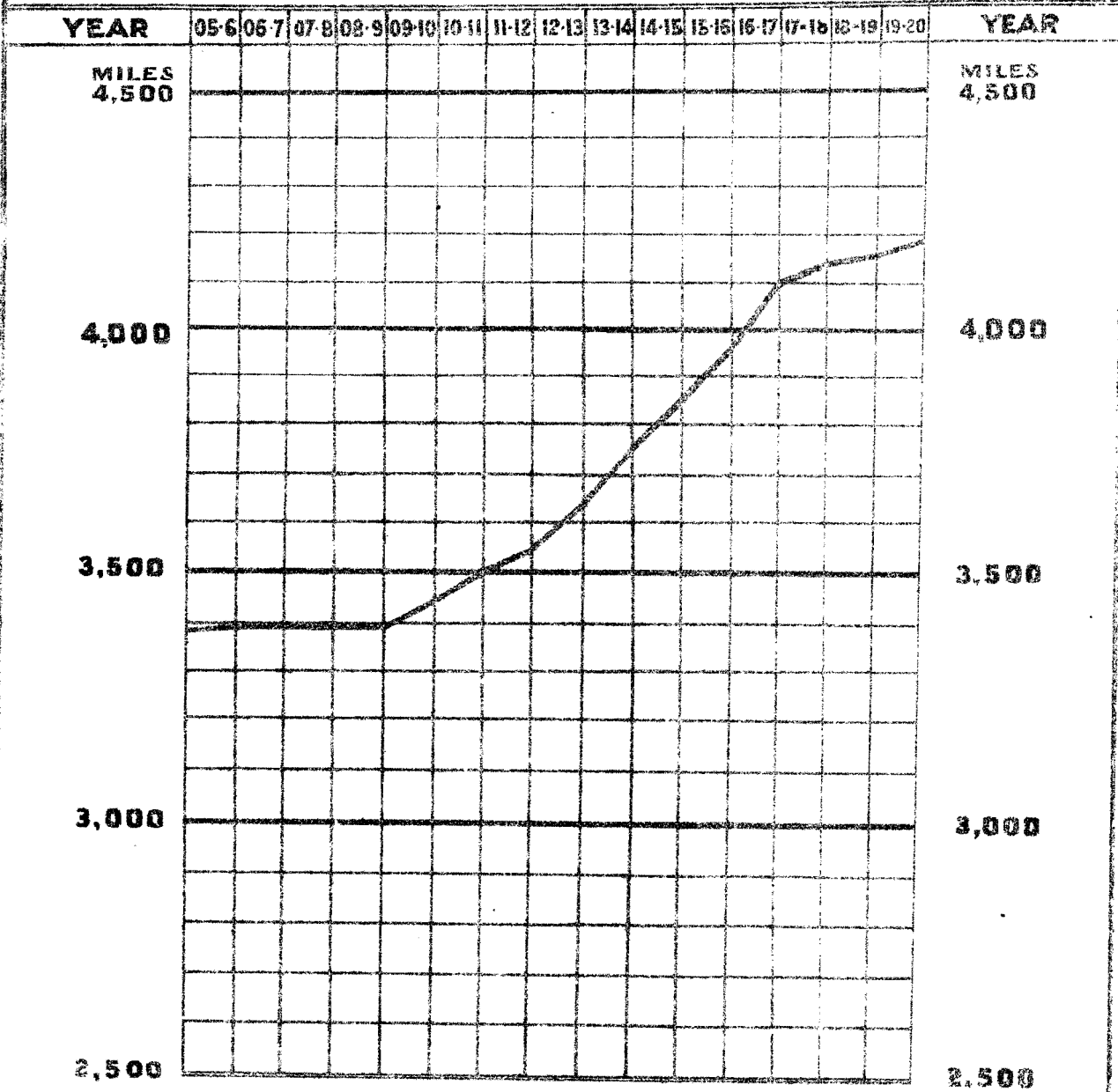


DIAGRAM N° 2

AVERAGE COST OF CONSTRUCTION PER MILE

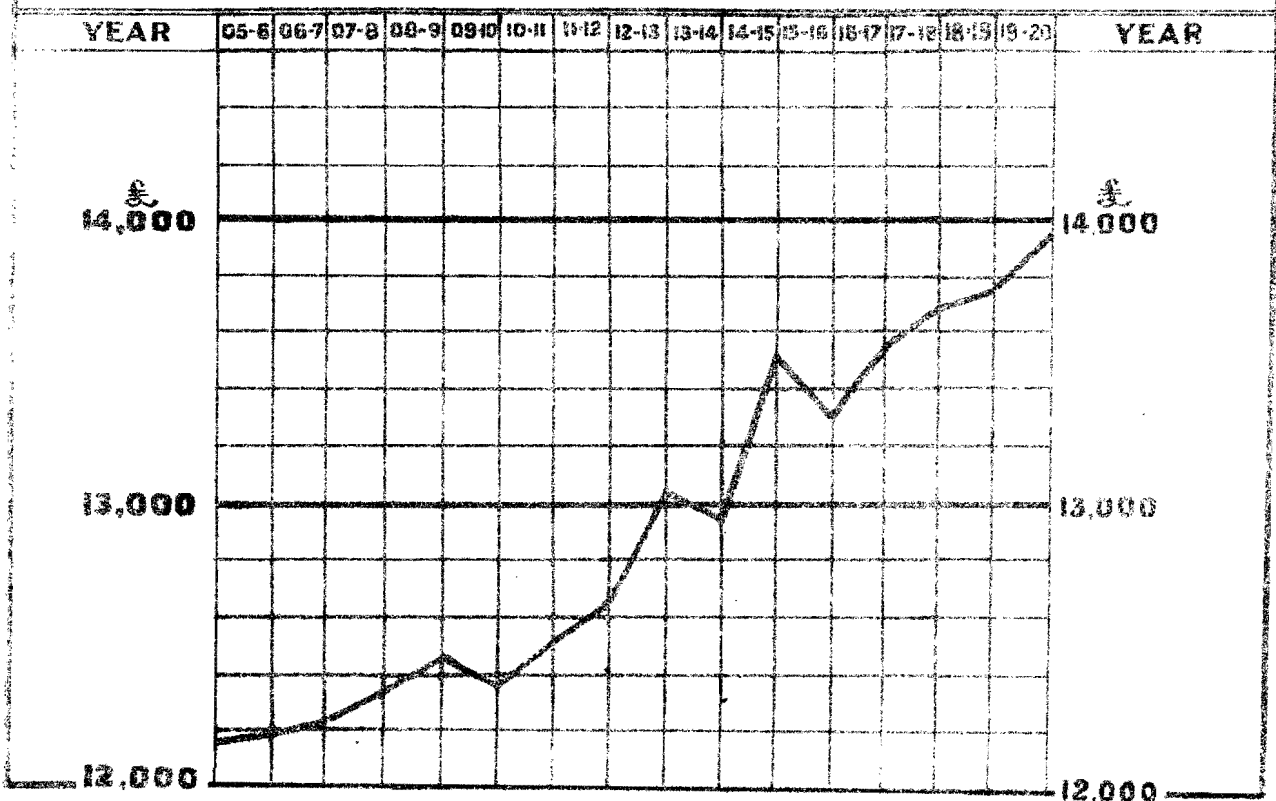


DIAGRAM N° 3

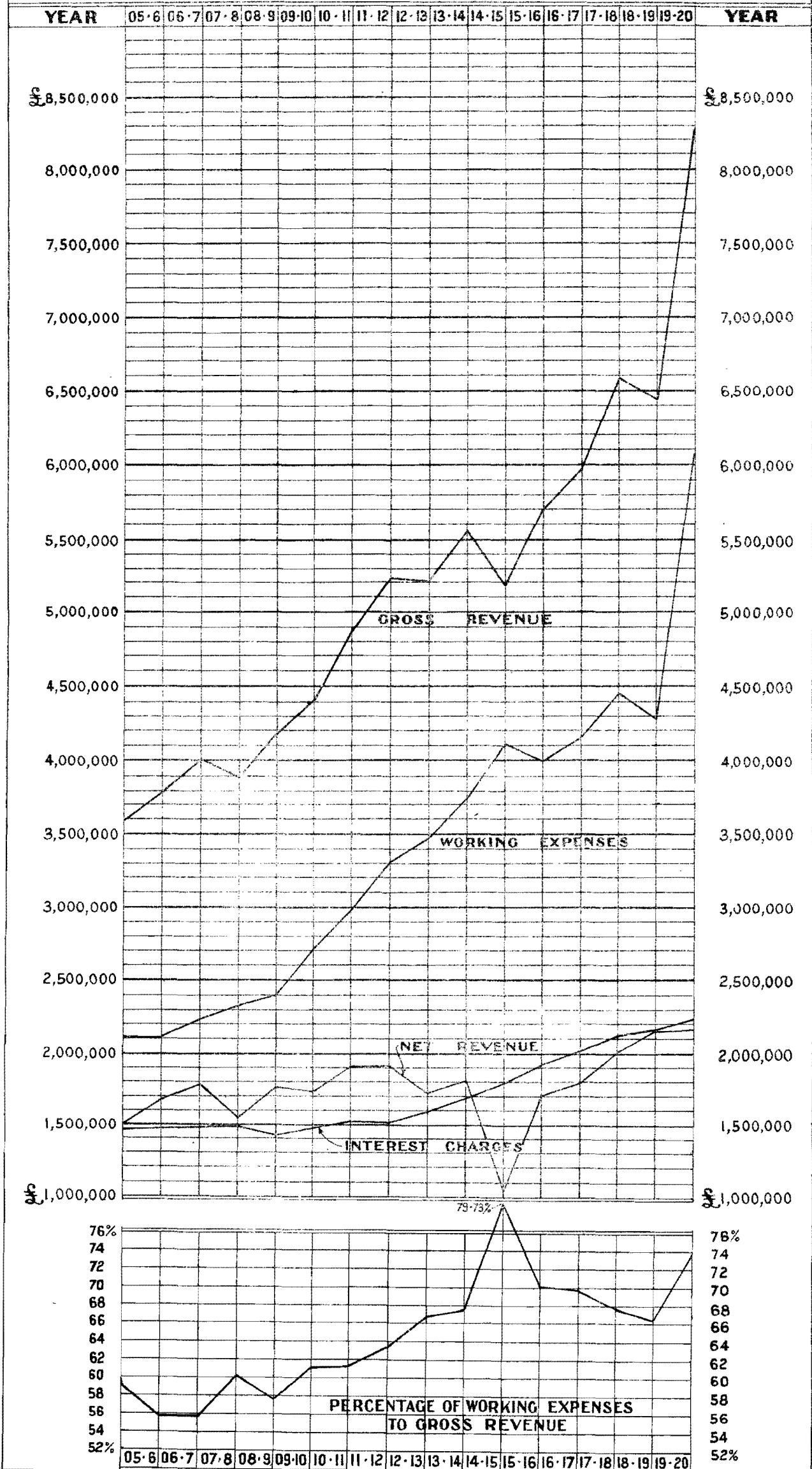


DIAGRAM N° 3^A

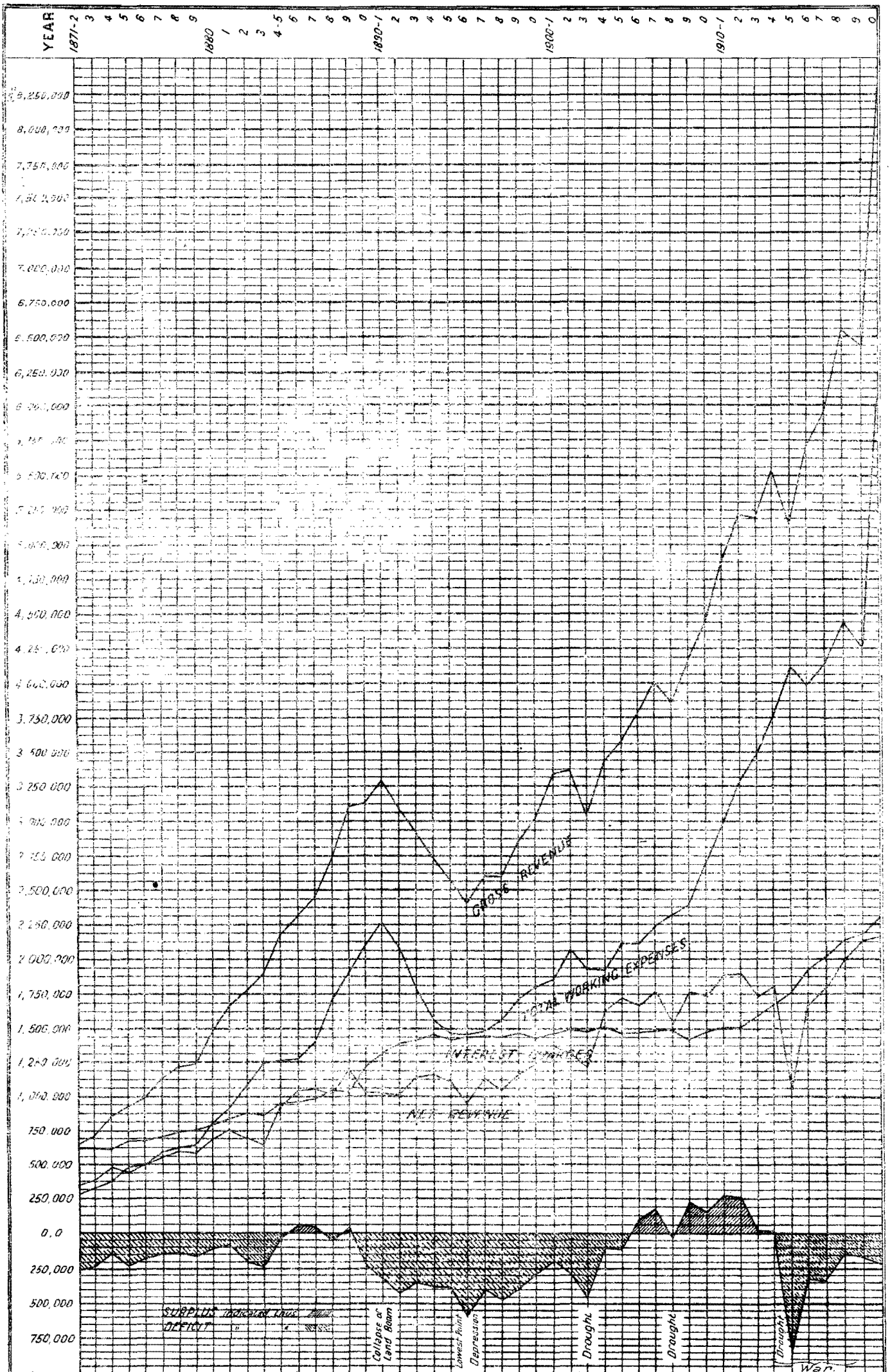


DIAGRAM N° 4

PER AVERAGE MILE OF RAILWAY OPEN

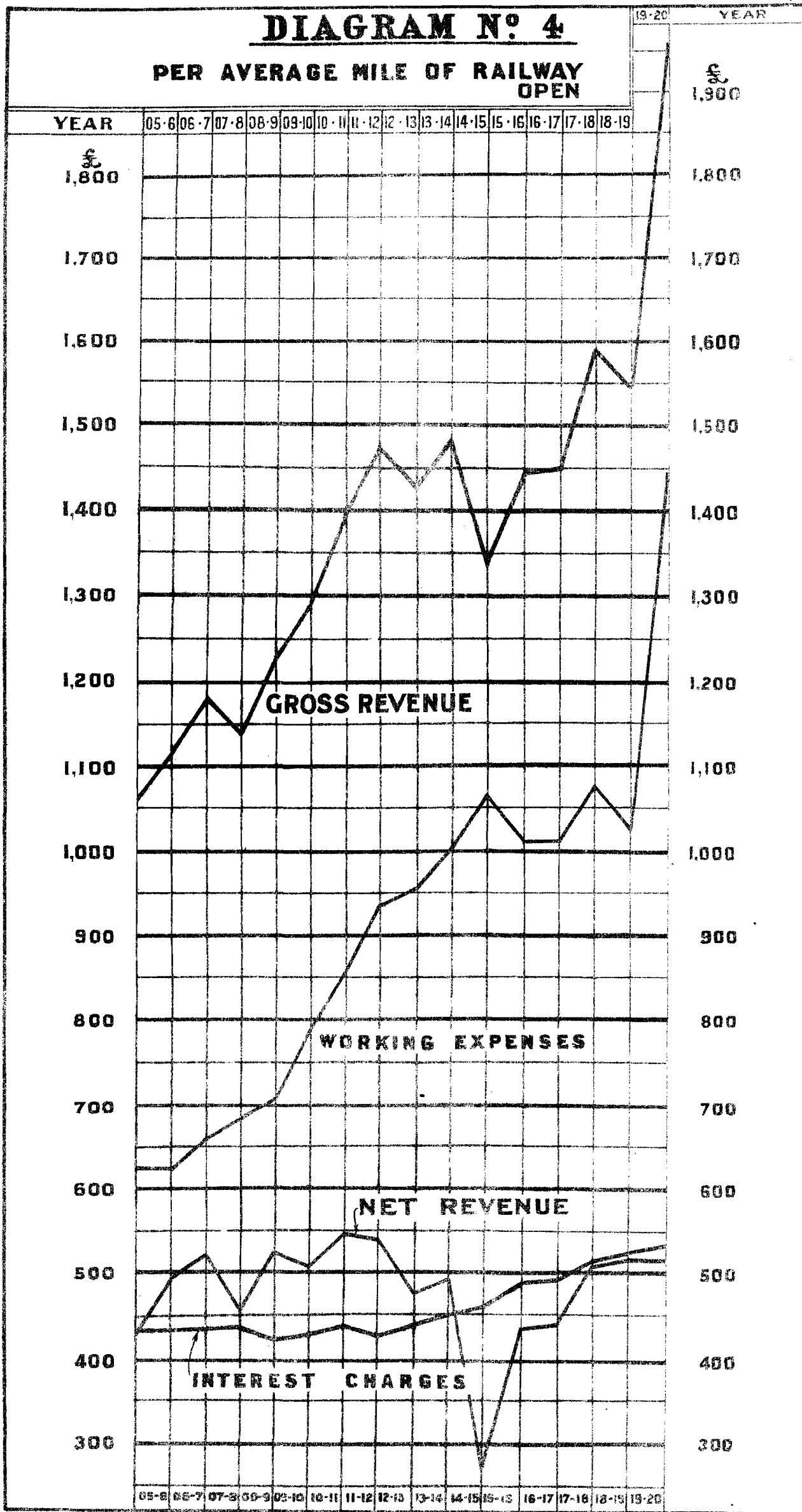
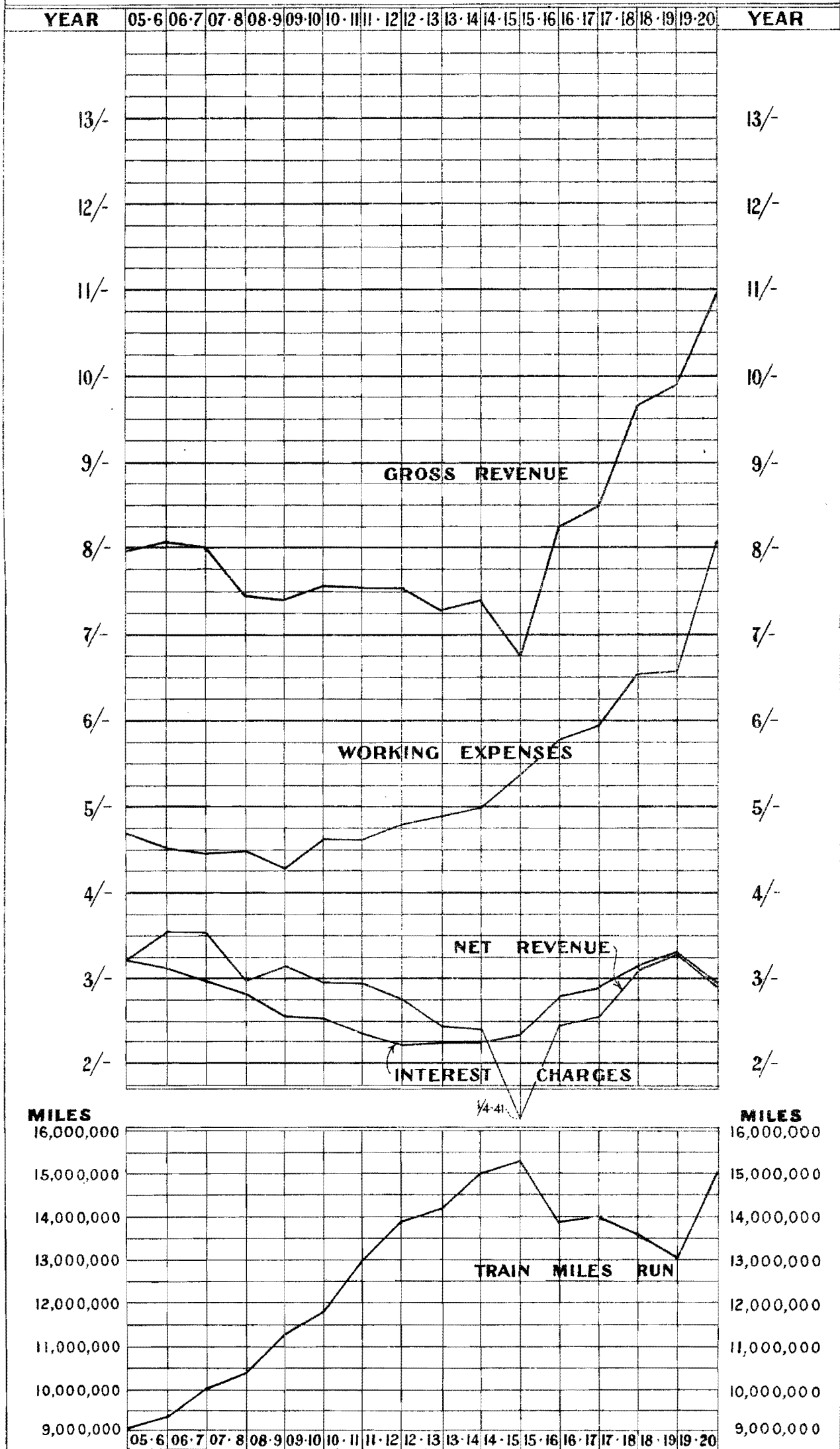
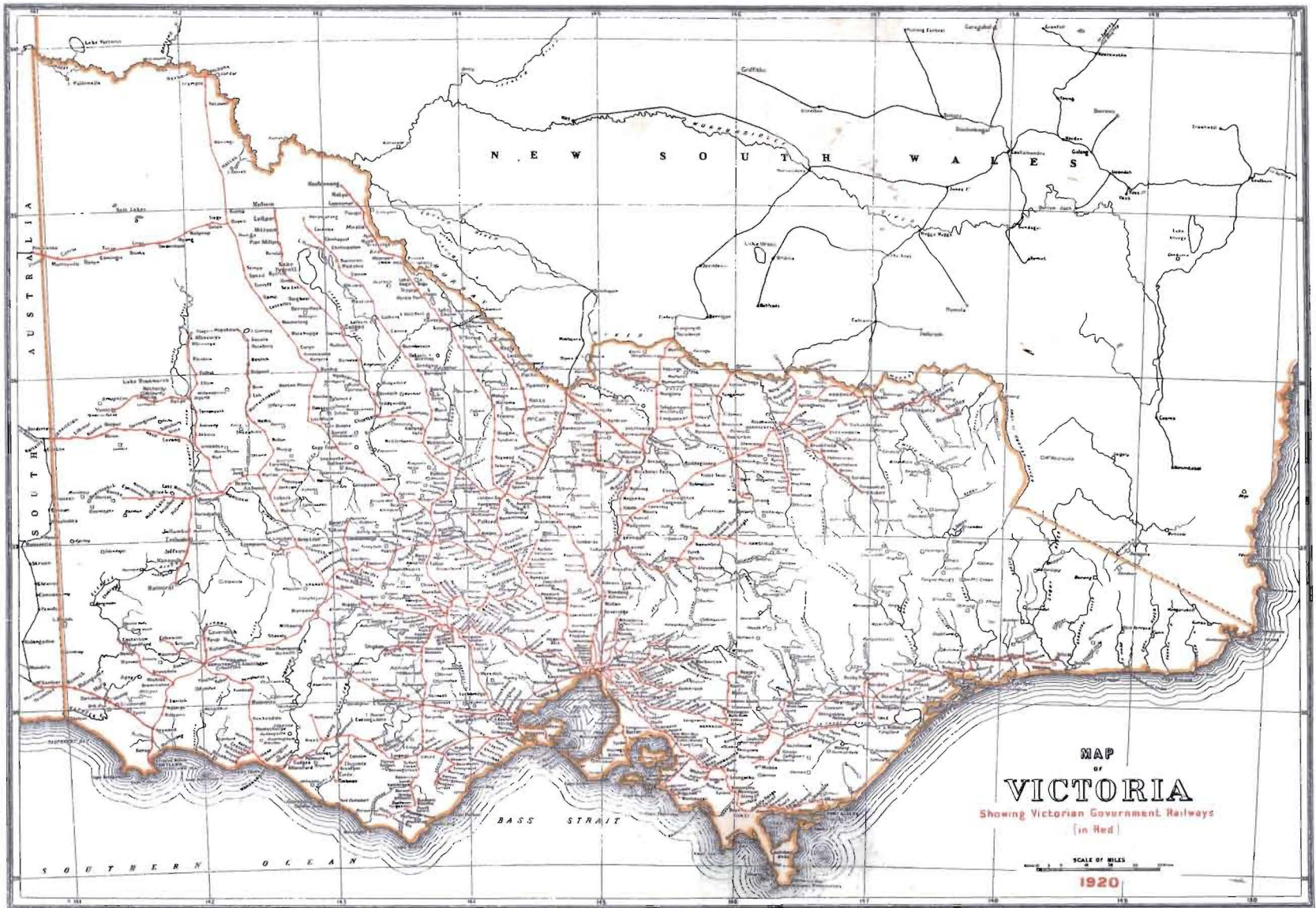
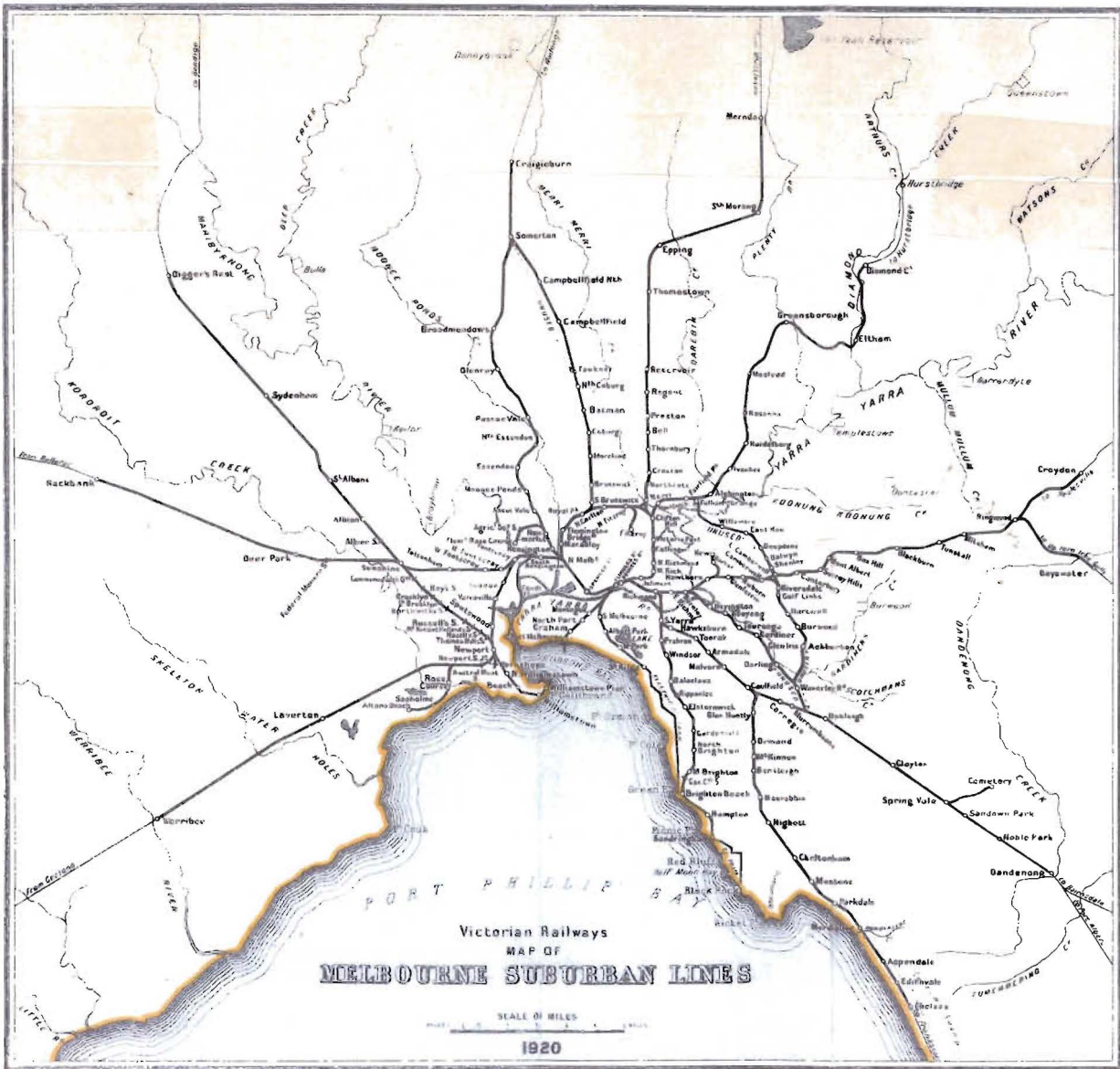


DIAGRAM N° 5 PER TRAIN MILE RUN







Victorian Railways
 MAP OF
MELBOURNE SUBURBAN LINES

SCALE OF MILES
 0 1 2 3 4 5 6 7 8 9 10

1920



Railway Map
OF
AUSTRALIA
 1920
 Showing through connections
 between West Australia and Queensland.
 (In Red)
 Scale in Miles

Distances between Capital Cities of Trans-Australian Railway.

Perth to Kalbarri (W.A.)	567 Miles.	Adelaide (S.A.) to Melbourne (V.)	482 Miles.
Kalbarri (W.A.) to Port Augusta (S.A.)	1,091 ..	Melbourne (V.) to Sydney (N.S.W.)	385 ..
Port Augusta to Adelaide (S.A.)	239 ..	Sydney (N.S.W.) to Brisbane (Q.)	715 ..
Total Distance - Perth to Brisbane		3,484 Miles.	

Note.—Path time is 14 hours beyond Adelaide from a 2-hour Island Melbourne train. Melbourne, Sydney, and Brisbane observe the same time.