

1923.
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VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30TH JUNE, 1923.

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

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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS
FOR THE YEAR ENDED 30TH JUNE, 1923.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 31st August, 1923.

To the Honorable the Minister of Railways.

SIR,

In conformity with the provisions of Section 99 of the *Railways Act* 1915, No. 2716, we have the honour to submit our Report in respect of the year ended 30th June, 1923.

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 Tramways.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
GROSS REVENUE—									
Earnings	11,234,549	16	1	66,725	8	11	11,301,275	5	0
Amount received in respect of the loss resulting from the working of certain lines of railway, and in respect of certain border railways, <i>vide</i> page 8	112,507	0	0	..	..	..	112,507	0	0
	11,347,056 16 1			66,725 8 11			11,413,782 5 0		
WORKING EXPENSES	8,181,925	17	8	52,205	11	3	8,234,131	8	11
	3,165,130 18 5			14,519 17 8			3,179,650 16 1		
NET REVENUE									
INTEREST CHARGES and EXPENSES				£	s.	d.			
				2,951,384	14	11			
PENSIONS and GRATUITIES ..				203,470	4	7			
Adjustment with South Australia in connexion with Border Railways, <i>vide</i> page 7				3,938	0	0			
Repayment to Capital Account in respect of the North Geelong to Fyansford Line, <i>vide</i> page 7..				675	0	0			
				3,159,467 19 6					
SURPLUS							£20,182 16 7		

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

	Year 1921-22.			Year 1922-23.			Increase. (+) Decrease. (-)			
	£	s.	d.	£	s.	d.	£	s.	d.	
Gross Revenue—										
Railways—Earnings	10,696,663	3	11	11,234,549	16	1	+	537,886	12	2
„ Amount received in respect of the loss resulting from the working of certain lines of railway, &c., <i>vide</i> page 8	94,419	0	0	112,507	0	0	+	18,088	0	0
	10,791,082	3	11	11,347,056	16	1	+	555,974	12	2
St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways	66,770	12	5	66,725	8	11	-	45	3	6
Total	10,857,852	16	4	11,413,782	5	0	+	555,929	8	8
Working Expenses—										
Railways	8,026,665	5	3	8,181,925	17	8	+	155,260	12	5
St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways	61,345	7	3	52,205	11	3	-	9,139	16	0
Total	8,088,010	12	6	8,234,131	8	11	+	146,120	16	5
Net Revenue	2,769,842	3	10	3,179,650	16	1	+	409,808	12	3
Interest Charges and Expenses ..	2,589,816	8	7	2,951,384	14	11	+	361,568	6	4
Pensions and Gratuities	194,580	19	6	203,470	4	7	+	8,889	5	1
Adjustment with South Australia in connexion with Border Railways, <i>vide</i> page 7	3,879	0	0	3,938	0	0	+	59	0	0
Repayment to Capital Account in respect of the North Geelong to Fyansford line, <i>vide</i> page 7	675	0	0	675	0	0				
Total of Interest Charges and Expenses, Pensions and Gratuities, &c. ..	2,788,951	8	1	3,159,467	19	6	+	370,516	11	5
Deficit	19,109	4	3							
Surplus				20,182	16	7	+	39,292	0	10

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

	Year 1919-1920.	Year 1920-1921.	Year 1921-1922.	Year 1922-1923.
Average Mileage of Railways operated ...	4,194	4,237	4,284	4,322
TRAFFIC TRAIN MILEAGE.				
Passenger—Country	3,103,611	3,237,161	2,960,964	2,901,822
" Suburban	3,999,770	4,320,632	5,644,757	6,459,903
Mixed	2,528,802	2,529,249	2,518,987	2,523,387
Goods (including Live Stock)	5,390,282	5,446,514	4,732,107	4,504,127
Total ...	15,022,465	15,533,556	15,856,815(a)	16,394,236(a)
Number of Passenger Journeys {Country	10,263,863	10,061,856	9,810,726	10,047,058
{Suburban	123,748,299	123,983,817	132,646,198	145,910,182
Tonnage of Goods	7,073,157	7,073,392	7,023,857	6,943,011
Tonnage of Live Stock	697,537	499,601	467,174	574,205
GROSS REVENUE.				
Passenger, &c., Business.				
Passenger—Country	£ 2,195,888	£ 2,551,560	£ 2,672,474	£ 2,695,144
" Suburban	1,584,163	1,846,564	2,142,346	2,399,451
Parcels, &c.	34,186	415,675	458,914	473,007
Horses, Carriages, and Dogs	25,253	28,795	33,189	37,228
Mails	31,259	54,664	69,697	59,908
	4,179,949	4,897,258	5,376,620	5,664,738
Goods, &c., Business.				
Goods	2,930,598	3,789,080	4,164,645	4,178,192
Live Stock	600,217	492,096	528,836	653,229
Minerals	190,307	130,100	121,575	121,771
	3,721,122	4,411,276	4,815,056	4,953,192
Other Services.				
Dining Car Services	25,471	25,809	26,048	24,915
Refreshment Services	105,619	258,315	267,998	283,201
	131,090	284,124	294,046	308,116
Electrical Power ... ..	...	...	92,540	179,033
Rentals	85,643	85,736	103,744	117,673
Miscellaneous	107,168	117,369	109,076	124,305
Total ...	8,224,972	9,795,763	10,791,082	11,347,057
Per mile of Railway worked	1,961	2,312	2,519	2,625
Per traffic train mile	10s. 11'4cd.	12s. 7'34d.	13s. 7'33d.	13s. 10'11d.
WORKING EXPENSES.				
Transportation Branch	£ 1,720,607	£ 2,246,443	£ 2,395,694	£ 2,399,867
Way and Works Branch	1,262,069	1,576,857	1,708,539	1,761,951
Rolling-Stock Branch—Operating Expenses	1,722,967	2,139,809	1,793,643	1,607,735
" " Repairs and Renewals	926,684	1,068,362	1,217,902	1,268,108
" " Payment into Rolling-Stock Replacement Fund	50,000	187,098	150,000	200,000
Electrical Engineering Branch	85,963	146,608	264,825	406,870
Miscellaneous Operations	99,981	237,346	241,284	261,767
General Expenses	124,012	159,174	174,553	191,371
Payment into Railway Accident and Fire Insurance Fund	40,668	73,969	80,225	84,259
Total Working Expenses ...	6,032,951	7,835,756	8,026,665(b)	8,181,926(b)
Per mile of Railway worked	1,438	1,849	1,874	1,893
Per traffic train mile	8s. 0'38d.	10s. 1'06d.	10s. 1'49d.	9s. 11'78d.
Percentage of Gross Revenue	73'35	79'99	74'38	72'11
Net Revenue ...	2,192,021	1,960,007	2,764,417	3,165,131
Per mile of Railway worked	523	463	645	732
Per traffic train mile	2s. 11'02d.	2s. 6'28d.	3s. 5'84d.	3s. 10'33d.

(a) For details see Appendix No. 15.

(b) For details see Appendix No. 9.

Gross Revenue of the Railways.

The Gross Revenue of the Railways amounted to £11,347,057, which is £555,975 in excess of the record revenue earned in the preceding year, viz., £10,791,082, or equivalent to an increase of 5·15 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	22,670	·85	...	...
Suburban	257,105	12·00	...	...
Dining Car Services ... ..	...	...	1,133	4·35
Refreshment Services	15,203	5·67	...	...
Parcels, &c.	14,093	3·08	...	...
Horses, Carriages, and Dogs	4,039	12·17	...	...
Mails ... ..	...	...	9,789	14·05
Goods	13,547	·33	...	...
Live Stock	124,393	23·52	...	...
Minerals	196	·16	...	...
Electrical Power	86,493	93·47	...	...
Rentals	13,929	13·43	...	...
Miscellaneous ... ..	...	...	2,859	19·51
Amount paid to the Department in respect of the loss resulting from the working of certain lines of railway, &c., vide page 8 ...	18,088	19·16	...	...
Total	569,756		13,781	
Net Increase		£555,975		

The increase in the Revenue is mainly accounted for by the additional business on the suburban lines, as a result of the expansion of traffic under electrification; the greater receipts from the sale of electrical power and the particularly heavy increase in the transport of live stock, for freezing purposes in connexion with the export trade.

The Gross Revenue per traffic train mile was 13s. 10·11d., as compared with 13s. 7·33d. in the preceding year.

For comparative purposes, a statement is furnished hereunder showing the gross earnings per traffic train mile each year for the twelve years ended 30th June, 1923:—

Year.	Revenue per traffic train mile.	
	s.	d.
1911-12	7	6·53
1912-13	7	3·77
1913-14	7	4·81
1914-15	6	8·94
1915-16	8	3·03
1916-17	8	5·89
1917-18	9	7·58
1918-19	9	10·46
1919-20	10	11·40
1920-21	12	7·34
1921-22	13	7·33
1922-23	13	10·11

Working Expenses of the Railways.

A detailed statement of the Working Expenses is given in Appendix No. 9.

The percentage of Working Expenses to Gross Revenue was 72·11, by contrast with 74·38 in the preceding year, and 79·99 in 1920-21.

Reconciliation with Treasury Figures.

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

A reconciliation is embodied in Appendix No. 27, so that the apparent discrepancies between the two sets of figures may be readily appreciated.

South Australian Border Railways Adjustment Account.

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

The adjustment in respect of the year ended 30th June, 1922, involved the payment to South Australia of the sum of £3,938, which has been charged to the Working Expenses of the year under review.

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

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

In accordance with the proposal to write off the cost of the line during the period in question, the sum of £2,024 in respect of the first three years had been charged to working expenses and credited to Capital Account, at 30th June, 1922, and a sum of £675 was similarly dealt with in 1922-23.

Percentage of Net Revenue to Capital Liability.

The Net Revenue, after providing for the payment of Working Expenses, Pensions and Gratuities, the adjustment with South Australia in connexion with the Border Railways, and the repayment to Capital Account in respect of the North Geelong to Fyansford Line, was equivalent to 4.45 per cent. of the total loan liability, as compared with 4.02 in 1921-22.

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

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

	£	s.	d.
The loss incurred in connexion with the operation of certain non-paying lines (<i>vide</i> page 10) ...	108,569	0	0
The sum paid to South Australia in respect of the operation of certain border railways (as referred to on page 7) ...	3,938	0	0
The amount of the preference granted on goods of Australian manufacture ...	1,491	3	4
Total ...	£113,998	3	4

Railway Accident and Fire Insurance Fund.

The total amount credited to the Railway Accident and Fire Insurance Fund, inclusive of a contribution of £501 in respect of the St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways, was £84,760.

Pensions and Gratuities.

The amounts paid in pensions and gratuities (to ex-employees or to their dependent relatives) were £193,616 and £9,854 respectively, or a total of £203,470, as compared with £180,454 and £14,127 respectively, or a total of £194,581, in the preceding year.

At 30th June, 1923, the number of employees still in the Service entitled to either pension or compensation on retirement was 296. By contrast with the 30th June, 1922, this represents a decrease of 80, *vide* Appendix No. 20.

Capital Expenditure.

	£	s.	d.
The total expenditure charged to Capital Account at 30th June, 1922, was ...	63,206,792	12	
and during the year the expenditure so charged (details of which are given in Appendix No. 21) was as follows:—			
	£	s.	d.
Construction of New Lines and Surveys ...	286,941	8	4
Electrification of Melbourne Suburban Lines ...	773,314	5	9
Additions and Improvements to—			
Way and Works ...	681,767	18	9
Rolling-stock ...	181,174	3	7
Total Increase in Expenditure on Capital Account ...	1,923,197	16	5
so that the total expenditure charged to Capital Account at 30th June, 1923, was ...	£65,129,990	9	2

Loan Funds.

At 30th June, 1922, the total liability in respect of Current Loans was £ 63,935,564 s. 4 d. 4
and during the year the additional amount allocated was as follows :—

	£	s.	d.
For Construction works	2,720,860	10	2
For Redemption purposes	7,887,942	14	2
	<u>10,608,803</u>	<u>4</u>	<u>4</u>
Less Amount redeemed	7,842,720	6	0
Net Increase for the year	2,766,082	18	4
so that the total liability, at 30th June, 1923, in respect of Current Loans was (<i>vide</i> Appendix No. 22)	<u>£66,701,647</u>	<u>2</u>	<u>8</u>
The proceeds of Loans, after deducting Discounts and Expenses (less Net Premiums received), amounted at 30th June, 1922, to	£61,988,311	17	6
and as this amount was increased during the year ended 30th June, 1923, by	2,669,752	8	0
the total proceeds of Loans at 30th June, 1923, were	<u>£64,658,064</u>	<u>5</u>	<u>6</u>
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	<u>£96,330</u>	<u>10</u>	<u>4</u>

Interest Account.

	£	s.	d.
The Interest Charges on Current Loans (<i>vide</i> Appendix No. 22) amounted to	2,946,447	10	8
In addition expenses were incurred by the Treasury in connexion with the payment of Interest to the extent of	4,937	4	3
The debit for Interest Charges and Expenses for the year 1922-23 was therefore	<u>£2,951,384</u>	<u>14</u>	<u>11</u>
which represents an increase of £361,568 as compared with the debit for the previous year.			

Non-Interest Bearing Funds.

	£	s.	d.
At 30th June, 1922, the amount provided out of Consolidated Revenue for Railway Construction, Equipment, Stores, &c., and on which interest is not charged, was	3,936,832	4	0
and further moneys (expended under Vote 90) were provided during the year out of Consolidated Funds and debited to Construction Works, to the extent of	6,270	0	0
The total amount so provided as at 30th June, 1923 (<i>vide</i> Appendix No. 7), was therefore	<u>£3,943,102</u>	<u>4</u>	<u>0</u>

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

Lines Closed for Traffic.	Miles.	Approximate Capital Cost.
		£
Dunkeld to Peshurst (dismantled) ...	15·87	50,000
Canterbury Loop Line (dismantled) ...	0·20	160,000
Ashburton to Oakleigh ...	2·37	
Fairfield Park to Deepdene ...	3·34	
Darling to Waverley ...	0·84	
Lancefield to Kilmore (dismantled) ...	18·10	107,873
Fawcner Cemetery to Somerton ...	5·28	53,217
Geelong Race-course Line (dismantled) ...	1·96	5,317
Totals ...	47·96	383,407
Surveys for lines not constructed ...	...	384,538
Grand Total ...	...	£767,945

Non-Paying Lines.

The operation of the following lines for the twelve months ended 28th February, 1923, after the payment of Working Expenses and Interest Charges, resulted in a loss of £108,569, which has been appropriated by Parliament, after certification by the Auditor-General, and paid to the Department:—

Line.	Loss incurred after Payment of Working Expenses and Interest on Capital Cost, for the twelve months ended 28th February, 1923.
	£
Bairnsdale to Orbost	10,491
Beeac to Newtown	4,920
Benalla to Tatong	1,626
Cavendish to Toolondo	1,028
Chillingollah to Manangatang	835
Manangatang to (Bryden's Tank) Annuello	2,088
Colac to Crowes	11,858
Eltham to Hurstbridge	7,455
Ferntree Gully to Gembrook	12,524
Heywood to Mumbannar (Malanganee)	3,605
Linton to Skipton	3,572
Lorquon to Yanac-a-Yanac	379
Moe to Walhalla	6,072
Neerim South to Toorongo River (Noojee)	497
Rushworth to Stanhope North (Girgarre)	913
Tallangatta to Cudgewa (Beetoomba)	11,703
Wangaratta to Whitfield	2,913
Nandaly to Kulwin	3,082
Piangil to Kooloonong	4,632
Morwell Brown Coal Railway	2,108
Alberton to Won Wron (Yarram)	912
Koo-wee-rup to McDonald's Track	8,274
Bittern to Red Hill	4,054
Malanganee to Border	438
Ouyen to Murrayville	1,369
Murrayville to Border	1,221
Total	£108,569

New Lines of Railways.

During the year, 19·33 miles of new railways were opened for traffic, and at 30th June last 72 miles were in course of construction. The details of the different lines are shown in Appendix No. 28.

Mileage of Railways and Tracks Open for Traffic.

The total route mileage open for traffic and the mileage of the main tracks and sidings, &c., are shown in the following statement, which also affords a comparison with the respective totals in the preceding year; and further details are given in Appendix No. 29:—

	At 30th June.		Average for Year.	
	1922.	1923.	1921-22.	1922-23.
	Miles.	Miles.	Miles.	Miles.
Route Mileage... ..	4,321'66	4,340'99	4,284'10	4,322'02
Main Tracks	4,686'58	4,705'91	4,647'68	4,686'94
Sidings	934'23	935'72	918'67	934'30
St. Kilda-Brighton and Sandringham- Black Rock Electric Tramways—				
Main tracks	14'98	14'98	14'98	14'98
Sidings... ..	1'40	1'40	1'40	1'40

St. Kilda—Brighton Electric Tramway.

The results of operating the St. Kilda-Brighton Electric Tramway, as contrasted with those of the preceding year, are embodied in Appendix No. 24; the principal items being as follow:—

	Year 1921-22.	Year 1922-23.
Number of Passengers	5,488,034	5,750,912
	£	£
Gross Revenue	55,372	54,194
Working Expenses	51,501	42,598
Net Revenue	3,871	11,596
Interest Charges	6,906	8,893
Net Result	Loss £3,035	Profit £2,703

	£
The Capital Expenditure at 30th June, 1923, on account of the construction of the line was	119,127
and of rolling stock	69,296
or a total of	£188,423

Sandringham—Black Rock Electric Tramway.

A comparison of the results of the operation of this Tramway with those of the preceding year appears in Appendix No. 25, and the chief items are shown hereunder:—

	Year 1921-22.	Year 1922-23.
Number of Passengers	1,278,571	1,411,885
	£	£
Gross Revenue	11,398	12,531
Working Expenses	9,844	9,607
Net Revenue	1,554	2,924
Interest Charges... ..	2,909	4,783
Net Result	Loss £1,355	Loss £1,859

	£
The Capital Expenditure at 30th June, 1923, on account of the construction of the line was	64,393
and of rolling stock	22,581
or a total of	£86,974

Analysis of Passenger, Goods, and Live Stock Traffic.

The aggregate passenger traffic showed a considerable advance, both in the number of journeys and the receipts, which were respectively 9 per cent. and 6 per cent. in excess of last year's results, and considerably above any previous record.

A comparative analysis of passenger traffic conducted during the last two years is furnished in Appendix No. 32, but the following summary provides a ready reference :—

	Country Passenger Traffic.		Suburban Passenger Traffic.		Totals.	
	Year 1921-22.	Year 1922-23.	Year 1921-22.	Year 1922-23.	Year 1921-22.	Year 1922-23.
Total number of journeys	9,810,726	10,047,058	132,646,198	145,910,182	142,456,924	155,957,240
Revenue	£2,672,474	£2,695,144	£2,142,346	£2,399,451	£4,814,820	£5,094,595

In Appendix No. 36 will be found a further statement showing the fluctuations in the passenger traffic, and the changes in relative order of importance during the past decade, in respect of metropolitan and suburban stations at which in 1912-13 the bookings were equivalent to more than 500,000 passenger journeys or which have since developed at least that volume of traffic.

The tonnage of goods transported during the year was affected in a marked degree by the falling off in the wheat traffic, which decreased by 561,173 tons in comparison with the preceding twelve months. The significance of this decrease will be apparent when contrasted with the total tonnage hauled for the year, viz., 6,943,011 tons.

The total tonnage, however, was only 80,846 tons less than in 1921-22, so that, apart from wheat, the goods transported actually increased to the extent of 480,327 tons, and the fact that this increase was distributed amongst practically every other class of goods (except wool and minerals) is particularly gratifying.

As a result of the greater volume of business in the higher classes, the aggregate revenue, viz., £4,299,963, was £13,743 more than in 1921-22.

The live-stock traffic shows an improvement of 107,031 tons and £124,393 in the revenue over the corresponding figures for the previous year. This was due mainly to an increase of 43 per cent. in the number of sheep carried (the total transported being 8½ millions) owing to the more extensive operations in the freezing industry.

The goods and live stock traffic during the last two years is compared in the analysis contained in Appendix No. 33.

The Wheat Harvest.

The wheat yield for the 1922-23 season was 35,697,220 bushels, and during the year 8,447,655 bags were transported by rail from country districts. The corresponding figures for the last six years are set out hereunder :—

Year.	No. of Bushels Produced.	No. of Bags carried by Rail from Country Districts.
1917-18	37,737,552	12,601,167
1918-19	25,239,871	6,439,495
1919-20	14,858,380	4,854,737
1920-21	39,468,625	12,613,780
1921-22	43,867,596	12,720,251
1922-23	35,697,220	8,447,655

There was a very substantial decrease in the quantity exported during the year. Only 2,650,054 bags were shipped (including 490,173 at Portland) as against 9,850,460 in 1921-22.

The quantity stacked at the seaboard and in the country at 30th June last was 2,395,201 bags. The table below gives details of the position at the close of each of the last four years :—

	Number of Bags of Wheat Stacked at 30th June—			
	1920.	1921.	1922.	1923.
At or in the vicinity of Williamstown ..	206,291	690,080	303,949	598,120
At or in the vicinity of Geelong	405,993	1,101,017	256,225	568,614
At country stations ..	1,153,322	719,142	447,855	1,228,467
At country depôts ..	1,492,243	..	..	..
Totals ..	3,257,849	2,510,239	1,008,029	2,395,201

The country depôts referred to were established for the storage of the bulk of the 1918-19 harvest, and they were cleared of wheat in 1920-21.

In Appendix No. 37 will be found particulars of the number of bags of wheat despatched from the principal wheat loading stations during each of the last six financial years.

Train Mileage, Train Loads, &c.

The train mileage for the year was 16,707,288, which represents an advance of 526,069 miles over the figure for 1921-22, when the mileage was 16,181,219.

The suburban train mileage increased by 815,146 following the introduction of more frequent services on the lines which were electrified during the year. On the other hand there was a decrease of 239,335 in the goods train mileage, equivalent to 4·7 per cent., which was due to more efficient working, as the volume of goods business was practically the same as in 1921-22.

In the following statement details are given of the salient features of train and truck performances during the last six years:

		1917-18.	1918-19	1919-20.	1920-21.	1921-22.	1922-23.
Percentage of actual to authorized load over ruling grade	Mixed ..	73	72	74	69	70	71
	Goods ..	89	89	88	86	87	86
Average gross tonnage per traffic train mile	Passenger ..	197	194	197	196	197	204
	Goods ..	207	202	202	193	200	204
Average goods and live stock tonnage per loaded truck mile	..	322	322	323	313	328	343
	..	8·1	7·4	7·8	8·7	8·7	8·3
Number of passengers carried per passenger and mixed train mile	Country ..	78·19	77·74	92·85	114·14	117·90	123·88
	Suburban ..	144·67	164·00	179·02	159·98	130·07	126·41

The substantial increase in the average gross tonnage per goods train mile, which is the highest tonnage yet obtained, was largely the result of the policy of utilizing higher powered locomotives.

The marked falling off in the transport of wheat, a class of traffic conducive to high average loads, is reflected in the decrease of 8 cwt. in the average tonnage of goods and live stock per loaded truck mile by comparison with the records established in each of the two preceding years.

Improved Passenger Train Services.

Further improvements were made in the country passenger train services. In addition to curtailing the over-all times of the morning expresses from Melbourne to Bendigo and to the North-Eastern district, the schedules of the undermentioned trains were improved to the extent indicated :—

Trains.	Decreased Travelling Time.
	Minutes.
5.30 p.m., Melbourne to Mildura	54
7.35 a.m., Melbourne to Goulburn Valley	47
2.30 p.m., Port Fairy to Melbourne	45
4.45 p.m., Melbourne to Port Fairy	41
6.0 a.m., Serviceton to Melbourne	43

Petrol Rail Motors.

The employment of petrol rail motor vehicles has also appreciably benefited travellers in country districts. This method of transport was inaugurated on 26th June, 1922, between Merbein-Mildura-Redcliffs, with very satisfactory results. Subsequently vehicles of similar type were introduced on the branch lines radiating from Shepparton and Numurkah; also between Benalla and Yarrawonga.

As a result, however, of the experience gained from the running of the original car a number of minor improvements have been effected in those since constructed, in which provision has also been made for heating during cold weather. All of the cars now in regular running are of the improved pattern.

Experience so far indicates that these cars represent the best means of catering for passenger traffic on branch lines in sparsely populated country districts. Further tests are now being made to enable a determination to be reached as to whether it will be advantageous to make a general extension of this form of transportation.

Timekeeping of Trains.

The percentage of country trains which ran to time was slightly less than during the twelve months ended 30th June, 1922. Relatively, however, we consider the results were better than in that year, as the curtailments made during 1922-23 in the running time of several important trains had the effect of reducing the margin of time previously available for dealing with the constant fluctuations in the volume of business.

An improvement was effected in the running of suburban electric trains, and the high proportion which maintained their schedules must be regarded as satisfactory when it is remembered that traffic working is seriously hampered by the limited facilities available between Spencer-street and Dudley-street, near North Melbourne, to which reference is made on page 17.

The figures for the last two years are shown in the subjoined table :—

Twelve Months ended—	Percentage of Country Trains on Time.		Percentage of Suburban Electric Trains on Time.
	Passenger.	Mixed.	
30th June, 1923	83·34	79·08	93·08
30th June, 1922	84·69	81·47	92·07

Industrial Motor Trucks.

During the year three (3) Industrial motor trucks were placed in commission at Spencer-street station for the haulage of parcels between the parcels offices and vans of trains. Their use enables the work to be more efficiently performed at lower cost, and assists materially in the prompt despatch of trains and release of engines.

Electrification of the Suburban Lines.

The scheme for the electrification of the Suburban lines was completed in April last, and the whole suburban system is now conducted under electric traction with the exception of the Outer Circle line (between Ashburton and Deepdene). This line was excluded from the scheme because of the meagre traffic on it, but the matter is being re-considered in the light of the conditions now prevailing.

The various aspects of the electrification scheme have been described in previous Annual Reports. It is worthy of note, however, that this Department has the distinction of operating the largest electrified suburban service converted from steam operation in the World, and the greatest power generating plant in the Southern Hemisphere.

A period of about eleven years was occupied in the work of conversion, and bearing in mind the magnitude of the undertaking, and the great difficulties experienced in obtaining supplies of suitable material from abroad, not only during the progress of the War, but after its termination, the successful completion of the scheme reflects the highest credit upon all concerned.

Since electric traction was commenced in May, 1919, there has been a large development in the suburban passenger business, the total number of suburban passenger journeys having increased from 104,000,000 in the year ended 30th June, 1919, to 146,000,000 at the close of the financial year under review, representing an advance of 40 per cent.

During the ten years preceding the introduction of electric running the annual rate of increase in the suburban passenger traffic averaged approximately 4 per cent., and after allowing for such increase, the additional traffic brought to the Railways by electrification is equal to not less than 20,000,000 passenger journeys per annum.

Under steam traction it was not readily practicable to vary the size of trains according to fluctuations in the traffic, but the remarkable flexibility of the electric service enables the length of suburban trains to be decreased or increased in accordance with requirements, thus minimizing unnecessary car mileage.

The electrical equipment provided is capable of operating trains of 10 cars, and on the St. Kilda line seven-car trains are being run during the period of maximum loading to meet traffic requirements.

It is intended to also increase the length of trains on certain other lines which carry very heavy traffic, and the consequential work of extending station platforms has been undertaken.

In our last Report, reference was made to the supply of power from the Newport Power House for industrial purposes. During the year ended 30th June, 1923, nearly one-half of the 22 million units generated monthly was sold for other than railway purposes. The total revenue derived from this source during the year was £179,033, and, apart from the financial gain to the Department, the arrangement has been advantageous to the community in enabling the power requirements of the Metropolis to be supplied pending the operation of the Morwell scheme.

One of the two electric locomotives which will be used in the suburban area for passenger yard shunting and the more expeditious handling of goods traffic has been completed, and will be placed in service at an early date. The other electric locomotive is almost completed.

The parcels traffic on most of the suburban lines is now conducted by means of electric parcels coaches. Another coach was placed in running during the year, and there are now three of these vehicles in commission. Arrangements have been made for the supply of an additional coach, and it is intended to eventually conduct all suburban parcels traffic by this means.

In view of the experience gained with electrification and the benefits associated with this method of railway operation, we have submitted the question of the electrification of the sections from Ringwood to Upper Fern Tree Gully and Lilydale for reference to the Parliamentary Standing Committee on Railways in accordance with Section 21 of Act No. 2717.

Subsidiary Electrical Schemes.

The sub-station at Spencer-street was equipped and enables current from the Newport Power Station to be utilized for driving machinery in certain Metropolitan workshops, and for lighting various railway stations and yards. The obsolete steam-driven generating plant which it superseded was dismantled.

Two small sub-stations were erected at North Melbourne, and are being utilized to provide current to operate the tool equipment at the local workshops controlled by the Way and Works and Rolling Stock Branches. Another was erected at Montague, and is supplying power for the operation of cranes at the shipping shed.

The use of electric current for driving tools and other workshop equipment has proved highly advantageous, and has enabled many improvements to be effected which were not practicable under the former system of working.

An extra converter has been provided in the Sandringham sub-station in order to safeguard against a total interruption of the service on the Black Rock tramway, and to meet requirements when the tramway is extended to Beaumaris.

All the subsidiary and bulk supply schemes have been completed and brought into a satisfactory operating condition.

Automatic Signalling.

The section between Richmond and Canterbury was equipped with colour light automatic signals, which enable semaphore arms to be dispensed with, the signal indication being given by the colour of the light both by day and by night. This innovation has proved entirely successful, and colour light signals have been adopted as the standard for future extensions of automatic signalling.

Way and Works Branch.

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

The relaying of 31.3 miles of track with steel rails was undertaken and completed as shown hereunder :—

Description of Rails.	Miles of Track Relaid.
New 100 lbs.	1.9
New 80 lbs.	16.6
Serviceable 100 lbs. and 80 lbs.	6.3
Serviceable 75 lbs., 66 lbs., and 60 lbs.	6.5
Total	31.3

*This total includes 6.5 miles which were laid with heavier rails in order to release serviceable steel rails for the construction of new sidings and for renewals.

The tracks were strengthened by 17,159 additional sleepers, 335,251 were renewed, and 215 miles of fencing was rebuilt.

Spencer-street Station and Terminal Accommodation.

Very satisfactory progress has been made with the first portion of the scheme for the re-arrangement and extension of the Spencer-street station and yard.

As mentioned in previous Reports, this section includes the construction of four additional passenger tracks from the Flinders-street Viaduct to Dudley-street, as well as new platforms, subways, &c., for suburban passenger traffic.

The additional tracks referred to will occupy part of the area formerly utilized for goods traffic, and other accommodation to compensate for the loss of that space has now been provided for the goods business. About 40 per cent. of the work connected with the new passenger platforms and subways had been completed at 30th June last.

The provision of these additional facilities, which it is anticipated will be completed in July, 1924, will relieve the difficulties that are being experienced in dealing with the very heavy suburban traffic on the section from the Viaduct Junction to Dudley-street.

Gravitation and Marshalling Yards at Tottenham.

The first section of these yards was brought into use, and the proposals for providing a connexion with the North-Eastern line, as well as independent tracks to the Melbourne Yards (which form an integral part of the complete scheme), were submitted for reference to the Parliamentary Standing Committee on Railways, in accordance with Section 21 of Act No. 2717. Surveys for a connexion with the South-Western system were completed, and plans and estimates of cost are being prepared.

New Chaff and Potato Depot.

The first portion of the proposed new chaff and Potato Depot at Cowper-street, as approved after investigation by the Parliamentary Standing Committee on Railways, provided for sidings without platform accommodation, but covered with cantilever verandahs so that chaff could be unloaded direct from the trucks into road vehicles.

When the work of construction was well advanced representations were made by those engaged in the chaff trade that platform accommodation was essential, and the matter was referred to the Standing Committee for further investigation.

As a result, it has now been decided to provide platform space for about 150 trucks of chaff, and this accommodation is in course of erection.

Additional and Improved Accommodation.

The continued growth of traffic, as mentioned in previous reports, rendered the existing facilities at many places inadequate for convenient or economical working.

The high rates of interest that have to be paid for loan moneys, however, make it imperative that capital expenditure be restricted as much as possible. For this reason, only essential improvements were carried out during the year. The programme of works undertaken included the regrading of the track at Speed, Tempy, and Bronzewing, in order to enable increased loads to be hauled between Woomelang and Ouyen by goods trains. Similar improvements were effected on the Bendigo-Korong Vale section, where certain of the bridges were remodelled and strengthened so as to permit of the running of "C" class engines.

These works were undertaken in connexion with our policy of improving the permanent way, bridges, &c., throughout the State so as to render them suitable for the satisfactory transport of heavier loads, and thus provide a more efficient transport system.

New Stations.

Glenbervie, a new station between Essendon and North Essendon, was completed and brought into use on 11th September, 1922. Progress was made with the erection of a new station between Greensborough and Eltham, and another between Westgarth and Fairfield Park.

The provision of these stations followed the increase of habitation in their vicinity, due to the running of electric trains on the lines affected.

Amalgamation of Workshops.

In order to obtain greater efficiency in the workshops controlled by the Way and Works Branch at Spencer-street and Arden-street, these establishments, which were previously conducted under separate management, were amalgamated as far as practicable and placed under the supervision of a Workshops Manager.

It is intended in the near future to concentrate the Metropolitan Workshop activities of this Branch at Newport, and arrangements for the provision of the necessary building and equipment will be undertaken at an early date.

Dwelling Accommodation for Employees.

The scarcity of living accommodation entailed considerable inconvenience during the year and involved an appreciable expenditure in the payment of allowances under the Award of the Railways Classification Board, in cases where housing facilities were not available for married employees at Centres to which they were transferred to meet the exigencies of the Service.

The erection of additional departmental residences was proceeded with as far as practicable, and, with a view to reducing the construction costs, as well as future maintenance charges, four of the dwellings were constructed of pre-cast concrete. So far, the experiment has given excellent results, and this material is being utilized in the erection of ten other houses.

The photograph and plan at the back of this Report show the standard design adopted for these houses, with the exception that additional verandah accommodation is provided in districts where the climatic conditions render this course desirable.

In computing the rentals charged for departmental residences the basis adopted is not designed to yield any profit, but simply to return interest on the actual cost of construction, plus a reasonable percentage to cover maintenance, depreciation, &c.

Provision is being made in the Loan Bill programme for the erection of additional departmental residences, and as the existence of adequate living accommodation to enable married railway employees to bring their families to reside in country districts would result in considerable benefits to local residents, efforts have been made to promote the building of houses by private enterprise in various country Centres.

Electric Lighting of Stations, &c.

Electric lighting was installed at the following stations, viz. :—

Country :

Benalla	Morwell	Lilydale
Cobram	Mornington	Wangaratta
Crib Point	Murtoa	Yarram

Suburban :

Glenbervie	Sandringham	Cheltenham
Bentleigh	Highett	

It is our policy to provide electric lighting at all country and suburban stations where a supply of electricity can be made available at a reasonable cost.

The installation of electric lighting is now in progress at a number of country stations, and at certain stations on the Mordialloc, Box Hill, St. Kilda and Reservoir lines.

Rolling-Stock Branch.

The whole of the rolling-stock in use and the machinery and equipment were maintained in good working order and repair, *vide* the certificate of the Chief Mechanical Engineer (Appendix No. 2). Inventories of the rolling-stock in existence at 30th June, 1923, appear in appendices Nos. 16 and 26.

During the year 14 of the older types of locomotives and 12 waggons were broken up, and the following stock was written down as shown :—

Class of Stock.	No. written down.	From—	To—
Older types of locomotives ..	16	Full tractive power ..	Scrap tractive power
Old fixed wheel base cars ..	55	Half internal floor area ..	Scrap internal floor area
Goods waggons (earlier type) ..	100	Full tonnage capacity ..	Scrap tonnage capacity

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

Locomotives—

“ C ” class (tractive power 36,138 lbs.) for goods work . .	4
“ K ” class (tractive power 26,960 lbs.) for use on light lines	10
Petrol rail motors	4
Total	18

Carriages—

Sliding-door cars for suburban electric service ..	49
Sliding-door cars for special and excursion traffic ..	6
Trailers for petrol rail motors	4
Electric tram cars	4
Total	63

Trucks—

Coal hopper	23
Refrigerator	50
Flat	1
Oil tank	1
Total	75

The chassis for the petrol Rail motors were purchased under contract, but the balance of this stock was constructed at the Newport Workshops.

Carriage Stock for Electrification Scheme.

The original programme of carriage stock required for the suburban electric service was completed by the construction of the 49 cars referred to above and the structural alteration of 11 existing vehicles. Details of the various classes of stock now available for electric operation are shown hereunder :—

Sliding-door cars—

Motors	214
Driving trailers	18
Trailers	193
	425

Swing-door cars—

Motors	141
Driving-trailers	32
Trailers	112
	285

Total	710
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The construction of 55 cars, comprising 1st and 2nd class accommodation and equipped with both gas and electric lighting, was authorized during the year. The primary purpose of these cars is to bring further trains up to the 7-car standard to relieve the congestion on various suburban lines at peak periods. It is intended, however, to utilize them on country services at holiday periods, and thus reduce the number of seated trucks and old carriages which we are now obliged to use for that purpose.

Superheater Locomotives.

The engines constructed during the year, viz., four “ C ” class and ten “ K ” class, were fitted with superheaters. Four “ A2,” four “ DD,” and two “ DDE ” class, saturated steam locomotives were similarly equipped. In all, 192 superheater locomotives were in service at 30th June last.

Consolidation Locomotives.

At 30th June there were 25 consolidation locomotives in service, 15 being "C" class and 10 "K" class. The latter are more powerful than the older types of engines which can be run on light lines. The use of both classes of engines has given highly satisfactory results.

Newport Workshops.

The erection of the new foundry was completed during the year, and substantial progress was made with its equipment. The foundry will be in full operation in the near future.

The necessary Parliamentary sanction was obtained for the establishment of a new boiler shop, and the preparatory arrangements are well in hand.

Greater efficiency was secured in the shops and more economical working obtained following the completion of the sawdust exhausting plant, the erection of a band saw plant, and the installation of an improved type of bolt and nut machine, all of which were in course of erection at the date of our last Report.

Ballarat and Bendigo Workshops.

The workshops at these centres were maintained in full operation throughout the year in connexion with the maintenance and repair of locomotives and other rolling-stock.

Fuel Conservation.

Considerable prominence was given during the year to the possibility of effecting comparatively large savings by the exercise of greater care in the use of coal, &c.

District Committees, comprising representatives of the sections of the staff affected, conferred throughout the year, and very profitable results followed their discussions. In addition, many valuable suggestions were received.

It is noteworthy that, as a result of the co-operation of the staff concerned, the coal consumption per ton mile during recent months was the lowest in the history of the Department, and the savings over a period of six months are estimated at £11,000.

We feel that these conferences, as well as having an educative effect, are invaluable in promoting a better understanding between the various sections of the staff engaged in train running, and in stimulating the interest of all concerned in the different phases of traffic operation. There is every reason to believe that the continued support of the staff in this respect will result in still greater improvements in future.

Coaling of Engines.

The existing methods of handling coal at locomotive depôts in connexion with the coaling of engines appear to us to be capable of improvement, and as mechanical appliances are used for this work at certain depôts in New South Wales and Queensland, we recently deputed two officers to visit these States for the purpose of observing the installations at work.

It is expected that the reports of this visit will enable us to arrive at a definite conclusion as to the most satisfactory means to be adopted for the more efficient conduct of these operations.

Automatic Couplings.

The question of replacing the existing type of rolling-stock couplings by automatic couplings has been given considerable attention for several years past, and was further investigated during the year, but finality has not yet been reached as to which is the most desirable type to adopt.

Arrangements have now been made for a train to be fitted, for experimental purposes, with an improved pattern of automatic coupling, which was recently brought under notice. It is hoped that a definite conclusion will be reached in the near future as to the type to be installed, and thus enable a programme to be prepared for the substitution of automatic couplings.

Electro-Pneumatic Brakes.

Experiments are now being conducted with an electro-pneumatic brake, which it is hoped will enable a reduction to be made in the running time of suburban trains between terminals, and thus improve the service, particularly to the outer areas.

Up to the present, these trials have been very satisfactory.

Signal and Telegraph Branch.

With a view to achieving greater efficiency and more economical working, we established a new Branch, designated the Signal and Telegraph Branch, as from 1st July, 1922.

The Branch took over from the Way and Works Branch the work previously performed by the Signal Division, viz., the installation and maintenance of all signalling equipment, including telephones and other instruments used in connexion therewith. In addition, it controls certain other work formerly attended to by the Way and Works and Electrical Engineering Branches, such as the installation and maintenance of gas, lux, and kerosene lighting, and electric lighting and power outside the electrified area, as well as the general telephone and telegraph systems.

Mr. F. M. Calcutt, who previously occupied the position of Engineer of Signals in the Way and Works Branch, was placed in charge of the new Branch with the title of Chief Engineer of Signals and Telegraphs.

The whole of the signalling, interlocking, and safe working appliances, &c., were maintained in good working order and repair throughout the year, *vide* the certificate of the Chief Engineer of Signals and Telegraphs. (Appendix No. 6)

Ten additional places were provided with interlocking appliances, necessitating the installation of 129 levers. The total number of interlocked places at 30th June last was 902, (with 11,192 levers) which represents 79.54 per cent. of the total number of places with points in the main line.

Fifteen intermediate non-staff stations were equipped with twenty-three sets of Staff, Annett, or Tablet Lock Gear; three sets of plunger locking gear were installed at two staff stations, and eight electric staff sections and two tablet sections were completed.

The use of telegraph wires for telephone circuits was further exploited during the year. This practice permits of telegraph business being superimposed, thus creating additional mediums of communication on the existing wires.

The absence of direct telephonic communication with certain of the important provincial centres is a source of inconvenience to the Department, and in order to mitigate this disability long distance railway trunk line services were established between the Metropolis and Bendigo, Maryborough and Korong Vale, connecting also with intermediate and local services.

Stores Branch.

The value of the stock of stores on hand at the 30th June last, as per the certificate of the Chief Storekeeper (*vide* Appendix No. 5), was £1,782,665—which is £276,628 less than the value at the 30th June, 1922.

This reduction was due principally to the efforts which were made during the year to curtail the stocks of materials held, but was also contributed to by the depletion of the coal reserves, owing to industrial troubles at the coal mines.

Considerable advancement was made with the scheme for the re-organization of storehouses throughout the system, special attention having been given to the stores at the Power House and the Signal Shops at Newport, and also at the Newport Workshops. A photograph of one of the modernized sections of the store at the latter shops appears at the back of this Report.

Establishment of Central Store House and Reclamation Depot at Spotswood.

Owing to the expansion which has taken place in the stores business, the existing accommodation is inadequate, and in order to properly meet requirements in this connexion and to enable more systematic methods to be introduced, we propose to establish a central store house at Spotswood.

It is also proposed to provide an up-to-date reclamation depôt, in conjunction with this store, so as to enable us to obtain better results in connexion with the classification and disposal of scrap material.

The departmental proposals were submitted for reference to the Parliamentary Standing Committee on Railways, in accordance with Section 21 of Act No. 2717, and are now under consideration by the Committee.

Coal Supplies.

The total quantity purchased was 624,821 tons. This included 212,896 tons of slack coal, most of which was consumed at the Newport Power House.

In the following statement, details are given of supplies and the sources from which they were obtained :—

	Obtained from—			Total.
	New South Wales.	State Mine.	Other Victorian Minos.	
	Tons.	Tons.	Tons.	Tons.
Large coal	176,332	231,125	4,468	411,925
Slack coal	79,033	132,758	1,105	212,896
Total	255,365	363,883	5,573	624,821

The tonnage of coal obtained from the State Mine was 47,516 less than in 1921-22, due to a strike of the miners.

The aggregate quantity of coal imported from New South Wales was about 1,700 tons less than in the preceding year, the marked decrease in the tonnage of large coal—which was due to labour troubles at the mines—being almost offset by the increase in the supplies of slack coal.

The reserve stocks of coal, which are located at various places throughout the State, proved of considerable advantage to the Department in maintaining train services at times when coal supplies were curtailed as a result of these industrial disputes.

Locomotive grab cranes were used to transfer the coal between storage stages and railway trucks and appreciably reduced the cost of loading by comparison with the manual system previously employed. At busy times, five of these cranes were in use to meet prevailing requirements.

The quantity of coal consumed was 684,769 tons, which involved an expenditure of £895,444, equivalent to an average of 26/1.8d. This average is practically double that which obtained in respect of the year ended 30th June, 1914, viz., 13/1.3d., and by comparison with the latter year represented an addition of £446,635 to our operating costs for the last twelve months.

Travelling Irregularities.

In view of past experience of the extent of travelling irregularities and the resultant prejudicial effect on the revenue, additional checking staff were employed during the year. The justification for this action is emphasized by the considerable

increase in the number of irregularities reported, which are contrasted with the figures for the preceding year in the following statement :—

Detected by—	Number of Irregularities detected during the Year ended 30th June—		Increase.	Decrease.
	1922.	1923.		
Special Checkers on Suburban Trains and Barriers ..	8,288	13,439	5,151	—
Special Checkers on Country Trains	2,757	3,032	275	—
Conductors on Country Trains	1,657	1,425	—	232
Flying Gangs on Suburban Trains*	309	—	—	309
Station Staffs†	—	2,033	2,033	—
Totals	13,011	19,929	7,459	541

* Discontinued in January, 1922.

† Not previously included.

Any relaxation of measures to suppress transgressions of this kind undoubtedly reacts on the Department's interests, and a rigorous check has of necessity to be maintained.

Apart from instances of a trivial or technical character, offending passengers were prosecuted in the police courts.

Ticket Collection.

For some considerable time past we have taken advantage of every opportunity, both when on tour and otherwise, to impress upon the staff the imperative necessity of enforcing a closer check upon the collection of tickets, because of the importance of this factor in relation to Railway Revenue.

The manner in which the staff have responded is reflected in the very great improvement which has been effected in the percentage of uncollected tickets. During the year ended 30th June, 1921, the percentage of uncollected country tickets was 8.2, and this was reduced to 6.97 in the following year; whilst as a result of the continued attention given to the subject, the percentage of tickets uncollected during the year 1922-23 was only 4.08.

The marked improvement which is thus shown is a matter for congratulation, and we hope that by keeping the question prominently under notice still better results will be achieved in future.

Pilfering of Goods.

The amount involved in meeting claims in respect of goods and parcels lost, damaged, or pillaged was £23,236, compared with £29,415 in 1921-22 and £69,965 in 1920-21.

It will be seen that the very marked improvement which took place during 1921-22 was more than maintained in the year under review. This denotes the efficacy of the methods adopted to minimize this undesirable feature of railway working.

Particulars are furnished hereunder of the number of prosecutions and convictions for theft during the last three years, and of the charges which were dealt with by the Board of Discipline where the evidence would not sustain a prosecution of the employees concerned :—

Year ended 30th June.	Employees.		Other than Employees.		Charges against Employees before the Board of Discipline.	
	Number Prosecuted.	Number Convicted.	Number Prosecuted.	Number Convicted.	Number of Charges.	Number of Employees Dismissed.
1921	36	26	59	56	7	5
1922	44	37	78	73	10	8
1923	30	26	97	81	6	4

Ambulance Organization.

Certificates of competency in "First Aid" were obtained by 292 employees during the year.

The annual competitions for Corps and individuals throughout the State were again conducted with success, and at the Inter-State competitions, which were held in Melbourne in November, 1922, the representatives of this State secured third place.

The ambulance equipment at various stations, depôts, &c., comprising hand litters, stretchers, ambulance chests, boxes, and blankets, was further supplemented during the year.

Dining Car Services.

In comparison with the preceding year, 4,824 more meals were served. The receipts, however, were slightly less, as the lower tariff rates introduced on 1st June, 1922, were in operation throughout the whole of 1922-23. The trading results, although materially affected by the high cost of commodities, particularly those of a perishable nature, showed a net profit of £259.

Particulars of the receipts obtained from the various services during each year since 1st July, 1919, are embodied in the following table:—

	Receipts.				Receipts in 1922-23 as compared with 1921-22.
	1919-20.	1920-21.	1921-22.	1922-23.	Decrease.
	£	£	£	£	£
Sydney Express	14,317	14,117	14,689	13,953	736
Adelaide Express	7,829	8,211	7,989	7,684	305
Mildura line	3,325	3,481	3,370	3,278	92
Totals	25,471	25,809	26,048	24,915	1,133

Refreshment and Laundry Services.

There was an increase of £15,203 in the earnings of the Refreshment Services, which amounted to £283,201; the corresponding total for 1921-22 being £267,998.

Throughout the year the standard of the menu was maintained, and even improved, without increasing the prices charged to the public.

Good progress was made with the erection and equipment of the model bakery, for providing supplies of small goods, particularly those containing dried fruits. It is intended to make a feature of the manufacture of small goods containing dried fruits with the object of promoting the consumption of this commodity.

A very appreciable reduction in the laundry working costs followed the provision of modern machinery to meet the growing demands on this section.

An up-to-date sterilizing plant was installed, and passengers are assured of sleeping car bedding being treated under the best known hygienic conditions.

The Staff.

At the close of the year the total staff employed was 26,745, comprising 19,450 permanent officers and employees and 7,295 employees engaged in a supernumerary capacity.

Apart from the usual appointments of youths to the grades of Junior Clerk, Apprentice, Lad Porter, or Lad Labourer, which numbered 879, three adults were appointed to the permanent staff to offices of a specialized character.

A reduction in the number of supernumerary employees and the depletion which occurs each year owing to retirements, dismissals, deaths, &c., account for the decrease of 216 in the total staff employed by comparison with the corresponding total at 30th June, 1922.

The number of officers and employes in each branch at the close of the last two years is embodied in the following statement :

Branch.	At 30th June, 1922.			At 30th June, 1923.		
	Permanent.	Supernumerary.	Total.	Permanent.	Supernumerary.	Total.
Secretary's	93	10	73	93	10	73
Transportation	6,350	1,578	7,937	6,475	1,599	8,074
Rolling Stock	7,049	2,040	9,089	7,093	1,935	9,028
Way and Works	4,556	2,811	7,367	3,763	2,684	5,847
Accountant's	198	6	204	203	16	219
Audit	130	51	181	148	35	183
Stores	200	88	288	205	83	288
Electrical Engineering	595	633	1,228	545	640	1,185
Traffic	73	---	73	77	---	77
Refreshment Services	50	471	521	55	520	575
*Signal and Telegraph	---	---	---	823	373	1,196
Totals	19,273	7,688	26,961	19,450	7,295	26,745

* New Branch, inaugurated on 1st July, 1922.

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

Year.	Total Salaries and Wages.
1920-21	£5,895,347
1921-22	6,388,508
1922-23	6,293,720

Departmental Board of Discipline.

The administrative functions of the Heads of the more important Branches were seriously interfered with by the time occupied by them in adjudicating upon the Board of Discipline, as constituted under the Railways Act.

This position was accentuated by the large additions to the permanent staff under Act No. 3111.

After careful consideration of the subject in all its aspects we were convinced that the appointment of a Board which would be free to devote its whole time to the work provided the only satisfactory solution of the problem.

Legislative authority was obtained accordingly under Act No. 3227 for the constitution of a Board with an independent Chairman (who must have been a railway officer) and two Members, one representing the Administration and the other elected by a ballot of the staff.

The new Board, comprising Mr. G. H. Sutton (who previously occupied the position of Secretary for Railways), as Chairman, Mr. H. W. Clark (Administration), and Mr. W. Phelan (Staff), came into operation in April last.

Under the provisions of Act No. 3227, supernumerary employees with two years' service have been given access to the Board of Discipline.

Railways Classification Board.

During the year the Railways Classification Board completed an exhaustive investigation of the classification of the various grades of Officers and Employees coming within its jurisdiction. Its decisions were embodied in a comprehensive Award which came into force on 1st January, 1923.

By this Award the basic wage was reduced from 13s. 6d. to 13s. per day. A corresponding reduction was made in the remuneration of such grades of Officers outside the scope of the Board's jurisdiction as had participated in the "cost of living" increases previously awarded by the Board. The decrease was thus applied to all salaries up to and including a maximum of £675.

A new Award was also made in respect of working conditions generally, including such matters as hours of duty, overtime, Sunday and holiday work, travelling and waiting time, &c., but did not materially alter the conditions previously in force.

In addition, the Board was freely availed of by the staff to determine questions arising from time to time in regard to the interpretation of its various Awards.

Suggestions and Inventions.

During the year 1,581 suggestions or inventions from the staff were received by the Betterment Board, and 308 were either given effect to or placed on trial with a view to their ultimate adoption.

Substantial savings have arisen from the suggestions and inventions which have been applied, and bonuses have been awarded varying according to the value of the proposals to the Department.

Educational Activities.

The classes of instruction commenced in 1921-22 for Junior Clerks and Lad Porters in the Transportation Branch, were continued during the year under review, and the experience gained by the Trainees prior to their taking up duty at stations has been of great advantage to the Department and the lads themselves.

The erection of the permanent building for the accommodation of members of the instructional school at Newport was completed, and first and second year apprentices receive their technical instruction at this school, the final year of the course being undertaken at the Working Men's College.

Three scholarships are now awarded annually for competition by third year apprentices. These scholarships, which entitle the holders to full-time instruction at the College, and a salary of £144 per annum during the currency of the term, viz., three years, are granted with the object of assisting the successful candidates to qualify as Engineering Assistants.

Further attention was given to the educational activities conducted by the Victorian Railways Institute, and in addition to the inauguration of a class in station accounts, new classes of instruction by correspondence were established for the benefit of employees located in remote country districts.

We are gratified to note the keen interest that is being taken by employees in country districts in having Branches of the Victorian Railways Institute established in the local towns. The requisite funds for the equipment of rooms at Maryborough, Bendigo, and Benalla having been provided by local effort, we undertook the work of erecting and equipping the necessary buildings at these places, and the rooms at Maryborough were recently brought into use.

The Victorian Railways System at Work.

A motion picture (7,000 feet of film) showing the Victorian Railways System at Work has been prepared, with the twofold object of extending and improving the Staff's knowledge of the various phases of railway working, and of providing a ready means by which members of the general public may be afforded a better understanding of our operations.

We are convinced that far-reaching benefits will result from the exhibition of this film throughout the State.

It is intended to screen the picture at the British Empire Exhibition to be opened in England in April, 1924, while in response to its request arrangements have been made to supply a copy to the South African Railways Administration.

Visit of Officers to America.

Experience has confirmed our opinion that it is sound policy to afford suitable Officers the advantage of personal experience of the evolution of railway practices abroad.

In furtherance of this policy, Mr. J. M. Ashworth, Engineer of Maintenance in the Way and Works Branch, and Messrs. A. R. Stamp, Superintendent of Locomotive Running, and E. Dillon, Superintendent of Locomotive Supplies, in the Rolling Stock Branch, were deputed to visit America, and left Australia early in May last.

These Officers have charge of important divisions in their respective branches, and we are confident they will acquire knowledge and experience which will be of very tangible value to the State.

In addition, six members of the staff desirous of enlarging their railway knowledge by personal experience of railroad practices outside Australia, were granted leave of absence for the purpose, and their seniority will be conserved until they resume duty in the Department.

They are now acquiring the desired training in America, and two other employees are about to leave Australia for similar experience, and under the same conditions.

Victorian National Resources Development Train.

In the course of our numerous journeys throughout the State, we became impressed with the great desirability of bringing representative City and Country men into closer personal touch with each other, as a means of promoting greater knowledge of the State's finance, resources, and industries.

We accordingly decided, as a trial, to run a self-contained train, comprising dining, sleeping, and parlor cars, over the Mildura and Swan Hill lines in September last with a view to the passengers being afforded an opportunity of inspecting the industries conducted in the various towns and in the farming and fruit-growing districts *en route*. The tour extended over a period of one week, and the whole of the accommodation on the train, which was called The Victorian National Resources Development Train, and provided for 60 passengers, was fully booked.

The innovation was so successful that two similar trains have since been run, viz., one to the Wimmera District and the other to the Goulburn Valley, and the response was entirely satisfactory.

A feature of these inspections is that the whole of the local motor transport required is provided by the residents without charge to either the Department or the passengers, which is in itself an indication of the value attached to these tours by primary producers, and of their complete spirit of co-operation in the movement.

We feel confident that these educational tours will encourage a broader vision and greater confidence in our country, and act as a substantial stimulus to enterprise and commerce.

Fares and Freights.

In view of the opinions which have been expressed in Parliament and elsewhere that the fares and freights now in operation should be reduced, we think it desirable to briefly traverse the reasons which led to the increases in such charges during recent years, and the position as it now exists.

The increases referred to were necessitated by the heavy additional expenditure on account of increased wages, higher interest charges, and the marked advance in the cost of materials, &c. This condition of affairs operated practically throughout the world, and, as a matter of fact, increases imposed in this State were very much less than those introduced on railway systems in most other countries, and compare very favorably with the advances made in other parts of the Commonwealth where the conditions approximate to those in Victoria. In addition, we delayed the introduction of higher fares and freights for a considerable period after the circumstances justified their adoption.

The factors which necessitated the higher charges are still operating in this State. Generally speaking, there has not been any decrease in the cost of materials. The rates of wage paid to the staff have been slightly reduced, but, on the other hand, there has been a very substantial increase in the interest bill, which was £361,568 greater than in 1921-22.

This heavy burden was the result of the higher rates of interest which have now to be paid following the conversion of loans falling due for renewal, and on capital funds expended in providing additional facilities for the growing traffic.

Further increases will inevitably occur in the interest bill as other loans, obtained under pre-war conditions, fall due, and we regret that so long as existing conditions prevail there is no likelihood of our being in a position to announce a reduction in fares and freights.

Level Crossings.

The question of providing added precautions against accidents at level crossings was investigated by a special committee of expert Officers, who inspected all such crossings within the suburban area. On their recommendations a programme of works has been decided upon which will involve an expenditure of approximately £50,000 during the financial year 1923-24.

This scheme includes improvements in the following directions :—

1. The provision of subways, footbridges, interlocked gates or wickets, at certain places.
2. The re-arrangement of warning signs and fencing so as to make crossings as conspicuous as possible to road users.
3. The erection of crib wickets at certain foot-crossings so that pedestrians will be obliged to look both ways before crossing the line.

The work is about to be taken in hand in the suburban area, and consideration is being given to requirements in the country.

The approved programme does not embrace any large regrading scheme, for which special authority and financial provision would be necessary. In cases where, under such a scheme, any crossing equipped with gates is removed, we consider that the Municipality or other interested Bodies should contribute to the cost of its abolition, as no further facilities were requisite for railway working, whilst the road traffic derives considerable benefit from the abolition of the crossing. This question has been taken up with the Municipal representatives.

The increased and accelerated train service in the suburban area necessitated the closing during the year of a number of foot-crossings over the tracks other than at public streets. Where it is necessary, however, that access across the line should be retained to meet the requirements of pedestrians, we have undertaken to share equally with the local Municipality the cost of providing a footbridge, or a subway if the contour of the locality renders the latter the proper facility.

Acknowledgment of Services of Staff.

Excellent service was again rendered by the Officers and Employees, and in recording our appreciation of their valued co-operation we desire to make special reference to the numerous communications of a eulogistic character which we received throughout the year from sources representative of all classes of Railway patrons.

From time to time we have published some of these communications through the Press and the Departmental Weekly Notice, and the fact that so many of them have been received appears to us a clear indication that the staff have a greater appreciation of their obligations to the public and that the public have a better understanding of the service rendered by the staff.

The very satisfactory results which have accrued from the concerted action of the staff generally in effecting improvements in regard to the appearance of the railway property have been a source of gratification to us, and the subject of favorable comment by members of the travelling public.

State Coal Mine.

After the payment of working expenses and interest charges, and allowing £30,000 for depreciation of assets, a net loss of £5,312 was incurred in the operation of the State Coal Mine during the year.

A contribution to the sinking fund was not made, for the reason that requirements up to 30th June, 1923, had previously been met on the prescribed basis.

The output of coal, which was 80,039 tons less than in the previous year, totalled 424,126 tons, and was disposed of as shown hereunder :—

	Tons.
Supplied to Railway Department	362,569
Sold to other Government Departments	15,528
Sold to general public	22,770
Colliery consumption and sales to Miners, &c.	23,259
Total	424,126

The lower output was due to the fact that operations were suspended on account of strikes, &c., for a total of 67 days, as compared with only 12 days in 1921-22, and this had the effect of inflating the cost of extraction by 9.1d. per ton as compared with the preceding year.

The installation of large exhaust fans at the McBride Tunnel and the Eastern Area has taxed the existing generating plant to its maximum capacity. In order to adequately meet requirements in this respect, and to provide for the extension of workings and the installation of auxiliary haulage schemes, &c., arrangements have been made to obtain additional plant, which it is expected will be in commission by December next, when the capacity of the Main Power House will be increased to 2,500 k.w.

Excluding the strike period, work was provided for an average number of 1,566 employees, or 12 more than during 1921-22. Owing, however, to the time lost, as referred to above, there was a decrease of £58,079 in the amount of wages paid, the aggregate disbursements totalling £362,464 as against £420,543 in 1921-22.

The net average earnings of the miners, after deducting the cost of explosives, amounted to 25s. 7.3d. per shift, which is 7.34d. per shift below the average in the preceding year.

Policy of Development.

Our policy in working the Mine which, under Act No. 2240, is vested in the Commissioners "for the purposes of the Victorian Railways," has been based upon the belief that the object of so vesting the property was to stabilize the coal supplies to the Victorian Railways and to develop the field in such a way as to prolong its life as far as is consistent with the practical continuity of mining operations, having regard to the best interests of the Railways.

This policy, however, is not merely of advantage to this Department, because the town of Wonthaggi depends for its existence solely upon the Mine, and it is not desirable to create a mushroom growth and decay which, when the field ultimately becomes exhausted, would impose upon the residents and the Government losses greater than are necessary.

Appendices.

The balance-sheet for the year and various accounts and statements, as well as other information, diagrams, and maps, are embodied in the Appendices, a list of which is given on page 30.

We have the honour to be, Sir,

Your obedient servants,

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

APPENDICES.

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APPENDIX No. 1.

HEADS OF BRANCHES.

Secretary	Mr. E. C. EYERS.
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.
Superintendent of Refreshment Services	" C. J. HARRIS.
Chief Engineer of Signals and Telegraphs	" F. M. CALCUTT.
Auditor of Receipts	" G. K. LOW.

APPENDIX No. 2.

CERTIFICATE RESPECTING ROLLING STOCK, MACHINERY, ETC.

I hereby certify that, during the year 1922-23, the whole of the rolling stock, machinery, etc., under my control was maintained in good working order and repair.

A. E. SMITH,
Chief Mechanical Engineer.

APPENDIX No. 3.

CERTIFICATE RESPECTING WAY AND WORKS.

I hereby certify that, during the year 1922-23, the whole of the permanent way, stations, buildings, and other works under my control were maintained in good working order and repair.

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

APPENDIX No. 4.

CERTIFICATE RESPECTING ELECTRICAL EQUIPMENT.

I hereby certify that, during the year 1922-23, the whole of the electrical plant and equipment under my control was maintained in good working order and repair.

H. P. COLWELL,
Chief Electrical Engineer.

APPENDIX No. 5.

CERTIFICATE RESPECTING STORES.

I hereby certify that the Stock of Stores has been carefully and systematically inspected during the year, and that its value at 30th June, 1923, was £1,782,665.

C. W. J. COLEMAN,
Chief Storekeeper.

APPENDIX No. 6.

CERTIFICATE RESPECTING SIGNALLING, APPLIANCES, ETC.

I hereby certify that during the year 1922-23 the whole of the signalling, interlocking, and safe working appliances and other works under my control were maintained in good working order and repair.

F. M. CALCUTT,
Chief Engineer of Signals and Telegraphs.

<i>Dr.</i>				GENERAL BALANCE-SHEET AT						
				Reference.	£	s.	d.	£	s.	d.
				Appendix.						
				No.						
Face value of Bonds and Stock allocated to the Railways	...	...	...	22	...			66,701,647	2	8
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	...	...	...	...	250,606	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	...	...	...	...	483,518	15	10			
Advance from Treasurer's Advance for materials in course of manufacture	...	...	...	...	...			3,943,103	4	0
Advance from Treasurer's Advance pending Loan provision...	...	...	...	...	...			100,600	0	0
Advances to Railways Stores Suspense Account from Public Account and Consolidated Revenue	...	...	...	...	...			19,471	12	4
Advances from Public Account (to be recouped) on account of Relaying	...	...	...	30	...			225,000	0	0
Special Funds	...	...	...	...	...			25,000	0	0
Sundry Creditors	...	...	...	...	...			136,766	19	9
Suspense Account—Net amount to be subsequently paid to Consolidated Revenue	...	...	...	...	...			437,799	8	9
Balance—Surplus	...	...	...	...	...			232,731	12	3
	...	...	...	...	...			20,182	16	7
Total	...	...	...	...	...			£71,842,302	16	4

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

J. A. NORRIS,
Auditor-General.

30TH JUNE, 1923.

Cr.

	Reference. Appendix. No	£	s.	d.	£	s.	d.
Way, Works, Buildings, and Equip- ment, at cost	14	52,308,163	14	1			
Rolling Stock, at cost	14	12,182,458	4	3			
		64,490,621	18	4			
Surveys for proposed Railways, at cost ...	...	384,538	10	10	64,875,160	9	2
Piers transferred to Harbor Trust, at cost ...	...	279,830	0	0			
Less Repaid to Capital Account ...	...	25,000	0	0			
					254,830	0	0
Discount and Floating charges on Loans— Deduct Premiums ... ..	...	2,497,511	11	8			
Advances from Public Account—Balance of Expenditure on account of Re- laying ... ..	...	453,928	14	6	2,043,582	17	2
Stores and Materials on hand ...	30	...			25,000	0	0
Stores and Materials on hand ...	31	1,782,664	11	3			
“ “ in transit ...	...	146	15	10			
		1,782,811	7	1			
Less amount at credit of Stores Deprecia- tion Account	31	2,557	18	1	1,780,253	9	0
Materials on hand, Electrification Capital Stock ... ..	...	...			122,357	13	9
Materials on hand, Power Signalling Capital Stock ... ..	...	...			57,403	1	4
Cash at credit of Railways Stores Suspense Account	31	601	12	4			
Cash in hands of Agent-General, London, and in transit	31	71,903	11	3	72,505	3	7
Cash in hands of Agent-General on account of the Electrification of the Melbourne Suburban Lines... ..	...	...			25,311	11	4
Cash at credit of Special Funds:—							
Rolling Stock Replacement Fund ...	26	41,029	10	9			
Trust Fund—Surplus Railway Land Railway Accident and Fire In- surance Fund ... ..	...	1,323	11	9			
Railway Loans Repayment Fund ...	19	95,737	9	0			
	...	57,804	16	11	195,895	8	6
Cash and Securities at credit of the following Accounts:—							
Sundry Repayments to Treasury ...	...	117,929	2	6			
Preliminary Deposits ... ..	...	5,392	1	4			
Trust Funds—Cash and Securities ...	...	154,476	9	6			
Sundry Debtors:—					277,797	13	4
Working Expenses Account ... ..	...	10,918	6	9			
Stores Suspense Account—Sales of Stores and Materials ... ..	...	9,138	2	2			
Revenue Account ... ..	...	238,422	11	11			
					258,479	0	10
Balance of unexpended Loan moneys ...	...	...			1,833,543	11	10
Net Revenue for the year after providing for working expenses and payment of £200,000 into the Rolling Stock Re- placement Fund ... ..	...	3,179,650	16	1			
Less Interest Charges and Expenses, Pensions and Gratuities, Border Railways Adjustment, Repayment to Capital Account in respect of the North Geelong to Fyansford Line ...	...	3,159,467	19	6	20,182	16	7
Total ... ..	...	...			£ 71,842,302	16	4

T. F. BRENNAN,
Chief Accountant.

APPENDIX No. 8.

WORKING EXPENSES AND EARNINGS FOR THE YEARS ENDED 30TH JUNE, 1922 AND 1923.

<i>Dr.</i>		RAILWAYS.				<i>Cr.</i>	
Working Expenses.	See Abstract.	Year ended 30th June—		Earnings.	See Appen- dix.	Year ended 30th June—	
		1922.	1923.			1922.	1923.
		£	£			£	£
To Maintenance of Way and Works ..	A	1,708,539	1,761,951	By Passengers	10	4,814,820	5,094,595
„ Rolling Stock—				„ Parcels	10	458,914	473,007
General Superintendence, &c. ..	B	58,147	64,403	„ Horses, Carriages and Dogs	10	33,189	37,228
Maintenance of Rolling Stock ..	C	1,367,902	1,468,108	„ Mails	10	69,697	59,908
Locomotive Power	D	1,680,830	1,489,349				
Examination and Lubrication of Coaching and Goods Vehicles	E	54,666	53,981	Total Coaching		5,376,620	5,664,738
„ Transportation and Traffic ..	F	2,395,694	2,399,867	„ Goods and Live Stock ..	10	4,815,056	4,953,192
„ Electrical Engineering Branch ..	G	264,825	406,870	„ Electrical Power	10	92,540	179,033
„ Miscellaneous Operations	H	241,284	261,767	„ Rents and Miscellaneous	10	212,820	241,978
„ General Charges	I	174,553	191,371	„ Dining Car and Refresh- ment Rooms Services	10	294,046	308,116
„ Contribution to the Railway Acci- dent and Fire Insurance Fund		80,225	84,259				
		£ 8,026,665	8,181,926				
„ Pensions and Gratuities		194,581	203,470				
„ Border Railways Adjustment ..		3,879	3,938				
„ Repayment to Capital Account ..		675	675				
		£ 8,225,800	8,390,009				
„ Balance Net Earnings		2,565,282	2,957,048				
Grand Total		£ 10,791,082	11,347,057	Grand Total	£	10,791,082	11,347,057

APPENDIX No. 9.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1922 AND 1923.

	Year ended 30th June—			Year ended 30th June—	
	1922.	1923.		1922.	1923.
	£	£		£	£
A.—MAINTENANCE OF WAY AND WORKS.					
Superintendence	144,051	163,213	General Superintendence	148,920	166,236
Stationery, Printing, and Advertising	7,011	8,324	Stationery, Printing, and Advertising	55,618	51,376
Stores Expenses	13,714	15,856	Stores Expenses	5,922	5,993
Maintenance and Renewals of the Permanent Way	758,075	763,490	Station Yard and Signal Service—		
Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c. ..	65,268	69,269	Salaries, Wages, &c., of Staff ..	1,550,272	1,572,271
Slips and Flood Repairs	1,132	581	Fuel and Light	47,734	43,573
Bridges, Culverts, and Drains ..	66,155	85,976	Uniforms for Staff	14,967	16,680
Signals and Interlocking	113,401	109,118	Other Supplies	52,032	55,639
Telegraph and Telephone Lines and Instruments	18,215	23,197	Other Expenses	8,806	9,003
Piers and Wharfs	1,019	2,283	Gatekeeping	40,995	40,440
Weighbridges, Scales, Lifting Cranes, &c.	15,845	18,588	Guards and Conductors—		
Buildings, Platforms, and Fixtures ..	190,175	185,265	Wages and Expenses	239,737	250,790
Stock Yards	8,233	9,361	Uniforms	3,055	4,250
Water Supply	16,974	14,069	Cleaning, Icing, &c., of Carriages ..	79,482	74,348
Machinery, Tools, and Supplies ..	50,065	52,447	Supplies, &c., for Carriages	11,294	11,565
Injuries to Employees or others ..	3,611	4,897	Light for Carriages	41,500	35,071
Special Maintenance and Betterments			Repairs and Renewals of Tarpaulins and Lashings	85,667	53,142
Expenditure	235,128	235,411	Operation of Grain Elevators and Grain Conveyors .. .. .	..	..
Other Expenses	467	606	Operation of Coal Shipping Plants ..	..	..
	1,708,539	1,761,951	Injuries to Persons	5,308	5,120
			Loss and Damage to Property and Goods	Cr. 1,771	Cr. 450
Average Miles of Single Track Open, including Sidings	5,485	5,621	Compensation, Personal .. .. .	..	..
			Other Expenses	6,156	4,820
				2,395,694	2,399,867
ROLLING STOCK.					
B.—GENERAL SUPERINTENDENCE, ETC.					
General Superintendence	34,346	41,997	G.—ELECTRICAL ENGINEERING BRANCH.		
Stationery, Printing, and Advertising	4,788	3,846	General Superintendence	11,358	14,370
Stores Expenses	19,013	18,560	Main Power Station	198,173	302,971
	58,147	64,403	Inspection, Cleaning, and Lubrication of, and Supplies for Electrical Equipment of Cars and Electric Locomotives	10,597	12,635
			Maintenance and Electrical Equipment of Rolling Stock	15,234	20,483
C.—MAINTENANCE OF ROLLING STOCK.					
Locomotives	654,171	669,666	Transmission, Distribution Systems, and Sub-Stations Expenditure ..	42,371	68,577
Coaching Stock	351,879	405,252	Other Operations (Credit)	Cr. 12,908	Cr. 12,166
Goods Stock	361,852	393,190		264,825	406,870
	1,367,902	1,468,108			
			H.—MISCELLANEOUS OPERATIONS.		
D.—LOCOMOTIVE POWER.					
Superintendence	44,749	46,407	Dining Car Service	22,645	24,656
Running Sheds, Labour and Supplies	130,553	112,312	Refreshment Rooms Service	218,639	237,111
Drivers and Firemen	647,249	601,334		241,284	261,767
Coal, Wood, and Kindlers for Locomotives, including Handling, Inspection, &c.	789,614	670,591	I.—GENERAL CHARGES.		
Water	30,055	28,282	Commissioners' and Secretary's Offices	35,130	34,018
Oil, Tallow, Waste, and other running supplies	34,109	26,982	Chief Accountant's and Auditor of Receipts' Branches	101,653	110,008
Other Expenses	1,957	1,419	Legal and Medical Expenses	8,929	9,547
Injuries to Employees or others ..	2,544	2,022	Stationery, Printing, and Advertising	4,773	6,754
	1,680,830	1,489,349	Sundry other General Charges	24,068	31,044
				174,553	191,371
E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES					
	54,666	53,981	Contribution to the Railway Accident and Fire Insurance Fund	80,225	84,259
			Grand Total	8,026,665	8,181,926
			Pensions and Gratuities to the Staff	194,581	203,470
			Border Railways Adjustment	3,879	3,938
			Repayment to Capital Account	675	675

APPENDIX No. 10.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1922 AND 1923 (EXCLUSIVE OF ELECTRIC TRAMWAYS).

Particulars.	Year ended 30th June—							
	1922.				1923.			
	Average Miles Open for Traffic		Miles.		Average Miles Open for Traffic		Miles.	
	.. .. .		4,284		.. .. .		4,322	
	Train Mileage—				Train Mileage—			
	Passenger—				Passenger—			
	Country		4,220,457		Country		4,166,015	
	Suburban		5,644,757		Suburban		6,459,903	
	Goods		5,991,601		Goods		5,768,321	
	Total		15,856,815		Total		16,394,239	
	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.
EARNINGS.								
COUNTRY.								
First Class Passengers	Journeys.	£	£	d.	Journeys.	£	£	d.
Second Class Passengers	1,537,465	831,486	203·8	47·28	1,553,049	823,784	200·0	47·46
Season Tickets—	6,280,677	1,613,697	395·5	91·77	6,385,484	1,652,612	401·3	95·21
First Class	1,221,436	194,375	47·6	11·05	1,289,170	185,784	45·1	10·70
Second Class	639,268	31,494	7·7	1·79	718,149	31,780	7·7	1·83
Workmen's Weekly Tickets—Second Class	431,880	1,422	·3	·08	101,206	1,184	·3	·07
Total Country	9,810,726	2,672,474	655·0	151·97	10,047,058	2,695,144	654·5	155·26
SUBURBAN.								
First Class Passengers	35,577,700	754,469	3,698·4	32·08	40,567,358	866,102	4,245·6	32·18
Second Class Passengers	44,709,790	744,255	3,648·3	31·64	49,270,098	828,826	4,062·9	30·79
Season Tickets—	24,139,122	322,770	1,582·2	13·72	26,665,698	361,972	1,774·4	13·45
First Class	17,693,214	177,651	870·8	7·59	18,081,388	186,589	914·7	6·93
Second Class	10,526,372	143,201	702·0	6·09	11,329,640	155,962	764·5	5·79
Total Suburban	132,646,198	2,142,346	10,501·7	91·69	145,910,182	2,399,451	11,762·0	89·15
Total Passenger	142,456,924	4,814,820	1,123·9	117·13	155,957,240	5,094,595	1,178·8	115·07
Parcels .. .. .	.. .. .	458,914	107·1	11·16	.. .. .	473,007	109·4	10·68
Horses, Carriages, &c. .. .. .	.. .. .	33,189	7·7	·81	.. .. .	37,228	8·6	·84
Mails .. .. .	.. .. .	69,697	16·3	1·70	.. .. .	59,908	13·9	1·35
Total Parcels, &c. .. .. .	.. .. .	561,800	131·1	13·67	.. .. .	570,143	131·9	12·88
Total Coaching .. .. .	.. .. .	5,376,620	1,255·0	130·80	.. .. .	5,664,738	1,310·7	127·95
GOODS.								
General Merchandise	Tons.	£	£	d.	Tons.	£	£	d.
Wool	6,459,293	3,970,609	926·8	150·05	6,408,075	4,000,985	925·7	166·47
Live Stock	84,136	194,036	45·3	7·77	76,295	177,207	41·0	7·37
Minerals—	467,174	528,836	123·4	21·18	574,205	653,229	151·1	27·18
Coal, Coke, and Shale	478,981	120,768	28·2	4·84	457,396	120,928	28·0	5·03
Other than Coal, Coke and, Shale	1,447	807	·2	·03	1,245	843	·2	·04
Total Goods	7,491,031	4,815,056	1,124·0	192·87	7,517,216	4,953,192	1,146·0	206·09
Electrical Power .. .. .	.. .. .	92,540	21·6	.. .. .	.. .. .	179,033	41·4	.. .. .
Rents .. .. .	.. .. .	103,744	24·2	.. .. .	.. .. .	117,673	27·2	.. .. .
Miscellaneous .. .. .	.. .. .	109,076	25·5	.. .. .	.. .. .	124,305	28·8	.. .. .
Total Power, Rents, and Miscellaneous .. .. .	.. .. .	305,360	71·3	.. .. .	.. .. .	421,011	97·4	.. .. .
Dining Cars .. .. .	.. .. .	26,048	6·1	.. .. .	.. .. .	24,915	5·8	.. .. .
Refreshment Rooms .. .. .	.. .. .	267,998	62·6	.. .. .	.. .. .	283,201	65·5	.. .. .
Total Dining Cars and Refreshment Rooms .. .. .	.. .. .	294,046	68·6	.. .. .	.. .. .	308,116	71·3	.. .. .
Total Earnings .. .. .	.. .. .	10,791,082	2,518·9	163·33	.. .. .	11,347,057	2,625·4	166·11
WORKING EXPENSES.								
	Expenditure.	Per cent. to Earnings.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per cent. to Earnings.	Per Average Mile Open.	Per Train Mile.
	£	%	£	d.	£	%	£	d.
WORKING EXPENSES.								
Maintenance of Way and Works	1,708,539	15·83	398·8	25·86	1,761,951	15·53	407·7	25·79
Rolling Stock—								
General Superintendence, &c.	58,147	·54	13·6	·88	64,403	·57	14·9	·94
Maintenance of Rolling Stock	1,367,902	12·68	319·3	20·70	1,468,108	12·94	339·7	21·49
Locomotive Power	1,680,830	15·58	392·4	25·44	1,489,349	13·12	344·6	21·80
Examination and Lubrication of Coaching and Goods Vehicles	54,666	·51	12·8	·83	53,981	·48	12·5	·79
Transportation and Traffic	2,395,694	22·20	559·3	36·26	2,399,867	21·15	555·3	35·13
Electrical Engineering Branch	264,825	2·45	61·8	4·01	406,870	3·58	94·1	5·96
Miscellaneous Operations	241,284	2·24	56·3	3·65	261,767	2·31	60·5	3·83
General Charges	174,553	1·62	40·7	2·64	191,371	1·69	44·3	2·81
Pensions and Gratuities	194,581	1·80	45·4	2·95	203,470	1·79	47·1	2·98
Contribution to the Railway Accident and Fire Insurance Fund	80,225	·74	18·7	1·21	84,259	·74	19·5	1·23
Border Railways Adjustment	3,879	·03	·9	·06	3,938	·03	·9	·06
Repayment to Capital Account	675	·01	·1	·01	675	·01	·1	·01
Total Working Expenses	8,225,800	76·23	1,920·1	124·50	8,390,009	73·94	1,941·2	122·82
PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS—				PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS—				
76·23				73·94				
PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.								
Divisions of Expenditure.	Year ended 30th June—							
	1922.				1923.			
	% 20·77				% 21·00			
Maintenance of Way and Works .. .. .	.. .. .				.. .. .
Rolling Stock—	.. .. .				.. .. .
General Superintendence, &c. .. .. .	.. .. .				.. .. .
Maintenance of Rolling Stock .. .. .	.. .. .				.. .. .
Locomotive Power .. .. .	.. .. .				.. .. .
Examination and Lubrication of Coaching and Goods Vehicles .. .. .	.. .. .				.. .. .
Transportation and Traffic .. .. .	.. .. .				.. .. .
Electrical Engineering Branch .. .. .	.. .. .				.. .. .
Miscellaneous Operations .. .. .	.. .. .				.. .. .
General Charges .. .. .	.. .. .				.. .. .
Pensions and Gratuities .. .. .	.. .. .				.. .. .
Contribution to the Railway Accident and Fire Insurance Fund .. .. .	.. .. .				.. .. .
Border Railways Adjustment .. .. .	.. .. .				.. .. .
Repayment to Capital Account .. .. .	.. .. .				.. .. .
	100·00				100·00			

APPENDIX No. 11.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1908, TO 30TH JUNE, 1923.

Year.	Mileage of Railways Open for Traffic at end of Year.	Average Mileage of Railways Open for Traffic during the Year.	COST OF CONSTRUCTION.		ROLLING-STOCK.				Total Traffic Train Miles.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock conveyed.	GROSS REVENUE.				
			Capital Cost, including Rolling-stock.	Average Cost per Mile open.	Locomotives.	Passenger Cars.	Trucks.	Vans, &c.				Passenger, Parcels, Rentals, &c.	Goods and Live Stock.	Total.	Per Average Mile open.	Per Traffic Train Mile.
			£	£	Number.	Number.	Number.	Number.				£	£	£	£	s. d.
1908-09	3,410	3,397	42,486,323	12,459	503	1,272	11,009	522	11,290,578	81,020,620	4,166,786	2,110,947	2,067,177	4,178,124	1,230	7/4·81
1909-10	3,491	3,441	43,142,329	12,358	523	1,308	11,515	511	11,705,612	85,280,235	4,468,440	2,221,482	2,222,381	4,443,863	1,291	7/7·11
1910-11	3,523	3,505	44,121,767	12,524	547	1,345	12,069	554	12,972,723	93,795,806	4,967,627	2,438,532	2,457,678	4,896,210	1,397	7/6·58
1911-12	3,622	3,543	45,836,573	12,655	623	1,352	14,292	634	13,836,375	104,234,732	5,297,685	2,711,985	2,506,982	5,218,967	1,473	7/6·53
1912-13	3,647	3,639	47,568,336	13,043	668	1,399	15,868	676	14,234,550	111,513,908	5,150,404	2,852,804	2,352,638	5,205,442	1,430	7/3·77
1913-14	3,835	3,747	49,629,062	12,941	735	1,460	17,391	826	15,028,649	116,611,448	5,816,088	2,957,543	2,603,415	5,560,958	1,484	7/4·81
1914-15	3,875	3,848	52,337,475	13,506	791	1,496	18,268	874	15,303,209	117,259,926	5,410,045	2,892,698	2,268,375	5,161,073	1,341	6/8·94
1915-16	4,100	3,955	54,600,928	13,317	808	1,584	18,913	865	13,826,558	115,771,238	5,829,835	3,094,953	2,610,210	5,705,163	1,443	8/3·03
1916-17	4,123	4,104	55,802,027	13,534	812	1,612	19,270	890	14,022,040	108,341,540	5,962,602	3,018,460	2,934,259	5,952,719	1,450	8/5·89
1917-18	4,152	4,139	56,655,910	13,645	817	1,641	19,380	912	13,626,371	105,753,073	6,231,093	3,424,712	3,137,547	6,562,259	1,585	9/7·58
1918-19	4,190	4,159	57,545,337	13,734	798	1,663	19,481	911	13,031,655	111,904,786	6,515,470	3,474,488	2,957,789	6,432,277	1,547	9/10·46
1919-20	4,214	4,194	58,445,846	13,869	788	1,693	19,532	910	15,022,465	134,012,162	7,770,694	4,503,850	3,721,122	8,224,972	1,961	10/11·40
1920-21	4,267	4,237	59,972,628	14,055	790	1,748	19,579	913	15,533,556	134,045,683	7,572,993	5,384,487	4,411,276	9,795,763	2,312	12/7·34
1921-22	4,322	4,284	62,961,395	14,568	799	1,782	19,694	921	15,856,815	142,456,924	7,491,031	5,976,026	4,815,056	10,791,082	2,519	13/7·33
1922-23	4,341	4,322	64,854,594	14,940	804	1,852	19,749	924	16,394,239	155,957,240	7,517,216	6,393,865	4,953,192	11,347,057	2,625	13/10·11

Exclusive of Electric Tramways.

APPENDIX No. 11—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1908, TO 30TH JUNE, 1923.

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES (INCLUDING COMPENSATION FOR YEAR 1907-8 AND MISCELLANEOUS OPERATIONS).			EXPENDITURE: WAY AND WORKS BRANCH.				EXPENDITURE: ROLLING-STOCK BRANCH.						GENERAL EXPENSES.			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.	
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	2'19
1910-11	766,784	1/2'19	15'66	803,658	229	1/2'87	16'41	756,802	1/2'00	15'46	¶507,056	0/9'38	10'35	65,987	0/1'22	1'35	...	*91,386	0/1'69	1'87
1911-12	901,024	1/3'63	17'27	893,350	252	1/3'50	17'12	842,438	1/2'62	16'14	¶547,940	0/9'50	10'50	74,237	0/1'29	1'42	...	*51,495	0/0'89	0'99
1912-13	947,868	1/3'98	18'21	930,366	256	1/3'68	17'87	914,709	1/3'42	17'57	¶551,023	0/9'29	10'59	80,937	0/1'37	1'55	...	2,054	0/0'88	1'00
1913-14	1,066,738	1/5'03	19'18	935,652	250	1/2'94	16'83	1,003,621	1/4'03	18'05	¶632,859	0/10'11	11'38	85,968	0/1'37	1'55	...	27,805	0/0'45	0'50
1914-15	1,009,026	1/5'24	21'29	1,107,310	288	1/5'37	21'46	1,079,973	1/4'94	20'93	¶709,863	0/11'13	13'75	92,996	0/1'46	1'80	...	25,805	0/0'40	0'50
1915-16	1,127,568	1/7'57	19'76	998,619	252	1/5'33	17'50	1,075,002	1/6'66	18'84	¶672,317	0/11'67	11'79	95,380	0/1'66	1'67	...	28,526	0/0'50	0'50
1916-17	1,137,703	1/7'47	19'11	927,315	226	1/3'87	15'58	1,283,198	1/9'96	21'56	¶670,064	0/11'47	11'26	95,997	0/1'64	1'61	...	*39,763	0/0'68	0'67
1917-18	1,225,479	1/9'58	18'67	1,049,270	253	1/6'48	15'99	1,327,488	1/11'39	20'23	¶715,358	1/0'60	10'90	100,911	0/1'78	1'54	...	32,586	0/0'57	0'50
1918-19	1,257,685	1/11'16	19'55	870,123	209	1/4'02	13'53	1,320,274	2/0'32	20'53	¶696,296	1/0'82	10'83	100,094	0/1'84	1'56	3,397	31,794	0/0'59	0'49
1919-20	1,820,588	2/5'09	22'13	1,262,069	301	1/8'16	15'35	1,722,967	2/3'53	20'95	¶976,684	1/3'60	11'87	124,012	0/1'98	1'51	85,963	40,668	0/0'65	0'49
1920-21	2,403,789	3/1'47	25'35	1,576,857	372	2/0'36	16'10	2,139,809	2/9'06	21'84	¶1,255,460	1/7'40	12'82	159,174	0/2'46	1'62	146,698	*73,969	0/1'14	0'76
1921-22	2,636,978	3/3'91	24'44	1,708,539	399	2/1'86	15'83	1,793,643	2/3'15	16'62	¶1,367,902	1/8'70	12'68	174,553	0/2'64	1'62	264,825	80,225	0/1'21	0'74
1922-23	2,661,634	3/2'96	23'46	1,761,951	408	2/1'79	15'53	1,607,733	1/11'54	14'17	¶1,468,108	1/9'49	12'94	191,371	0/2'81	1'69	406,870	84,259	0/1'23	0'74

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

¶ Includes payment into Rolling Stock Replacement Fund, year 1909-10, £170,000; year 1910-11, £100,000; year 1911-12, £50,000; year 1912-13, £50,000; year 1913-14, £50,000; year 1914-15, £50,000; year 1915-16, £30,000; year 1916-17, £50,000; year 1917-18, £50,000; year 1918-19, £50,000; year 1919-20, £50,000; year 1920-21, £187,098; year 1921-22, £150,000; and year 1922-23, £200,000.

Exclusive of Electric Tramways.

APPENDIX No. 11—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1908, TO 30TH JUNE, 1923.

Year	TOTAL WORKING EXPENSES.				NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.					Balance of Net Revenue (including the net Revenue of the Electric Tramways) after Payment of Working Expenses.	Total Capital Expended on Lines open including Rolling-Stock.	Percentage of Profit to Total Capital Invested.	NET INTEREST CHARGES AND EXPENSES.	AMOUNTS PAID FOR PENSIONS AND GRATUITIES.	Adjustments. Border Railways and Capital Account.	DEFICIT.	SURPLUS.
	Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per cent. of Gross Revenue	Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per cent. on Capital Cost.	Per cent. on Railway Loans.								
	£	£	s. d.		£	£	s. d.	£	£	£	£	£	£	£	£	£	£
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	41,663,664†	4'25†	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	42,356,169†	4'09†	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	43,375,046†	4'40†	1,516,764†	107,831*	...	...	282,975†
1911-12 ...	3,310,484	934	4/9'42	63'43	1,908,483	539	2/9'10	4'16	4'32	1,910,212	45,136,620†	4'23†	1,513,102†	131,319*	...	...	265,791†
1912-13 ...	3,476,957	955	4/10'62	66'80	1,728,485	475	2/5'14	3'63	3'81	1,729,506	46,715,440†	3'70†	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	49,034,811†	3'69†	1,677,369†	112,853*	...	...	17,757†
1914-15 ...	4,114,973	1,069	5/4'54	79'73	1,046,100	272	1/4'41	1'20	2'00	1,048,809	51,406,892†	2'04†	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	54,391,352†	3'14†	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	55,680,341†	3'24†	2,012,447†	131,416*	...	337,767†	...
1917-18 ...	4,451,092	1,075	6/6'40	67'83	2,111,167	510	3/1'18	3'73	3'76	2,119,128	56,563,081†	3'75†	2,126,906†	129,160*	...	136,938†	...
1918-19 ...	4,279,663	1,029	6/6'82	66'53	2,152,614	518	3/3'64	3'75	3'81	2,167,414	57,441,685†	3'77†	2,164,902†	151,588*	14,521	163,597†	...
1919-20 ...	6,032,951	1,438	8/0'38	73'35	2,192,021	523	2/11'02	3'71	3'75	2,203,401	58,367,373†	3'78†	2,234,202†	152,932*	29,160	212,893†	...
1920-21 ...	7,835,756	1,849	10/1'06	79'99	1,960,007	463	2/5'57	3'27	3'32	1,943,429	60,255,042†	3'23†	2,409,674†	182,036*	3,354	651,635†	...
1921-22 ...	8,026,665	1,874	10/1'49	74'38	2,764,417	645	3/5'84	4'39	4'32	2,769,842	63,626,393†	4'35†	2,589,816†	194,581*	4,554	19,109†	...
1922-23 ...	8,181,926	1,893	9/11'78	72'11	3,165,131	732	3/10'33	4'88	4'74	3,179,651	65,190,862†	4'88†	2,951,385†	203,470*	4 6 13	...	20,183†

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

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

APPENDIX No. 12.

STATEMENT OF THE TOTAL AMOUNT PAID FOR SALARIES AND WAGES (EXCLUSIVE OF TRAVELLING AND INCIDENTAL EXPENSES) IN THE VARIOUS BRANCHES OF THE RAILWAYS DURING THE YEARS ENDED 30TH JUNE, 1922 AND 1923.

Branches.	Year ended 30th June—	
	1922.	1923.
Way and Works Branch	£1,711,749	£1,688,669
Rolling Stock Branch	2,253,771	2,145,909
Transportation and Traffic Branches	1,891,523	1,931,044
Electrical Engineer's Branch	297,709	279,021
Other Branches	233,756	249,077
Totals	£6,388,508	£6,293,720

APPENDIX No. 13.

STATEMENT OF ALL STAFF EMPLOYED ON THE RAILWAYS OF VICTORIA IN JUNE, 1923, AS COMPARED WITH JUNE, 1922.

Branch.	Year ended 30th June—					
	1922.			1923.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
Commissioners' and Secretary's Office ..	54	19	73	62	11	73
Chief Accountant's	155	49	204	200	19	219
Traffic Audit	118	63	181	144	39	183
Stores	70	218	288	97	191	288
Permanent Way	282	6,121	6,403	379	5,468	5,847
Signalling	54	910	964	84	866	950
Locomotive	330	8,759	9,089	403	8,625	9,028
Traffic	1,896	6,114	8,010	2,498	5,653	8,151
Electrical	95	1,133	1,228	122	1,063	1,185
General	29	492	521	48	773	821
Total	3,083	23,878	26,961	4,037	22,708	26,745

CONSTRUCTION BRANCH.

YEAR ENDED 30TH JUNE.

1922.			1923.		
No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
22	70	92	22	83	105

AVERAGE NUMBER OF MEN EMPLOYED (EXCLUSIVE OF CONSTRUCTION BRANCH) DURING THE YEARS ENDED 30TH JUNE, 1922 AND 1923.

How Employed.	1922.	1923.
On Working Expenses	23,234	24,327
On Capital	3,094	2,025
Totals	26,328	26,352

APPENDIX No. 14.

STATEMENT SHOWING THE TOTAL COST (EXCLUSIVE OF ROLLING-STOCK), LENGTH, HIGHEST POINT, STEEPEST GRADIENT, AND AVERAGE COST PER MILE OF EACH LINE; ALSO THE COST OF ROLLING-STOCK, WORKSHOPS, GENERAL OFFICES, ETC., AT 30TH JUNE, 1923.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.		
	Double and over.	Single.	Total.	Highest.	Lowest.		Total.		Average per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.	Feet.	£	s. d.	£
Melbourne to Bendigo (exclusive of works, Melbourne to Essendon Junction) ...	100·89	...	100·89	1,902	18	1 in 50	5,036,374	5 1	49,919
Bendigo to Echuca (including at Echuca portion of cost of Bridge over River Murray and cost of wharf) ...	2·06	53·07	55·13	758	314	1 " 52	719,066	17 2	12,836
* Bendigo Cattle-yards Branch	0·89	0·89	732	707	1 " 61			
Lancefield Junction to Lancefield	14·50	14·50	1,675	1,072	1 " 40	67,193	0 1	4,634
† Lancefield to Kilmore	18·10	18·10	1,734	1,160	1 " 40	107,873	7 2	5,960
Kilmore Junction to Bendigo (Cattle Siding)	67·82	67·82	1,450	526	1 " 50	403,536	11 5	5,950
Carlsruhe to Daylesford ...	0·38	22·17	22·55	2,469	1,791	1 " 50	177,994	5 0	7,893
Daylesford Junction to North Creswick	23·11	23·11	2,292	1,429	1 " 40	182,561	13 1	7,900
Kyneton (Redesdale Junction) to Redesdale	16·25	16·25	1,636	973	1 " 50	90,437	9 9	5,565
Castlemaine to Dunolly ...	0·38	46·46	46·84	948	579	1 " 40	426,782	19 1	9,112
Dunolly to St. Arnaud (including cost of Carapooce Ballast Pits Tramway) ...	0·28	32·73	33·01	943	611	1 " 50	181,972	17 6	5,513
St. Arnaud to Donald	23·86	23·86	868	374	1 " 50	120,086	9 10	5,033
Donald to Birchip	32·30	32·30	394	330	1 " 100	101,886	14 3	3,154
Birchip to Cronanby (Woomelang)	26·45	26·45	351	260	1 " 75	74,274	17 0	2,733
Woomelang to Mildura	110·15	110·15	334	128	1 " 75	367,162	1 4	3,332
Mildura to White Cliffs and Yelta	6·92	6·92	186	126	1 " 75	17,665	10 6	2,553
Red Cliffs to Milleva North	150,015	3 10	in progress
Dunolly to Inglewood	24·24	24·24	794	457	1 in 50	95,957	16 9	3,959
Ouyen to Kow Plains	56·39	56·39	351	137	1 " 60	141,511	0 4	2,510
Kow Plains to Murrayville	11·44	11·44	218	146	1 " 75	31,531	10 2	2,756
Murrayville to South Australian Border	12·53	12·53	351	192	1 " 80	58	17 4	...
South Australian Border to Pinnaroo (3·55 mls.)	2	6 1	...
Castlemaine (Maldon Junction) to Maldon	10·24	10·24	1,177	890	1 in 40	62,431	10 3	6,097
Maldon (Laanecoorie Junction) to Melbourne	9·89	9·89	1,126	649	1 " 50	68,436	10 6	6,920
Maryborough to Ballarat ...	0·26	41·47	41·73	1,525	732	1 " 40	299,619	1 6	7,180
Waubra Junction to Ballarat Race-course	2·10	2·10	1,508	1,466	1 " 50	7,485	3 4	3,564
Pisgah Junction to Waubra	13·74	13·74	1,533	1,341	1 " 60	73,307	12 7	5,335
Maryborough to Avoca	14·93	14·93	885	721	1 " 40	65,606	7 7	4,394
Avoca to Ararat	39·04	39·04	1,215	763	1 " 50	174,414	17 6	4,468
Crowland to Navarre	22·87	22·87	885	720	1 " 66	66,478	5 10	2,907
Bendigo to Inglewood ...	0·80	28·13	28·93	779	443	1 " 70	218,839	2 1	7,564
Inglewood to Charlton	42·82	42·82	639	422	1 " 50	261,504	6 11	6,107
Charlton to Wycheproof	16·48	16·48	521	356	1 " 50	99,547	12 3	6,041
Wycheproof to Sea Lake	47·89	47·89	357	172	1 " 94	88,280	3 11	1,843
Sea Lake towards Pier Millan (Nandaly)	17·68	17·68	265	172	1 " 66	43,731	7 10	2,473
Nandaly to Kulwin	19·68	19·68	256	148	1 " 60	76,561	11 8	3,890
Wedderburn Junction to Wedderburn	4·86	4·86	660	554	1 " 50	18,372	7 2	3,780
Korong Vale to Boort	17·86	17·86	459	296	1 " 50	85,688	2 10	4,798
Boort to Quambatook	21·96	21·96	419	287	1 " 75	53,162	5 3	2,421
Quambatook to Ultima	30·31	30·31	371	256	1 " 100	55,523	11 0	1,832
Ultima to Chillingollah	20·14	20·14	263	164	1 " 60	35,359	13 6	1,756
Chillingollah to Manangatang	18·59	18·59	245	169	1 " 75	39,176	1 3	2,106
Manangatang to Annuello (Bryden's Tank)	14·19	14·19	200	172	1 " 75	68,731	18 5	4,844
Annuello to Euston	22,304	9 10	in progress
Eaglehawk to Kerang	72·99	72·99	742	255	1 in 70	355,920	7 8	4,876
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill)	35·16	35·16	286	225	1 " 100	170,184	4 8	4,840
Kerang to Gonn	19,586	16 11	in progress
Swan Hill to Piangil	27·39	27·39	291	216	1 in 75	70,375	10 9	2,569
Piangil to Kooloonong (Pine Tank)	15·87	15·87	243	199	1 " 75	70,221	12 11	4,425
Elmore to Cohuna	57·09	57·09	438	264	1 " 100	144,721	5 3	2,535
Footscray to Williamstown (including cost of piers at Williamstown) ...	5·50	0·37	5·87	66	8	1 " 100	576,951	16 6	98,288
* Newport to Braybrook Junction	4·29	4·29	110	48	1 " 92	29,107	13 2	6,785
Newport to Geelong (including cost of Geelong Pier) ...	3·99	34·52	38·51	113	11	1 " 81	1,394,417	7 4	35,572
* Williamstown Race-course Branch	0·69	0·69	21	10	1 " 95			
Geelong to Colac ...	1·26	48·08	50·24	469	10	1 " 50	425,488	17 10	8,469
Colac to Alvie	9·65	9·65	518	402	1 " 50	48,409	5 10	5,017
† Geelong Race-course Branch	1·96	1·96	43	10	1 " 50	5,470	18 9	2,791
Colac to Camperdown	28·11	28·11	569	405	1 " 50	158,174	11 11	5,627
Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ...	0·90	41·81	42·71	550	13	1 " 50	386,418	10 4	9,047
Warrnambool to Koroit	9·36	9·36	245	19	1 " 50	89,768	16 5	9,591
Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy)	11·34	11·34	208	11	1 " 60	106,501	3 3	9,392
Geelong (Queenscliff Junction) to Queenscliff...	...	20·72	20·72	264	10	1 " 50	117,046	8 0	5,649
Carried forward ...	116·70	1464·55	1581·25	...	...	...	14,647,273	3 3	...

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Dismantled 13th May, 1909.

APPENDIX No. 14—continued.

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

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.			
	Double and over	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile.		
	Miles.	Miles.	Miles.	Feet.	Feet.			£	s.	d.
Brought forward	116'70	1464'55	1581'22	...	...	...	14,647,273	3	3	...
Mount Moriac to Wensleydale	...	10'92	10'92	752	361	1 in 50	39,259	2	6	3,595
Birregurra to Forrest	...	19'85	19'85	579	363	1 " 40	147,882	15	9	7,450
Irrewarra to Beac...	...	8'70	8'70	432	390	1 " 66	47,543	16	10	5,465
Beac to Newtown	...	34'95	34'95	443	388	1 " 50	115,853	12	4	3,315
Colac to Beech Forest	0'21	29'45	29'66	1,748	225	1 " 30	79,154	12	1	2,669
Beech Forest to Crowes	...	14'11	14'11	1,826	1,356	1 " 30	44,516	0	11	3,155
Camperdown (Curdie's River Junction) to Timboon	...	22'32	22'32	673	52	1 " 40	116,766	17	10	5,231
Terang to Mortlake	...	12'16	12'16	447	414	1 " 60	58,078	3	1	4,776
North Geelong to Ballarat	41'66	11'37	53'03	1,725	47	1 " 52	1,970,110	4	0	16,997
North Geelong Loop Line	...	0'22	0'22	53	46	1 " 57	...	...	...	...
North Geelong to Fyansford	...	2'93	2'93	212	56	1 " 50	13,590	15	3	4,639
Ballarat to Ararat	4'34	52'95	57'29	1,517	960	1 " 50	486,060	10	11	8,484
Ararat to Stawell	...	18'85	18'85	1,086	761	1 " 100	196,369	4	0	10,417
Stawell to Horsham	1'18	52'26	53'44	761	423	1 " 100	395,712	15	6	5,712
Stawell to Grampians	...	15'84	15'84	815	621	1 " 30	...	...	...	...
Horsham to Dimboola	0'36	21'16	21'46	477	361	1 " 50	134,295	4	4	6,258
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	450,817	9	2	7,131
Braybrook Junction to Parwan	0'15	21'50	21'65	466	119	1 " 50	280,874	1	10	12,973
Parwan to Gordon	...	27'46	27'46	1,877	341	1 " 48	361,109	12	0	13,150
Gordon to Warreuheip	...	12'87	12'87	1,940	1,707	1 " 50	130,755	14	11	10,160
Bungaree Junction to Race-course Reserve	...	1'53	1'53	1,884	1,848	1 " 50	3,332	4	2	2,178
Gheringbap to Maroona	...	99'76	99'76	978	193	1 " 100	439,910	19	9	4,410
Lal Lal Race-course Branch	...	2'00	2'00	1,539	1,532	1 " 112	11,420	12	4	5,710
Ballarat East to Buninyong	...	6'84	6'84	1,626	1,436	1 " 40	66,279	11	6	9,690
Ballarat Cattle-yards Branch	...	2'92	2'92	1,523	1,446	1 " 60	12,911	6	10	4,422
Ballarat (Linton Junction) to Scarsdale	...	13'12	13'12	1,516	1,157	1 " 50	60,528	13	10	4,613
Scarsdale to Linton	0'19	7'78	7'97	1,189	1,022	1 " 40	78,330	18	3	9,828
Linton to Skipton	...	12'75	12'75	1,383	944	1 " 37	56,890	12	0	4,462
Burrumbeet Race-course Junction to Burrumbeet Race-course	...	1'14	1'14	1,297	1,256	1 " 50	3,689	9	1	3,236
Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant)	1'28	64'78	66'06	1,028	572	1 " 50	397,476	7	3	6,017
Hamilton to Portland (including cost of sidings to piers at Portland)	0'24	53'58	53'82	606	11	1 " 40	316,686	12	10	5,884
Dunkeld to Koroit	...	48'99	48'99	834	207	1 " 60	171,586	10	4	3,502
Hamilton to Peshurst (including cost of Peshurst Ballast Crushing Plant)	...	18'10	18'10	727	590	1 " 60	77,646	19	0	4,290
Hamilton (Coleraine Junction) to Coleraine	...	23'01	23'01	668	301	1 " 40	113,095	1	11	4,915
Hamilton to Cavendish	...	14'26	14'26	794	577	1 " 50	48,733	15	2	3,418
Cavendish to Toolondo	...	43'74	43'74	864	558	1 " 40	198,259	7	11	4,533
Branxholme to Casterton	...	32'09	32'09	572	149	1 " 40	182,640	15	10	5,691
Heywood to Mumbannar	...	38'51	38'51	422	85	1 " 50	141,265	18	6	3,668
Mumbannar to South Australian Border	...	5'65	5'65	223	209	1 " 100	14,481	13	6	2,563
South Australian Border to Mount Gambier (11'67 miles)	...	...	...	...	...	...	47,252	7	6	...
Lubeck to Rupanyup (including portion of cost of the Warranook Ballast Pits Tramway)	...	9'77	9'77	487	455	1 in 147	44,882	1	1	4,594
Rupanyup to Marnoo	...	15'33	15'33	494	450	1 " 100	31,863	4	1	2,078
Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway)	...	31'20	31'20	464	360	1 " 66	158,786	17	0	5,089
Warracknabeal to Beulah	...	21'92	21'92	359	288	1 " 80	59,607	2	6	2,719
Beulah to Hopetoun	...	16'01	16'01	290	258	1 " 100	39,247	8	3	2,451
Horsham to Noradjuha	...	19'95	19'95	488	395	1 " 50	86,758	8	8	4,349
Noradjuha to Toolondo	...	11'24	11'24	560	475	1 " 100	28,358	17	5	2,523
Natimuk (East Natimuk) to Goroke	...	28'64	28'64	624	394	1 " 50	69,701	7	7	2,434
Dimboola to Jeparit	...	21'59	21'59	387	268	1 " 75	52,375	2	9	2,426
Jeparit to Albacutya (Rainbow)	...	18'47	18'47	388	263	1 " 75	36,831	14	8	1,994
Jeparit to Lorquon	...	13'68	13'68	395	271	1 " 100	33,390	3	2	2,441
Lorquon to Yanac-a-Yanac	...	18'38	18'38	473	355	1 " 75	47,364	8	6	2,577
Rainbow to Nypo	...	10'59	10'59	294	237	1 " 75	27,402	14	11	2,588
Essendon Junction to Essendon	3'50	...	3'50	148	14	1 " 67	...	...	...	...
Flemington Race-course Branch	1'50	...	1'50	70	42	1 " 96	215,378	11	6	43,075
Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway)	61'27	120'72	181'99	1,147	105	1 " 50	2,444,718	10	2	13,433
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	32,145
North Melbourne to Coburg	5'07	...	5'07	202	13	1 " 50	227,227	14	4	44,818
Coburg to Somerton	...	7'16	7'16	530	202	1 " 50	74,665	14	11	10,428
Royal Park (Junction) to Clifton Hill	2'21	0'18	2'39	136	103	1 " 50	163,646	10	11	68,471
Fitzroy Branch	...	0'89	0'89	119	85	1 " 79	76,975	19	2	86,490
Fitzroy (Whittlesea Junction) to Whittlesea	4'67	17'39	22'06	639	119	1 " 50	295,487	13	5	13,395
Northcote Loop Line	0'13	...	0'13	128	119	1 " 70	8,708	7	4	66,985
Tallaroek to Yea	...	23'69	23'69	698	488	1 " 40	164,301	9	4	6,935
Yea to Mansfield and Alexandra-road	...	55'82	55'82	1,304	557	1 " 40	344,925	12	7	6,179
Alexandra-road to Alexandra	...	4'32	4'32	922	716	1 " 30	29,373	6	8	6,799
Carried forward	247'95	2883'72	3131'67	...	...	...	26,982,784	2	10	...

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

APPENDIX No. 14—continued.

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

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.			
	Double and over	Single.	Total.	Highest	Lowest.		Total.	Average Per Mile.		
	Miles.	Miles.	Miles.	Feet.	Feet.			£	s.	d.
Brought forward	247.95	2883.72	3131.67	...	...	...	26,982,784	2	10	...
Mangalore to Shepparton	0.29	44.96	45.25	499	372	I in 100	301,343	11	10	6,660
Shepparton to Numurkah	2.14	18.61	20.75	376	348	I ,, 206	90,149	19	5	4,345
Numurkah to Cobram	0.20	21.47	21.67	376	355	I ,, 165	89,979	18	9	4,152
Murchison East to Rushworth	...	12.81	12.81	476	391	I ,, 80	68,996	3	9	5,386
Rushworth to Colbinabbin	0.58	12.29	12.87	510	363	I ,, 50	39,244	8	4	3,049
Rushworth to Stanhope North	...	13.62	13.62	516	347	I ,, 50	50,030	16	6	3,673
Toolamba to Tatura	...	6.83	6.83	385	371	I ,, 108	29,575	16	0	4,330
Tatura to Echuca	...	34.07	34.07	377	320	I ,, 122	162,239	13	2	4,762
Shepparton to Dookie	...	14.84	14.84	500	372	I ,, 100	55,262	8	5	3,724
Dookie to Katamatite	...	17.02	17.02	490	383	I ,, 69	41,467	19	10	2,436
Numurkah to Nathalia	...	13.79	13.79	356	335	I ,, 330	52,362	9	0	3,797
Nathalia to Picola	...	6.75	6.75	335	325	I ,, 264	14,040	9	1	2,080
Strathmerton towards Tocumwal	...	8.20	8.20	390	358	I ,, 330	21,871	7	6	2,667
Strathmerton to Tocumwal Extension	...	2.07	2.07	372	365	I ,, 92	18,499	10	6	8,937
Benalla to St. James	...	20.33	20.33	583	450	I ,, 75	80,960	8	2	3,982
St. James to Yarrawonga	...	19.86	19.86	514	414	I ,, 50	98,612	5	5	4,965
Benalla to Tatong	...	18.00	18.00	760	556	I ,, 60	50,821	5	5	2,823
Wangaratta to Whitfield	...	30.49	30.49	811	481	I ,, 80	43,102	6	5	1,414
Wangaratta (Beechworth Junc.) to Beechworth	...	22.26	22.26	1,831	502	I ,, 30	166,231	18	9	7,468
Beechworth to Yaekandandah	...	12.84	12.84	1,912	981	I ,, 30	97,315	13	7	7,579
Everton to Myrtleford	...	16.56	16.56	989	581	I ,, 40	80,190	11	5	4,842
Myrtleford to Bright	...	18.54	18.54	1,004	688	I ,, 50	112,796	6	6	6,084
Springhurst to Walgunyah	...	13.95	13.95	623	454	I ,, 50	76,140	9	4	5,458
Wodonga to Tallangatta	...	25.71	25.71	726	530	I ,, 40	192,967	18	9	7,506
Tallangatta to Cudgewa	...	42.33	42.33	2,580	625	I ,, 30	292,513	10	0	6,910
Spencer Street to Flinders Street	0.76	...	0.76	33	17	I ,, 40	278,337	11	10	366,234
Hobson's Bay Lines (Flinders Street to Port Melbourne, St. Kilda, Brighton, Hawthorn, and including works, Prince's Bridge to Chapel Street, and pier at Port Melbourne)	16.62	...	16.62	53	9	I ,, 66	2,817,582	7	3	169,530
Prince's Bridge to Collingwood	2.22	...	2.22	85	23	I ,, 62	201,516	12	2	90,773
Collingwood to Heidelberg	2.97	2.52	5.49	196	68	I ,, 50	250,247	11	5	45,582
Heidelberg to Eltham	...	8.35	8.35	303	110	I ,, 40	71,528	13	10	8,566
Eltham to Hurst's Bridge	...	6.64	6.64	248	116	I ,, 50	45,685	4	2	6,880
Brighton Beach to Sandringham	2.20	...	2.20	58	20	I ,, 97	82,862	8	4	37,665
South Yarra to Oakleigh	7.05	...	7.05	184	22	I ,, 54	655,639	19	7	92,999
Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branches to the Great Morwell Coy's. mine and Hernes Oak to Yallourn)	11.89	108.78	120.67	513	8	I ,, 50	1,284,386	10	9	10,644
Sale to Stratford (Junction)	...	8.97	8.97	64	33	I ,, 66	46,353	19	11	5,168
† Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines)	0.20	10.10	10.30	249	72	I ,, 50	298,024	13	6	28,934
‡ Caulfield to Frankston	19.85	0.03	19.88	166	10	I ,, 50	299,585	4	7	15,070
Frankston to Stony Point (including cost of sidings to pier at Stony Point)	...	18.99	18.99	327	10	I ,, 50	115,744	2	4	6,095
Mornington Junction to Mornington	...	7.67	7.67	194	60	I ,, 50	69,078	12	5	9,006
Bittern to Red Hill	...	9.91	9.91	631	43	I ,, 30	76,783	4	1	7,748
Frankston Cemetery Line	...	...	...	...	...	...	330	16	11	...
Spring Vale Cemetery Line	...	1.60	1.60	231	145	I III 50	9,278	16	6	5,799
Dandenong (Great Southern Junction) to Port Albert	1.63	115.65	117.28	746	10	I ,, 40	1,059,862	9	11	9,037
Koo-wee-rup to McDonald's Track	...	30.55	30.55	988	22	I ,, 30	393,522	15	4	9,935
Nyora to Woolamai	...	15.56	15.56	410	58	I ,, 50	87,891	4	10	5,649
Woolamai to Powlett Coal Field (including sidings, Wonthaggi)	...	13.87	13.87	233	14	I ,, 60	140,137	3	8	10,104
Korumburra to Coal Creek	...	0.89	0.89	735	630	I ,, 30	5,741	7	11	6,451
Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line)	...	2.25	2.25	765	573	I ,, 30	11,572	0	4	5,143
Korumburra (Jumbunna Junction) to Jumbunna	...	3.74	3.74	796	619	I ,, 30	20,806	7	4	5,563
Jumbunna to Outtrim	...	2.40	2.40	649	539	I ,, 40	27,915	8	11	11,631
¶ Welshpool to Welshpool Jetty	...	3.23	3.23	57	6	I ,, 100	3,199	19	2	991
Alberton to Won Wron	...	12.05	12.05	213	33	I ,, 60	93,726	14	0	7,778
Won Wron to Woodside	...	9.68	9.68	326	139	I ,, 40	45,980	19	8	4,750
Warragul to Neerim South	...	13.49	13.49	681	349	I ,, 40	124,760	16	2	9,248
Neerim South to Toorongo River (Neerim South to Noojee)	...	14.01	14.01	1,415	676	I ,, 30	131,949	2	3	9,418
Moe (Junction) to Thorpdale	...	10.67	10.67	798	219	I ,, 40	118,593	9	1	11,115
¶ Moe to Walhalla	...	26.06	26.06	1,323	174	I ,, 30	114,358	3	0	4,388
Morwell to North Mirboo	...	20.17	20.17	784	184	I ,, 40	154,413	8	3	7,656
Traralgon to Heyfield	...	22.06	22.06	262	93	I ,, 50	125,921	15	10	5,708
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0.52	49.30	49.82	296	9	I ,, 50	307,067	4	7	6,164
Bairnsdale to Orbost	...	60.24	60.24	423	23	I ,, 50	442,290	11	0	7,342
Maffra to Briagolong	...	11.79	11.79	238	109	I ,, 50	62,634	5	4	5,312
Burnley to Waverley Road	...	5.23	5.23	111	33	I ,, 60	178,219	0	8	34,076
Hawthorn to Lilydale	11.52	8.20	19.72	484	41	I ,, 40	695,641	17	2	35,276
Lilydale to Healesville	0.26	15.11	15.37	351	230	I ,, 40	225,839	8	8	14,693
Carried forward	328.85	4001.68	4330.53	...	...	...	40,394,513	11	4	...

† See lines closed for traffic.

‡ Including portion dismantled.

¶ 2-ft. 6-in. gauge.

APPENDIX No. 14—continued.

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

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low water mark		Steepest Gradient.	Cost, exclusive of Rolling-stock.		
	Double and over	Single.	Total.	Highest	Lowest		Total.	Average Per Mile.	
	Miles.	Miles.	Miles.	Feet.	Feet.			£	s.	d.
Brought forward	328·85	4001·68	4330·53	...	...	...	40,394,513	11	4
Hawthorn (Kew Junction) to Kew	...	0·96	0·96	119	41	1 in 40	76,625	0	9
Ringwood to Upper Ferntree Gully	...	7·44	7·44	436	314	1 " 40	77,891	18	7
¶ Ferntree Gully to Gembrook	...	18·22	18·22	1,057	412	1 " 30	65,495	1	8
Lilydale to Warburton	...	23·97	23·97	738	289	1 " 37½	137,682	0	1
St. Kilda and Brighton Electric Tramway, St. Kilda Station to Brighton Beach	5·18	...	5·18	59	7	1 " 21½	119,127	10	8
Sandringham to Black Rock Electric Street Railway ¶	2·22	·19	2·41	112	41	1 " 18½	64,392	13	1
Total mileage of lines constructed §	336·25	4,052·46	4,388·71	—	...	...	40,935,727	16	2
Less mileage closed for traffic at 30th June, 1923 :									
	Double.	Single.	Total.						
Dunkeld to Peshurst (dis-	15·87	15·87	15·87						
mantled 19th February, 1898)									
Lancefield to Kilmore (dis-	18·10	18·10	18·10						
mantled)									
Fawkner Cemetery to Somer-	5·22	5·22	5·22						
ton									
Oakleigh to Fairfield Park—	3·34	3·34	3·34						
Fairfield Park to Deepdene	0·20	2·17	2·37						
Ashburton to Oakleigh	0·21	0·21	0·21						
Canterbury Loop Line	0·69	0·69	0·69						
(dismantled)	1·96	1·96	1·96						
Burnley to Waverley Road—	0·20	47·56	47·76						
Darling to Waverley Road									
Geelong Race-course Line									
(dismantled 28th May, 1909)									
Total mileage open for traffic at 30th June, 1923	336·05	4,004·90	4,340·95						
Works, Melbourne to Essendon Junction	...	...	...	...	...	...	2,146,213	17	10
Railway Offices, Spencer Street	...	...	...	...	...	...	228,781	1	10
Sheds and Workshops, Williamstown	...	...	...	...	...	...	154,029	0	1
Sheds and Workshops, Newport (including cost of machinery and equipment)	...	...	...	...	...	...	891,116	4	9
Sheds and Workshops, Country Depôts (including cost of machinery)	...	...	...	...	...	...	29,088	9	4
Workshops, Bendigo (including cost of machinery)	...	...	...	...	...	...	169,111	3	2
Workshops, Ballarat (including cost of machinery)	...	...	...	...	...	...	161,527	1	7
General Construction Account (Capital Expenditure common to all lines)	...	...	...	...	...	...	1,577,243	2	11
Rolling-stock, Broad-gauge...	...	...	...	...	...	...	11,965,737	14	3
Rolling-stock, Narrow-gauge	...	...	...	...	...	...	105,373	7	7
Rolling-stock, Electric Tramway	...	...	...	...	...	...	91,875	19	4
McKeen Motor Cars	...	...	...	...	...	...	15,078	0	8
Steam Motor Car (Great Western type)	...	...	...	...	...	...	4,393	2	5
Electrification Melbourne Suburban Lines	...	...	...	...	...	...	6,270,155	16	5
Stores Advance Account	...	...	...	...	...	...	1,030,000	0	0
Total and Average Cost (all charges)	...	...	...	...	...	...	65,775,451	18	4

¶ 2-ft. 6-in. gauge.

§ Gauge of lines constructed—miles 5-ft. 3-in., 149·84; miles 2-ft. 6-in., 121·90.

|| 4ft.-8½-in. gauge, 2·41 miles.

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. 20.

APPENDIX No. 15.

STATEMENT OF TRAIN, LOCOMOTIVE AND VEHICLE MILEAGE.

	Year ended 30th June--			Year ended 30th June--	
	1922.	1923.		1922.	1923.
TRAFFIC TRAIN MILEAGE.			DEPARTMENTAL MILEAGE.		
PASSENGER--			Light 336,777 426,196		
Country--Ordinary ..	2,868,696	2,761,106	Ballast 269,428 238,380		
Assistant ..	55,896	103,750	Inspection Special ..	5,054	9,209
Light ..	36,372	36,966	Water 170 650		
	2,960,964	2,901,822	Loco.—Coal 324,404 313,049		
			Casualty and Doubling ..	4,101	3,466
			Total	939,934	990,950
Suburban—Steam ..	1,687,427	632,016	Shunting	2,311,031	2,391,263
Electric ..	3,957,330	5,827,887			
	5,644,757	6,459,903	TOTAL LOCOMOTIVE MILEAGE ..	15,150,450	13,948,565
Total	8,605,721	9,361,725	VEHICLE MILEAGE.		
			PASSENGER--		
			Country	27,170,187	27,964,186
			Suburban—Steam ..	9,910,751	3,654,491
			Electric ..	19,265,565	28,839,926
				29,176,316	32,494,417
			Total	56,346,503	60,458,603
MIXED--			GOODS--		
Ordinary	2,513,157	2,520,287	Loaded	98,948,322	101,012,618
Assistant	2,918	6,170	Empty	39,433,348	39,078,213
Light	2,912	1,930			
	2,518,987	2,528,387	Total	138,381,670	140,090,831
			TOTAL VEHICLE MILEAGE ..	194,728,173	200,549,434
GOODS--			Gross Ton Mileage--		
Ordinary	4,138,152	3,952,813	Passenger Trains (Elec-	914,090,122	705,410,290
Assistant	148,802	204,000	tric Trains excepted)	503,754,509	514,777,377
Light	445,153	347,314	Mixed Trains	1,678,806,203	1,676,519,145
	4,732,107	4,504,127	Goods Trains		
TOTAL TRAFFIC TRAIN MILES ..	*15,856,815	*16,394,239	Total	3,096,650,834	2,896,706,812

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

APPENDIX No. 16.

STATEMENT SHOWING LOCOMOTIVES, COACHING STOCK, GOODS STOCK, AND SERVICE STOCK ON THE BOOKS AT 30TH JUNE, 1923.

Vehicles.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Tractive Power.		Number.	Tractive Power.		Number.	Tractive Power.	
		Total.	Average per Loco.		Total.	Average per Loco.		Total.	Average per Loco.
LOCOMOTIVES.		lbs.	lbs.		lbs.	lbs.		lbs.	lbs.
Steam	767	16,207,074	21,130	17	204,152	12,009	784	16,411,226	20,933
Petrol	5	4,000	800	..	..	..	5	4,000	800
Electric .. .. .	..	..	..	..	..	..	..	..	..
Total	772	16,211,074	20,999	17	204,152	12,009	789	16,415,226	20,805
Steam Cranes	14	..	..	..	..	..	14	..	..
Vehicles.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity (Passengers).		Number.	Capacity (Passengers).		Number.	Capacity (Passengers).	
		Total.	Average per Vehicle.		Total.	Average per Vehicle.		Total.	Average per Vehicle.
COACHING STOCK.									
Passenger Cars—									
1st Class	670	47,738	71	..	..	..	670	47,738	70
2nd Class	861	58,738	67	46	1,385	30	937	60,123	66
Composite	233	11,844	51	3	96	32	236	11,940	51
Sleeping Cars—									
1st Class	11	220	20	..	..	..	11	220	20
2nd Class .. .. .	..	..	..	..	..	..	..	..	..
Sleeping and Dining	2	48	24	..	..	..	2	48	24
Special Cars	6	138	23	..	..	..	6	138	23
Parlor Cars	2	66	33	..	..	..	2	66	33
Dining Cars	4	150	37	..	..	..	4	150	37
Mail Vans	4	..	..	..	..	..	4	..	..
Luggage Vans	643	..	..	6	..	..	649	..	..
Carriage Trucks	19	..	..	..	..	..	19	..	..
Horse Boxes	69	..	..	..	..	..	69	..	..
Hearses	4	..	..	..	..	..	4	..	..
Motor Passenger Vehicles	(Included in Locomotives.)			..	..	..	..	..	..
Brake Vans	(Included in Luggage Vans.)			..	..	..	..	..	..
Other Vehicles	4	..	..	..	..	..	4	..	..
Total	2,532	..	..	55	..	..	2,587	..	..
Vehicles.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity.		Number.	Capacity.		Number.	Capacity.	
		Total.	Average per Vehicle.		Total.	Average per Vehicle.		Total.	Average per Vehicle.
GOODS.		tons.	tons.		tons.	tons.		tons.	tons.
Box Goods Waggons	91	1,310	14·4	2	20	10	93	1,330	14·3
Open Goods Waggons	15,156	211,961	14·0	212	2,120	10	15,368	213,811	13·9
Cattle Waggons	702	7,016	10·0	15	150	10	717	7,166	10·0
Sheep Waggons	1,175	11,349	9·7	..	..	..	1,175	11,349	9·7
Coal Waggons	301	4,051	13·5	..	..	..	301	4,051	13·5
Louved Waggons	990	12,572	12·7	14	140	10	1,004	12,712	12·7
Refrigerator Vans	392	5,298	13·5	..	..	..	392	5,298	13·5
Powder Vans	24	120	5·0	..	..	..	24	120	5·0
Flat Waggons	137	2,683	19·6	..	..	..	137	2,683	19·6
Bolster Waggons .. .. .	..	..	..	..	..	..	..	..	..
Brake Vans	(Included in Coaching Stock.)			..	..	..	..	..	..
Other Vehicles .. .. .	..	..	..	..	..	..	..	..	..
Total	18,968	256,090	..	243	2,430	..	19,211	258,520	..
Vehicles.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity.		Number.	Capacity.		Number.	Capacity.	
		Total.	Average per Vehicle.		Total.	Average per Vehicle.		Total.	Average per Vehicle.
SERVICE STOCK.									
Casualty or Break Down Vans	38	..	..	..	..	..	38	..	..
Water Trucks	241	..	..	..	..	..	241	..	..
Loco. Coal Trucks	(Included in Coal Waggons.)			..	..	..	..	..	..
Ballast Waggons	173	..	..	..	..	..	173	..	..
Gas Vehicles	6	..	..	..	..	..	6	..	..
Workmen's Sleeping Cars	192	..	..	..	..	..	192	..	..
Store Vans .. .. .	..	..	..	..	..	..	..	..	..
Cranes (not Locomotives on Trucks)	13	..	..	..	..	..	13	..	..
Plough Vans .. .. .	..	..	..	..	..	..	..	..	..
Motor Inspection Cars	1	..	..	..	..	..	1	..	..
Pay Cars .. .. .	..	..	..	..	..	..	..	..	..
Other Vehicles	64	..	..	..	..	..	64	..	..
Total	728	..	..	..	..	..	728	..	..

APPENDIX No. 17.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1st JULY, 1913, TO 30th JUNE, 1923.

Year.	Passengers.						Number of Passengers Killed and Injured per Million carried due to causes beyond their own Control.		Employés while in the Execution of their Duty.						Employés proceeding to or from Duty within the Railway Boundary.		Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.		
	Through causes beyond their own Control.		Through Contributory Negligence.		Solely through their own Action or Negligence.				Through causes beyond their own Control.		Through Contributory Negligence.		Solely through their own Action or Negligence.												
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
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	3	202	2	2	9	18	18	7	3	17	48	558	
1915-16	..	29	..	3	11	195	·000	·250	2	28	5	33	5	209	..	..	2	18	24	7	5	12	54	534
1916-17	..	46	..	2	5	131	·000	·424	1	35	3	70	1	155	1	..	4	7	11	3	6	16	32	465	
1917-18	..	33	..	5	4	192	·000	·311	2	46	4	63	5	183	..	9	12	15	14	1	3	14	44	561	
1918-19	..	41	..	2	6	172	·000	·366	1	31	3	56	4	166	1	3	11	15	21	6	5	18	52	510	
1919-20	..	32	..	4	8	170	·000	·238	..	33	4	35	4	129	1	4	10	15	8	7	3	22	38	451	
1920-21	..	18	..	..	3	187	·000	·133	2	46	2	76	5	206	2	3	10	14	16	18	1	29	41	597
1921-22	..	10	..	1	10	134	·000	·070	1	35	4	49	9	142	..	2	12	12	19	7	3	16	58	408	
1922-23	..	5	..	6	6	134	·000	·032	1	33	2	34	7	116	1	2	11	11	20	10	3	21	51	372	
Totals	..	287	..	28	67	1,694	·000	·214	13	384	38	516	48	1,692	10	26	89	132	163	79	35	182	463	5,020	

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

APPENDIX No. 18.

STATISTICAL STATEMENT.

Particulars.	Year 1922.	Year 1923.
Average Mileage of Railways open for Traffic	4,284	4,322
PASSENGER TRAFFIC.		
Passenger Train Mileage { Country	4,220,457	4,166,015
.. .. . { Suburban	5,644,757	6,459,903
Passenger Earnings { Country	£2,672,474	£2,695,144
.. .. . { Suburban	£2,142,346	£2,339,451
Number of Passengers Carried { Country	9,810,726	10,947,058
.. .. . { Suburban	132,646,198	145,910,182
Number of Passengers Carried One Mile { Country	497,610,966	516,074,973
.. .. . { Suburban	734,216,631	816,618,802
Average Miles each Passenger was carried { Country	50·72	51·36
.. .. . { Suburban	5·54	5·59
Average Number of Passengers per Car Mile { Country	18·32	18·45
.. .. . { Suburban	25·17	25·13
Average Earnings from Each Passenger { Country	5s. 5·38d.	5s. 4·38d.
.. .. . { Suburban	3·88d.	3·94d.
Average Earnings per Passenger Mile { Country	1·29d.	1·25d.
.. .. . { Suburban	·70d.	·70d.
<i>Per Average Mile of Railway Open.</i>		
Number of Passengers Carried { Country	2,405	2,440
.. .. . { Suburban	650,226	715,246
Number of Passengers Carried One Mile { Country	121,963	125,322
.. .. . { Suburban	3,599,101	4,003,033
Passenger Train Mileage { Country	1,034	1,012
.. .. . { Suburban	27,670	31,666
Passenger Earnings { Country	£655·02	£654·48
.. .. . { Suburban	£10,501·70	£11,762·01
<i>Per Passenger Train Mile.</i>		
Average Number of Passengers { Country	117·90	123·88
.. .. . { Suburban	130·07	126·41
Average Number of Cars { Country	6·44	6·71
.. .. . { Suburban	5·17	5·03
Average Earnings from Passengers { Country	12s. 7·97d.	12s. 11·26d.
.. .. . { Suburban	7s. 7·09d.	7s. 5·15d.
GOODS TRAFFIC—PAYING.		
Goods Train Mileage	5,991,601	5,768,321
Goods Earnings	£4,815,056	£4,953,192
Number of Tons Carried	7,491,031	7,517,216
Number of Tons Carried One Mile	684,887,362	673,904,218
Average Haul per Ton of Goods	91·43	89·65
Average Tonnage per Loaded Truck	8·7	8·3
Average Train Load (Tons)	143	145
Average Earnings per Ton	12s. 10·27d.	13s. 2·14d.
Average Earnings per Ton Mile	1·69d.	1·76d.
GOODS TRAFFIC—GROSS.		
Average Train Load (Tons)	328	343
Average Number of Vehicles per Train—Loaded	19·57	17·08
Average Number of Vehicles per Train—Empty	7·80	6·78
<i>Per Average Mile of Road Open.</i>		
Number of Tons Carried (Paying Traffic)	1,749	1,739
Number of Tons Carried One Mile (Paying Traffic)	159,871	155,924
Goods Train Mileage	1,399	1,335
Goods Earnings	£1,124	£1,146
<i>Per Goods Train Mile.</i>		
Average Earnings	16s. 0·87d.	17s. 2·09d.

APPENDIX No. 19

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 2716, SECTIONS 109 AND 110—AT 30TH JUNE, 1923.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1922	41,838 9 8	By Expenditure for the year ended 30th June, 1923—	
„ Payment to Fund during the year ended 30th June, 1923 (fifteen shillings for every one hundred pounds sterling of the revenue of the Victorian Railways) included in the Working Expenses of the Year	84,759 11 3	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners	1,270 3 5
		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	2,845 13 0
		(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in Clause (b)	32 11 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	10,739 1 0
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	799 7 0
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	14,944 2 10
		(g) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon employees burning off within railway boundaries, &c.	229 13 8
		„ Balance at 30th June, 1923	95,737 9 0
	£126,598 0 11		£126,598 0 1

APPENDIX No. 20.

NUMBER OF EMPLOYEES IN THE SERVICE OF THE COMMISSIONERS AT 30TH JUNE, 1923, AS COMPARED WITH THE NUMBER AT 30TH JUNE, 1922, ENTITLED TO PENSION OR COMPENSATION ON RETIREMENT.

Branch.	At 30th June, 1922.	At 30th June, 1923.
Secretary's	3	2
Accountancy and Audit of Receipts	15	14
Refreshment Services	1	1
Rolling Stock	124	101
Stores	5	3
Transportation and Traffic ...	144	113
Way and Works	84	53
Signal and Telegraph ... ..	...	9
Total	376	296

APPENDIX No. 21.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDED
30TH JUNE, 1923.

	Construction Branch Vote.			Loan Application Acts, &c.			Total.			Total Amount.					
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.			
SURVEYS AND CONSTRUCTION OF NEW LINES.															
Alberton to Won Wron	63	0	0	Cr2,723	17	2	Cr2,660	17	2						
Annuello to Euston	228	0	0	22,076	9	10	22,304	9	10						
Bittern to Red Hill	41	0	0	Cr 95	12	8	Cr 54	12	8						
Cavendish to Tooloudo	20	0	0	1,245	4	2	1,265	4	2						
Colac to Alvie	1,836	0	0	46,573	5	10	48,409	5	10						
Kerang to Gonn	92	0	0	19,494	16	11	19,586	16	11						
Koo-wee-rup to McDonald's Track	803	0	0	8,161	8	7	8,964	8	7						
Manangatang to Bryden's Tank	226	0	0	1,383	13	11	1,609	13	11						
Morwell Brown Coal Railway	584	0	0	Cr9,510	13	9	Cr8,926	13	9						
Piangil to Pine Tank	43	0	0	275	17	0	318	17	0						
Red Cliffs to Millewa North	1,400	0	0	128,582	15	0	129,982	15	0						
Tallangatta to Cudgewa	21	0	0	145	1	4	166	1	4						
Won Wron to Woodside	714	0	0	45,266	19	8	45,980	19	8						
Orbost—Bridge over the Snowy River	200	0	0	...	...	...	200	0	0			
Surveys ... ..	...	...	...	19,794	19	8	19,794	19	8			
Totals	6,271	0	0	280,670	8	4	286,941	8	4	286,941	8	4			
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES.															
							Loan Application Acts, &c.								
							£ s. d.								
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							57,397			5 5					
Additions and improvements to accommodation for locomotives and cars, including shops, sheds, tracks, ash-pits, turn-tables, water supply, coaling plants, and other works							12,494			7 7					
Additions and improvements to signalling, interlocking, and other safety appliances for traffic working							6,152			0 9					
Additions and improvements to and strengthening of bridges							39,595			11 8					
Additions and improvements to various lines by relaying with heavier rails and providing extra sleepers and ballast							14,445			6 10					
Additions and improvements to level crossings, including cattle pits and stops							1,342			17 9					
Additional and improved dwelling accommodation for employes							22,293			6 1					
Additional cars for repair gangs, &c., and shelters for gang cars, &c.							6,145			9 7					
Additional telegraph and telephone lines (including instruments)							7,633			0 2					
Additional electric lighting							3,955			16 6					
Additional accommodation, plant and equipment at Refreshment Rooms							12,838			18 4					
Colac—Overhead bridge and approaches, regrading the line at "down" end of station, and provision of turn-table, including purchase of land							2,048			3 11					
Cressy-Maroon line—Water supply works, including purchase of land							10,801			17 0					
Camberwell and East Camberwell (between)—Re-arrangement of tracks							6,015			16 2					
Eltham—Facilities for transferring passengers from steam to electric service							6,548			0 3					
Frankston—Improved station, yard, and other accommodation, including the purchase of land							14,001			2 6					
Inglewood and Korong Vale (between)—Towards regrading the line							3,239			10 8					
Melbourne (Flinders-street Yard)—New carriage shed, sidings, and works in connexion therewith (proportion of cost thereof which is not chargeable to Item 3)							5,389			7 2					
Melbourne (Flinders-street)—Additional accommodation for guards and motormen							2,164			0 3					
Melbourne (Flinders-street and Spencer-street)—Additional cables, &c., in connexion with the lighting of the yards, &c.							3,175			0 7					
Melbourne (Flinders-street)—Additions and alterations to tracks to accommodate the Glen Iris to Sunshine and Kew to Coburg traffic							10,893			6 11					
Melbourne (Spencer-street)—Construction and electrical equipment of sub-station							16,656			5 3					
Melbourne (Spencer-street)—Extension of the Dining Car Depot							4,538			17 6					
Melbourne (Spencer-street and North Melbourne)—Conversion of electric power supply from 50 to 25 cycle							2,081			3 0					
Melbourne (Spencer-street)—Accommodation for Yardsmen, Guards, and Shunters							12,591			3 3					
Melbourne—Provision of new shipping shed and accommodation in connexion therewith							13,674			10 6					
Melbourne and Footscray (between)—Purchase of land and other preliminary work in connexion with proposed Locomotive Depot							8,055			6 4					
Melbourne Yard—Re-arrangement and extension of the passenger and goods yard							48,716			4 4					
Melbourne—Additional accommodation at the general offices							4,286			11 8					
Melbourne—Provision for accommodation, &c., for the Telegraph Operating Staff at the general offices							2,665			19 6					
Melbourne—Provision of tabulating and costing machines for the general offices							8,083			11 7					
Melbourne Suburban Lines—Installation of power signalling							100,669			16 8					
Newport and North Melbourne Rolling Stock Branch Workshops—Equipment for the electrical operation of plant, including sub-station buildings							26,026			10 0					
Newport Workshops—Additions and extensions of shops, &c.							44,694			3 6					
North Melbourne—Way and Works Branch Workshops—Equipment for the electrical operation of plant, including sub-station building							2,258			9 5					
North Geelong—Accommodation for storage of coal, including the purchase of land							3,146			11 8					
Carried forward							595,270			8 3			286,941 8 4		

APPENDIX No. 21—*continued.*EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING
30TH JUNE, 1923—*continued.*

	Loan Application Acts, &c.			Total Amount.		
	£	s.	d.	£	s.	d.
Brought forward	595,270	8	3	286,941	8	4
<i>ADDITIONS AND IMPROVEMENTS ON EXISTING LINES—continued.</i>						
Nyora—Siding accommodation	3,368	1	7			
Ouyen—Provision of refreshment room accommodation and barracks for employes	2,060	0	10			
Port Melbourne and Williamston Piers—Purchase from the Melbourne Harbor Trust Commissioners of the tracks on the "Princes" pier at Port Melbourne and of additional tracks on the "New" pier and "Railway" pier at Williamstown	5,430	16	11			
Riddell and Gisborne (between)—Regrading "up" and "down" tracks	3,355	8	5			
Sandringham to Black Rock Electric Street Railway—Additional buildings and equipment at Sandringham sub-station	12,914	2	3			
Speed and Bronzewing (between)—Regrading the line	3,756	2	3			
St. Kilda to Brighton Electric Street Railway—Provision of sprinkler installation at Elwood car sheds and provision of negative feeders and generators for regulating the return voltage	3,819	11	0			
St. Kilda to Brighton Electric Street Railway—Construction and electrical equipment of the Elwood sub-station	5,267	0	10			
Spotswood and Newport (between)—Storage accommodation for use of the Stores branch	4,478	5	1			
Tottenham—Provision of gravitation goods yard	7,946	18	9			
Various—Provision of plant, &c., necessary to afford a supply of electric power in bulk	57,126	12	8			
Various—Provision of motor trucks and garage accommodation for Departmental motor vehicles in the Flinders street yard	5,321	15	6			
Various—Provision of electric storage battery luggage trucks and charging equipment	2,680	13	11			
Various—Additions and improvements to power-house, sub-stations, overhead equipment, &c., in connexion with the electrical operation of the Melbourne Suburban lines	19,362	9	10			
Various—Provision of plant and equipment including motor vehicles, &c.	4,597	0	3			
Workshops Machinery—						
Newport Workshops	40,906	10	0			
Newport Signal Shops	2,499	12	9			
North Melbourne Car and Wagon Shops	3,422	3	10			
Ballarat Workshops	488	1	2			
Bendigo Workshops	418	6	10			
	47,734	14	7			
	735,885	4	11			
Less credits on account of sales of land, materials, &c., and abolition of structures originally charged to Capital	Cr 54,117	6	2			
						681,767 18 9
TOWARDS THE ELECTRIFICATION OF THE MELBOURNE SUBURBAN LINES, EXCLUDING THE CONSTRUCTION AND STRUCTURAL ALTERATIONS OF ROLLING STOCK, BUT INCLUDING THE ELECTRICAL EQUIPMENT THEREOF	773,314	5	9			773,314 5 9
ROLLING STOCK.						
Carriage stock	123,713	5	3			
Locomotives	22,469	13	8			
Trucks	29,414	8	7			
St. Kilda to Brighton Electric Street Railway—Rolling Stock	4,206	19	5			
Sandringham to Black Rock Electric Street Railway—Rolling Stock	1,369	16	8			
	181,174	3	7			181,174 3 7
Net Expenditure charged to Capital Account for the year						£1,923,197 16 5

Accountancy Branch,
23rd August, 1923.

APPENDIX No. 22.

STATEMENT OF LOANS AT 30TH JUNE, 1923, AND OF THE INTEREST CHARGES AND EXPENSES INCURRED DURING THE YEAR 1922-23.

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.	
56 Viet. No. 1296 ...	4	...	...	...	18,586	17	8	...	...	...	18,586	17	8	1st July, 1913	1st April, 1923	Melbourne
53 Viet. No. 1032 ...	3½	3,150,000	0	0	110,250	0	0	472	10	0	110,722	10	0	1st October, 1923	...	London
52 Viet. No. 989 ...	3½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	London
54 Viet. No. 1196 ...	3½	4,914,615	13	0	172,011	10	11	724	8	11	172,735	19	10	1st January, 1921	1st January, 1926	London
55 Viet. 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 Viet. No. 1562 ...	3	700,000	0	0	21,000	0	0	105	0	0	21,105	0	0	1st January, 1929	1st January, 1949	London
62 Viet. No. 1560 ...	3	3,080,389	7	4	92,411	13	7	435	3	5	92,846	17	0	1st January, 1929	1st January, 1949	Melbourne
62 Viet. No. 1560 ...	3½	3,718,478	14	3	130,146	15	1	545	5	6	130,692	0	7	1st October, 1929	1st October, 1949	London
62 Viet. No. 1560 ...	4	965,681	4	0	38,627	4	11	144	17	0	38,772	1	11	...	...	...
62 Viet. No. 1560 ...	5	2,957,253	8	1	26,246	14	1	...	...	...	26,246	14	1	...	...	...
62 Viet. No. 1560 ...	5½	2,850,400	0	0	156,772	0	0	426	6	2	157,198	6	2	...	...	...
62 Viet. No. 1560 ...	6½	1,384,374	15	6	86,523	8	8	207	12	1	86,731	0	9	...	...	...
60 Viet. No. 1468 ...	3	1,130,372	18	0	33,911	3	9	...	...	...	33,911	3	9	...	...	...
62 Viet. No. 1564 ...	3	24,426	18	10	732	16	2	...	...	...	732	16	2	...	30th September, 1917	Melbourne
63 Viet. No. 1623 ...	3	257,701	0	0	7,731	0	7	...	...	...	7,731	0	7	...	...	...
64 Viet. No. 1659 ...	3	500,000	0	0	15,000	0	0	...	...	...	15,000	0	0	1st July, 1921	1st July, 1930	Melbourne
1 Edw. VII. No. 1753 ...	3	313,438	14	4	9,403	3	3	...	...	...	9,403	3	3	1st January, 1923	1st January, 1932	Melbourne
4 Edw. VII. 1901 ...	3	36,890	2	3	1,106	14	0	...	...	...	1,106	14	0	1st January, 1934	1st January, 1954	Melbourne
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	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 ...	3¾	...	...	...	1,223	12	6	...	...	...	1,223	12	6	30th September, 1917	24th October, 1946	Melbourne
6 Edw. VII. No. 2026/760 ...	4	1,611,877	18	10	37,075	2	4	224	16	4	37,075	2	4	...	...	...
...	4½	...	...	...	58,240	12	4	...	...	...	58,465	8	8	...	...	...
...	4½	542,200	0	0	23,043	10	0	...	...	...	23,043	10	0	...	...	...
...	4½	141,414	0	0	5,390	1	5	...	...	...	5,390	1	5	...	...	...
...	4½	104,499	5	0	...	...	...	...	...	...	...	...	...	...	...	...
...	4½	242,600	0	0	5,053	19	0	...	...	...	5,053	19	0	...	...	...
6 Edw. VII. No. 2026 ...	5	2,660,216	4	1	7,971	15	10	...	...	...	7,971	15	10	...	...	...
...	5½	990,449	17	0	26,386	11	2	...	...	...	26,386	11	2	...	...	...
...	5½	7,301,578	9	1	391,276	16	10	16	7	1	391,293	3	11	...	...	...
...	5½	3,217,943	0	0	185,000	7	6	...	...	...	185,000	7	6	...	...	...
...	6	...	...	...	24,000	0	0	...	...	...	24,000	0	0	...	...	...
...	6½	81,756	15	4	28,511	14	5	...	...	...	28,511	14	5	...	...	...

APPENDIX No. 22—continued.

STATEMENT OF LOANS AT 30TH JUNE, 1923, AND OF THE INTEREST CHARGES AND EXPENSES INCURRED DURING THE YEAR 1922-23—continued

Act.	Rate of Interest per cent.	Principal.	Interest Charges.	Expenses in connexion with Payment of Interest.	Total Interest Charges and Expenses.	Date Redeemable.		Where Redeemable.
						Earliest.	Latest.	
		£ s. d.	£ s. d.	£ s. d.	£ s. d.			
6 Edw. VII. No. 2041	3½	411,555 0 0	14,404 8 6	...	14,404 8 6	30th September, 1917	1st October, 1930	Melbourne
	4	246,745 0 0	9,869 16 0	...	9,869 16 0			
	4½	24,700 0 0	1,049 15 0	...	1,049 15 0			
	4¾	4,000 0 0	237 10 0	...	237 10 0			
7 Edw. VII. No. 2116	3½	150,000 0 0	5,250 0 0	...	5,250 0 0	30th September, 1917	1st January, 1929	Melbourne
7 Edw. VII. No. 2167	3½	1,000,000 0 0	35,000 0 0	150 0 0	35,150 0 0	1st October, 1929	1st October, 1949	London
9 Edw. VII. No. 2161	3	300,000 0 0	9,000 0 0	...	9,000 0 0	30th September, 1917	...	Melbourne
9 Edw. VII. No. 2163	3½	144,676 12 6	5,063 16 7	...	5,063 16 7	1st August, 1913	1st October, 1944	Melbourne
1 Geo. V. No. 2308	4	353,052 15 8	14,122 2 3	...	14,122 2 3	1st June, 1931	...	Melbourne
2 Geo. V. No. 2323	3½	442,900 0 0	15,501 10 0	...	15,501 10 0	30th September, 1917	1st October, 1946	Melbourne
3 Geo. V. No. 2428	4	2,000,000 0 0	80,000 0 0	297 8 2	80,297 8 2	1st April, 1940	1st April, 1960	London
3 Geo. V. No. 2429	3	5,400 0 0	162 0 0	...	162 0 0	30th September, 1917	...	Melbourne
3 Geo. V. No. 2429	3½	95,615 14 4	3,346 11 0	...	3,346 11 0	30th September, 1917	1st July, 1923	Melbourne
3 Geo. V. No. 2429	4	166 2 1	6 12 11	...	6 12 11			
3 Geo. V. No. 2429	4¾	...	475 0 0	...	475 0 0			
4 Geo. V. No. 2480/2531	4½	2,250,000 0 0	101,250 0 0	337 9 10	101,587 9 10			
4 Geo. V. No. 2480	5	1,034,700 0 0	56,908 10 0	484 9 1	57,392 19 1			
4 Geo. V. No. 2481	3½	93,545 9 11	3,274 1 10	...	3,274 1 10			
4 Geo. V. No. 2481	4	382,986 19 5	15,319 9 7	...	15,319 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. 2530	5	284,700 0 0	...	...	...
4 Geo. V. No. 2530	5½	2,215,300 0 0	121,841 10 0	...	121,841 10 0			
4 Geo. V. No. 2531	3	22,300 0 0	669 0 0	...	669 0 0			
4 Geo. V. No. 2531	4	3,000 0 0	120 0 0	...	120 0 0			
4 Geo. V. No. 2531	4½	2,103,000 0 0	86,748 15 0	...	86,748 15 0			
5 Geo. V. No. 2794	3	206,851 4 2	6,205 10 9	...	6,205 10 9			
5 Geo. V. No. 2794	3½	13 17 3	0 9 8	...	0 9 8			
		893 19 3	35 15 2	...	35 15 2			
5 Geo. V. No. 2794	4¾	25,000 0 0	10,937 10 0	...	10,937 10 0			
5 Geo. V. No. 2794	5	...	6,667 14 4	...	6,667 14 4			
5 Geo. V. No. 2794	5½	100,000 0 0	30,687 10 0	4 11 8	30,692 1 8			
5 Geo. V. No. 2794	5½	1,109,480 19 4	61,021 9 1	110 19 0	61,132 8 1			

Geo. V. No. 2968	...	...	...	4 $\frac{3}{4}$	...	4,875	0	0	...	4,875	0	0	
Geo. V. No. 2968	...	...	...	5	...	5,000	0	0	...	5,000	0	0	
Geo. V. No. 2968	...	...	...	5 $\frac{1}{4}$	150,000	0	0	7,875	0	0	7,875	0	0
Geo. V. No. 3012	...	...	...	3	8,913	2	7	267	7	11	267	7	11
Geo. V. No. 3012	...	...	...	3 $\frac{1}{2}$	1,273	12	10	44	11	6	44	11	6
Geo. V. No. 3012	...	...	...	4	71,026	14	0	3,103	19	2	3,103	19	2
Geo. V. No. 3012	...	...	...	4 $\frac{1}{4}$	86,260	0	0	3,666	1	0	3,666	1	0
Geo. V. No. 3012	...	...	...	5	13,314	11	9	33,571	15	9	33,571	15	9
Geo. V. No. 3012	...	...	...	5 $\frac{1}{4}$	83,000	0	0	25,284	12	3	25,284	12	3
Geo. V. No. 3012	...	...	...	5 $\frac{3}{4}$	6,500	0	0	357	10	0	357	10	0
Geo. V. No. 3012	...	...	...	5 $\frac{3}{4}$	55,000	0	0	3,162	10	0	3,162	10	0
Geo. V. No. 3012	...	...	...	6 $\frac{1}{4}$	25,000	0	0	13,720	6	3	13,720	6	3
Geo. V. No. 3063	...	...	...	3	31,436	8	4	824	1	6	824	1	6
Geo. V. No. 3063	...	...	...	3 $\frac{1}{2}$	661	7	7	23	3	0	23	3	0
Geo. V. No. 3063	...	...	...	4	1,486	7	5	59	9	1	59	9	1
Geo. V. No. 3063	...	...	...	4 $\frac{1}{4}$	100,000	0	0	4,250	0	0	4,250	0	0
Geo. V. No. 3063	...	...	...	4 $\frac{3}{4}$	20,000	0	0	950	0	0	950	0	0
Geo. V. No. 3063	...	...	...	5	72,812	0	10	3,640	12	0	3,640	12	0
Geo. V. No. 3063	...	...	...	5 $\frac{1}{2}$	241,705	0	0	6,156	3	7	6,156	3	7
Geo. V. No. 3063	...	...	...	5 $\frac{3}{4}$	367,180	0	0	21,112	17	0	21,112	17	0
Geo. V. No. 3063	...	...	...	6	76,911	0	0	9,422	17	6	9,422	17	6
Geo. V. No. 3063	...	...	...	6 $\frac{1}{4}$	823,482	0	0	63,550	15	0	63,550	15	0
Geo. V. No. 3189	...	...	...	4 $\frac{7}{8}$	...	...	2,437	10	0	2,437	10	0	
Geo. V. No. 3189	...	...	...	5	78,500	0	0	1,962	10	0	1,962	10	0
Geo. V. No. 3189	...	...	...	5 $\frac{1}{2}$	105,840	0	0	2,118	12	11	2,118	12	11
Geo. V. No. 3233	...	...	...	5	1,904,770	0	0	...	...	...	...	...	...
42 Vict. No. 617, Melbourne and Hobson's Bay Railway Debentures	...	...	...	...	1,000	0	0	...	...	...	...	...	...
Total amount of current loans at 30th June, 1923	66,701,647	2	8	2,787,929	3	11	4,937	4	3	2,792,866	8	2
Add Interest on amounts charged to Public Account Advance Account, &c.	49,553	19	2
Charged on Account of Arrears of Interest, Acts 2481 and 2531	108,995	17	7
Less—Interest Paid by the Commonwealth Government on Transferred Railways properties	158,549	16	9	158,549	16	9
Less Discount and Expenses on the Sale of Debentures	2,946,479	0	8	4,937	4	3	2,951,416	4	11
Deduct Net Premiums on Debentures	31	10	0	31	10	0
Total Net Proceeds of Current Loans at 30th June, 1923	2,946,447	10	8	4,937	4	3	2,951,384	14	11
	2,043,582	17	2
	64,658,064	5	6

APPENDIX No. 23.

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

	Year 1921-22.	Year 1922-23.
	£	£
Operating costs	205,013	307,832
Freight on Wonthaggi coal carried by the Department for which the cost incurred is included in the operating costs of other Branches—mainly the Transportation and Rolling Stock Branches	36,490	48,413
Interest on Total Capital Cost of the Power House	60,836	67,347
Total	302,339	423,592
Number of Units generated—	No.	No.
For Departmental Purposes—		
Traction and Train Lighting	75,554,520	112,678,486
Railway Electric Tramways	2,138,401	1,956,769
Power Signalling	410,521	535,308
Railway Workshops	2,411,907	3,437,253
Lighting of Stations, Yards, &c.	41,028	1,576,599
Total—Departmental Services	80,556,377	120,184,415
For bulk supplies to the City Council, Melbourne Electric Supply Coy., and to Industrial Establishments	48,139,599	101,590,583
Total—All Services	128,695,976	221,774,998
Average cost per unit generated	Pence. 564	Pence. 458

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

APPENDIX No. 24.

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

	Year 1921-22.	Year 1922-23.
Average Mileage of Railway Worked	5·18	5·18
Car Mileage	538,495	504,098
Number of Passengers carried	5,488,034	5,750,912
Average Fare paid per Passenger	2·38d.	2·22d
GROSS REVENUE—		
Passengers	£54,628	£53,388
Parcels	3	4
Miscellaneous	741	802
TOTAL GROSS REVENUE	£55,372	£54,194
Per Passenger Car Mile	24·68d.	25·80d.
Per Mile of Single Track	£5,345	£5,231
ORDINARY WORKING EXPENSES—		
Transportation Account	£22,524	£19,391
Way and Works Account	9,504	7,726
Rolling Stock Account	8,310	5,836
Power Account	9,609	8,223
General Expenditure	1,139	1,016
Payment into Railway Accident and Fire Insurance Fund	415	406
TOTAL WORKING EXPENSES	£51,501	£42,598
Per cent. of Gross Revenue	93·01	78·60
Per Passenger Car Mile	22·95d.	20·28d.
Per Mile of Single Track	£4,971	£4,112
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	<i>Net Revenue</i> £3,871	<i>Net Revenue</i> £11,596
INTEREST ON THE TOTAL CAPITAL COST	£6,906	£8,893
NET PROFIT OR LOSS AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES	<i>Loss</i> £3,035	<i>Profit</i> £2,703

APPENDIX No. 25.

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

	Year 1921-22.	Year 1922-23.
Average Mileage of Railway Worked	2·41	2·41
Car Mileage	127,348	125,274
Number of Passengers carried	1,278,571	1,411,885
Average Fare Paid per Passenger	2·09d.	2·08d.
GROSS REVENUE—		
Passengers	£11,146	£12,273
Parcels	2	..
Miscellaneous	250	258
TOTAL GROSS REVENUE	£11,398	£12,531
Per Passenger Car Mile	21·48d.	24·01d.
Per Mile of Single Track	£2,467	£2,712
ORDINARY WORKING EXPENSES—		
Transportation Account	£4,984	£4,043
Way and Works Account	912	1,320
Rolling Stock Account	2,335	2,430
Power Account	1,285	1,450
General Expenditure	242	270
Payment into Railway Accident and Fire Insurance Fund	86	94
TOTAL WORKING EXPENSES	£9,844	£9,607
Per cent. of Gross Revenue	86·36	76·67
Per Passenger Car Mile	18·55d.	18·41d.
Per Mile of Single Track	£2,131	£2,079
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£1,554	£2,924
INTEREST ON THE TOTAL CAPITAL COST	£2,909	£4,783
LOSS, AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES ...	£1,355	£1,859

APPENDIX No. 26.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1923.—CAPACITY, ETC.

	Built or purchased and charged to Capital from the inception of the Railways up to 30th June, 1923.	In existence at 30th June, 1923.	Deficiency.	Surplus.	Cost of making good Deficiency.	Value of Surplus.
Locomotives (tractive power) ...	16,198,028 lbs.	15,838,290 lbs. (a)	359,738 lbs.	...	£ 116,915	£ ...
Carriage Stock (floor area) ...	641,299 sq. ft.	659,520 sq. ft. (b) ¶	...	18,221 sq. ft.	...	91,105
Van Stock (floor area) ...	169,430 sq. ft.	168,598 sq. ft. (c) ¶	832 sq. ft.	...	2,912	...
Sundry Stock (floor area) ...	31,575 sq. ft.	32,610 sq. ft. (d)	...	1,035 sq. ft.	...	1,811
Truck Stock (carrying capacity) ...	257,870 tons	257,170 tons (e) ¶	700 tons	...	13,300	...
					133,127	92,916

Excess of cost of making good Deficiency over Value of Surplus £40,211
 Amount at Credit of Rolling-Stock Replacement Fund at 30th June, 1923, available for replacement of Rolling-Stock 41,029

¶ Equivalent internal floor area and tonnage capacity are included in these figures to represent the expenditure charged to Rolling-Stock Replacement Fund on Stock under construction, but not completed at 30th June, 1923.

(a) 40 locomotives have been written down to the tractive power represented by their value as scrap materials, and 2 to one-half tractive power.

(b) 373 vehicles have been written down to internal floor area represented by their value as scrap materials, and 24 vehicles have been written down to half area. Only 60 per cent. of internal floor area of 22 cars included on account of these vehicles being owned jointly with the South Australian Railways.

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

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

(e) 1,109 "I," 38 "N," 115 "K," 88 "H," 2 "TH," 16 "Q," and 5 water trucks (total 1,373) have been written down to tonnage represented by their value as scrap materials, and 6 "Oo" (break down) trucks to half tonnage capacity.

A. E. SMITH,
 Chief Mechanical Engineer.

APPENDIX No. 27.

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

REVENUE.

The Revenue of the Railways was	£11,347,056	16	1
And of the St. Kilda and Brighton Electric Tramway ...	£54,194	0	0
And of the Sandringham and Black Rock Tramway ...	12,531	8	11
		<u>66,725</u>	<u>8 11</u>
Making a total of	£11,413,782	5	0

That total includes the net amount of accounts due but unpaid at 30th June, 1923, which amount is not included in the Treasury figures because it was not received on that date, and which, in order to agree with the Treasury, must be deducted, viz.	102,165	1	9
		<u>102,165</u>	<u>1 9</u>
	£11,311,617	3	3

On the other hand it excludes the net amount of accounts outstanding at 30th June, 1922, which were paid in 1922-23, and therefore included in the Treasury figures, and which therefore require to be added, viz. ...	90,845	17	11
		<u>90,845</u>	<u>17 11</u>

The Revenue as shown by the Treasury is thus	£11,402,463	1	2
		<u>11,402,463</u>	<u>1 2</u>

WORKING EXPENSES.

The Working Expenses of the Railways amounted to	£8,181,925	17	8
And of the Electric Tramways to	52,205	11	3
		<u>52,205</u>	<u>11 3</u>
Making a total of	£8,234,131	8	11

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, 1923, which will be debited by the Treasury in the year or years in which they are paid	£6,898	8	7
(2) Amounts paid in 1922-23 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 1922-23, but not in the Railway Working Expenses	6,170	12	10
		<u>6,170</u>	<u>12 10</u>
		13,069	1 5
		<u>13,069</u>	<u>1 5</u>
	£8,221,062	7	6

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

(1) Amount of wages and accounts unpaid at 30th June, 1922, paid and charged by the Treasury in the year 1922-23, but debited by the Railways in previous years	£10,906	6	3
(2) Amount of expenditure incurred, and defrayed from the Vote of 1922-23, in providing works, sidings, &c., for public bodies, such expenditure not having been recouped to the Vote at 30th June, 1923, and not charged to the Railway Working Expenses	9,454	3	8
(3) Amount paid by sundry persons in 1921-22, and credited in the Treasury figures for that year, in respect of works carried out in 1922-23, the cost of such works not being chargeable to Railway Working Expenses	14	10	1
(4) Amount paid to the State of South Australia in respect of the Border Railways adjustment	3,938	0	0
(5) Amount repaid to capital account in respect of the North Geelong and Fyansford Line ...	675	0	0
(6) Amount of Interest paid on advances to Railways Stores Suspense Account from Public Account—Advances Account	14,000	0	0
		<u>38,988</u>	<u>0 0</u>
	£8,260,050	7	6

APPENDIX No. 28.

NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1923.

Section.	Miles.	Date opened.
Won Wron to Woodside	9'68	22.6.23
Colac to Alvie	9'65	22.6.23
Total	19'33	...

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

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1923.

Section.	Miles.
Red Cliffs to Millewa North	35
Annuello to Bumbang	20
Kerang to Gonn Crossing	17
Total	72

NEW LINES AUTHORISED, BUT NOT COMMENCED, AT 30TH JUNE, 1923.

Line.	Miles.
Black Rock to Beanmaris Electric Street Tramway	2'25
Port Fairy to Yambuk	11'50
Hopetoun to Patchewollock	27'25
Moama to Balranald	120'00
Gonn Crossing to Stony Crossing	44'00
Euston Extension	30'00
Mildura to Murray River	10'00
Gol Gol Extension	20'00
Total	265'00

APPENDIX No. 29.

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 1921-22.	5' 3" gauge ...	3'30	6'57	2'5	323'50	3864'02	4199'89	4564'60	924'67	5489'27
	2' 6" gauge ...	...	...	...	'21	121'56	121'77	121'98	9'56	131'54
	Total ...	3'30	6'57	2'5	323'71	3985'58	4321'66	4686'58	934'23	5620'81
	Electric Street Railway, 5' 3" gauge ...	...	...	...	5'18	...	5'18	10'36	1'14	11'50
	Electric Street Railway, 4' 8½" gauge ...	...	...	...	2'21	'20	2'41	4'62	'26	4'88
Grand Total	3'30	6'57	2'5	331'10	3985'78	4329'25	4701'56	935'63	5637'19	
Year 1922-23.	5' 3" gauge ...	3'30	6'57	2'5	323'50	3883'35	4219'22	4583'93	926'16	5510'09
	2' 6" gauge ...	...	...	...	'21	121'56	121'77	121'98	9'56	131'54
	Total ...	3'30	6'57	2'5	323'71	4004'91	4340'99	4705'91	935'72	5641'63
	Electric Street Railway, 5' 3" gauge ...	...	...	...	5'18	..	5'18	10'36	1'14	11'50
	Electric Street Railway, 4' 8½" gauge ...	...	...	...	2'21	'20	2'41	4'62	'26	4'88
Grand Total	3'30	6'57	2'5	331'10	4005'11	4348'58	4720'89	937'12	5658'01	
		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 1921-22.	5' 3" gauge ...	3'30	6'57	2'5	322'16	3827'80	4162'33	4525'70	909'11	5434'81
	2' 6" gauge ...	...	...	...	'21	121'56	121'77	121'98	9'56	131'54
	Total ...	3'30	6'57	2'5	322'37	3949'36	4284'10	4647'68	918'67	5566'35
	Electric Street Railway, 5' 3" gauge ...	...	...	...	5'18	...	5'18	10'36	1'14	11'50
	Electric Street Railway, 4' 8½" gauge ...	...	...	...	2'21	'20	2'41	4'62	'26	4'88
Grand Total	3'30	6'57	2'5	329'76	3949'56	4291'69	4662'66	920'07	5582'73	
Year 1922-23.	5' 3" gauge ...	3'30	6'57	2'5	323'50	3864'38	4200'25	4564'96	924'74	5489'70
	2' 6" gauge ...	...	...	...	'21	121'56	121'77	121'98	9'56	131'54
	Total ...	3'30	6'57	2'5	323'71	3985'94	4322'02	4686'94	934'30	5621'24
	Electric Street Railway, 5' 3" gauge ...	...	...	...	5'18	...	5'18	10'36	1'14	11'50
	Electric Street Railway, 4' 8½" gauge ...	...	...	...	2'21	'20	2'41	4'62	'26	4'88
Grand Total	3'30	6'57	2'5	331'10	3986'14	4329'61	4701'92	935'70	5637'62	

NOTE.—The mileage of Sidings as shown does not include 91'87 miles of Sidings which are not owned by the Department.

APPENDIX No. 30.

STATEMENT SHOWING FUNDS ADVANCED TO 30TH JUNE, 1923, 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, 1923.	Amount Repaid to 30th June, 1923.	Balance Outstanding at 30th June, 1923.		
				Amount.	How Repayable.	
2268	£ 200,000	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	Nil		
		" 1913-14 ... 117,542 3 0	" 1915-16 ... 25,000			
			" 1916-17 ... 50,000			
			" 1917-18 ... 25,000			
			" 1918-19 ... 25,000			
		200,000 0 0	200,000	Nil		
2550	200,000	Year 1913-14 ... 19,632 15 7	Year 1914-15 ... 25,000	Nil		
		" 1914-15 ... 180,367 4 5	" 1915-16 ... 25,000			
			" 1916-17 ... 25,000			
			" 1917-18 ... 25,000			
			" 1918-19 ... 25,000			
		200,000 0 0	200,000	Nil		
2585	150,000	Year 1914-15 ... 7,837 18 4	Year 1915-16 ... 25,000	25,000	Out of Railway Revenue, in accordance with the provisions of Act No. 2940, during the financial year beginning :—	
		" 1915-16 ... 73,333 2 11	" 1916-17 ... 25,000			£
		" 1916-17 ... 10,039 17 2	" 1921-22 ... 25,000			s.
		" 1917-18 ... 1,705 18 2	" 1922-23 ... 50,000			d.
		" 1918-19 ... 22,595 17 11				
		150,000 0 0	125,000		1st July, 1923 25,000 0 0	
		750,000 0 0	725,000	25,000		
	750,000					

APPENDIX No. 31.

<i>Dr.</i>	RAILWAYS STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1923.				<i>Cr.</i>	
	£	s.	d.	£	s.	d.
To Stores and Materials on hand when Account was authorized at 30th June, 1896 (Act 1439, Section 20)	559,440	16	2	By Stores issued for Belated Repairs (in accordance with Act 1820, Section 3) ... ..	...	50,000 0 0
„ Advances from Loan Funds	855,000	0	0	„ Cash in Treasury	601 12 4	
„ Advances from Consolidated Revenue	50,000	0	0	„ Cash with Agent-General in London and in Transit	71,903 11 3	
„ „ Public Account	175,000	0	0	„ Stores and Materials on hand at 30th June, 1923	1,782,664 11 3	
„ Liability for Stores held on account of the Rolling Stock Branch and charged to Loan Funds	33,634	14	2	Less Amount at Credit of Stores Depreciation Account	2,557 18 1	
„ Liability for Materials in process of manufacture charged to Treasurer's Advance	100,600	0	0			1,780,106 13 2
„ Sundry Outstanding Accounts at 30th June, 1923	128,936	6	5			£1,902,611 16 9
	£1,902,611	16	9			

APPENDIX No. 32.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS ENDED 30TH JUNE, 1922 AND 1923.

	Year ended 30th June, 1922.						Year ended 30th June, 1923.					
	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 ...	1,537,465	6,280,677	7,818,142	831,486	1,613,697	2,445,183	1,553,049	6,385,484	7,938,533	823,784	1,652,612	2,476,396
Periodical Tickets ...	1,221,436	639,268	1,860,704	194,375	31,494	225,869	1,289,170	718,149	2,007,319	185,784	31,780	217,564
Workmen's Weekly Tickets ...	...	131,880	131,880	...	1,422	1,422	...	101,206	101,206	...	1,184	1,184
Total ...	2,758,901	7,051,825	9,810,726	1,025,861	1,646,613	2,672,474	2,842,219	7,204,839	10,047,058	1,009,568	1,685,576	2,695,144
METROPOLITAN (within 20 miles of Melbourne)—												
Single and Return Tickets ...	34,879,540	44,009,966	78,889,506	721,107	718,800	1,439,907	39,848,184	48,480,039	88,328,223	831,333	802,459	1,633,792
Race and Special Picnic Tickets ...	698,160	699,824	1,397,984	33,362	25,455	58,817	719,174	790,059	1,509,233	34,769	26,367	61,136
Periodical Tickets ...	24,139,122	17,693,214	41,832,336	322,770	177,651	500,421	26,665,698	18,081,388	44,747,086	361,972	186,589	548,561
Workmen's Weekly Tickets ...	...	10,526,372	10,526,372	...	143,201	143,201	...	11,325,640	11,325,640	...	155,962	155,962
Total ...	59,716,822	72,929,376	132,646,198	1,077,239	1,065,107	2,142,346	67,233,056	78,677,126	145,910,182	1,228,074	1,171,377	2,399,451
GRAND TOTAL RAILWAY PASSENGER TRAFFIC ...	62,475,723	79,981,201	142,456,924	2,103,100	2,711,720	4,814,820	70,075,275	85,881,965	155,957,240	2,237,642	2,856,953	5,094,595
ST. KILDA AND BRIGHTON ELECTRIC TRAMWAY ...	...	...	5,488,034	...	...	54,628	...	...	5,750,912	...	...	53,388
SANDBRINGHAM AND BLACK ROCK ELECTRIC TRAMWAY ...	...	...	1,278,571	...	...	11,147	...	...	1,411,885	...	..	12,273

APPENDIX No. 33.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE
FOR YEARS ENDED 30TH JUNE, 1922, AND 30TH JUNE, 1923.

Class of Goods.	Year ended 30th June, 1922.		Year ended 30th June, 1923.	
	Tons carried.	Revenue. £	Tons carried.	Revenue. £
	2nd Class	120,999	273,673	124,903	299,882
1st Class	156,896	309,256	155,745	320,809
"C" Class	102,564	165,120	103,551	178,188
"B" Class	185,256	192,970	191,934	217,909
"A" Class	226,204	219,493	231,737	235,241
Miscellaneous	323,935	176,756	367,263	191,207
Fish	5,523	9,010	5,027	7,847
Fruit	122,363	117,603	138,043	135,965
Butter	34,545	51,296	49,933	53,684
Other Dairy Produce	41,394	46,531	40,742	48,490
Wine	5,054	7,905	5,236	8,051
Wool	84,136	194,036	76,295	177,207
Flour, Bran, Sharps, and Pollard	263,559	119,065	314,985	136,041
Wheat	1,427,269	738,647	866,096	461,512
All other Agricultural Produce	518,998	280,569	522,093	291,219
Hay, Straw, and Chaff	319,378	123,647	376,214	157,508
Fertilizers	249,918	85,425	263,321	86,977
Minerals (including Coal, Coke, Ores, &c.)	480,428	121,575	458,641	121,771
Firewood	618,706	218,840	614,080	223,882
Timber	380,939	186,370	425,421	217,228
Stone, Gravel, and Sand	979,253	186,034	1,162,317	223,168
All other Goods	376,540	395,678	449,434	435,672
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, and Weighing ... ..	...	67,721	...	70,505
Total Tonnage of Goods carried, and Total Revenue derived therefrom	7,023,857	4,286,220	6,943,011	4,299,963
Live Stock	467,174	528,836	574,205	653,229
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom	7,491,031	4,815,056	7,517,216	4,953,192

Number of Live Stock.				
	Year ended 30th June, 1922.		Year ended 30th June, 1923.	
Calves	57,933	...	57,406	...
Cattle	403,590	...	420,082	...
Horses	44,105	...	43,995	...
Pigs	282,411	...	326,707	...
Sheep	5,956,747	...	8,535,753	...

APPENDIX No. 34.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDED 30TH JUNE, 1923.

Year ended 30th June.	New Lines and Surveys.	Additions and Improvements on Existing Lines.	Rolling-Stock.	Total.
	£	£	£	£
1904	33,273	72,458	136,479	242,210
1905	44,301†	39,750	Cr. 21,710	62,341†
1906	31,657†	81,837	34,110†	147,604†
1907	34,250†	112,979	12,199†	159,428†
1908	38,125	187,722†	174,168†	400,015†
1909	129,976	269,752†	158,558†	558,286†
1910	197,928	250,511†	208,126†	656,565†
1911	253,882	328,125†	397,826†	979,833†
1912	355,959	445,796†	914,634†	1,716,389†
1913	397,915	‡544,606†	816,785†	1,759,306†
1914	481,459	‡770,406†	816,222†	2,068,087†
1915	535,610	‡1,452,826†	726,209†	2,714,645†
1916	360,678	‡1,429,008†	504,341†	2,294,027†
1917	153,501	‡806,671†	264,869†	1,225,041†
1918	134,161	‡597,194†	125,272†	856,627†
1919	135,167	‡707,740†	94,586†	937,493†
1920	242,916	‡531,598†	126,981†	901,495†
1921	306,205	‡1,057,104†	168,988†	1,532,297†
1922	277,551	‡2,311,387†	431,673†	3,020,611†
1923	286,942	‡1,455,082†	181,174†	1,923,198†
Total ...	4,431,456	13,452,552	6,271,490	24,155,498

† Includes Electric Tramways.

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

Year 1912-13	...	...	...	...	£27,976
„ 1913-14	...	...	...	...	151,618
„ 1914-15	...	...	...	...	751,980
„ 1915-16	...	...	...	...	690,483
„ 1916-17	...	...	...	...	532,102
„ 1917-18	...	...	...	...	290,038
„ 1918-19	...	...	...	...	479,464
„ 1919-20	...	...	...	...	389,773
„ 1920-21	...	...	...	...	572,737
„ 1921-22	...	...	...	...	1,610,670
„ 1922-23	...	...	...	...	773,314

APPENDIX No. 35.

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 ...	16·62	20.1.53	19.3.56
1857—May 13	Flinders Street ...	St. Kilda ...			
1859—Feb. 8	Prince's Bridge ...	Richmond ...			
" Dec. 12	Richmond ...	Cremorne ...			
" " 19	Windsor ...	North Brighton ...			
1860—Sept. 24	Richmond ...	Pic-nic Station ...			
" Dec. 22	Cremorne ...	Windsor ...			
1861—April 13	Pic-nic Station ...	Hawthorn... ..			
" Dec. 21	North Brighton ...	Brighton Beach ...			
1857—June 25	Williamstown Junction ...	Geelong ...				38·51	8.2.53
1859—Jan. 17	Footscray ...	Williamstown Pier ...	5·87	8.2.53	
" Feb. 10	Melbourne ...	Sunbury ...	23·95		35
1860—Oct. 21	Essendon Junction ...	Essendon ...	3·50		85
1861—July 8	Sunbury ...	Woodend ...	24·70		35
1862—April 11	North Geelong Junction ...	Ballarat ...	53·03		35
" " 25	Woodend ...	Kyneton ...	8·32		35
" Oct. 21	Kyneton ...	Bendigo ...	43·92		35
1864—Sept. 19	Bendigo ...	Echuca ...	55·13		35
1867—Nov. 30	Newmarket Junction ...	*Race-course ...	1·50		126
1872—April 18	Essendon ...	Schoolhouse-lane ...	54·00		348
" Aug. 26	Schoolhouse-lane ...	Seymour ...	2·29		348
" Nov. 20	Seymour ...	Longwood ...	23·38		348
1873—March 20	Longwood ...	Violet Town ...	20·54		348
" Aug. 18	Violet Town ...	Benalla ...	16·14		348
" Oct. 28	Benalla ...	Wangaratta ...	24·04		348
" Nov. 21	Wangaratta ...	Wodonga ...	41·60		348
1874—July 7	Castlemaine ...	Maryborough ...	33·02		415
" " 7	Ballarat ...	Creswick ...	11·05		415
" Aug. 11	Ballarat ...	Beaufort ...	28·65		415
" Oct. 6	Maryborough ...	Dunolly ...	13·82		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 ...	14·93		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 ...	19·04		475
" Dec. 1	Moe ...	Morwell ...	8·76		475
" " 19	Hamilton ...	Portland North ...	52·82		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 ...	35·44		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 ...	12·87		580
" " 21	Geelong ...	Queenscliff ...	20·72		580
1880—Jan. 13	Mangalore ...	Shepparton ...	45·25		603
" " 13	Toolamba ...	Tatura ...	6·83		636
" Feb. 16	Carlsruhe ...	Trentham ...	10·82		606
" March 17	Trentham ...	{Daylesford (includ- ing extension)}	11·75		606
1881—June 7	Lancefield Junction ...	Lancefield ...	14·50		671
" Aug. 11	Waubra Junction ...	Ballarat Race-course ...	2·10		682
" Sept. 1	Shepparton ...	Numurkah ...	20·75		682
" Dec. 19	Caulfield ...	Mordialloc ...	9·86		682
1882—Jan. 26	St. Arnaud ...	Cope Cope ...	16·33		682
" April 3	Hawthorn ...	Camberwell ...	2·09		682
" " 15	Inglewood ...	Korong Vale ...	20·20		682
" " 22	Cope Cope ...	Donald ...	7·53		682
" July 1	Horsham ...	Dimboola ...	21·46		682
" Aug. 1	Mordialloc ...	Frankston ...	10·02		682
" Dec. 1	Camberwell ...	Lilydale ...	17·63		682
		Carried forward	1336·31		

* Trains run only as required for traffic

† Dismantled 28th May, 1909.

APPENDIX No. 35—continued.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act. Number.
		Brought forward ...	1336'31	
1882—Dec.	15 Eaglehawk ...	Raywood ...	13'42	682
1883—April	20 Korong Vale ...	Charlton ...	22'62	682
" June	14 Wodonga ...	River Murray ...	1'94	682
" "	21 Raywood ...	Mitiamo ...	22'44	682
" July	2 Korong Vale ...	Boort ...	17'86	682
" "	2 Colac ...	Camperdown ...	28'11	682
" Aug.	1 Ballarat ...	Scarsdale ...	13'12	682
" Sept.	3 Benalla ...	St. James ...	20'33	682
" Oct.	1 Charlton ...	Wycheproof ...	16'40	682
" Nov.	13 Traralgon ...	Heyfield ...	22'06	682
" "	16 Tallarook ...	Yea ...	23'69	682
" Dec.	17 Everton ...	Myrtleford ...	16'56	682
1884—Feb.	12 Mitiamo ...	Pyramid Hill ...	12'59	682
" "	15 Branxholme ...	Henty ...	23'19	682
" April	2 Braybrook Junction ...	Melton ...	15'65	682
" June	16 Castlemaine ...	Maldon ...	10'24	682
" Sept.	1 Henty ...	Casterton ...	8'90	682
" "	9 North Melbourne ...	Coburg ...	5'07	682
" Oct.	25 Pyramid Hill ...	Kerang ...	24'54	682
1885—April	6 Race-course Junction ...	*Williamstown Race-course	0'69	860, 889, 962 & 1381
" "	10 Morwell ...	Boolarra ...	12'11	682
" Sept.	8 Boolarra ...	Darlimurla ...	4'44	682
1886—Jan.	1 Lal Lal Station ...	*Lal Lal Race-course	2'00	821 and 1381
" "	7 Darlimurla ...	North Mirboo ...	3'62	682
" April	1 Melton ...	Parwan ...	6'00	682
" May	6 St. James ...	Yarrawonga ...	19'86	821 and 1381
" "	12 Murtoa ...	Warracknabeal ...	31'20	821 " 1381
" Nov.	15 Ballarat Cattle-yards Junction ...	*Ballarat Cattle-yards	2'92	821 " 1381
" Dec.	22 Gordon ...	Ballan ...	7'38	821 " 1381
1887—Jan.	19 Dimboola ...	Serviceton ...	63'22	821 " 1381
" "	19 North Creswick ...	Rocky Lead ...	12'65	821 " 1381
" Feb.	16 Parwan ...	Bacchus Marsh ...	2'54	821 " 1381
" March	18 Heyfield ...	Maffra ...	10'92	821 " 1381
" April	21 Wedderburn Junction ...	Wedderburn ...	4'86	821 " 1381
" "	23 Camperdown ...	Terang ...	13'87	821 " 1381
" June	1 Rocky Lead ...	Daylesford Junction ...	10'46	821 " 1381
" "	1 Lubeck ...	Rupanyup ...	9'77	821 " 1381
" Aug.	19 Tatura ...	Echuca ...	34'07	821 " 1381
" "	25 Horsham ...	Noradjuha ...	19'95	821 " 1381
" Sept.	2 Brighton Beach ...	Sandringham ...	2'20	821 " 1381
" "	24 Braybrook Junction ...	*Newport ...	4'29	821 " 1381
" Nov.	8 Maffra ...	Stratford ...	6'11	821 " 1381
" Dec.	19 Hawthorn ...	Kew ...	0'96	821 " 1381
1888—May	8 Royal Park Junction ...	Clifton Hill ...	2'39	821 " 1381
" "	8 Nicholson-street ...	Fitzroy ...	0'89	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 ...	21'67	821 " 1381
" "	1 Shepparton ...	Dookie ...	14'84	821 " 1381
" "	1 Kilmore Junction ...	Kilmore ...	9'51	821 " 1381
" "	1 Bendigo ...	Heathcote ...	27'64	821 " 1381
" "	1 Pisgah Junction ...	Waubra ...	13'74	821 " 1381
" "	1 Frankston ...	Mornington Junction ...	5'02	821 " 1381
" "	1 Dandenong (Great Southern Junction)	Tooradin ...	15'91	821 " 1381
" Nov.	20 Inglewood ...	Dunolly ...	24'24	821 " 1381
" "	20 Hamilton (Coleraine Junction) ...	Coleraine ...	23'01	821 " 1381
1889—March	1 Yarra Flats ...	Healesville ...	8'02	821 " 1381
" Aug.	7 Maffra ...	Briagolong ...	11'79	821 " 1381
" "	7 Irrewarra ...	Beeac ...	8'70	821 " 1381
" Sept.	10 Mornington Junction ...	Mornington ...	7'67	821 " 1381
" "	10 Mornington Junction ...	Hastings ...	8'09	821 " 1381
" "	10 Wodonga ...	Huon-lane ...	14'07	821 " 1381
" "	12 Ballarat East ...	Buninyong ...	6'84	821 " 1381
" Oct.	8 Whittlesea Junction ...	Preston Reservoir ...	4'78	821 " 1381
" "	8 Coburg ...	†Somerton ...	7'16	821 " 1381
" Nov.	12 Yea ...	Molesworth ...	10'68	821 " 1381
" Dec.	3 Heathcote ...	Tooborac ...	10'56	821 " 1381
" "	4 Bacchus Marsh ...	Ballan ...	17'54	821 " 1381
" "	4 Ringwood ...	Upper Fern Tree Gully	7'44	821 " 1381
		Carried forward ...	2302'47	

* Trains run only as required for traffic.

† Including portion since dismantled.

APPENDIX No. 35—continued.

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

Date of Opening.	From—	To	Length in Miles.	Authorization Act.	
				Number.	
		Brought forward...	2302.47		
1889—Dec. 17	Hastings	Stony Point	5.88	821 and	1381
" " 23	Preston Reservoir	Whittlesea	17.28	821 "	1381
1890—Feb. 4	Terang	Mortlake	12.16	821 "	1381
" " 4	Terang	Warrnambool	28.84	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	Ilwon-lane	Bolga	6.61	821 "	1381
" Aug. 22	Kilmore	Tooborac	20.11	821 "	1381
" " 22	Dunkeld	†Koroit	48.99	821 "	1381
" " 22	Hamilton	Penshurst	18.10	821 "	1381
" Sept. 1	Murchison East	Rushworth	12.81	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 loop line)	4.99	821 "	1381
" " 24	Maldon (Laanecoorie Junction)	Shelbourne	9.84	821 "	1381
" May 7	Merton	Maindample	13.88	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	5.03	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	9.20	821 "	1381
1892—Jan. 13	Leongatha	Port Albert	58.75	821 "	1381
" March 18	Rokeby	Neerim South	5.37	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	28.64		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	6.75		1293
1899—March 14	Wangaratta	¶Whitfield... ..	30.49		1492
" Sept. 18	Birchip	Woomelang	26.45		1550
" Nov. 2	Jeparit	Rainbow	18.47		1558
1900—March 1	Quambatook	Ultima	30.31		1555
" Dec. 18	Upper Fern Tree Gully	¶Gembrook	18.22		1549
" " 26	Bungaree	*Race-course	1.53		1682
1901—Oct. 21	Melbourne	Collingwood	2.22		1590
" Nov. 13	Lilydale	Warburton	23.97		1589
1902—March 1	Colac	¶Beech Forest	29.66	1594 and	1760
" June 5	Heidelberg	Eltham	8.35		1299
1903—Jan. 15	Woomelang	Hattah	68.79		1679
" May 25	Hattah	Nowingi	11.94		1679
" Sept. 30	Nowingi	Yatpool	16.19		1679
" Oct. 27	Yatpool	Mildura	13.23		1679
" Dec. 21	North Geelong Loop Line	*... ..	0.22		1884
1904—Jan. 1	Burrumbeet Race-course Junction	*Burrumbeet Race-course	1.14		1879
" Feb. 7	Springvale Cemetery Line	*... ..	1.60		1763
" Dec. 5	Northcote Loop Line	*... ..	0.13		1904
1905—Feb. 28	Strathmerton	Towards Tocumwal... ..	8.20		1958
" June 26	Welshpool	¶Welshpool Jetty	3.23		1911
" " "	Stawell	*Grampians	15.84		
		Carried forward	3440.58		

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

APPENDIX No. 35—continued.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.
				Number.
1906—May 7	St. Kilda	Brought forward ...	3440.58	1956 and 1973
		† Park Street, Middle Brighton	4.07	
" 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	15.33	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	15.56		2125
" " 9	Woolamai	Powlett Coal Field ...	13.87	2221
" July 4	Mildura	White Cliffs	6.92	1679
" Dec. 1	Beeac	Cressy	10.95	2178
1911—June 20	Beech Forest	¶ Crowes	14.11	2149
" Sept. 25	Cressy	Newtown	24.00	2178
1912—June 25	Ouyen	Kow Plains	56.39	2179
" " 25	Kow Plains	Murrayville	11.44	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†	... ..	.05	
" 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	18.00	2349
" Aug. 26	Rushworth	Colbinabbin	12.87	2350
1915—May 27	Swan Hill	Piangil	27.39	2417
" July 29	Murrayville	S'th Australian Border ...	12.53	2424
" Nov. 1	Hamilton	Cavendish	14.26	2434
" " 10	Elnore	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	25.71	2424
" " 27	Lorquon	Yanac-a-yanac	18.38	2547
1917—March 27	Neerim South	Nayook	8.02	2504
" May 15	Rushworth	Girgarre (Stanhope North)	13.62	2754
" Nov. 28	Dartmoor	Mumbannar	12.80	2424
" " 28	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	Kulwin	8.61	2765
" Nov. 19	Cavendish	Balmoral	25.03	2502
1921—Feb. 8	Alberton	Yarram	3.62	2542
" March 8	Manangatang	Annuello	14.19	2979
" May 5	Beetomba	Cudgewa	9.74	2414
" Dec. 12	Bittern	Red Hill	9.91	2769
" " 16	Yarram	Won Wron	8.48	2542
1922—Jan. 11	Herne's Oak (Morwell Brown Coal Railway)	Yallourn	2.45	3084
" June 29	Koo Wee Rup	Strezlecki (McDonald's Track)	30.55	2535
1923—June 21	Won Wron	Woodside	9.68	3152
" " 22	Colac	Alvie	9.65	3164
		Total mileage	4,388.71	
	Less mileage closed for Traffic at 30th June, 1923—		Miles.	
	Duakeld to Peshurst (Dismantled February, 1898) ...		15.87	
	Lancefield to Kilmore (Dismantled September, 1917) ...		18.10	
	Fawcner Cemetery to Somerton		5.22	
	Oakleigh to Fairfield Park—			
	Fairfield Park to Deepdene		3.34	
	Ashburton to Oakleigh		2.37	
	Canterbury Loop Line (Dismantled)		0.21	
			5.92	
	Burnley to Waverley Road—			
	Darling to Waverley Road		0.69	
	Geelong Race-course Line (Dismantled May, 1909) ...		1.96	
			47.76	
	Total mileage open for Traffic at 30th June, 1923 ...		4,340.95	

* 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 trucks to piers, wharfs, and ballast pits, and to the Great Morwell Coal Mines are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 29.

APPENDIX No. 36.

STATEMENT SHOWING FLUCTUATIONS IN PASSENGER TRAFFIC AT METROPOLITAN AND SUBURBAN STATIONS WHICH IN 1912-13 HAD A VOLUME IN EXCESS OF 500,000 PASSENGER JOURNEYS, OR WHICH HAVE SINCE HAD AT LEAST THAT VOLUME OF TRAFFIC.

Number of Passenger Journeys—in Thousands.

Name of Station.	1912-13.	1913-14.	1914-15.	1915-16.	1916-17.	1917-18.	1918-19.	1919-20.	1920-21.	1921-22.	1922-23.	Relative Order of Importance.	
	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	Journeys	1912-13.	1922-23
Spencer-street—													
Suburban ..	1,046,	1,079,	1,079,	1,137,	1,090,	1,106,	1,158,	1,461,	1,528,	2,444,	2,602,	36	10
North Melbourne ..	1,219,	1,192,	1,175,	1,133,	1,022,	928,	974,	1,124,	1,119,	1,163,	1,193,	29	44
Footscray West ..	294,	323,	319,	357,	369,	398,	429,	501,	569,	541,	555,	73	78
Kensington ..	1,511,	1,542,	1,535,	1,501,	1,454,	1,365,	1,420,	1,610,	1,586,	1,569,	1,624,	22	30
Newmarket ..	1,822,	1,817,	1,850,	2,026,	1,751,	1,615,	1,639,	1,873,	1,829,	1,873,	1,940,	16	21
Ascot Vale ..	2,587,	2,647,	2,646,	2,636,	2,592,	2,530,	2,597,	3,052,	3,084,	3,138,	3,255,	6	5
Moonee Ponds ..	1,974,	2,067,	2,066,	2,023,	1,969,	1,946,	2,059,	2,486,	2,481,	2,545,	2,693,	12	8
Essendon ..	1,540,	1,700,	1,839,	1,821,	1,745,	1,755,	1,874,	2,335,	2,464,	2,636,	2,752,	20	6
Footscray ..	2,808,	2,902,	2,835,	2,907,	2,743,	2,716,	2,828,	3,213,	3,309,	3,554,	3,763,	3	4
Seddon ..	1,067,	1,165,	1,201,	1,232,	1,213,	1,258,	1,351,	1,533,	1,578,	1,586,	1,619,	34	31
Yarraville ..	1,130,	1,235,	1,276,	1,288,	1,286,	1,247,	1,299,	1,477,	1,542,	1,646,	1,747,	31	27
Newport ..	1,079,	1,131,	1,172,	1,150,	1,123,	1,158,	1,240,	1,426,	1,469,	1,544,	1,607,	33	32
North Williamstown ..	787,	792,	815,	886,	834,	846,	894,	1,029,	1,076,	1,094,	1,164,	46	46
Williamstown Beach ..	529,	539,	503,	502,	500,	508,	552,	627,	624,	625,	664,	61	70
Williamstown ..	487,	495,	486,	468,	428,	423,	495,	557,	549,	535,	584,	62	75
Flemington Bridge ..	245,	244,	245,	238,	231,	212,	247,	264,	341,	491,	571,	79	77
South Brunswick ..	438,	468,	473,	471,	416,	374,	372,	435,	490,	630,	693,	65	69
Brunswick ..	699,	703,	686,	678,	610,	551,	583,	632,	745,	1,004,	1,098,	52	51
Moreland ..	623,	679,	716,	677,	628,	593,	644,	727,	879,	1,245,	1,482,	56	37
Coburg ..	975,	1,049,	1,060,	1,046,	918,	885,	953,	1,067,	1,157,	1,462,	1,649,	41	28
North Carlton ..	9,	11,	11,	10,	12,	12,	13,	17,	10,	372,	551,	84	80
North Fitzroy ..	438,	445,	443,	436,	347,	280,	288,	318,	260,	556,	653,	66	71
Northcote ..	555,	614,	664,	676,	655,	638,	707,	771,	727,	947,	1,027,	60	58
Croxton ..	857,	949,	1,030,	1,063,	1,036,	949,	959,	1,018,	901,	1,125,	1,232,	43	41
Thornbury ..	574,	690,	806,	883,	893,	884,	919,	1,003,	902,	1,075,	1,205,	59	42
Bell ..	406,	429,	423,	455,	431,	491,	502,	538,	482,	629,	732,	68	65
Preston ..	237,	276,	320,	364,	394,	379,	393,	434,	378,	475,	613,	80	72
Regent ..	261,	277,	294,	311,	337,	341,	363,	410,	369,	435,	531,	77	81
Prince's-bridge—													
Suburban ..	1,043,	1,183,	1,250,	1,238,	1,180,	1,157,	1,234,	1,489,	1,386,	1,782,	2,037,	37	17
Hawksburn ..	2,148,	2,035,	1,872,	1,698,	1,569,	1,497,	1,504,	1,598,	1,391,	1,360,	1,568,	9	36
Toorak ..	991,	969,	972,	876,	859,	842,	904,	995,	945,	943,	1,105,	39	50
Armadale ..	1,765,	1,624,	1,679,	1,462,	1,448,	1,343,	1,447,	1,641,	1,516,	1,523,	1,839,	17	24
Malvern ..	2,101,	2,145,	2,102,	2,100,	2,129,	2,128,	2,193,	2,480,	2,287,	2,289,	2,662,	11	9
Caulfield ..	1,248,	1,402,	1,510,	1,593,	1,702,	1,828,	1,981,	2,407,	2,328,	2,383,	2,599,	27	11
Carnegie ..	313,	437,	473,	515,	568,	634,	700,	820,	927,	994,	1,132,	72	43
Murrumbena ..	284,	356,	435,	472,	522,	568,	619,	769,	797,	883,	1,020,	74	57
Oakleigh ..	761,	872,	888,	948,	977,	1,023,	1,067,	1,253,	1,345,	1,440,	1,592,	49	33
Glen Huntly ..	412,	486,	521,	551,	591,	652,	694,	820,	847,	949,	1,323,	67	40
Mentone ..	262,	326,	335,	347,	356,	392,	436,	456,	463,	477,	572,	76	76
Mordialloc ..	279,	324,	338,	338,	352,	368,	408,	424,	434,	452,	553,	75	79
Chelsea ..	122,	154,	188,	214,	243,	278,	329,	371,	403,	422,	528,	82	82
East Richmond ..	1,256,	1,286,	1,227,	1,114,	653,	539,	545,	593,	568,	553,	588,	26	74
Burnley ..	1,322,	1,378,	1,349,	1,247,	879,	785,	748,	800,	728,	683,	732,	25	66
Hawthorn ..	1,573,	1,537,	1,384,	1,269,	1,100,	1,076,	1,097,	1,232,	1,167,	1,093,	1,150,	19	47
Glenferrie ..	2,145,	2,530,	2,438,	2,189,	1,975,	1,828,	1,829,	2,056,	1,947,	1,916,	1,997,	10	18
Auburn ..	1,972,	1,946,	1,796,	1,611,	1,322,	1,235,	1,274,	1,502,	1,439,	1,497,	1,589,	13	34
Camberwell ..	1,868,	1,949,	1,824,	1,725,	1,513,	1,455,	1,485,	1,751,	1,757,	1,771,	1,944,	15	20
East Camberwell ..	777,	844,	901,	919,	863,	901,	921,	1,053,	1,014,	1,008,	1,065,	47	55
Canterbury ..	1,118,	1,276,	1,359,	1,396,	1,337,	1,235,	1,336,	1,552,	1,574,	1,846,	1,757,	32	26
Surrey Hills ..	599,	655,	691,	759,	753,	748,	769,	891,	925,	933,	1,062,	57	56
Mont Albert ..	260,	281,	318,	343,	350,	342,	374,	447,	481,	531,	602,	78	73
Box Hill ..	683,	743,	758,	761,	778,	820,	854,	1,007,	1,039,	1,079,	1,196,	53	43
Tooronga ..	70,	104,	127,	123,	123,	221,	343,	389,	411,	446,	516,	83	83
Kew ..	1,194,	1,054,	1,008,	659,	536,	533,	593,	708,	679,	618,	756,	30	63
West Richmond ..	744,	781,	762,	683,	599,	501,	521,	598,	593,	731,	855,	50	61
North Richmond ..	729,	786,	795,	739,	616,	515,	544,	643,	623,	778,	897,	51	59
Collingwood ..	629,	683,	692,	668,	600,	495,	521,	590,	558,	669,	737,	55	64
Victoria Park ..	861,	951,	939,	879,	748,	640,	705,	811,	796,	1,000,	1,127,	42	49
Clifton Hill ..	1,408,	1,508,	1,543,	1,499,	1,339,	1,199,	1,289,	1,449,	1,398,	1,698,	1,909,	23	22
Westgarth ..	671,	726,	790,	800,	738,	684,	763,	862,	849,	995,	1,038,	54	52
Fairfield Park ..	1,020,	1,199,	1,285,	1,298,	1,292,	1,193,	1,247,	1,426,	1,446,	1,602,	1,779,	38	25
Alphington ..	231,	259,	293,	303,	304,	313,	336,	412,	446,	505,	497,	81	84
Ivanhoe ..	474,	554,	648,	673,	696,	742,	790,	912,	951,	1,085,	1,068,	63	53
Heidelberg ..	329,	360,	389,	398,	402,	415,	449,	516,	545,	633,	700,	71	68
Flinders-street—													
Suburban ..	9,396,	9,597,	9,880,	9,930,	8,955,	8,445,	8,650,	11,098,	10,945,	11,561,	12,615,	1	1
North Port ..	764,	777,	771,	765,	622,	490,	497,	670,	721,	749,	781,	48	62
Graham ..	823,	828,	794,	759,	685,	594,	617,	745,	775,	814,	881,	45	60
South Melbourne ..	1,224,	1,268,	1,193,	1,167,	1,007,	800,	837,	1,039,	991,	1,002,	1,066,	28	54
Albert Park ..	2,656,	2,680,	2,568,	2,404,	2,169,	1,883,	2,041,	2,548,	2,435,	2,401,	2,495,	4	13
Middle Park ..	1,966,	2,031,	2,044,	2,099,	2,084,	2,037,	2,097,	2,451,	2,422,	2,429,	2,513,	14	12
St. Kilda ..	2,642,	2,771,	2,701,	2,828,	2,931,	2,918,	3,060,	4,251,	4,326,	4,399,	4,644,	5	2
Richmond ..	2,934,	2,870,	2,706,	2,418,	1,545,	1,443,	1,509,	1,839,	1,876,	1,999,	2,281,	2	14
South Yarra ..	2,150,	2,132,	2,039,	1,916,	1,758,	1,614,	1,699,	2,030,	1,981,	1,923,	2,078,	8	16
Prahran ..	1,690,	1,643,	1,505,	1,429,	1,303,	1,169,	1,231,	1,597,	1,751,	1,856,	1,961,	18	19
Windsor ..	1,529,	1,483,	1,445,	1,375,	1,208,	1,195,	1,249,	1,658,	1,866,	2,020,	2,136,	21	15
Balaclava ..	1,394,	1,516,	1,498,	1,450,	1,405,	1,402,	1,490,	1,997,	2,290,	2,518,	2,695,	24	7
Ripponlea ..	576,	752,	859,	830,	822,	807,	866,	1,078,	1,193,	1,310,	1,427,	58	38
Elsternwick ..	2,317,	2,413,	2,502,	2,494,	2,588,	2,662,	2,906,	3,566,	3,690,	3,848,	3,922,	7	3
Garden Vale ..	380,	481,	613,	706,	841,	901,	1,007,	1,242,	1,360,	1,458,	1,585,	70	35
North Brighton ..	1,063,	1,108,	1,109,	1,058,	1,048,	1,105,	1,167,	1,393,	1,431,	1,525,	1,631,	35	29
Middle Brighton ..	977,	1,022,	1,034,	990,	962,	988,	981,	1,217,	1,263,	1,321,	1,395,	40	39
Brighton Beach ..	402,	444,	441,	422,	423,	452,	481,	571,	597,	658,	725,	69	67
Hampton ..	470,	551,	595,	643,	679,	700,	731,	935,	997,	1,089,	1,180,	64	45
Sandringham ..	831,	925,	937,	940,	937,	987,	1,078,	1,405,	1,574,	1,769,	1,890,	44	23

APPENDIX No. 37.

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDED 30TH JUNE, 1923,
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER
ANNUM.

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

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

Stations.	Year ended 30th June, 1918.	Year ended 30th June, 1919.	Year ended 30th June, 1920.	Year ended 30th June, 1921.	Year ended 30th June, 1922.	Year ended 30th June, 1923.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Goornong	31,262	..	..	..	38,293	..
Elmore	48,543	45,519	..	..	72,862	44,399
Rochester	41,298	35,423	..	..	71,688	36,104
Strathallan	38,001	..	..	..	..	..
Echuca	44,334	..	..	..	41,964	..
Shelbourne	42,800	..	..	41,881	51,872	35,610
St. Arnaud .. ..	..	..	..	..	48,370	53,414
Sutherland	73,877	50,963	48,313	93,628	101,310	80,463
Swanwater	62,580	42,405	32,776	71,943	81,810	57,674
Cope Cope	116,938	59,273	..	68,869	142,285	65,149
Donald .. ..	..	57,332	..	50,708	76,450	56,826
Litchfield	128,935	67,901	37,725	120,516	133,550	119,843
Massey	45,656	..	..	47,716	46,356	41,475
Watchem	112,151	46,195	..	96,097	118,106	79,310
Morton Pains	56,726	..	..	46,638	46,543	..
Birchip	66,776	..	..	..	51,520	..
Kinnabulla	75,361	..	..	48,041	51,618	31,352
Curyo	59,518	..	..	..	48,518	..
Watchupga	74,491	37,123	..	48,711	82,121	62,784
Woomelang	81,478	..	..	57,980	80,022	63,393
Lascelles	44,012	..	..	38,114	49,649	39,033
Gama	36,076	..	..	..	..	..
Turriff .. ..	..	..	..	41,280	..	..
Speed	33,794	..	..	63,234	51,870	45,758
Tempy	62,124	..	..	68,524	47,052	35,824
Nunga	65,513	..	..	55,577	30,749	..
Ouyen	54,539	..	..	49,379	48,478	..
Kiamal	31,182	..	..	66,111	..	..
Carwarp	33,991	..	..	45,763	..	..
Galah	121,512	38,407	..	85,487	38,852	34,427
Walpeup	141,549	55,267	..	148,171	73,236	59,727
Torrity	48,738	..	..	65,934	30,195	..
Underbool	123,094	40,800	..	136,889	75,712	64,297
Linga	78,264	..	..	72,720	43,972	34,861
Boinka	52,478	..	..	60,436	31,769	..
Tutye	56,751	..	..	57,056	31,085	32,691
Cowangie	102,252	32,846	..	108,483	39,624	55,432
Danyo	69,443	..	..	48,843	27,481	..
Murrayville	158,807	39,042	..	103,882	52,301	47,917
Carina	111,282	..	..	66,062	38,887	36,091
Panitya	99,846	..	..	48,988	36,041	32,705
Korong Vale .. ..	..	..	..	30,158	..	..
Wychitella	40,951	..	..	54,077	49,634	..
Buckrabanyule	30,492	30,325	..	45,017	46,813	..
Barrakee	49,560	..	..	69,684	73,276	46,259
Charlton	156,442	136,794	..	53,254	231,681	71,062
Teddywaddy	48,074	..	..	55,569	47,374	..
Glenloth	83,927	34,419	..	60,604	62,849	36,676
Wycheproof	116,654	49,290	..	41,742	135,682	57,503
Dumosa	75,327	36,358	..	62,903	73,765	52,695

APPENDIX No. 37—continued.

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDED 30TH JUNE, 1923,
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER
ANNUM.

Stations.	Year ended 30th June, 1918.	Year ended 30th June, 1919.	Year ended 30th June, 1920.	Year ended 30th June, 1921.	Year ended 30th June, 1922.	Year ended 30th June, 1923.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Nullawil	60,616	34,950	..	57,099	62,658	53,474
Culgoa	70,987	44,474	..	59,213	83,825	47,622
Berriwillock ..	132,376	55,784	..	98,799	114,769	49,644
Boigbeat	59,379	..	..	..	32,295	..
Sea Lake	112,320	35,244	..	62,861	92,785	48,985
Ninda	47,399	..	..	..	..	..
Nyarrin	56,181	..	..	37,510	..	..
Nandaly	43,038	..	..	37,319	..	..
Pier Millan ..	..	..	..	32,994	..	..
Mittyack .. ..	..	..	..	32,937	..	..
Wedderburn ..	..	..	..	65,990	60,224	54,692
Borong	49,696	..	..	50,645	42,637	..
Boort	78,604	48,585	..	76,002	73,202	47,631
Barraport	121,649	85,482	..	105,814	113,015	60,052
Gredgwin	41,977	..	..	35,574	41,582	..
Oakvale	41,814	..	..	..	39,993	..
Quambatook ..	104,138	76,166	..	123,354	125,553	72,126
Cannie	62,389	36,286	..	70,227	70,607	32,874
Lalbert	107,120	56,942	..	71,659	69,576	..
Meatian	117,139	48,913	..	76,643	78,286	54,114
Ultima	140,534	..	..	96,113	104,666	38,477
Gowan	36,675	..	..	38,403	37,319	..
Waitchie	126,827	30,149	..	56,377	55,545	..
Chillingollah ..	43,870	..	..	69,772	41,009	..
Chinkapook ..	87,172	..	..	84,973	58,160	..
Cocamba	62,996	..	..	50,623	..	..
Manangatang ..	41,178	..	..	81,846	39,097	..
Raywood	36,270	30,123	..	39,328	45,039	35,523
Tandarra	59,318	37,416	..	39,709	66,586	37,953
Dingee	62,153	36,737	..	49,600	43,065	..
Prairie	93,676	34,571	..	52,271	60,619	31,610
Mitiamo	71,320	..	..	41,831	57,867	..
Mologa	44,225	..	..	..	45,163	..
Pyramid	42,230	..	..	..	37,613	..
Kerang	58,353	..	..	..	32,907	..
Lake Boga	62,002	..	..	..	34,016	..
Swan Hill	67,722	..	..	..	63,026	..
Pira	41,849	..	..	..	..	..
Nyah	52,030	..	..	37,950	..	..
Miralie .. ..	..	..	..	39,397	..	..
Piangil	52,833	..	..	37,784	54,154	..
Hunter .. ..	..	..	..	..	37,354	..
Warragamba ..	32,952	..	..	..	43,100	..
McCull	35,659	..	..	..	30,721	..
Lockington ..	51,951	..	..	..	..	..
Kotta	50,816	..	..	36,254	43,822	..
Glenorchy .. ..	..	..	..	..	..	32,765
Lubeck	44,048	61,236	..	81,026	64,101	32,313
Jung	200,315	139,257	..	131,962	247,347	96,921
Doon	99,850	92,222	..	128,761	125,429	83,234
Dahlen .. ..	..	..	..	..	42,864	35,423
Pimpinio	81,799	71,638	..	104,155	122,674	86,939
Wail	129,108	110,991	35,906	143,729	145,955	101,551
Dimboola	55,570	..	47,182	..	99,761	35,425
Gerang Gerang ..	87,200	52,869	..	94,875	63,939	76,523
Kiata	39,951	54,475	..	60,187	55,185	53,035
Salisbury	30,940	..	..	..	..	46,896
Nhill .. ..	..	..	..	..	..	39,838
Tarranginnie ..	..	45,959	..	..	53,005	54,139
Diapur	31,498	..	..	..	..	..
Miram	67,734	35,555	..	55,578	70,682	32,780
Kaniva	59,520	33,649	..	56,636	77,081	35,570
Lillimur	53,136	..	42,949	49,092	60,379	82,314
Serviceton .. ..	..	..	..	34,609	45,584	67,715

APPENDIX No. 37—continued.

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDED 30TH JUNE, 1923,
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER
ANNUM.

Stations.	Year ended 30th June, 1918.	Year ended 30th June, 1919.	Year ended 30th June, 1920.	Year ended 30th June, 1921.	Year ended 30th June, 1922.	Year ended 30th June, 1923.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Berrybank	30,645	..	..	..	..	..
Lismore .. ..	..	..	..	34,841	..	..
Westmere	85,960	..	..	43,676	58,555	46,955
Mininera	32,202	..	..	..	33,479	30,414
Tatyoona .. ..	..	..	..	..	..	30,636
Rokewood	37,149	..	..	..	..	..
Willaura	95,245	37,715	..	40,963	76,812	53,702
Jackson .. ..	..	..	..	40,062	48,194	43,685
Rupanyup	63,042	..	..	..	73,330	..
Burrum	51,252	49,146	..	70,647	84,912	84,196
Banyena	70,690	55,221	..	102,459	120,327	79,447
Marnoo	145,891	61,220	..	122,705	128,547	75,425
Coromby	114,478	61,274	..	77,855	89,784	38,758
Minyip	199,816	192,333	59,522	208,424	176,769	206,399
Nullan	93,927	54,792	..	64,631	81,611	83,015
Sheepbills	153,021	113,999	..	176,624	199,697	94,590
Mellis .. ..	..	..	..	47,580	48,268	39,676
Warracknabeal	91,749	..	..	..	88,938	54,702
Lah	122,688	34,705	31,829	84,771	142,536	111,689
Brim	172,941	81,164	..	119,298	162,401	52,473
Galaquil	83,834	46,562	..	61,937	76,982	74,852
Beulah	119,425	82,585	..	110,369	182,214	101,462
Rosebery	87,738	34,210	..	45,937	62,659	58,025
Hopetoun	101,296	54,392	..	99,022	116,926	99,909
Remlaw .. ..	..	31,774	..	34,794	31,320	..
Vectis	65,729	37,004	..	43,038	54,204	36,791
Natinuk .. ..	..	..	..	..	128,704	54,604
Goroke	34,562	..	..	..	34,228	40,134
Arkona	31,451	39,916	..	42,541	56,180	39,781
Antwerp	88,811	68,509	..	106,210	105,509	76,501
Tarranyurk	86,264	61,485	..	75,495	104,414	81,508
Jeparit	55,181	31,845	..	59,085	68,302	71,238
Ellam	66,755	36,808	..	60,805	72,619	66,381
Pullut	61,340	..	..	50,397	50,089	..
Rainbow	56,433	32,929	..	..	64,895	43,076
Detpa	92,655	42,370	..	71,712	64,831	36,233
Lorquon	102,266	52,176	..	78,378	104,994	81,624
Netherby	68,558	32,610	..	68,451	62,548	49,566
Yaapeet	116,830	30,702	..	63,017	57,911	54,411
Albacutya	30,188	..	..	33,659	37,540	37,408
Yanac	91,785	37,296	..	93,637	87,527	53,346
Wangaratta .. ..	..	..	..	..	32,731	..
Bowser .. ..	..	..	..	..	33,049	..
Congupna .. ..	..	..	..	37,170	32,480	..
Tallygaroopna	42,215	..	..	64,408	95,360	33,659
Wunghnu .. ..	..	..	..	..	60,956	..
Numurkah .. ..	..	..	..	..	51,988	..
Katunga	52,044	..	35,330	48,097	78,831	30,969
Strathmerton	39,705	..	..	44,883	43,873	..
Cobram .. ..	..	..	..	..	37,005	..
Colbitabbie	52,156	36,571	..	69,900	67,563	47,596
Girgarre	30,309	..	..	..	..	..
Merrigum	36,109	..	..	30,339	31,347	..
Kyabram	50,648	..	..	..	59,346	..
Pine Lodge .. ..	..	..	..	64,146	47,256	36,729
Cosgrove .. ..	..	..	..	64,366	40,700	42,429
Dookie .. ..	..	..	..	32,460	..	..
Yabba North .. ..	..	..	..	47,624	38,414	..
Youanmite .. ..	..	..	..	40,816	41,890	..
Katamatite	64,686	..	..	98,371	92,655	35,025
Waaia	86,433	58,828	..	44,038	86,773	34,572
Nathalia	36,666	..	..	..	61,140	..
Picola	78,315	39,949	..	77,688	87,780	35,102
Goorambat .. ..	..	..	..	..	43,006	32,444

APPENDIX No. 37—*continued.*

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDED 30TH JUNE, 1923,
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER
ANNUM.

Stations.	Year ended 30th June, 1918.	Year ended 30th June, 1919.	Year ended 30th June, 1920.	Year ended 30th June, 1921.	Year ended 30th June, 1922.	Year ended 30th June, 1923.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Devenish .. ..	..	..	..	54,603	48,556	40,768
St. James .. ..	..	..	..	58,737	63,884	43,152
Tungamah .. ..	..	..	..	66,066	42,711	43,204
Telford	37,308	..	..	88,077	58,978	43,063
Yarrawonga ..	100,670	87,123	..	221,180	167,808	59,169
Wahgunyah ..	54,580	..	..	..	41,731	..
Country Wheat Depôts .. ..	..	..	2,676,373	1,492,243	..	..
Other Stations ..	1,767,825	2,396,924	1,806,832	1,851,298	1,628,505	2,338,341
TOTALS ..	12,601,167	6,439,495	4,854,737	12,613,780	12,720,251	8,447,655

APPENDIX No. 38.

RETURN OF TRAFFIC AT EACH STATION.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARLAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.																				
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.																			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.																			
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.																					
MELBOURNE-BENDIGO LINE.																																				
	£	s.	d.	£	s.	d.	£	s.	d.									£	s.	d.																
Melbourne - Spencer-st. Country	1,839,292	706,430	17 10	155,986	4 10		3,899	18 1		747,686	906,350	1,088,619	12 10	1,047	79	3	101	679	579	73	2,738	4,281	9 10	1,959,218	3 5											
Melbourne - Spencer-st. Suburban	2,602,856	83,334	9 6																							83,334	9 6									
North Melbourne	1,193,229	15,760	1 0	1,657	1 11		16	0 10		25,645	130,707	8,419	18 0													17,433	3 9									
Ardcn-street																											8,419	18 0								
Middle Footscray	411,907	5,549	19 3	46	10 1		6	15 11																			5,597	5 3								
West Footscray	555,494	7,362	2 2	1,023	13 0		25	17 11		34,355	59,755	16,361	13 0														24,775	6 10								
Tottenham	75,292	981	14 6				0	2 0																				982	9 10							
Sunshine	470,954	13,684	16 4	1,778	5 9		19	8 9		13,642	33,141	27,202	0 3															12,706	7 5							
Albion	87,878	1,929	11 7							169,574	16,600	30,174	12 3																32,125	10 7						
St. Albans	87,196	2,031	14 7							842	1,116																		2,343	3 9						
Sydenham	9,465	446	11 1							5,088	1,795	2,202	0 2																1,800	13 11						
Diggers' Rest	9,905	605	19 3							1,258	1,258	2,062	7 11																2,949	2 0						
Sunbury	33,311	3,080	0 4							8,548	1,795	1,202	0 2																	5,501	13 8					
Lancefield Junction	6,963	795	11 9							1,059	638	418	4 9																	1,999	10 1					
Riddell	7,161	886	16 5							3,576	2,729	1,011	9 3																		2,324	8 0				
Gisborne	12,538	1,880	1 3							2,899	3,128	2,124	3 5																		4,503	3 11				
Macedon	21,538	3,275	14 8							310	4,868	226	12 4																		4,233	13 0				
Woodend	28,058	5,025	4 5							4,622	5,050	2,213	0 11																		8,234	18 4				
Carlsruhe	2,724	255	6 4							143	327	83	2 3																		474	7 11				
Kyneton	49,975	9,996	14 8							8,916	9,787	4,839	5 9																			19,960	12 11			
Redesdale Junction	1,154	154	9 3							1,039	16	505	5 0																			733	18 7			
Malmsbury	9,662	1,633	15 9							782	546	337	17 8																			2,812	5 10			
Taradale	5,694	538	14 3							730	437	250	13 3																			906	4 0			
Elphinstone	3,556	355	12 10							801	743	535	3 5																			1,619	18 4			
Chewton	5,222	726	16 10							198	249	185	19 6																			1,009	18 2			
Castlemaine	78,928	16,517	14 7							8,106	22,839	10,517	3 3																				28,619	0 10		
Barkers' Creek										414	43	191	8 3																			191	8 3			
Harcourt	12,075	1,237	1 10							11,043	2,831	8,244	19 11																				9,817	12 10		
Ravenswood	2,064	287	12 6							829	921	373	3 5																				828	7 11		
Kangaroo Flat	5,301	795	16 7							1,899	781	1,522	9 6																				2,524	4 10		
Golden Square	14,085	2,706	6 4							3,674	7,284	2,710	7 5																				6,072	13 1		
Bendigo	228,780	69,042	1 8							54,279	93,478	58,371	16 3																					15,866	19 11	
LANCFIELD LINE.																																				
Bolinda	706	96	19 1							520	136	259	18 2																					613	10 1	
Monegeetta	1,468	154	2 5							647	206	265	10 7																						461	10 8
North Monegeetta	485	47	12 6							3	3	3	3 4																					57	2 5	
Romsey	6,908	1,243	12 6							5,086	1,535	2,290	5 7																						4,425	14 10
Lancefield	7,431	1,626	6 11							11,016	2,368	4,061	12 3																						6,933	19 11

DAYLESFORD LINK.

Tyden	881	212	9	4	27	6	8	2	14	11	590	113	318	5	2	3	4	45	3	13	12	173	2	11	733	19	0
Fern Hill	2,438	412	3	0	51	5	7	0	6	10	5,965	528	3,206	0	2	2	1	1	1	1	1	5	11	6	3,675	9	1
Trentham	10,153	1,724	4	0	181	18	4	13	1	8	7,217	2,044	3,915	3	7	8	14	13	12	12	12	93	18	11	5,928	6	6
Lyonville	3,160	241	4	2	18	14	7	0	4	2	1,436	158	663	2	0	2	1	1	1	1	1	2	17	6	926	2	5
Bullarto	2,722	225	8	7	12	1	8	0	12	5	1,374	162	709	9	4	2	1	1	1	1	1	9	19	3	957	11	3
Musk	1,728	136	2	9	13	11	9	0	7	7	958	156	565	17	5	0	1	1	1	1	1	1	1	1	715	19	6
Daylesford	21,639	7,047	16	10	596	9	0	25	8	4	5,538	6,630	4,050	15	9	26	27	40	26	16	67	94	10	293	11	6	
Woodburn	125	12	5	2	0	2	3	1	1	1	16	2	9	15	7	1	1	1	1	1	1	1	1	1	22	3	0
Sailors' Falls	730	38	12	0	10	5	9	1	1	1	105	31	85	10	9	1	1	1	1	1	1	1	1	1	134	17	6
Leonard	853	87	12	1	33	5	10	0	6	2	2,219	145	684	0	8	1	1	1	1	1	1	1	1	1	807	7	5
Wombat	749	61	1	4	4	1	10	1	1	1	3,289	10	418	6	10	1	1	1	1	1	1	1	1	1	483	16	0
Rocklyn	2,060	123	13	7	13	19	2	0	12	3	451	97	171	16	9	1	1	1	1	1	1	1	1	1	310	1	9
Newlyn	3,138	209	11	6	30	18	0	5	11	5	12,637	1,186	7,867	14	8	18	48	63	10	0	11	14	1	1	8,408	2	4
Kingston	5,661	376	9	4	29	13	6	0	12	11	11,335	1,258	7,083	8	6	4	5	1	3	10	1	1	1	1	7,494	14	9
Allendale	5,854	511	19	4	63	4	4	3	13	6	2,037	1,941	1,494	19	5	3	44	201	44	8	6	8	7	523	1	11	
Broomfield	3,187	162	1	0	11	3	5	0	1	10	3	3	12	5	9	1	1	1	1	1	1	1	1	1	185	15	0

REDESDALE LINE.

Edgcombe	98	3	8	0	6	11	5	1	1	1	4,102	1	993	3	6	1	1	1	1	1	1	1	1	1	997	2	11
Green Hill	52	2	7	2	2	14	0	0	2	9	151	9	46	11	8	1	1	1	1	1	1	1	1	1	52	2	10
East Metcalfe	365	23	7	1	19	10	0	0	2	9	252	37	102	7	3	1	1	1	1	1	1	1	1	1	308	5	1
Emberton	70	5	14	4	1	4	9	0	4	1	943	124	137	2	1	1	1	1	1	1	1	1	1	1	144	5	3
Barfold	333	30	16	9	22	3	11	0	4	9	967	124	458	18	11	1	1	1	1	1	1	1	1	1	875	6	4
Redesdale	1,251	249	13	9	277	1	5	1	8	11	2,294	576	1,035	2	10	1	6	105	4	3	1	37	1	1	385	11	6

SHELBOURNE LINE.

Muckeford	511	20	12	9	20	9	8	0	2	9	1,384	102	311	9	1	1	1	1	1	1	1	1	1	1	360	14	3
Maldon	11,801	2,377	12	11	314	14	9	11	7	10	947	2,077	898	1	8	6	2	33	4	7	5	22	7	7	3,743	17	8
Pollard	355	131	14	10	21	13	11	0	0	8	16	1	41	15	4	1	1	1	1	1	1	1	1	1	41	16	9
Shelbourne	355	131	14	10	21	13	11	1	1	1	5,370	1,056	3,364	14	9	1	2	20	3	1	1	1	1	1	109	2	10

CASTLEMAINE-MARYBOROUGH LINE.

Campbell	3,666	256	11	3	54	9	2	0	9	0	885	454	633	7	9	1	1	1	1	1	1	1	1	1	944	17	2
Guildford	8,747	577	14	3	48	8	5	1	4	9	764	475	517	17	8	1	2	1	1	1	1	1	1	1	1,158	7	9
Strangway	1,112	142	15	2	15	12	0	0	2	9	333	26	115	8	10	1	1	1	1	1	1	1	1	1	273	18	0
Newstead	7,236	1,462	19	1	185	1	3	92	5	2	4,810	1,933	3,456	0	7	19	41	91	54	17	23	45	12	712	7	11	
Joyce's Creek	976	117	6	8	33	6	3	0	5	6	702	83	432	18	9	1	1	1	1	1	1	1	1	1	583	17	2
Moolort	890	235	16	9	28	12	2	0	15	0	2,810	333	1,709	14	5	6	1	70	2	6	3	12	1	1	387	12	10
State Rivers and Water Supply Siding	21,870	98	1	4	1	1	1	1	1	1	21,870	27	8,407	5	5	14	24	124	44	6	30	22	3	1	8,407	6	9
Carisbrook	3,814	902	18	9	98	13	6	14	7	5	4,567	965	3,205	3	4	30	15	23	4	42	30	28	16	921	8	1	
Maryborough	46,489	15,653	6	8	1,237	5	6	40	18	2	10,964	11,239	9,461	0	0	30	15	23	4	42	30	28	16	223	7	4	

MARYBOROUGH-MILDURA LINE.

Simson	458	15	11	6	0	1	4	1	1	1	256	20	285	11	3	1	1	1	1	1	1	1	1	1	15	12	10
Havelock	918	32	3	8	18	7	1	4	15	5	2,391	446	1,648	2	9	3	11	44	5	4	6	55	1	1	336	2	0
Bet Bet	1,877	299	8	5	33	6	3	18	8	0	16,995	2,760	7,785	15	11	12	11	44	5	4	6	55	1	1	2,009	13	7
Dunolly	10,455	2,590	19	7	189	6	10	1	2	6	8,616	1,85	3,446	17	11	9	4	77	4	9	6	18	1	1	10,847	16	3
Goldsbrough	1,361	119	10	4	14	9	3	1	14	8	17,084	1,572	8,478	5	1	9	4	77	4	9	6	18	1	1	3,582	9	0
Roaliba	6,000	1,324	8	3	101	9	5	9	14	8	3,410	26	1,737	4	1	1	1	1	1	1	1	1	1	1	10,487	3	3
Maffescioni's Siding	1,843	443	0	4	47	9	0	12	8	3	7,993	439	4,506	8	3	4	1	1	1	1	1	1	1	1	1,737	4	1
Emu	807	253	16	2	29	13	6	15	8	0	8,038	408	4,879	13	2	1	1	1	1	1	1	1	1	1	5,029	2	7
Carapooce	18,566	9,423	5	6	744	18	4	139	0	11	18,936	16,345	14,106	15	6	39	30	230	4	18	13	48	1	1,684	10	10	
St. Arnaud	539	190	13	1	11	15	3	0	6	2	7,131	1,021	3,942	10	9	1	1	1	1	1	1	1	1	1	528	0	3
Sutherland	186	28	11	2	0	17	8	1	1	1	5,121	550	2,714	14	7	5	1	1	1	1	1	1	1	1	2,751	13	5
Swanwater	1,663	623	15	8	38	4	0	1	8	8	6,016	1,634	3,633	1	0	5	1	76	2	45	19	588	4	2,062	12	9	
Cope Cope	14,855	7,100	10	0	632	12	5	105	13	10	16,190	14,177	14,099	2	6	24	60	70	2	45	19	588	4	2,062	12	9	
Donald	20	7	11	0	0	2	0	0	2	0	244	71	150	8	1	1	1	1	1	1	1	1	1	1	158	1	10
Lake Buloke	1,921	238	8	11	24	15	3	1	3	7	10,984	1,764	7,145	4	3	1	1	74	1	6	1	6	1	1	596	6	0
Litchfield	849	150	17	0	9	12	6	0	6	0	3,478	337	2,487	16	9	12	69	287	1	17	6	63	1	1	8,005	18	0
Massey	4,739	1,454	14	6	98	2	10	50	6	1	7,069	2,269	5,596	10	9	12	69	287	1	17	6	63	1	1	2,645	13	0
Watchem	4,739	1,454	14	6	98	2	10	50	6	1	7,069	2,269	5,596	10	9	12	69	287	1	17	6	63	1	1	2,645	13	0

BALLARAT-MARYBOROUGH LINE.

Selkirk Siding	1,909	..	..	..	16,850	..	8,615	5	9	..	..	..	..	..	..	..	..	..	..	..	8,615	5	9	
Waubra Junction	2,117	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	95	0	6
Sulky	2,554	..	..	..	1	13	..	3	11	10	..	..	..	..	..	..	..	..	..	..	..	71	18	9
Bald Hills	35,594	..	..	..	6	6	..	1	19	0	..	..	..	..	..	..	..	..	..	..	..	87	18	6
Creswick	10,407	..	..	..	4,116	1,166	..	1,156	12	5	..	3	..	..	..	..	..	..	..	..	..	18	2	10
North Creswick	672	..	..	..	418	750	..	232	15	0	..	2	..	..	..	..	..	..	..	..	..	8	17	3
Tomello	12,131	..	..	..	185	221	..	148	5	3	..	1	..	..	..	..	..	..	..	..	..	290	0	4
Clunes	10,028	..	..	..	2,733	2,223	..	2,754	10	5	..	18	..	..	..	..	..	..	..	..	..	839	13	7
Talbot .. .. .	..	..	..	..	8,499	856	..	3,324	9	8	..	6	..	..	..	..	..	..	..	..	..	306	18	7
Daisy Hill .. .. .	..	..	..	..	..	..	..	3	13	0	..	..	..	..	..	..	..	..	..	..	..	..	..	..

WAUBRA LINE.

Pisgah	458	..	..	..	..	6	..	1	7	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Midas	195	..	..	..	64	383	..	43	19	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Howard	2,274	..	..	..	4,929	885	..	2,256	16	10	..	7	..	..	..	..	..	..	..	..	..	..	..	..
Learnmouth	3,004	..	..	..	3,296	563	..	1,885	18	2	..	13	..	..	..	..	..	..	..	..	..	..	..	..
North Learnmouth	818	..	..	..	..	63	..	0	1	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Addington	1,430	..	..	..	2,107	117	..	1,309	11	4	..	1	..	..	..	..	..	..	..	..	..	..	..	..
Waubra	3,924	..	..	..	7,204	1,220	..	4,320	10	8	..	8	..	..	..	..	..	..	..	..	..	..	..	..

DUNOLLY-INGLEWOOD LINE.

Painswick	25	..	..	..	2,915	2	..	613	8	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Laurie	22	..	..	..	1,916	40	..	837	14	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tarnagulla	1,259	..	..	..	2,618	578	..	1,405	8	10	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Manly	403	..	..	..	2,982	521	..	1,816	11	3	..	2	..	..	..	..	..	..	..	..	..	..	..	..
Arnold	361	..	..	..	4,795	358	..	2,855	1	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Dallabul	38	..	..	..	513	45	..	352	10	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..

MURRAYVILLE LINE.

Tiega	93	..	..	..	772	169	..	649	15	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Galah	735	..	..	..	4,441	859	..	3,541	18	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Walpeup	2,787	..	..	..	5,795	3,546	..	4,933	8	5	..	18	..	..	..	..	..	..	..	..	..	..	..	..
Torrifa	601	..	..	..	2,969	1,886	..	2,387	4	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Underbool	2,902	..	..	..	7,709	2,597	..	6,695	19	9	..	5	..	..	..	..	..	..	..	..	..	..	..	..
Linga	872	..	..	..	3,540	787	..	3,043	17	7	..	1	..	..	..	..	..	..	..	..	..	..	..	..
Boinka	1,312	..	..	..	2,749	730	..	2,342	7	3	..	2	..	..	..	..	..	..	..	..	..	..	..	..
Tulye	985	..	..	..	3,419	763	..	2,754	2	0	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cowangie	2,376	..	..	..	7,362	1,780	..	6,563	17	11	..	4	..	..	..	..	..	..	..	..	..	..	..	..
Danyo	119	..	..	..	3,172	554	..	2,609	1	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Murrayville	3,719	..	..	..	5,388	3,608	..	4,691	17	1	..	11	..	..	..	..	..	..	..	..	..	..	..	..

MURRAYVILLE-PINNAROO LINE.

Carina	104	..	..	..	4,664	810	..	3,841	7	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Paritya	192	..	..	..	3,631	811	..	3,224	8	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..

REDCLIFFS-MILLEWA NORTH LINE.

*Thurla .. .. .	..	..	..	..	16	4	..	3	9	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..
*Benetook .. .. .	..	..	..	..	6	6	..	1	16	0	..	..	..	..	..	..	..	..	..	..	..	..	..	..
*Tapanoo .. .. .	..	..	..	..	..	126	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
*Merriner .. .. .	..	..	..	..	..	263	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

BENDIGO-ECHUCA LINE.

North Bendigo .. .. .	..	..	..	..	..	38	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
White Hills .. .. .	..	..	..	..	6,371	25	..	1,665	14	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Epsom	1,576	..	..	..	2,621	169	..	2,013	12	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Humbly	1,083	..	..	..	1,262	169	..	863	15	10	..	41	..	..	..	..	..	..	..	..	..	..	..	..
Bagsbot	714	..	..	..	1,337	145	..	272	2	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Wellsford	453	..	..	..	872	23	..	125	7	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Goornong	5,656	..	..	..	4,675	1,634	..	2,366	19	11	..	13	..	..	..	..	..	..	..	..	..	..	..	..
Avonmore	1,481	..	..	..	3,943	1,010	..	1,515	10	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Elmore	16,756	..	..	..	8,232	4,765	..	4,418	19	9	..	24	..	..	..	..	..	..	..	..	..	..	..	..
Rochester	20,376	..	..	..	6,900	8,043	..	4,301	3	0	..	59	..	..	..	..	..	..	..	..	..	..	..	..
Strathallan	920	..	..	..	1,987	691	..	580	2	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Echuca	32,893	..	..	..	30,687	17,654	..	35,531	7	6	..	107	..	..	..	..	..	..	..	..	..	..	..	..

APPENDIX NO. 38.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.	
BENDIGO-SEA LAKE LINE.																	
California Gully	1,725	5,901	1,196 4 10	..	..	..	..	..	..	..	..	1,196 4 10	
Eaglehawk	..	7,911	1,188 2 11	270 12 4	..	2,421	4,232 3 7	..	..	..	..	..	..	..	..	3,730 11 8
Marong	..	2,558	296 9 2	64 0 11	..	765	606 7 3	..	..	..	..	..	..	..	..	969 4 6
Leichardt	..	787	108 3 4	14 17 4	..	1,281	421 3 11	..	..	..	..	..	..	..	..	882 2 7
Derby	..	1,049	128 4 5	10 14 11	..	4,168	2,073 5 2	..	..	..	..	..	..	..	..	2,318 9 6
Bridgewater	..	6,055	1,102 14 1	83 10 2	..	22,565	18,556 12 0	..	..	..	..	..	..	..	..	16,392 5 6
Inglewood	..	10,060	2,848 3 0	251 9 2	..	2,140	4,128 12 9	..	..	..	..	..	..	..	..	5,483 15 10
Kurling	..	470	83 16 9	20 12 6	..	4,294	1,461 14 8	..	..	..	..	..	..	..	..	1,727 7 4
Glenalbyn	..	645	135 5 9	13 8 3	..	2,248	985 17 4	..	..	..	..	..	..	..	..	1,203 19 6
Wedderburn Junction	..	2,560	906 16 3	56 0 10	..	6,538	1,145 10 3	..	..	..	..	..	..	..	..	2,132 19 4
Korong Vale	..	6,457	1,899 16 10	117 8 1	..	2,974	2,969 18 0	..	..	..	..	..	..	..	..	4,735 12 11
Wychitella	..	855	210 8 10	20 8 8	..	2,688	1,010 13 9	..	..	..	..	..	..	..	..	2,458 1 2
Buckrabyule	..	926	314 1 4	32 2 0	..	2,955	1,797 10 2	..	..	..	..	..	..	..	..	3,105 17 9
Barrakee	..	381	91 0 9	12 19 11	..	4,249	5,675 17 5	..	..	..	..	..	..	..	..	2,763 1 10
Charlton	..	3,171	3,196 10 2	387 5 5	..	12,301	8,082 19 9	..	..	..	..	..	..	..	..	13,849 7 6
Teddywaddy	..	367	42 19 9	7 8 7	..	2,829	4,910 0 11	..	..	..	..	..	..	..	..	2,035 13 11
Glenloch	..	1,309	387 1 3	31 13 11	..	3,624	1,198 13 2	..	..	..	..	..	..	..	..	3,957 2 5
Fairview	..	57	15 11 6	..	..	706	378 13 2	..	..	..	..	..	..	..	..	394 4 8
Wycheproof	..	6,835	2,893 11 2	344 13 5	..	10,219	10,478 2 3	..	..	..	..	..	..	..	..	12,475 3 10
Dumosa	..	977	162 9 3	18 19 2	..	6,075	860 15 11	..	..	..	..	..	..	..	..	5,180 17 8
Nullawit	..	2,985	847 15 3	69 1 1	..	5,060	1,953 2 3	..	..	..	..	..	..	..	..	6,236 18 3
Warne	..	74	41 3 4	3 5 8	..	1,844	538 1 2	..	..	..	..	..	..	..	..	1,598 1 9
Culgoa	..	3,137	1,008 8 8	74 11 2	..	4,951	2,123 0 4	..	..	..	..	..	..	..	..	6,460 1 6
Berrillock	..	2,796	896 19 7	65 13 3	..	6,394	2,182 3 9	..	..	..	..	..	..	..	..	6,671 7 11
Boigbeat	..	132	74 1 1	5 16 6	..	2,921	335 9 11	..	..	..	..	..	..	..	..	2,217 15 3
Sea Lake	..	4,458	2,084 4 9	274 16 9	..	9,051	3,720 11 2	..	..	..	..	..	..	..	..	7,596 2 9
NANDALY LINE.																	
Ninda	..	100	47 13 3	1 13 3	..	2,027	358 7 11	..	..	..	..	..	..	..	..	1,554 19 11
Nyarrin	..	323	117 8 4	7 19 5	..	2,586	613 18 5	..	..	..	..	..	..	..	..	2,117 6 2
Nandaly	..	1,359	335 0 6	33 3 7	..	2,695	971 12 3	..	..	..	..	..	..	..	..	2,823 8 6
NANDALY-KULWIN LINE.																	
Pier Millan	..	174	86 6 10	4 18 6	..	2,191	554 2 11	..	..	..	..	..	..	..	..	1,806 18 9
Mittyack	..	180	139 13 9	10 10 11	..	1,274	683 11 8	..	..	..	..	..	..	..	..	1,272 5 4
Leitpar	..	87	88 5 7	5 10 1	..	410	2,183 9 2	..	..	..	..	..	..	..	..	403 4 10
Kulwin	..	162	141 7 4	5 18 9	..	982	1,980 2 11	..	..	..	..	..	..	..	..	956 16 2
WEDDERBURN LINE.																	
Wedderburn	..	2,942	665 14 5	101 17 4	..	13,350	2,689 14 7	..	..	..	..	..	..	..	..	8,682 2 1

KORONG VALE-CHILLINGOLLAR LINE.

Bornau	920	230 5 9	36 10 3	4 18 2	1,985	1,041	1,460 3 5	5	2	57	1	5	2	14	262 13 5	2,063 11 0
Mysia	1,339	361 19 6	37 8 10	0 6 11	818	644	974 8 2	31	122	11	5	2	4	11	804 2 2	2,268 5 7
Boort	6,656	2,809 2 8	387 4 10	55 5 11	6,539	4,579	5,108 17 3	24	46	253	11	42	17	67	2,551 18 0	10,012 8 8
Baruport	1,642	247 4 1	20 16 0	0 4 10	6,252	1,257	4,055 18 4	14	5	162	3	...	...	...	669 0 7	4,993 3 10
Greigwin	1,305	184 0 7	18 4 8	3 8 10	1,951	544	1,343 2 11	5	12	80	3	...	...	...	585 18 5	2,134 15 3
Oakvale	389	66 3 11	6 2 3	0 11 0	2,337	967	1,376 1 0	...	...	6	...	...	...	...	60 2 10	1,709 1 0
Quambatook	4,444	1,618 16 5	164 5 2	27 1 11	7,430	3,149	5,443 14 4	13	24	196	3	11	3	78	2,956 7 4	9,310 5 2
Cannie	629	96 8 1	12 1 1	...	3,942	632	2,479 14 3	...	...	34	1	1	...	...	253 14 9	2,841 18 2
Laibert	2,261	784 11 4	72 6 10	0 14 2	4,420	1,720	3,265 3 3	6	34	206	1	9	6	25	1,636 6 4	3,759 1 11
Mentian	882	274 16 11	24 5 9	...	6,560	1,051	4,552 14 11	...	...	62	1	7	...	...	525 16 7	5,377 14 2
Uffina	3,045	1,582 15 4	119 18 0	24 16 5	5,671	2,964	4,506 5 9	8	9	106	7	6	2	36	1,178 17 4	7,412 12 1
Gowan	20	1 4 10	1 12 1	...	3,355	335	2,269 18 2	...	...	11	1	1	1	...	102 0 2	7,486 7 7
Waltele	1,247	446 17 3	58 3 9	0 0 8	8,963	1,184	6,879 5 9	1	...	11	4	...	...	...	98 11 7	2,698 13 10
Chillingollah	1,541	569 9 9	52 5 8	5 1 3	3,121	1,167	1,973 5 7	4	6	9	2	6	4	1	...	...

MANANGATANG LINE.

Chinkapook	981	490 13 2	66 17 7	5 8 2	2,457	1,700	2,021 11 3	7	...	39	2	5	...	18	385 14 4	2,964 4 6
Cocamba	360	121 8 7	11 14 0	0 12 4	693	364	556 14 8	...	...	1	1	...	...	...	5 19 0	606 8 7
Manangatang	1,991	1,433 18 1	85 18 1	17 3 10	6,490	3,343	2,182 9 1	3	1	...	1	3	5	18	34 15 11	3,754 5 0

ANNULLO LINE.

Bolton	343	124 1 11	8 11 11	0 15 0	2,870	1,857	2,226 9 7	...	...	...	...	4	...	...	...	2,359 18 5
Koinbo	14	4 11 2	0 8 4	...	65	1,296	51 11 7	...	...	...	...	...	...	...	56 11 1	...
Annullo	342	326 8 7	34 3 9	0 16 4	95	7,136	246 10 6	4	79	87	1	11	6	4	1,968 0 1	2,575 19 3

SWAN HILL LINE.

Myer's Flat	485	14 7 6	2 12 5	...	...	...	...	...	...	...	...	...	...	...	...	16 19 11
Woodvale	421	53 7 2	5 9 5	0 16 2	85	105	71 3 7	...	...	...	...	...	...	...	130 16 4	...
Sebastian	1,414	175 7 10	15 2 6	0 3 3	4,991	362	1,058 1 6	...	...	17	1	4	...	...	29 4 8	1,275 19 11
Raywood	2,858	540 3 5	78 10 7	5 15 2	6,923	3,772	3,469 1 11	11	2	112	6	4	2	21	378 10 6	4,472 1 5
Tandarra	2,258	426 3 1	28 14 10	14 17 7	3,695	3,772	2,438 3 6	1	86	...	6	5	9	25	217 13 3	3,125 12 3
Dingee	2,749	612 19 8	54 16 11	1 10 10	2,335	6,002	1,615 17 8	25	114	143	14	18	16	79	691 4 3	2,976 8 10
Prairie	3,065	672 7 8	46 5 11	4 1 9	3,252	2,453	2,464 17 8	2	1	203	9	6	49	...	631 5 7	3,818 18 7
Mitiamo	4,208	1,182 8 7	98 5 9	2 17 11	3,440	1,982	2,685 16 8	19	193	262	5	19	38	80	1,562 2 1	5,531 11 0
Molaga	1,573	372 14 4	37 6 11	0 12 7	2,808	868	1,857 6 6	5	1	78	...	5	9	23	238 16 6	2,506 10 10
Pyramid	6,110	1,916 0 8	189 7 6	12 3 9	4,065	2,806	3,224 11 6	46	200	170	37	29	43	39	2,142 5 10	7,475 9 8
Mincha	809	244 9 0	34 19 2	0 4 2	596	709	307 7 0	1	14	49	38	6	13	16	620 3 4	1,707 5 5
Macorna	2,179	782 11 0	80 10 3	10 18 11	1,163	1,789	1,408 10 5	3	275	138	2	2	6	26	2,273 8 9	4,555 19 4
Tragowel	624	248 12 9	35 5 7	0 13 1	206	593	414 1 11	...	...	42	24	1	6	1	474 11 3	1,173 4 7
South Ketang	37	8 19 3	3 17 6	...	14	151	21 1 5	...	...	...	...	...	...	...	33 18 4	...
Kerang	20,599	10,948 1 4	1,063 3 0	171 0 6	18,846	15,398	18,199 0 1	40	255	696	99	85	116	543	12,212 0 7	43,595 5 6
Fairley	243	16 15 11	3 5 4	0 2 9	306	44	293 6 4	...	...	23	...	1	15	...	237 19 3	555 9 7
Lake Charm	2,542	210 6 11	33 5 7	18 0 8	3,221	622	2,760 16 10	2	42	94	4	1	2	25	1,216 3 6	4,238 13 6
Mystic Park	3,253	542 18 10	41 19 4	21 5 2	2,822	2,895	2,173 19 5	3	1	129	13	2	6	4	924 6 0	3,704 8 9
Tresco	3,143	964 12 5	53 6 9	1 19 6	4,531	3,029	4,341 8 5	...	...	...	1	3	...	...	1 10 6	5,362 17 7
Lake Boga	5,619	1,850 17 7	130 17 4	5 1 5	3,184	2,703	4,348 4 9	8	16	102	5	7	2	9	884 0 4	7,219 1 5
Swan Hill	21,806	12,517 1 4	1,117 12 6	194 1 8	7,160	17,489	8,489 3 6	89	396	984	66	36	51	219	13,641 16 7	35,950 15 7

SWAN HILL PIANGUL LINE.

Woorinen	1,000	238 8 2	12 17 8	3 18 7	1,010	4,571	1,376 7 8	...	...	...	...	...	...	...	0 12 0	1,632 4 1
Pira	339	32 15 0	7 8 4	...	1,789	1,664	768 5 10	...	...	...	...	...	...	...	140 9 6	948 18 8
Nyah	4,189	1,983 17 2	159 7 5	26 5 1	3,795	8,707	5,260 9 4	7	9	35	...	6	...	6	366 3 7	7,796 2 7
Mirahie	695	175 5 0	20 4 8	2 2 3	1,451	450	785 8 7	...	...	...	...	...	...	...	2 5 0	985 5 6
Piangul	3,460	1,480 10 4	129 2 9	10 19 8	2,270	3,608	1,881 19 9	6	78	326	8	8	21	44	7,934 16 7	10,537 9 1

PIANGUL KOOLONONG LINE.

Coonihar	59	5 12 6	1 7 3	...	615	212	207 10 10	...	...	...	...	...	...	...	...	214 10 7
Natya	274	56 10 7	18 8 10	...	1,082	1,391	557 6 4	...	...	...	...	1	...	...	629 11 9	...
Koolonong	1,071	604 6 1	33 6 10	1 8 1	609	3,112	625 1 4	8	14	14	1	29	13	3	289 0 3	1,559 2 7

APPENDIX NO. 38.—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.			
COHUNA LINE.																			
Hunter	445	94 1 7	7 5 8	..	2,698	360	1,634 13 2	6	7	59	..	1	2	16	..	353 6 6	2,089 7 0		
Warragamba	541	138 3 1	18 9 2	..	2,099	447	1,405 9 5	..	23	89	..	..	9	30	..	437 9 4	2,068 3 4	
McColl	194	21 14 7	0 5 2	..	1,605	492	932 16 0	..	24	88	..	..	2	86	..	671 16 5	1,626 12 2	
Lockington	1,903	717 16 8	60 14 0	13 4 1	2,705	2,208	2,140 11 6	9	100	248	13	4	10	61	1	1,409 11 11	4,341 18 2		
Kotta	545	210 1 2	12 18 9	8 8 6	2,770	774	1,911 7 3	5	15	105	11	1	7	25	1	827 8 1	2,970 3 9		
Kyemery	218	69 7 6	4 0 5	2 1 0	1,045	279	774 6 0	..	..	42	..	..	5	12	..	235 1 1	1,084 16 0	
Patho	875	292 1 8	13 15 4	0 16 11	1,021	569	705 15 2	..	15	47	..	..	..	13	..	281 9 5	1,203 18 6	
Turrumberry Weir Siding	..	..	..	..	28	14,360	27 12 9	..	..	..	..	..	..	..	..	..	27 12 9	..
Gunbower	2,458	1,279 4 9	93 12 10	12 13 11	1,106	4,369	1,606 19 2	5	42	57	5	7	1	19	1	584 17 2	3,577 7 10		
Leitchville	1,586	852 8 6	75 6 7	4 0 4	1,501	2,049	1,861 12 4	6	92	36	51	3	2	1	..	960 17 8	3,274 5 5		
Keely	425	234 14 5	13 13 5	0 8 3	158	120	344 18 0	..	..	..	1	..	..	..	..	8 10 0	597 4 1	
Cohuna	2,943	1,995 14 7	166 1 10	89 6 3	3,107	4,174	5,182 11 1	7	132	140	39	..	11	4	1	2,110 11 6	9,544 4 3		
MELBOURNE-SERVICETON LINE.																			
Federal Manure Siding .. .. .	..	..	..	..	12,158	15,751	5,346 7 0	..	..	..	..	..	..	..	..	..	5,346 7 0	..
Deer Park	6,999	285 0 7	51 13 3	2 14 3	943	372	219 0 0	1	..	..	..	..	..	1	..	3 10 6	561 18 7	..
Rockbank	9,162	552 17 4	52 1 8	16 14 6	9,345	1,884	2,020 8 5	4	7	26	3	10	..	47	3	72 14 9	2,714 16 8	..	
Melton	17,044	1,521 6 0	281 8 7	52 8 9	12,222	3,874	3,456 15 6	23	34	96	2	17	30	52	2	350 3 9	5,662 2 7	..	
Staughton .. .. .	..	..	..	..	1,581	81	364 8 8	..	..	..	..	..	..	..	..	..	364 8 8	..
Parwan	4,196	418 8 1	19 2 5	7 11 9	7,847	1,433	2,131 19 9	5	..	..	..	2	..	38	..	129 10 10	2,706 12 10	..
Bacchus Marsh	33,244	4,805 16 0	1,165 12 9	394 8 9	17,768	14,038	7,996 18 7	50	213	182	10	31	87	77	2	1,113 3 8	15,385 10 9	..	
Rowley	513	66 19 6	14 6 11	0 3 6	3,277	504	1,617 12 8	1	5	..	1	..	3	2	..	14 9 10	1,713 12 5	..	
Ingliston	736	123 10 0	29 17 6	0 2 1	292	114	117 9 9	..	..	23	..	4	5	18	..	66 15 0	337 14 4	..
Bailan	11,501	2,228 9 2	228 18 4	52 3 5	3,672	2,321	2,146 9 0	111	49	510	36	8	12	35	..	1,979 9 2	6,635 9 1	..	
Bradshaw	251	37 78 5	2 10 10	..	..	2	2 1 5	..	..	..	..	..	..	..	..	..	42 10 8	..
Llandilo .. .. .	..	..	..	..	1,271	..	225 0 7	..	..	..	..	..	..	..	..	..	225 0 7	..
Gordon	8,172	1,112 8 6	276 19 2	8 14 8	4,249	1,075	1,810 0 3	2	..	..	..	1	2	..	..	11 1 6	3,219 4 1	..
Millbrook	3,456	240 13 2	96 7 4	4 14 6	2,285	154	1,144 18 2	2	25	86	25	4	3	22	2	293 0 0	1,779 13 2	..	
Wallace	4,756	503 11 10	40 15 11	6 13 5	6,252	1,150	3,516 10 11	6	8	38	3	11	6	1	..	93 7 3	4,161 2 4	..	
Jangaree	9,316	1,072 16 8	39 17 3	47 17 5	12,741	1,375	7,585 12 3	1	1	..	..	2	1	7	..	7 16 0	8,753 19 7	..
Dunstown	5,629	258 19 7	12 19 11	1 10 10	3,705	1,004	2,257 19 6	5 14 6	2,537 4 4	..
Warrenheip	10,736	481 11 9	19 1 8	7 19 11	747	154	397 10 1	5	1	..	..	5	..	..	..	0 12 0	906 15 5	..
Ballarat East	26,962	4,387 1 4	552 6 10	9 12 4	7,848	29,733	3,748 4 6	..	..	..	..	..	..	..	..	..	8,697 5 0	..
Ballarat	324,530	84,991 8 3	12,533 6 8	827 7 0	45,839	105,116	64,981 13 0	138	647	1,056	168	355	966	3,698	789	8,039 10 9	171,373 5 8	..	
North Ballarat	4,246	414 14 7	2 13 6	1 10 4	..	..	..	..	..	..	..	..	..	..	..	..	418 18 5	..
White's Siding .. .. .	..	..	..	..	..	47	..	..	..	..	..	..	..	..	..	..	..	..
Wendouree	1,160	125 1 2	..	0 0 8	..	..	..	..	..	..	..	..	..	..	..	..	125 1 10	..
Dowling	184	11 19 11	0 0 9	..	..	..	..	..	..	..	..	..	..	..	..	..	11 11 8	..
Wundericore	3,118	256 3 11	38 19 3	0 10 11	3,908	732	2,148 10 2	..	4	..	..	2	..	3	..	6 17 0	2,451 1 3	..
Burrumbet	4,792	508 10 8	50 10 6	77 9 6	5,774	1,025	3,406 5 7	16	23	52	..	22	5	65	2	289 7 2	4,312 3 3	..	
Trawalla	1,523	354 11 3	48 0 2	4 5 7	4,376	421	1,310 16 11	1	4	23	3	8	5	3	..	64 14 8	1,782 8 7	..	
Beaufort	19,861	3,913 3 4	322 15 3	49 15 3	10,854	3,210	4,021 19 8	9	25	346	8	25	36	75	3	1,118 7 9	9,426 6 3	..	
Middle Creek	1,628	306 19 1	26 6 9	1 1 10	300	1,350 18 7	4 15 83	4	15	83	4	1	3	2	..	304 6 6	1,989 12 9	..	
Buangor	3,916	698 8 4	75 18 5	7 6 9	4,145	671	1,555 16 6	5	3	29	2	18	5	4	1	149 17 0	2,397 7 0	..	
Dobk	2,007	128 7 7	16 12 1	0 1 1	559	231	506 11 3	1	..	2	..	..	..	2	..	4 19 4	656 5 4	..
Aramat	96,093	20,206 16 1	1,197 14 10	294 12 11	5,378	10,970	5,846 13 1	29	25	101	4	19	32	61	1	821 14 2	28,367 11 1	..	
Armstrong	1,331	130 1 8	8 8 3	0 7 8	2,463	84	378 17 3	..	..	..	..	..	..	..	..	..	517 14 10	..
Irvine's Siding .. .. .	..	..	..	..	370	..	499 14 4	..	..	..	..	..	..	..	..	..	499 14 4	..
Great Western	5,299	623 14 3	57 16 5	0 11 9	5,398	2,036	2,134 4 9	6	3	1	3	..	1	5	..	20 13 5	2,837 0 7	..	
Stawell	39,263	12,621 2 10	897 1 7	77 19 11	25,383	14,621	15,297 1 5	25	22	105	11	20	26	58	1	877 14 2	29,770 19 11	..	
Deep Lead	544	51 11 8	10 8 2	0 0 8	1,558	17	421 8 1	..	..	..	..	..	..	..	..	..	483 8 7	..

Glenorchy	4,722	937 4 6	100 16 4	29 17 0	6,759	1,423	3,797 12 2	7	7	132	1	9	4	76	..	721 10 0	5,587 0 0
Wat Wal	1,540	288 1 5	25 7 11	1 9 7	6,223	391	3,420 2 4	..	3	..	..	..	3	..	..	1 15 4	3,786 16 7
Lubeck	4,921	977 3 0	65 9 7	7 17 1	4,591	1,584	2,918 9 6	5	3	81	..	8	4	25	1	446 18 6	4,415 17 8
Ashens	262	9 17 0	..	..	..	..	..	..	..	..	..	..	..	..	..	9 17 0	..
Murtoa	24,461	8,583 18 0	405 19 7	63 15 2	12,202	11,482	10 145 13 3	18	22	63	1	18	11	404	..	322 19 10	26,022 5 10
Jung	4,805	831 0 7	44 10 8	4 1 10	9,051	3,201	6,549 19 7	21	1	..	..	12	1	6	..	64 4 10	7,493 17 6
Doon	1,657	338 4 3	31 4 2	32 6 5	7,192	3,018	5,296 5 7	4	30	230	1	6	5	21	..	962 16 2	6,660 16 7
Horshaam	52,355	19,602 19 2	1,502 5 2	447 6 6	32,802	43,005	27,779 3 9	64	45	373	1	71	29	125	1	2,598 2 9	51,929 17 4
Dahlen Siding .. .. .	..	..	..	..	3,052	160	1,865 0 8	..	..	..	..	..	..	..	..	1,865 0 8	..
Pimpino	4,134	471 19 7	36 16 10	1 18 7	7,444	1,119	5,116 15 11	..	3	5	..	..	1	..	..	43 15 1	5,671 6 0
Wall	1,591	126 14 1	14 7 3	0 6 6	8,886	1,072	6,098 6 3	..	..	..	..	..	..	..	..	6,239 14 1	..
Dumboola	24,901	9,157 8 4	338 3 4	166 8 8	12,167	11,430	9,822 15 3	32	15	152	1	33	17	39	..	1,228 16 4	20,713 11 11
Gerang Gerung	1,789	156 6 0	17 18 9	1 19 4	7,402	3,666	5,461 5 0	..	..	..	..	..	..	..	..	13 18 8	5,650 18 9
Kiata	1,345	199 6 10	20 16 4	0 6 11	4,627	2,409	3,028 0 5	2	..	21	..	..	..	..	..	59 19 8	3,398 10 2
Saisbury	413	42 14 5	5 2 10	0 9 5	4,170	283	2,967 11 1	..	..	..	..	..	..	..	..	0 12 0	3,016 9 9
Nhill	16,087	7,750 15 9	512 1 10	49 9 5	21,740	27,021	17,125 18 0	43	40	119	5	39	11	72	1	2,013 19 10	27,452 4 10
Tarranginnie	311	19 10 8	6 1 10	2 7 8	5,508	533	2,548 14 5	..	..	..	..	..	..	..	..	115 5 6	2,692 0 1
Diapar	901	132 11 1	15 9 2	0 13 0	2,827	574	2,067 2 0	..	..	..	..	..	..	..	..	68 16 0	2,284 11 3
Miram	1,071	129 19 9	26 2 8	0 18 5	3,742	3,266	3,295 1 3	..	8	31	..	1	7	..	..	252 3 0	3,704 5 1
Kaniva	6,082	2,311 4 11	115 4 4	27 2 7	4,837	9,129	4,534 19 10	17	5	102	..	9	1	83	..	819 7 9	7,837 19 5
Lilimar	588	91 0 3	22 1 3	3 3 0	7,904	1,588	6,173 7 4	2	..	12	..	1	..	..	..	21 2 5	6,310 14 3
Serviceon	7,130	1,869 15 5	37 12 1	48 8 3	6,576	1,893	4,391 9 7	7	..	9	..	10	..	..	..	104 7 4	6,361 12 8
BUNINYONG LINE.																	
Enataka	1,558	39 3 5	..	..	5,021	6,483	3,085 17 6	..	..	..	..	..	..	..	425	..	3,118 0 11
York-street	2,377	32 9 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	32 9 8
Levy	4,773	67 8 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	67 8 5
Canadian	9,808	132 10 4	..	..	32	316	19 14 9	..	..	..	..	..	..	..	..	..	152 5 1
Mount Clear	2,102	36 7 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	36 7 4
Reid	1,156	25 13 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	25 13 10
Mount Helen	1,158	39 14 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	39 14 8
Buninyong	67,683	1,767 3 2	89 16 7	1 12 8	2,204	741	1,399 10 7	..	5	..	..	1	..	2	..	6 8 3	3,255 11 3
BALLARAT-IRREWARRA LINE.																	
Cardigan	485	16 19 3	2 13 4	0 0 8	..	..	..	..	..	..	..	..	..	..	..	..	19 13 3
Kopke	248	19 13 6	0 8 1	..	..	..	..	..	..	..	..	..	..	..	..	..	11 1 7
Haddon	1,610	85 16 11	7 12 0	0 0 8	146	75	76 14 10	..	..	..	..	..	..	..	..	..	170 4 5
Nittinghool	714	33 2 6	3 5 11	..	..	..	..	..	..	..	..	..	..	..	..	..	36 8 5
Smythesdale	7,341	429 10 0	42 16 0	0 14 3	545	140	290 0 4	..	..	..	..	..	..	..	..	..	673 0 7
Scarsdale	4,366	306 2 1	21 4 8	1 4 4	16,472	193	2,958 2 7	1	1	..	1	1	..	..	..	4 15 9	3,291 9 5
Newtown	7,742	449 18 2	40 17 6	1 3 9	1,250	301	415 2 10	2	6	5	..	..	3	12	..	23 17 1	930 19 4
Herringa	588	92 18 6	12 5 3	1 18 1	1,564	191	471 4 1	..	1	..	..	..	..	..	..	2 11 0	380 13 11
Illabarook	2,202	258 14 10	33 15 4	9 14 8	1,553	144	533 19 4	1	..	24	..	..	11	12	3	54 17 0	901 19 2
Hokewood	770	146 13 8	25 1 3	4 8 9	4,320	791	1,945 9 11	11	7	29	12	13	4	14	1	110 12 11	2,231 6 6
Werneth	468	95 2 7	8 12 3	0 3 7	4,647	709	2,442 17 0	..	..	1	..	..	5	2	..	17 6 9	2,562 2 2
Cressy	5,944	1,577 19 1	130 10 4	16 3 4	4,566	2,545	2,616 8 4	25	70	267	18	41	42	98	5	967 1 1	5,398 2 2
Barpinba	720	128 6 8	11 6 1	0 5 8	1,937	777	1,141 0 8	2	4	190	2	..	3	1	..	326 15 8	1,807 14 9
Beane	3,779	697 16 5	129 7 7	7 17 10	2,345	4,682	1,450 19 11	10	53	117	38	7	21	19	7	562 16 2	2,848 8 11
Oudit	729	60 18 0	12 5 4	5 14 8	5,182	1,354	3,246 1 7	3	2	..	..	1	..	..	..	13 3 0	3,338 2 7
LINTON LINE.																	
Happy Valley	249	30 14 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	30 14 10
Linton	12,836	1,037 6 10	83 12 4	8 0 10	2,035	1,051	1,133 1 1	7	18	42	..	21	35	41	1	221 6 1	2,483 7 2
LINTON-SKIPTON LINE.																	
Pittong	739	108 2 11	3 15 6	4 16 9	348	273	279 8 6	4	13	33	..	5	..	18	..	212 19 9	808 17 5
Skipton	4,246	956 2 10	94 11 11	13 16 11	4,044	2,388	3,020 9 8	23	46	85	8	49	13	51	1	519 17 8	4,606 19 0
PORTLAND LINE.																	
Ripon .. .. .	..	..	..	..	166	4	43 5 4	..	..	..	..	..	..	..	..	..	43 5 4
Langi Logan	4,156	207 2 0	11 6 10	2 13 8	1,499	4,716	1,080 14 4	..	2	..	1	..	..	2	..	11 8 0	1,313 4 10
New Langi Logan Siding .. .. .	..	..	..	..	..	6,845	0 3 8	..	..	..	..	..	..	..	..	..	0 3 8
South Langi Logan Siding	226	39 7 6	..	..	..	5,416	..	..	..	..	..	..	..	..	..	..	39 7 6
Country Roads Board Siding .. .. .	..	..	..	..	50,051	76	13,238 2 7	..	..	..	..	..	..	..	..	..	13,238 2 7

APPENDIX No. 38.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.		
	Outwards.				Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.				Outwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.			£ s. d.	Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.	£ s. d.	£ s. d.	
PORTLAND LINE—continued.																		
Maroona	2,100	516 19 11	43 0 3	6 2 8	2,142	665	1,653 13 6	2	15	73	..	1	5	72	..	367 14 6	2,587 10 10	
Calvert Siding	43	2 6 7	..	..	1,594	150	933 19 6	..	..	..	..	..	..	..	..	..	936 6 1
Wilmanra	4,996	1,703 19 5	219 3 7	9 0 5	6,793	3,114	5,194 0 9	13	6	338	..	5	5	78	1	2,077 11 4	9,204 4 6	
Staveley	796	153 15 0	13 9 9	0 3 5	2,712	549	1,012 19 0	1	..	81	..	9	3	26	..	543 10 3	2,625 17 5	
Glen Thompson	3,540	1,120 17 3	114 19 9	32 11 11	3,822	1,835	2,768 7 3	4	16	110	..	11	13	15	..	742 8 6	4,779 4 8	
Dunkeld	6,326	1,731 5 10	86 3 0	21 15 3	1,704	1,102	2,770 0 10	8	13	137	..	6	25	128	1	973 11 7	5,582 16 6	
Moutajup	336	28 9 5	3 5 7	..	1,130	268	1,007 2 4	..	..	..	..	..	..	..	..	5 12 6	1,044 9 10
Scrathkellar	614	38 15 8	13 11 5	0 4 3	1,253	359	1,116 0 7	..	1	6	..	..	..	..	..	157 13 6	1,356 5 5
Hamilton	46,438	13,662 8 4	1,817 17 8	460 11 9	15,720	19,495	15,119 5 11	118	197	535	6	53	88	285	5	3,372 8 6	41,432 12 2	
Branxholme	3,343	1,193 12 6	73 5 8	30 7 0	1,938	1,060	1,248 3 11	10	41	61	..	1	2	6	..	611 4 8	3,156 13 9	
Gondah	3,154	823 9 10	55 9 1	51 5 10	702	217	1,209 0 5	5	4	95	..	5	9	23	..	970 15 5	3,115 0 7	
Myama	1,357	189 9 11	8 13 8	0 4 3	320	276	1,160 5 11	..	..	..	..	..	..	..	..	..	358 15 9
Miltowa	1,100	148 13 9	10 6 4	1 0 5	2,506	220	1,196 15 6	..	..	..	..	..	..	..	..	..	1,356 16 0
Heywood	8,593	1,897 13 8	167 12 7	8 0 7	3,777	1,627	2,509 9 9	5	26	58	..	5	7	21	..	558 7 2	5,141 3 9	
Heathmere	219	17 19 7	1 1 1	..	912	92	550 11 10	..	..	..	..	..	..	..	..	..	569 12 6
Gorae	576	33 18 11	2 16 11	..	1,833	299	1,767 8 11	..	..	..	..	..	..	..	..	..	1,804 4 9
Portland North	2,136	441 5 2	24 7 11	4 8 5	1,386	876	1,368 8 11	5	7	3	..	6	6	19	..	173 12 2	2,012 11 9	
Portland Wheat Depot .. .. .	..	..	..	..	386	44,477	124 19 7	..	..	..	..	..	..	..	..	..	124 19 7
Portland	10,604	5,430 7 9	1,952 18 6	53 10 1	5,545	7,849	8,898 3 9	..	..	..	..	..	..	652	..	16 11 1	15,451 11 2
HAMILTON-EAST NATIMUK LINE.																		
Kanawaha	117	4 6 2	0 4 8	..	421	33	327 18 8	..	..	..	..	3	..	66	..	..	332 9 6
Kyup	93	14 12 5	0 3 11	..	287	60	257 1 9	1	..	..	..	..	..	1	..	4 10 0	255 17 1
Cavendish	2,301	336 19 3	77 9 10	0 18 9	4,250	945	3,598 8 8	..	1	13	..	4	1	..	..	149 12 5	4,163 8 11
Urangara	68	9 8 7	0 8 1	..	399	19	140 7 10	..	..	..	..	..	..	..	..	..	156 4 6
Gatum	175	29 2 11	1 18 1	..	415	170	296 2 0	..	..	..	..	..	..	..	..	..	327 3 6
Vasey	754	148 17 6	10 7 7	0 6 1	5,650	122	4,208 1 8	..	1	12	..	..	..	202	..	118 15 0	4,486 7 10
Englefield	165	40 15 8	2 6 2	..	1,970	150	1,784 3 9	..	..	..	..	..	..	..	..	..	19 13 9
Bahnoral	3,510	1,173 3 8	53 7 0	4 14 0	3,186	1,279	3,481 18 3	11	11	90	..	7	7	12	..	370 15 11	5,088 18 10	
Kanagatik	438	146 7 6	7 0 9	1 14 1	2,299	523	2,007 5 8	..	..	..	..	..	..	..	..	..	20 13 0
Jeffries	214	48 6 4	7 1 9	0 0 8	14	78	34 10 10	..	..	..	..	..	..	..	..	..	90 14 10
Toooloo	902	346 16 11	17 7 10	..	736	203	829 6 0	..	1	..	..	..	..	..	..	..	39 9 1
Jallumba	903	153 3 7	5 6 2	0 2 6	2,125	426	1,173 19 7	..	..	10	..	..	..	1	..	..	179 19 0
Noradjuha	1,337	230 12 10	24 13 0	0 6 3	2,419	2,020	1,606 19 5	1	..	2	..	1	..	..	..	12 12 3	1,875 3 9
COLERANE LINE.																		
Dochara	12	2 2 7	158	36	91 19 0	94 1 7
Wannon	574	76 8 5	26 16 0	0 3 4	114	211	354 19 9	458 7 5
Gritjark	71	9 13 4	0 4 7	..	9	21	2 12 1	12 10 0
Coleraine	6,696	2,188 10 2	185 17 10	75 6 9	3,541	3,989	6,091 11 9	13	97	257	55	19	12	55	2	2,831 13 10	11,393 0 4	
CASTERTON LINE.																		
Miakite	14	0 11 9	0 11 9
Grassdale	1,141	289 16 10	16 3 1	0 5 4	331	609	469 2 2	2	54	61	..	7	10	9	..	806 0 1	1,671 16 6	
Merino	4,459	1,538 16 8	153 4 9	7 0 10	1,740	2,659	2,574 16 9	13	..	62	..	..	1	..	..	612 16 10	4,706 15 10
Henty	838	254 14 5	23 13 4	0 11 1	254	437	349 18 9	1	81	28	36	..	2	1	1	1,257 2 1	1,886 4 8	
Sandford	2,824	530 6 8	32 13 9	36 14 7	275	241	433 6 0	9	143	253	1	6	2	52	..	3,353 14 6	4,446 15 6	
Casterton	9,753	4,210 19 9	332 9 7	115 6 8	8,221	4,676	11,046 17 7	16	5	3	..	18	11	..	..	513 4 1	16,218 17 8

KEYWOOD-MT. GAMBIER LINE.

Sinclair	404	67 14 1	2 8 9	0 8 6	711	4	203 16 6	..	..	..	..	..	..	..	..	..	..	..	203 16 6
Lyons	1,106	202 17 0	7 14 1	0 14 4	2,058	158	1,610 6 8	..	..	..	..	..	..	..	..	..	..	..	1,685 17 4
Greenwald	1,199	349 2 0	11 0 4	0 2 6	2,611	253	1,495 8 8	..	..	..	..	..	..	..	..	..	..	..	1,768 6 4
Winnap	1,622	390 8 5	31 14 4	1 10 9	357	339	413 6 6	..	..	..	..	..	..	..	..	..	..	..	884 9 9
Dartmoor	190	39 17 5	0 5 9	..	468	433	383 9 1	1	5	18	1	2	18	..	..	..	..	..	1,135 14 7
Marp	323	56 9 10	1 7 3	0 9 0	27	49	24 10 0	..	..	..	..	..	..	..	..	..	..	..	64 13 2
Puralka	1,765	534 11 6	1 1 1	24 6 0	302	120	608 15 10	..	..	..	..	..	..	..	..	..	..	..	667 1 11
Renick	..	..	..	..	48	24	50 0 6	..	..	..	..	..	..	..	..	..	..	..	699 14 1

GRAMPIANS LINE.

Fyans Creek	..	..	..	..	2,728	218	1,212 7 9	..	..	..	..	..	..	..	..	..	..	..	1,212 7 9
Grampians	..	..	..	..	1,230	..	316 15 5	..	..	..	..	..	..	..	..	..	..	..	316 15 5

MARNOO LINE.

Jackson	22	0 16 2	4 10 4	..	3,617	256	2,089 10 6	..	..	..	..	..	..	..	..	..	..	..	2,089 10 6
Rupanyup	5,601	1,890 15 1	156 16 1	26 15 5	11,109	12,175	8,078 10 8	10	17	109	2	8	5	27	..	..	..	..	10,932 6 5
Burrum	214	13 6 0	0 19 11	..	7,076	560	3,951 17 1	..	..	..	..	..	..	..	..	..	..	..	3,979 4 4
Banyena	415	33 4 11	4 13 11	0 12 5	7,048	1,235	4,551 16 6	3	..	..	..	..	..	..	..	..	..	..	4,380 6 11
Marnoo	1,552	379 4 1	43 14 3	7 9 2	7,897	3,307	5,027 0 6	7	14	101	1	9	3	9	..	..	..	..	6,347 15 5

HOPETOUN LINE.

Coromby	510	53 6 0	8 10 11	0 3 1	4,228	530	3,068 8 5	..	..	..	..	..	..	..	..	..	..	..	3,145 4 5
Minyip	3,764	2,992 8 0	210 13 9	39 12 19	19,107	10,785	14,069 12 11	32	23	158	..	..	..	..	..	..	..	..	18,321 19 6
Nullan	446	57 2 9	6 2 9	0 2 9	7,141	482	5,005 1 7	..	..	..	..	..	..	..	..	..	..	..	5,068 9 10
Sheephills	3,428	694 0 5	45 10 0	47 18 6	8,212	2,147	6,275 7 0	4	22	129	..	..	..	..	..	..	..	..	8,224 13 5
Mellis	73	3 19 3	1 2 9	..	3,428	187	2,442 13 10	..	..	..	..	..	..	..	..	..	..	..	2,497 13 10
Warracknabeal	21,222	8,399 2 3	654 8 6	152 14 11	24,753	27,397	20,179 1 5	37	33	412	4	34	13	72	..	..	..	..	32,587 6 11
Lah	740	66 7 11	15 15 6	0 6 11	9,988	1,305	7,263 0 6	2	..	..	..	..	..	..	..	..	..	..	7,848 16 1
Brim	3,434	716 11 4	24 11 5	3 6 1	5,591	2,810	4,602 0 4	7	10	128	..	..	..	..	..	..	..	..	6,208 18 0
Galaquil	867	81 6 0	11 2 9	0 8 1	6,851	635	4,910 3 6	..	..	..	..	..	..	..	..	..	..	..	5,002 19 7
Beulah	6,134	2,151 1 8	178 10 9	8 31 5	10,134	6,616	8,062 1 11	12	25	255	1	19	16	50	..	..	..	..	12,538 2 9
Rosebery	1,247	217 6 7	19 9 9	2 11 5	5,334	1,309	3,578 16 7	6	..	..	..	..	..	..	..	..	..	..	4,795 18 11
Goyura	631	109 10 7	7 16 3	0 1 5	2,514	451	1,902 13 0	..	..	..	..	..	..	..	..	..	..	..	2,020 1 3
Hopetoun	4,852	1,960 0 9	132 19 9	39 18 3	9,863	4,251	7,607 5 7	11	31	237	1	14	4	42	..	..	..	..	12,652 14 1

HORSHAM-GOROKE LINE.

Remlaw	145	6 8 9	0 10 3	..	2,281	245	1,342 17 7	..	..	..	..	..	..	..	..	..	..	..	1,349 16 7
Vectis	288	17 9 4	0 12 2	..	3,373	769	1,906 0 3	..	..	..	..	..	..	..	..	..	..	..	1,925 15 9
Quantong	2,341	204 11 8	13 13 2	0 3 2	2,016	1,375	1,862 8 4	..	..	..	..	..	..	..	..	..	..	..	2,080 16 4
East Natimuk	518	72 2 11	4 5 10	..	2	3	25 13 11	..	..	..	..	..	..	..	..	..	..	..	99 2 8
Natimuk	5,322	1,227 18 8	171 12 11	7 15 8	5,251	4,307	3,776 13 4	10	4	40	1	..	..	..	..	..	..	..	5,443 18 10
Arapiles	264	34 1 2	9 15 3	..	1,570	277	982 9 8	..	..	..	..	..	..	..	..	..	..	..	1,027 4 7
Mitre	325	119 7 3	14 6 2	0 4 9	2,907	564	2,165 15 5	..	..	..	..	..	..	..	..	..	..	..	1,300 5 7
Nurcoung	110	13 8 6	0 7 10	..	479	154	329 6 3	..	..	..	..	..	..	..	..	..	..	..	243 2 7
Gymbowen	1,409	250 19 1	25 5 11	0 4 10	2,024	513	1,472 12 8	..	..	..	..	..	..	..	..	..	..	..	1,759 3 9
Goroke	3,080	1,277 19 5	112 18 0	2 8 10	5,347	2,106	4,931 2 0	3	5	51	..	..	..	..	..	..	..	..	6,764 12 2

RAINBOW LINE.

Arkona	228	22 1 7	2 3 8	..	3,556	692	2,371 15 1	..	..	..	..	..	..	..	..	..	..	..	2,396 0 4
Autwerp	1,409	169 1 8	15 2 3	1 19 10	7,323	1,518	4,650 19 1	..	..	..	..	..	..	..	..	..	..	..	1,867 7 11
Tarranyurk	491	52 9 9	4 9 2	..	7,712	1,853	5,302 4 9	3	1	18	..	..	..	..	..	..	..	..	5,364 14 5
Jeparit	8,526	2,418 5 11	247 6 6	14 6 6	8,520	5,732	6,461 16 7	2	30	151	1	5	13	17	1	..	..	..	10,038 11 2
Blam	312	29 16 2	6 13 2	..	7,316	963	5,232 6 2	..	..	..	..	..	..	..	..	..	..	..	146 8 9
Pullut	330	23 17 2	2 5 4	0 11 0	4,329	732	3,194 17 11	..	..	..	..	..	..	..	..	..	..	..	3,221 11 5
Rainbow	8,707	3,257 18 0	235 18 6	101 9 11	17,492	10,433	13,276 9 0	16	42	211	6	18	3	23	..	..	..	..	18,821 4 2

YAAPPEE LINE.

Albacutya	122	18 12 11	2 9 0	..	3,803	447	1,746 3 11	..	..	..	..	..	..	..	..	..	..	..	1,767 5 10
Yaapeet	971	144 14 3	23 5 3	37 10 11	6,443	1,417	3,378 10 6	10	2	33	..	..	..	..	..	..	..	..	3,464 10 10

APPENDIX No. 38.—RETURN OF TRAFFIC AT EACH STATION—continued

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.			GOODS.		LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.
	Outwards.			Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.				Outwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.					Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.						Number of Trucks.				Revenue.
		£ s. d.	£ s. d.	£ s. d.			£ s. d.	Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.	£ s. d.	£ s. d.
LORQUON LINE.																	
Detpa	46	2 14 9	0 14 3	1 12 6	4,442	1,123	3,055 1 2	..	..	52	..	..	..	1	..	319 19 0	3,380 1 8
Lorron	894	181 2 5	13 0 2	..	8,028	3,550	6,457 6 10	2	3	56	2	1	..	..	..	451 16 3	7,953 5 8
YANAC LINE.																	
Netherby	793	174 5 2	23 5 6	0 0 8	5,139	1,220	4,344 0 9	1	..	1	5	1	..	..	..	40 10 10	4,582 2 11
Yanac	398	128 11 2	13 3 3	1 4 6	3,636	1,935	4,962 2 6	..	..	42	1	..	1	..	..	341 9 6	3,446 10 11
MELBOURNE—GEELONG LINE.																	
Leverton	25,998	1,168 8 3	62 8 5	17 5 7	4,265	3,188	3,152 18 9	2	..	..	..	..	3	39	..	9 7 0	4,405 8 0
Werribee	125,873	7,250 17 3	1,674 4 8	92 14 9	24,822	35,775	8,293 16 7	228	344	483	..	197	219	307	..	1,526 16 8	18,838 8 11
Manor	3,274	325 1 10	10 16 2	17 14 9	1,638	190	287 12 8	..	2	..	..	31	..	..	..	644 10 5	644 10 5
Little River	11,051	1,043 12 10	109 5 11	16 6 7	10,232	1,802	3,826 4 9	5	18	88	..	10	38	71	..	267 4 10	4,262 14 7
Lara	14,604	1,378 3 8	154 12 7	8 19 4	23,230	2,681	8,101 11 11	7	2	44	1	12	4	29	1	129 19 5	3,772 16 11
Corio	15,878	1,534 17 0	144 5 5	0 11 9	3	1,360	28 2 8	..	..	..	..	..	..	..	..	..	1,707 16 10
North Shore	2,692	187 18 0	23 0 2	0 10 5	..	9	..	..	..	..	..	..	..	..	..	..	211 8 7
North Geelong	13,509	1,918 13 8	192 6 0	8 3 4	3,970	71,661	8,004 1 10	3	182	724	..	2	299	1,143	..	2,396 1 6	12,519 9 4
Geelong Freezing Works Siding .. .. .	..	..	..	..	559	549	80 7 6	..	..	..	..	..	..	939	..	..	80 7 6
Corio Quay .. .. .	..	..	..	..	2,274	..	..	..	..	..	..	..	..	..	..	..	..
Geelong	423,555	73,760 10 4	6,419 0 1	624 15 7	101,184	141,535	54,993 17 4	108	170	20	133	140	329	67	132	1,201 1 8	136,999 14 6
Geelong Pier .. .. .	..	..	..	..	100,997	151,013	18,938 6 9	..	..	..	..	..	..	..	..	..	18,938 6 9
GEELONG—PORT FAIRY LINE.																	
Marshall	1,492	130 6 3	516 14 11	0 3 7	1,975	3,322	727 1 1	..	40	29	..	1	18	6	..	89 10 2	1,463 16 0
Grovedale	939	102 8 8	7 18 7	..	..	..	..	..	..	..	..	..	..	..	..	..	100 7 3
Pettavel	551	71 10 1	5 9 0	0 2 0	4,087	475	1,265 4 1	..	..	..	..	..	..	..	..	3 5 4	1,345 10 6
Moriae	3,396	688 4 1	32 7 10	4 9 2	6,986	1,241	2,447 13 11	11	1	43	4	3	2	16	..	191 19 1	3,364 14 7
Buckley	1,195	238 4 5	14 19 8	25 4 7	3,882	694	1,454 10 2	11	5	..	2	6	7	9	1	29 6 6	1,751 4 10
Winchelsea	11,292	2,299 4 5	184 16 0	17 8 2	12,114	3,914	6,460 19 9	10	29	134	11	10	15	55	..	550 14 9	9,513 3 2
Armutage	559	87 13 1	9 10 10	0 3 9	1,669	589	630 8 5	1	..	..	1	2	2	12	..	3 16 3	731 14 4
Birregurra	12,764	3,040 10 8	260 12 8	24 1 9	2,831	4,665	1,850 9 4	10	41	130	24	6	46	43	1	676 14 1	3,882 8 6
Warmcoort	769	150 2 8	33 7 10	0 6 3	993	486	583 10 5	..	..	..	..	..	..	..	..	36 14 3	3,862 1 5
Irrewarra	2,876	866 16 1	1,069 15 9	3 8 4	575	518	390 17 5	3	88	9	..	1	157	2	..	465 10 2	2,796 7 9
Colac	63,046	18,021 11 9	1,987 0 6	302 4 5	13,236	35,324	11,282 11 9	131	456	190	299	120	448	193	145	4,110 12 4	38,704 0 9
Larport	1,515	358 2 3	53 7 10	1 5 0	8,998	869	5,703 19 1	4	2	7	1	4	5	..	..	50 3 10	3,106 13 0
Pirron Yallock	5,100	1,155 4 10	390 6 6	13 12 4	1,262	1,453	616 8 5	4	55	..	..	5	22	..	..	304 12 2	2,480 8 3
Stoneyford	2,260	440 13 1	526 0 5	1 2 8	112	373	182 10 0	..	..	..	1	..	..	..	..	2 9 4	1,152 15 6
Pombornick	3,956	710 19 5	678 14 9	8 15 1	1,369	2,729	2,216 17 2	2	..	6	16	6	8	8	15	2 9 4	3,882 11 11
Weerite	1,618	442 4 11	212 19 5	0 11 5	167	321	319 16 6	2	97	26	..	1	100	3	..	1,269 5 4	2,244 17 7
Camperdown	23,715	10,923 16 8	855 14 10	312 18 10	4,646	16,332	5,698 18 4	75	303	289	81	47	154	38	..	3,147 2 7	29,598 11 3
Boorcan	903	349 1 7	16 13 11	28 19 1	86	1,029	119 10 9	19	232	87	..	15	238	10	..	2,077 10 11	2,561 16 3
Terang	27,970	8,302 5 1	574 2 9	170 2 7	5,751	18,524	9,598 7 3	52	389	295	101	36	188	59	20	4,524 2 6	23,169 0 2
Garvoc	2,838	607 0 3	60 15 9	2 14 5	1,732	819	564 5 7	1	4	23	..	1	3	..	..	182 17 0	1,417 13 0
Pamure	3,314	650 14 6	51 10 6	51 0 11	5,023	1,184	1,176 17 11	2	1	..	..	2	..	..	..	7 7 6	1,937 11 4
Ordgee	1,806	339 16 10	29 11 8	15 1 7	57	753	86 16 5	..	..	..	..	2	..	..	..	471 6 6	471 6 6
Ahansford	6,186	1,302 15 5	101 19 1	62 2 1	1,738	3,106	2,205 17 10	4	32	7	..	4	40	6	..	197 10 3	3,870 4 8
Warrnambool	107,805	18,325 15 9	1,755 18 0	609 5 5	11,941	38,508	18,704 5 2	57	214	69	138	61	140	184	12	2,370 7 8	43,265 12 6

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APPENDIX No. 33.—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.	Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.	£ s. d.	£ s. d.
FORREST LINE.																	
Whoorel	106	6 5 1	1 14 7	0 2 1	1,601	214	524 19 8	..	..	..	..	..	..	..	..	1 15 0	534 16 5
Dean Marsh	2,811	787 4 2	58 17 11	1 4 5	992	958	709 4 10	1	1	..	9	1	2	..	1	43 9 6	1,690 0 10
Pennyroyal	603	57 19 5	18 1 11	0 3 10	930	114	319 13 5	..	..	..	2	..	..	..	..	84 5 2	489 3 9
Murroon	442	31 6 11	5 1 5	14 11 0	1,641	398	610 0 6	6	31	32	2	3	1	5	..	198 14 10	859 14 6
Barwon	2,128	304 12 0	15 19 5	0 16 4	5,835	1,131	2,983 12 4	..	1	..	1	2	1	..	..	25 6 4	3,390 6 5
Gerangamete	260	22 4 4	3 11 6	..	682	69	596 14 1	..	..	..	..	..	..	1	..	..	622 9 11
Yaughter	97	24 6 9	1 10 9	..	300	162	702 7 11	..	..	..	..	..	..	12	..	..	128 5 5
Forrest	3,988	1,357 6 1	171 3 0	1 17 4	8,874	1,377	5,318 16 8	1	1	..	..	3	3	..	1	9 2 6	6,958 6 1
COLAC-CROWES LINE.																	
Fulloh	127	7 15 10	..	..	..	4,447	0 1 2	..	..	..	..	..	..	..	..	..	7 17 0
Coram	237	11 2 5	0 2 8	..	..	..	..	..	..	..	..	..	..	..	..	..	11 5 1
Barongrook	1,049	84 1 2	7 10 10	..	2,835	186	704 12 3	..	..	..	..	..	..	..	..	0 12 0	796 16 3
Kawarren	1,060	92 3 4	7 19 3	..	5,524	288	2,134 15 8	..	..	..	..	..	..	..	..	..	2,228 18 3
Lovat	539	51 19 7	2 19 4	..	688	74	156 5 0	..	..	..	..	..	..	..	..	..	191 3 11
Gellibrand	3,064	340 6 3	30 2 7	1 1 3	2,697	539	1,399 5 6	2	15	16	16	1	5	5	5	53 19 6	1,794 15 1
Banool	309	41 4 6	3 14 6	..	114	28	40 9 2	..	..	..	..	..	..	..	..	..	85 8 2
Wimba	423	45 7 11	1 0 0	..	121	35	85 2 5	..	..	..	..	..	..	..	..	..	131 10 4
McDevitt	47	4 8 6	0 16 0	..	91	9	58 18 8	..	..	..	..	..	..	..	..	..	63 13 2
Dilmont	323	23 9 8	0 2 6	..	347	33	250 4 10	..	..	..	..	..	..	..	..	..	272 17 0
Ditchley	77	18 10 6	2 13 10	..	5	5	3 9 2	..	..	..	..	..	..	..	..	..	24 13 6
Beech Forest	10,652	1,593 4 7	254 12 8	2 9 11	6,192	1,544	4,279 18 0	15	35	9	6	18	38	30	3	106 16 1	6,237 1 3
Ferguson	1,686	68 15 1	7 14 8	..	3,216	174	2,532 18 9	..	..	..	..	1	2	4	1	..	2,609 8 6
Weapoinah	492	30 11 5	2 17 1	..	164	132	114 10 6	3	5	4	10	8	6	4	6	11 5 3	159 4 8
Pile Siding .. .. .	..	..	..	..	9	..	5 19 9	..	..	..	..	..	..	..	..	..	5 19 0
Kincaid Siding	1,299	98 13 5	2 6 5	0 4 2	4,797	116	3,113 9 4	..	..	..	..	1	1	..	1	..	3,214 13 4
Wyclangta	2,919	327 7 11	20 13 0	9 13 7	5,604	581	4,269 0 1	2	..	..	..	3	4	4	..	4 9 0	4,631 3 7
Pettitt's Siding .. .. .	..	..	0 10 5	..	2,097	98	1,894 13 4	..	..	..	..	3	..	..	..	..	1,835 3 9
Stalker	1,995	238 10 2	11 7 7	0 1 5	2,312	75	1,994 1 5	..	..	..	..	2	..	..	..	..	2,244 0 7
Macknott's Siding .. .. .	..	..	..	..	2,588	59	1,899 6 1	..	..	..	..	..	..	..	..	..	1,899 6 1
Laver's Hill	1,690	383 13 5	58 0 0	0 2 1	386	603	483 11 10	13	64	59	84	8	17	35	1	240 18 4	1,166 14 8
Crowes	416	121 1 8	33 9 7	1 8 1	1,894	1,439	1,149 3 7	3	2	16	39	3	5	13	..	68 8 11	1,673 11 10
COLAC-ALVIE LINE.																	
*Cororoake	19	0 13 6	..	..	1,524	818	1,055 10 4	..	..	..	..	..	..	..	..	..	1,056 3 10
*Coragulae	8	0 7 1	0 0 9	..	2,466	563	1,813 5 5	..	..	..	..	..	..	..	..	..	1,813 13 3
*Alvie	11	0 14 7	..	..	423	225	238 0 0	..	..	..	..	..	..	..	..	..	238 14 7
TIMBOON LINE.																	
Narogbid	126	15 8 2	6 14 1	..	40	169	25 9 2	..	..	..	..	..	..	..	..	..	41 11 5
Cobden	3,208	716 17 11	177 18 1	4 7 10	3,967	3,782	3,055 13 0	5	18	7	8	3	19	3	3	45 1 7	3,999 18 5
Elngamite	60	8 17 11	0 9 5	..	2,405	44	374 13 1	..	..	..	..	..	..	..	..	..	384 0 5
Glenlyne	194	86 4 6	3 0 2	..	7,786	115	1,375 11 0	..	..	..	..	..	..	..	..	..	1,414 13 8
Curdle	3,109	390 8 5	17 2 0	1 5 4	9,908	781	6,157 11 1	..	..	..	..	..	..	..	..	..	6,566 6 10
Timboon	8,632	753 9 2	85 0 4	2 5 2	3,284	1,567	1,187 15 10	2	13	..	25	8	65	14	..	72 12 11	2,194 3 5

MORTLAKE LINE.																	
Mortlake	6 581	2 150 12 0	214 19 9	97 10 11	1 817	4 816	3 586 1 0	11	16	187	..	15	11	6	..	1 264 15 1	7 263 18 9
KOROIT-HAMILTON LINE.																	
Warrong	74	13 11 1	..	..	23	124	10 17 8	..	..	..	..	1	1	1	..	..	24 8 9
Woolsthorpe	190	34 8 4	..	1 15 3	0 13 10	58	70 11 5	..	..	..	..	1	..	17	..	..	107 8 10
Hawkesdale	1 716	319 5 1	..	30 16 1	19 0 9	650	483 0 11	9	68	76	1	3	..	9	..	1 267 2 0	2 119 4 10
Minhamite	778	188 8 8	..	16 4 9	1 15 7	763	446 7 6	..	..	91	..	1	3	9	..	422 2 0	1 024 18 6
Ungeet	260	52 10 5	..	7 7 6	2 2 5	207	217 19 3	..	..	..	..	..	..	1	..	..	279 16 7
Penshurst	5 041	1 270 16 9	..	190 8 1	21 16 9	1 493	2 142	19	132	231	31	6	13	13	5	2 463 7 7	6 432 3 5
Tabor	285	44 4 10	..	2 9 9	0 0 8	1 494	378	..	..	..	..	..	..	..	..	..	1 127 2 4
Vatchaw	218	18 17 5	..	4 9 11	0 2 1	1 713	131	..	3	5	..	..	..	..	..	40 0 6	1 504 5 9
MELBOURNE-WODONGA LINE.																	
Kensington	1 624 316	18 656 2 5	200 7 2	4 8 1	24 240	94 501	8 096 0 0	..	..	29	..	..	..	21	..	176 12 4	27 133 10 0
Newmarket	1 940 313	25 628 16 8	256 5 10	4 8 11	12 713	38 354	3 383 11 10	758	3 354	10 594	297	164	20 827	33 936	18	53 349 8 9	79 275 10 0
Newmarket Show Grounds	..	..	0 14 4	8 4 10	48	301	262 2 11	56	348	60	49	30	232	46	43	952 8 8	1 223 10 9
Ascot Vale	3 255 420	43 658 16 0	290 12 8	10 0 3	..	..	..	..	..	..	..	..	..	..	..	..	43 959 8 11
Moonee Ponds	2 693 680	40 520 7 9	490 16 3	5 1 0	..	..	..	..	..	..	..	..	..	..	..	..	41 025 5 0
Essendon	2 752 122	48 007 4 10	714 5 8	41 15 1	1 908	33 110	2 388 19 9	..	..	..	..	..	..	..	..	..	51 212 5 4
*Glenferrie	86 519	1 390 11 9	10 10 11	..	..	..	..	..	..	..	..	..	..	..	..	..	1 401 2 8
North Essendon	20 766	280 18 0	0 1 9	..	..	..	..	..	..	..	..	..	..	..	..	..	280 19 9
Pascoe Vale	180 010	3 225 17 7	16 9 9	..	..	..	..	..	..	..	..	..	..	..	..	..	3 242 7 4
Glenroy	114 658	2 482 3 11	33 9 10	1 10 7	98	2 137	21 14 11	..	..	..	..	..	..	..	..	..	2 538 19 3
Broadmeadows	59 418	1 733 6 1	202 4 9	20 11 8	197	1 676	413 10 0	27	59	8	1	15	171	207	..	253 13 9	2 623 6 3
Somerton	5 653	275 19 7	76 12 8	6 15 2	615	1 644	114 11 5	..	..	3	..	..	..	..	..	3 0 0	416 18 10
Craigieburn	8 798	579 9 6	308 18 11	8 8 2	2 760	1 293	689 12 7	46	36	112	1	38	133	183	1	594 1 3	2 180 10 6
Donnybrook	7 707	638 9 2	704 18 5	33 3 10	2 324	1 272	650 6 0	34	106	144	..	17	100	100	..	764 2 3	2 770 19 8
Beveridge	3 071	318 5 11	208 0 5	11 3 5	546	2 32	196 16 11	3	1	92	3	6	1	39	3	175 7 3	909 13 11
Wallan	9 976	1 255 11 1	319 14 4	7 19 8	1 766	890	548 14 10	6	117	220	10	8	52	235	..	1 315 0 3	3 447 0 2
Lightwood	..	..	0 2 6	0 2 6	1 937	2	413 7 8	..	..	..	..	..	..	..	..	..	413 10 2
Heathcote Junction	964	110 4 11	7 4 9	0 12 7	..	..	..	..	..	..	..	..	..	..	..	..	23 19 0
Wandong	3 951	438 15 11	41 9 2	2 18 7	6 677	713	2 235 2 0	..	1	18	..	..	4	5	..	28 8 4	2 891 14 0
Kilmore East	10 370	2 293 4 0	242 10 10	15 5 7	362	220	211 15 7	12	83	145	..	9	30	95	1	684 4 2	3 447 0 2
Broadford	21 959	2 521 12 8	225 7 9	17 15 6	4 779	2 433	1 911 3 7	59	64	131	4	63	21	68	1	754 2 5	5 430 1 11
McDougall	..	..	..	..	6 452	16 745	3 911 17 4	..	..	..	..	..	..	..	..	..	3 911 17 4
Tallarook	9 098	1 929 6 7	53 9 3	9 8 8	1 168	343	576 5 3	7	28	83	7	4	5	24	..	387 10 2	2 835 19 11
Dysart	..	..	..	..	102	90	44 3 6	..	..	..	..	..	..	..	..	..	44 3 6
Seymour	41 190	10 115 8 4	775 14 9	66 5 6	9 154	5 674	4 488 12 3	48	111	236	13	39	41	162	8	1 366 16 2	16 812 17 0
Mangalore	3 055	550 11 8	30 15 3	45 14 1	6 352	192	1 405 9 2	4	7	1	3	13	1	..	..	31 19 5	2 064 0 7
Avenel	9 006	1 113 3 3	153 5 3	59 2 5	3 293	791	1 642 5 10	3	13	62	4	7	80	..	..	297 10 8	3 265 7 5
Moona	318	36 2 2	2 4 6	..	474	12	218 13 5	..	..	..	..	..	..	..	..	8 4 0	265 4 1
Locksley	1 380	201 10 2	38 14 3	0 11 9	2 756	149	1 203 14 8	1	..	24	..	..	..	24	..	98 15 6	1 538 6 4
Longwood	4 786	948 12 11	72 18 7	3 6 5	5 455	645	2 776 13 3	2	11	107	2	1	3	33	..	530 10 7	4 327 1 9
Creighton	434	47 8 10	10 13 2	0 1 1	2 243	9	959 5 0	..	..	..	..	..	..	..	..	1 017 3 1	..
Burra	18 078	5 667 0 11	463 18 5	61 9 3	8 023	4 019	4 988 14 8	33	183	223	13	15	48	138	2	2 138 5 8	13 319 8 11
Balmattma	578	151 16 3	11 15 5	0 2 1	536	13	300 3 9	4	..	41	..	4	1	14	..	229 8 0	698 5 6
Violet Town	7 055	2 065 3 5	166 9 4	99 0 4	18 487	1 707	8 619 10 7	15	48	120	1	13	30	23	..	901 19 9	11 912 3 5
Baddaginnie	2 155	521 5 10	47 16 8	1 2 3	10 190	534	4 751 12 9	2	41	58	..	3	30	9	..	549 19 2	5 841 10 8
Hanson's Siding	..	..	..	..	4 409	26	1 964 15 7	..	..	..	..	..	..	..	..	..	1 964 15 7
Benalla	35 240	11 351 10 5	912 5 11	174 17 1	5 250	9 045	4 698 2 5	46	239	544	49	15	212	458	20	4 282 6 2	21 919 2 0
Winton	1 183	206 19 7	14 17 10	12 9 10	2 352	262	1 173 17 5	1	..	..	..	..	..	..	..	4 1 8	1 412 6 4
Head's Siding	..	..	..	..	1 728	27	822 9 8	..	..	..	..	..	..	..	..	..	822 9 8
Glenrowan	7 377	1 077 6 7	83 19 9	12 5 10	14 391	1 089	3 665 18 7	12	93	63	..	6	37	23	..	985 14 9	5 805 5 6
Wangaratta	54 509	17 337 9 4	1 144 1 6	453 19 4	14 289	25 212	10 048 9 7	132	246	399	179	85	170	343	264	4 570 7 3	33 552 7 0
Bowser	671	156 2 9	17 15 9	45 8 9	4 074	494	1 830 2 2	4	1	..	1	2	2	..	..	17 10 1	2 075 19 6
Springhurst	6 618	2 036 2 3	163 4 2	4 7 2	7 233	1 454	3 056 8 10	..	37	216	2	2	3	10	10	1 613 12 11	6 878 15 4
Chiltern	7 509	2 165 13 6	135 14 5	32 9 9	20 373	2 152	3 546 18 2	2	7	32	3	5	5	6	1	245 1 10	6 125 17 8
Barnawartha	4 148	1 221 6 1	74 11 3	36 3 5	3 241	1 170	1 578 16 6	5	186	284	16	6	6	18	2	3 501 6 10	6 172 4 1
Wodonga	22 893	6 854 3 0	431 15 11	227 4 11	2 504	7 388	3 447 8 3	245	2 783	4 588	93	220	2 711	4 044	80	63 186 18 1	74 147 16 2
WALLAN-BENDIGO LINE.																	
Leslie	243	4 18 0	0 16 7	..	588	4	125 5 1	..	..	..	..	..	..	..	..	..	130 19 5
Bylands	244	34 15 0	8 9 9	1 5 6	238	88	123 18 5	..	..	21	..	..	..	2	..	100 0 8	268 8 11
Kilmore	2 044	647 1 4	93 5 5	28 10 2	933	2 275	806 6 9	5	11	91	1	10	71	71	..	298 18 11	1 874 11 7
Willowmavin	221	32 5 1	12 11 3	0 9 0	137	114	77 8 0	..	..	56	..	2	4	24	1	144 15 9	207 9 1
Moreland	458	33 6 4	16 17 4	..	91	35	60 17 6	..	..	1	..	..	3	1	..	2 3 6	13 4 7
High Camp	480	110 19 10	28 11 10	1 2 0	763	291	363 8 0	5	18	119	4	1	3	36	1	563 5 1	1 007 6 9
Pyralong	1 022	191 14 9	34 6 9	5 16 2	15 203	380	1 978 4 0	4	9	77	..	3	1	10	..	266 8 10	5 471 10 6

APPENDIX No. 38.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.																	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.																
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.																
	£	s.	d.	£	s.	d.	£	s.	d.	Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.	£	s.	d.	£	s.	d.										
WALLAN-BENDIGO LINE—continued.																																	
Tooborac	1,459	358	12	10	87	19	9	0	17	10	1,108	793	660	13	6	3	8	102	..	4	10	33	..	392	8	3	1,500	13	2				
McIvor Siding .. .. .	..	..	..	..	..	..	..	..	..	..	21,588	254	10,009	10	10	..	..	..	..	..	..	..	..	..	..	..	10,009	10	10		
Argyle	1,538	410	16	6	45	15	3	0	10	10	5,212	604	2,506	10	2	..	..	..	..	..	..	..	..	..	..	2,963	12	6			
Heathcote	3,403	1,334	14	1	166	11	11	33	0	3	12,566	2,894	5,451	16	7	2	30	181	7	19	50	117	..	1	663	12	3	7,649	15	9			
Derrinal	466	118	2	0	9	5	3	0	9	0	980	143	410	15	2	8	18	39	4	6	1	7	..	..	..	156	8	1	894	19	6
Knowsley	1,186	209	2	6	14	19	3	7	9	9	4,399	427	1,617	9	10	4	1	102	1	2	3	48	..	..	..	213	0	3	2,062	1	7
Ingham .. .. .	..	..	..	..	..	..	..	..	..	..	4,613	79	1,029	16	2	..	..	..	..	..	..	..	..	..	..	..	1,029	16	2		
Axedale	1,503	142	17	0	17	0	2	0	3	5	9,916	366	2,018	11	8	175	15	4	2,354	7	7	
Longlea	271	18	3	11	6	2	11	0	1	4	370	167	88	8	4	..	..	..	..	..	..	..	..	..	..	..	112	16	6		
MANSFIELD LINE.																																	
Trawool	280	48	12	7	28	13	1	1	3	0	328	226	194	15	6	1	..	..	3	1	3	..	..	..	..	14	16	4	288	0	6
Granite	337	79	0	7	0	12	1	9	2	1	1	..	1	6	4	81	1	1	81	1	1	
Kerrisdale	781	145	14	7	28	11	5	1	13	2	1,320	265	803	8	9	5	15	14	2	3	3	..	..	..	..	130	13	7	1,110	0	9
Honewood	417	87	4	5	10	12	7	1	8	3	563	162	292	5	6	1	24	136	1	4	3	33	..	..	..	541	15	3	933	6	0
Yea	8,490	2,922	0	2	267	19	3	24	15	6	3,829	3,832	2,857	7	6	8	76	155	19	12	20	98	..	..	..	1,047	17	11	7,120	0	4
Cheviot	289	54	13	11	10	5	4	7,054	524	4,696	5	10	4,761	5	1	4,761	5	1	
Molesworth	870	227	0	2	37	8	7	15	5	4	664	302	422	15	9	21	28	24	3	23	6	22	..	..	..	314	5	11	1,916	15	9
Catlikin	1,709	545	1	11	36	16	5	1	6	7	126	87	155	15	3	1	1	..	..	3	4	13	..	..	..	15	1	3	754	1	5
Yarek	2,222	412	1	8	74	3	0	2	4	2	442	507	426	0	3	3	23	41	4	4	7	22	..	..	..	391	10	8	1,365	19	9
Kanumbra	730	172	12	6	23	17	3	0	14	5	249	144	304	1	2	..	3	29	1	..	15	2	199	2	3	700	7	7	
Merton	1,574	316	8	0	59	7	1	7	12	0	1,728	527	1,229	17	9	1	15	37	2	3	1	2	..	..	..	300	14	9	1,913	19	7
Woodfield	464	136	13	5	24	6	3	..	..	..	190	82	239	13	1	..	11	35	..	..	1	..	..	..	..	1	2	667	9	3	
Bonnie Doon	2,542	484	16	0	51	13	0	4	10	3	279	527	564	1	11	2	56	67	3	..	4	15	..	..	..	768	7	5	1,873	8	7
Maldendale	921	171	19	3	16	15	8	0	6	11	118	106	242	18	8	..	13	34	5	274	8	2	706	8	3	
*Phosphate Coy.'s Siding	368	..	121	16	4	121	16	4	121	16	4
Mansfield	5,810	3,922	3	2	311	8	1	27	17	8	1,592	4,151	2,916	16	0	13	251	436	10	12	47	70	..	..	..	4,397	16	1	19,676	1	0
ALEXANDRA LINE.																																	
Koriella	218	56	13	10	16	1	2	0	9	7	79	128	153	7	6	2	6	59	16	0	277	8	1	
Alexandra	2,493	1,064	10	9	183	4	5	21	2	5	11,657	7,690	9,743	19	7	3	102	94	17	4	37	26	..	..	..	1,241	13	8	12,254	10	16
SEYMOUR-TOCUMWAL LINE.																																	
Tallick	2,331	423	11	1	37	19	2	89	3	2	2,685	284	1,431	11	0	0	24	100	..	20	4	30	..	..	..	525	10	0	2,507	14	5
Nagamblie	10,670	2,570	4	6	235	6	0	59	9	3	11,329	2,079	5,237	13	1	44	147	178	..	37	58	147	..	..	..	1,470	18	2	9,573	11	0
Wahring	1,561	475	14	0	44	15	11	90	9	5	2,014	658	1,157	2	1	18	..	111	..	27	9	30	1	..	..	319	0	10	2,087	2	3
Murchison East	6,480	2,451	0	10	93	13	2	32	15	7	859	770	694	6	0	23	153	325	..	16	66	127	1	..	..	2,195	10	4	5,167	5	11
Arcadia	2,189	505	6	4	33	16	3	2	12	3	8,967	599	4,158	4	1	9	24	42	..	6	51	73	..	..	..	313	7	0	5,013	5	11
Toolamba	5,761	1,300	6	10	62	3	8	63	3	8	2,503	1,583	1,978	7	7	37	40	126	..	49	15	36	..	..	..	894	8	4	4,298	10	1
Mooreopna	8,767	2,822	11	1	251	4	3	59	10	9	21,208	15,157	15,680	14	4	29	46	51	16	14	23	64	..	..	..	819	8	8	19,633	9	1
Shepparton	34,309	12,705	1	3	1,382	9	7	117	12	5	13,463	27,580	13,852	5	4	82	191	500	46	63	64	356	39	..	..	3,366	12	11	31,427	1	6
Congupna	425	129	1	2	26	9	5	8	17	0	1,935	3,042	1,107	1	11	5	16	15	..	3	3	10	..	..	..	89	6	6	1,360	16	0
Tallygaroopna	4,023	729	5	6	55	0	9	2	10	9	3,815	1,195	2,148	31	8	13	14	23	..	1	5	1	7	..	..	291	14	1	3,227	2	9
Wunghun	2,908	566	9	2	43	6	6	11	3	1	1,733	1,733	961	3	4	3	45	55	..	4	3	11	..	..	..	596	17	9	2,178	19	10
Nunmurkahi	17,448	5,893	7	8	376	4	11	84	17	1	3,020	4,673	2,326	6	10	13	144	174	..	2	1	32	124	3	..	1,467	6	0	10,148	2	6		
Katunga	1,281	286	1	9	32	12	7	1	19	0	2,755	671	627	2	0	..	43	35	..	..	13	17	..	..	..	589	17	7	1,537	12	11
Strathmerton	3,897	662	7	10	85	0	9	5	6	5	1,081	3,647	550	12	10	13	96	93	..	..	11	12	..	..	..	1,262	5	8	2,565	13	6
Mywee	103	20	2	10	3	13	3	1,554	266	738	18	1	762	14	2	762	14	2	
Martin's Siding	1,241	25	812	5	10	812	5	10	812	5	10
Tocumwal	6,733	4,353	9	10	311	4	11	97	3	3	8,630	25,238	18,068	8	1	67	2,358	3,791	20	46	141	164	..	..	..	38,361	19	0	61,192	4	1

RUSHWORTH LINK.															
Murchison	1,370	154 8 3	68 2 2	2,782	2,168	1,665 4 3	..	..	..	..	..	..	..	..	1,887 14 8
Hammond	2	0 2 2	..	13	10	16 3 10	..	..	..	..	..	..	..	..	16 6 0
Waranga	217	30 5 10	8 18 10	1,824	32	902 6 6	..	..	..	..	..	..	..	..	941 11 2
Rushworth	7,393	2,288 16 1	260 19 3	13,140	4,200	7,073 6 11	10	24	99	..	6	9	83	..	10,311 10 5
COLBINABBIN LINE.															
Erwen	21	2 6 11	0 1 11	10,657	107	4,029 6 8	..	..	..	..	..	..	..	..	4,631 15 6
Wanatta	130	30 16 7	7 15 3	7,401	201	3,392 11 7	..	..	..	..	..	..	..	..	3,897 12 5
Colbinabbin	575	207 15 7	43 7 8	12,138	2,211	6,576 13 6	4	12	132	1	4	11	56	..	7,682 2 11
GIRGARRE LINE.															
Karook	6	0 4 11	..	1,744	56	792 0 8	..	..	..	..	..	..	..	..	792 5 7
Stanhope	1,137	524 7 10	64 12 1	2,621	1,960	1,705 14 4	8	37	391	17	10	14	136	..	4,805 17 11
Girgarre	516	256 11 0	35 12 5	3,022	767	1,826 10 11	..	17	131	11	1	6	44	..	3,039 3 3
TOOLAMBA-ECHUCA LINE.															
Tatura	13,227	3,892 2 0	416 12 7	4,190	13,486	3,682 6 4	42	84	164	75	28	40	73	21	2,021 17 9
Byrneside	971	280 16 2	17 8 4	506	231	541 18 2	3	21	33	1	3	6	5	1	1,182 18 4
Merrigum	4,221	1,079 16 8	121 17 1	4,783	3,730	4,051 16 6	7	59	141	25	4	4	60	..	6,578 5 6
Kyabram	17,166	5,705 9 6	498 19 9	7,600	13,445	7,729 6 8	34	131	399	41	28	27	238	5	17,374 9 11
Tongala	7,065	1,907 18 8	168 6 1	3,595	3,688	3,591 9 5	23	131	153	98	11	48	122	9	7,940 10 11
Koyunga	1,939	209 7 4	21 10 9	1,623	966	809 14 0	2	41	62	3	3	23	10	..	1,700 9 9
Kanyapella	..	..	..	377	317	191 11 9	..	..	..	..	..	..	..	..	191 13 10
KATAMATITE LINE.															
Pine Lodge	244	16 2 2	8 18 11	3,226	449	1,454 5 9	2	1	..	..	..	1	..	..	1,487 16 7
Lainrock	..	..	..	7,205	8	1,230 18 11	..	..	..	..	..	..	..	..	1,230 18 11
Cosgrove	821	190 13 3	32 9 2	6,213	833	2,615 12 10	3	3	33	1	5	1	2	..	3,089 1 3
Dookie	3,049	1,149 16 11	138 9 5	27,580	2,267	5,424 3 6	20	34	102	8	10	8	20	..	7,495 5 7
Yabba South	27	2 16 8	..	3,264	172	1,667 8 5	..	..	..	..	..	..	..	..	1,670 5 1
Yabba North	355	115 16 3	7 8 8	3,771	643	2,084 14 5	..	..	66	..	..	6	..	..	402 9 6
Youanmite	350	114 6 3	38 13 0	2,480	541	1,712 8 7	1	2	..	..	..	..	..	..	6 11 3
Katamatite	903	379 4 4	62 18 10	6,890	1,212	3,613 3 11	7	33	93	6	5	9	23	..	759 13 4
PICOLA LINE.															
Wasia	910	87 5 10	22 1 6	3,377	759	1,066 9 6	..	28	66	..	..	4	..	..	549 10 1
Nathalia	8,076	2,913 17 8	214 19 8	7,487	6,980	5,611 14 8	24	93	147	19	12	16	15	..	1,522 17 4
Barwo	8	0 3 6	..	..	..	0 10 1	..	..	..	..	..	..	..	..	0 13 7
Picola	1,422	457 7 9	119 0 11	3,779	1,174	1,637 6 5	17	84	154	6	7	4	27	1	1,496 14 4
COBRAM LINE.															
Yarroweyah	858	146 9 3	15 4 0	1,004	307	236 18 11	4	26	55	3	3	1	7	..	535 5 0
Cobram	7,318	3,120 7 7	294 6 1	13,710	10,940	9,926 8 6	15	116	463	14	7	12	91	..	3,649 9 9
YARRAWONGA LINE.															
Cheesey	55	3 1 8	0 3 4	2,560	98	1,302 7 5	..	..	..	..	..	..	..	..	1,305 12 5
Goorambat	2,532	582 6 9	32 4 10	6,781	328	4,009 19 2	2	14	49	..	..	..	..	..	4,992 3 11
Nooramunga	583	82 5 0	6 0 3	93	71	84 19 0	..	1	..	..	..	..	..	..	177 13 3
Devenish	4,254	910 9 8	98 12 4	1,947	1,947	3,815 16 3	8	13	135	..	9	2	16	15	5,779 8 2
St. James	4,380	1,161 8 7	80 7 2	8,320	1,586	5,245 10 5	4	17	155	..	6	14	..	..	7,632 9 3
Tungamah	3,836	1,316 17 2	72 14 11	5,894	1,574	3,863 3 8	14	16	161	5	5	9	39	..	6,525 4 2
Telford	746	271 7 7	6 7 5	3,683	389	2,025 2 2	..	4	42	..	2	..	1	..	2,599 18 7
Yarrowonga	10,150	5,290 9 7	347 0 5	9,277	14,975	7,677 10 2	35	180	740	10	13	8	28	..	19,499 17 0
TATONG LINE.															
Kari	40	10 11 7	0 19 2	4,071	267	1,975 12 11	..	2	..	..	..	1	..	..	19 14 6
Lima	311	81 8 2	29 17 6	900	423	716 8 2	4	43	30	4	5	6	10	1	1,331 3 8
Mallum	27	3 5 9	1 13 10	..	15	6 13 6	..	..	..	..	..	..	..	..	11 13 9
Tatong	541	145 3 5	34 19 7	6,306	650	3,386 18 11	1	..	23	12	1	2	4	2	3,747 19 7

APPENDIX No. 38.—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.																	
WHITFIELD LINE.																	
Targoona	26	3 1 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3 1 7
Laceyby	4	0 9 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0 9 0
Oxley	438	29 13 2	3 12 7	..	28	343	17 2 0	..	..	..	..	..	..	..	..	..	50 7 9
Skelan	56	3 12 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3 12 11
Docker	762	77 12 4	2 18 3	0 4 2	605	229	186 12 10	..	..	..	..	..	..	..	..	..	207 7 5
Byrne	449	37 5 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	37 5 6
Moyhu	3,137	422 18 0	21 1 0	2 18 7	1,709	1,195	1,458 5 11	3	30	32	7	6	12	15	19	136 9 0	2,041 12 6
Angleisle	256	24 16 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	24 16 11
Claremont	180	17 3 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	17 3 4
Dwyer	93	9 5 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 5 6
Eddi	1,349	284 5 7	9 0 2	3 12 5	823	202	314 13 4	1	0	13	1	3	4	7	2	26 12 9	628 4 3
Hyem	71	10 10 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 10 1
Kling Valley	668	99 8 7	4 11 1	0 17 0	478	88	205 4 4	..	..	..	..	..	..	..	..	..	116 0 8
Jarrott	212	34 3 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	34 3 8
Pleper	365	63 14 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	63 14 5
Whitfield	2,735	562 14 5	70 7 7	1 3 6	2,869	1,048	982 5 4	3	8	5	59	6	10	10	5	161 2 3	1,777 13 1
WANGARATTA-YACKANDANDAH LINE.																	
Londrigan	1,079	86 6 6	15 17 11	0 18 8	827	278	202 16 11	..	..	..	..	..	..	..	..	..	306 0 0
Tarrawangee	1,249	207 19 9	16 7 4	24 0 8	603	692	461 1 5	..	..	..	..	..	..	..	..	..	713 14 9
Everton	2,911	591 4 10	28 18 4	1 4 9	1,542	353	761 7 10	3	13	11	..	1	3	5	..	194 4 6	1,577 0 3
Barrnutha	493	15 11 9	0 10 8	..	..	..	2 12 3	..	..	..	..	..	..	..	..	..	18 14 8
Beechworth	10,205	1,796 9 5	403 3 5	7 7 11	2,597	5,544	2,422 14 8	1	10	5	1	2	5	67	..	36 14 6	6,666 9 11
Wooragee	208	12 7 4	5 2 3	..	353	37	152 6 7	..	..	..	..	..	..	..	..	..	5 0 0
Yackandandah	2,456	878 14 9	126 10 11	2 13 9	547	1,146	792 7 2	4	44	15	35	2	..	1	..	306 14 2	2,197 0 9
BRIGHT LINE.																	
Brookfield	243	30 18 10	5 0 8	..	112	60	129 0 2	..	..	..	..	..	..	..	..	..	164 19 8
Bowman	1,661	114 8 5	43 11 7	1 4 10	835	729	654 9 11	8	52	50	18	8	1	7	1	536 0 7	1,949 15 4
Gapsted	633	157 4 3	24 5 9	0 3 7	213	88	191 19 11	..	..	..	..	..	..	..	..	..	373 13 6
Myrtleford	4,724	1,710 7 10	124 18 2	16 10 3	1,590	2,441	1,486 3 5	17	40	41	30	10	15	19	8	536 18 3	3,874 17 11
Ovens	604	201 6 2	18 9 8	0 6 2	295	166	282 1 4	..	..	..	..	..	..	..	..	..	502 3 4
Enrolin	803	222 8 11	13 12 2	..	199	445	336 6 9	..	..	..	..	..	..	..	..	..	577 16 10
Poropukah	1,372	613 3 8	43 15 4	2 13 10	133	497	269 17 8	1	..	4	5	..	1	..	1	32 2 0	961 12 6
Bright	5,022	2,673 12 8	164 2 1	3 12 3	272	1,182	977 6 8	3	25	5	26	4	3	13	3	322 19 2	4,141 12 10
WAGGUNYAH LINE.																	
Liliput	254	11 8 9	3 11 1	..	2,040	116	828 1 4	..	..	..	2	..	..	..	..	..	1 6 0
Rutbergden	9,504	3,817 3 4	280 16 5	67 10 2	3,760	4,665	3,524 15 6	16	..	78	41	4	..	3	..	662 9 6	8,152 14 11
Waggunyah	11,488	5,730 12 5	363 7 6	327 13 8	3,468	11,753	6,730 10 6	46	270	994	27	34	26	16	4	9,387 9 9	22,539 13 10

TALLANGATTA LINE.																		
Bandiana	18	2 5 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bonegilla	206	11 16 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Elden	2,007	471 1 5	87 0 3	28 18 8	942	25,543	893 4 2	1	433	304	10	10	21	4	..	..	..	6,210 13 2
Hnoon	2,254	560 13 10	45 19 11	0 12 10	7,579	1,091	1,322 13 10	1	311	55	17	1	11	..	..	..	..	3,218 0 9
Bolga	313	93 11 3	13 2 4	0 15 9	203	60	43 3 6	..	3	..	..	..	..	..	..	..	..	3 1 0
Tatouga .. .. .	..	..	0 12 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tallangatta	7,647	3,078 7 10	356 9 0	50 17 9	1,499	3,630	2,613 6 10	19	299	239	65	24	17	37	8	..	..	5,142 13 9
TALLANGATTA-CUDGEWA LINE.																		
Bullich	397	22 10 2	8 2 2	..	58	159	94 10 0	..	..	..	..	..	..	..	..	..	..	..
Darbyshire	37	3 11 8	1 0 2	0 2 9	488	45	189 1 11	..	..	..	..	..	..	..	..	..	..	..
Koetong	225	57 5 0	5 6 3	0 2 0	77	85	67 10 10	1	59	12	1	..	1	5	..	..	..	553 11 7
Shelley	166	52 3 2	6 15 9	0 6 3	367	393	436 1 4	2	58	28	2	3	2	1	..	..	..	830 15 3
Beetoomba	424	142 2 6	15 9 11	0 15 7	1,783	287	850 6 7	4	22	33	..	..	4	..	..	..	..	239 11 11
Wabba	69	16 9 6	4 10 1	8 17 8	..	20	7 11 9	..	..	..	..	..	..	..	..	..	..	..
Cudgewa	1,079	1,185 3 3	94 17 9	126 12 8	691	3,318	1,730 5 7	26	1,150	71	11	..	23	8	..	..	..	12,550 15 4
WILLIAMSTOWN LINE.																		
South Kensington	366,683	4,369 18 1	62 16 4	4 8 8	30,061	64,291	9,294 17 5	..	..	..	..	..	..	..	..	..	..	..
Angliss' Siding .. .. .	..	..	..	..	12,505	3,022	2,613 16 5	..	..	..	..	..	..	..	..	..	..	..
Footscray	3,763,038	61,461 9 8	1,684 19 2	26 18 10	83,237	74,227	45,855 16 11	..	..	..	..	..	..	..	..	..	..	..
Seddon	23,108,711	23,108 16 0	106 8 6	2 0 11	..	..	..	..	..	..	..	..	..	..	..	..	..	100,009 4 7
Yarraville	1,747,398	25,223 19 2	202 1 0	3 13 8	141,024	68,029	76,486 16 9	..	..	..	..	..	..	..	..	..	..	..
Spotswood	303,356	5,717 17 4	664 16 6	0 4 9	31,056	63,924	55,392 5 10	..	..	..	..	..	..	..	..	..	..	..
Newport	1,607,029	27,719 3 10	276 1 5	22 3 1	14,598	103,078	9,179 7 9	1	..	..	..	..	1	1	..	..	..	27 17 10
Austral Meat Siding .. .. .	..	..	..	..	5,054	222	904 0 5	..	..	1	..	..	..	..	1,307	..	..	..
North Williamstown	1,164,405	24,394 16 5	195 6 10	2 11 8	1,255	9,346	338 1 5	..	..	..	..	..	..	..	..	..	..	..
Williamstown Beach	664,498	13,874 9 8	66 17 4	1 2 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Williamstown	584,413	12,137 8 9	155 11 6	1 6 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Williamstown Pier	41,448	1,038 11 2	19 11 6	0 2 9	130,983	228,079	22,713 11 6	1	..	..	..	..	23	4	..	..	..	..
ALTONA BEACH LINE.																		
Seaholme	63,050	1,090 18 4	0 0 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Altona Beach	159,272	3,204 14 4	3 12 0	..	..	1,830	16 19 8	..	..	..	..	..	..	..	..	..	..	..
NEWPORT-SUNSHINE LINE.																		
*Koroit Creek Siding .. .. .	..	..	..	..	..	1,899	..	..	..	..	..	..	..	..	..	..	..	..
Thomas' Siding .. .. .	..	..	..	..	19,167	151	3,023 8 1	..	..	..	..	..	..	..	..	..	..	..
McKenzie and Holland's Siding .. .. .	..	..	..	..	151	17	39 1 5	..	..	..	..	..	..	..	..	..	..	..
Gray Bros' Siding .. .. .	..	..	..	..	278	576	217 7 6	..	..	..	..	..	..	..	..	..	..	..
Angliss' Quarry Siding .. .. .	..	..	..	..	50,620	66	8,547 1 6	..	..	..	..	..	..	..	..	..	..	..
Highfield Siding .. .. .	..	..	..	..	27,937	422	4,487 17 4	..	..	..	..	..	..	..	..	..	..	..
Borthwick's Siding .. .. .	..	..	..	..	7,477	331	1,374 8 3	..	..	..	..	..	3	1,786	..	..	..	..
Little Brooklyn Siding .. .. .	..	..	..	..	555	350	104 2 2	..	..	..	..	..	..	..	..	..	..	..
Prosser Siding .. .. .	..	..	..	..	6,072	1,021	1,050 3 8	..	..	..	..	..	6	1,050	305	..	..	..
Prahran City Council's Siding .. .. .	..	..	..	..	23,370	..	4,892 3 0	..	..	..	..	..	..	..	..	..	..	..
Brooklyn Siding .. .. .	..	..	..	..	44,530	3,321	8,006 18 8	..	..	..	..	..	..	..	..	..	..	..
Commonwealth Quarry Siding .. .. .	..	..	..	..	29,827	870	3,063 8 0	..	..	..	..	..	..	..	..	..	..	..
COBURG LINE.																		
Macaulay	444,795	4,147 2 1	108 10 1	39 0 2	1,092	4,469	363 1 11	..	..	10	..	..	..	..	..	..	..	..
Flemington Bridge	571,719	5,895 17 10	132 8 11	2 0 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Royal Park	2,609,378	2,609 18 4	27 0 1	2 7 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..
South Brunswick	692,216	7,499 18 6	386 18 3	6 7 5	41,819	32,535	13,770 1 5	..	..	..	..	..	..	..	..	..	..	..
Brunswick	1,098,790	12,335 9 3	656 5 2	12 19 6	..	..	2,392	..	..	..	..	..	..	..	..	..	..	..
Moreland	1,482,433	16,316 3 9	550 0 8	12 1 5	5,458	34,679	2,106 15 4	..	..	..	..	..	..	..	..	..	..	..
Coburg	1,649,310	20,457 0 19	444 2 9	10 9 10	..	..	1,832	..	..	..	..	..	..	..	..	..	..	..
Batman	43,629	631 0 7	..	..	..	66	8,232	..	..	..	..	..	..	..	..	..	..	..
Merlynston	63,642	1,029 19 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Fawkner	57,482	920 10 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

APPENDIX NO. 38.—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.
PRESTON-WHITTLESEA LINE.																	
North Carlton	551,469	5,363 16 4	125 13 9	1 8 3	2,008	17,205	522 6 2	..	..	..	..	..	..	..	..	6,023 4 6
North Fitzroy	653,650	6,912 19 6	434 9 3	6 16 4	2,570	30,716	3,041 16 8	..	..	..	..	..	..	..	..	10,396 1 9
Fitzroy .. .. .	..	..	0 5 9	0 10 4	6,367	76,943	2,362 8 10	..	..	..	..	..	..	..	..	2,363 4 11
Merri	473,194	5,561 3 5	91 16 11	0 16 7	..	..	..	..	..	..	..	..	..	..	..	5,653 16 11
Northcote	1,027,077	11,284 4 11	871 16 6	2 14 11	34,329	31,627	9,662 13 10	..	..	..	..	..	..	..	..	21,761 10 2
Croxton	1,232,551	15,933 14 10	173 15 4	9 8 7	..	..	..	..	..	..	..	..	..	..	..	16,116 18 9
Thornbury	1,205,410	16,843 17 2	188 1 7	3 13 6	19,570	421	4,380 10 11	..	..	..	..	..	..	..	1 9 0	21,417 12 2
Bell	732,602	10,574 4 1	328 13 9	3 6 7	6,500	28,143	2,213 18 2	6	17	..	..	..	..	..	40 6 7	13,190 9 2
Preston	613,360	9,073 11 11	85 8 8	0 17 7	..	..	..	..	..	..	..	..	..	..	..	9,159 18 2
Regent	531,011	8,117 18 10	77 2 9	1 15 2	..	..	..	..	..	..	..	..	..	..	..	8,196 16 9
Reservoir	328,616	5,562 13 1	200 17 4	13 18 0	967	8,349	304 15 6	5	2	..	..	1	6	..	11 2 3	6,093 6 2
Thomasstown	9,447	274 13 0	35 10 1	0 2 9	56	872	16 1 3	2	9	..	..	..	3	..	27 17 7	354 4 8
Epping	28,512	750 9 11	72 14 0	18 0 1	455	2,451	169 2 11	1	10	6	..	5	26	9	36 19 2	1,047 6 1	
South Morang	21,116	687 0 0	145 1 3	51 17 7	190	1,749	62 19 4	2	9	..	..	10	32	12	21 19 9	968 18 1
Mernda	18,684	817 12 6	857 13 5	1 17 10	857	1,163	220 15 1	2	..	86	..	4	2	24	130 10 9	2,037 9 7	
Yan Yean	5,464	355 19 1	295 15 5	5 12 5	1,079	375	328 19 8	..	3	2	..	4	15	10	1 1	991 19 7	
Whittlesea	19,806	1,518 6 10	894 18 6	5 7 1	5,263	2,647	1,911 17 11	19	44	78	5	10	48	38	2	4,630 4 9	
Melb.—Prince's-bridge—Country ..	192,775	24,825 18 10	..	..	..	..	..	..	..	..	..	..	..	..	..	24,825 19 10
Melb.—Prince's-bridge—Suburban ..	2,037,783	34,315 17 8	..	..	..	..	..	..	..	..	..	..	..	..	..	34,315 17 8
MELBOURNE-BAIRNSDALE LINE.																	
Hawksburn	1,568,825	22,677 9 1	536 8 9	7 8 7	..	..	2,364 10 1	..	..	..	..	..	..	..	..	23,221 7 3
Toorak	1,105,628	18,735 15 6	500 10 11	3 12 4	2,200	67,036	..	..	..	..	..	..	..	..	..	21,604 17 10
Armadale	1,839,822	33,246 7 8	332 2 6	4 5 10	..	..	252 0 7	..	..	..	..	..	..	..	..	33,632 16 0
Malvern	2,662,331	52,663 18 11	895 0 7	6 8 2	536	41,076	..	..	..	..	..	..	..	..	..	53,617 8 3
Caulfield	2,599,313	61,568 15 6	695 13 1	5 451 11 3	2,843	36,573	1,699 4 8	251	72	..	..	284	53	..	819 12 9	70,234 17 3
Carnegie	1,132,857	21,953 6 3	190 17 7	15 2 4	..	..	..	..	..	..	..	..	..	..	..	22,159 6 2
Murrumbidgee	1,030,699	20,230 10 11	314 9 11	4 1 11	377	21,795	262 3 1	..	..	..	..	..	..	..	..	20,751 5 10
Oakleigh	1,592,303	34,922 2 8	534 19 10	194 19 4	10,323	38,562	2,634 16 7	16	14	2	5	18	24	8	33	86 13 7	
Clayton	160,137	3,727 1 8	276 9 3	5 6 8	166	8,558	143 0 7	1	3	..	..	3	3	1	..	4,160 12 11
Spring Vale	231,490	6,148 10 5	377 0 4	26 15 10	862	17,847	673 7 0	10	7	..	..	15	4	1	..	7,281 19 7
Sandown Park Race-course	687	26 13 3	..	..	..	..	..	..	..	..	..	..	..	..	..	26 13 3
Noble Park	196,192	4,629 9 4	138 0 1	1 6 3	43	2,555	27 12 7	..	..	..	..	..	..	..	..	4,796 8 3
Dandenong	401,565	19,572 17 4	3,039 19 1	153 6 7	13,150	38,075	8,431 7 11	314	914	115	114	279	965	164	1,039	34,366 7 2	
Hallam	2,853	205 17 3	734 4 8	17 9 8	4,662	2,154	976 19 2	9	19	18	..	7	15	9	..	1,874 10 9	
Narre Warren	9,231	656 7 0	1,268 15 11	9 6 8	1,375	2,762	623 0 9	..	..	..	..	..	..	..	..	2,730 10 2
Berwick	25,323	3,002 1 6	592 10 1	33 4 5	508	4,824	336 8 11	24	50	47	..	15	51	59	1	3,249 18 2	
Beaconsfield	15,091	1,453 7 11	574 8 10	5 2 9	15,748	3,103	4,432 13 5	5	4	1	..	8	10	11	..	6,485 2 10	
Harrgrave's Siding .. .. .	..	..	..	..	2,110	..	262 6 2	..	..	..	..	..	..	..	..	262 6 2
Officer	3,381	310 4 7	802 15 9	5 8 3	1,225	5,173	841 13 5	11	23	43	..	3	8	62	..	172 19 11	
Pakenham	23,495	2,958 3 6	938 1 11	62 12 4	5,009	5,558	2,665 19 5	3	29	118	..	6	23	128	..	2,333 1 11	
Nar-Nar-Goon	8,076	1,400 9 1	548 12 10	7 11 1	7,460	2,499	2,809 3 8	9	28	90	..	7	6	8	..	7,166 17 10	
Tynong	3,804	930 2 1	99 2 0	8 14 10	8,090	1,429	5,595 18 1	..	..	..	..	9	4	8	..	5,995 7 5
Garfield	12,963	1,942 10 3	209 16 11	5 13 7	10,240	2,490	6,262 0 3	2	14	12	..	27	16	30	1	4,635 17 3	
Jefferson's Siding .. .. .	..	..	..	..	317	3	74 3 6	..	..	..	..	..	..	..	..	8,554 9 5
Bunyip	10,824	1,682 6 9	339 8 7	6 7 2	7,220	2,443	3,779 1 7	0	22	6	..	13	16	20	..	74 3 6	
Longwarry	9,652	1,260 9 11	293 17 0	16 2 2	10,118	2,191	3,153 0 3	1	10	8	..	50	2	7	..	5,909 11 2	
Drobin	19,226	3,599 13 11	704 13 9	46 14 6	5,874	6,463	2,963 10 3	35	27	8	..	75	59	46	6	4,877 6 8	
Warragul	57,145	11,502 12 6	1,542 6 3	35 6 5	4,221	16,156	3,131 2 11	27	855	166	..	51	26	174	..	7,740 1 6	
Nitaa	1,998	189 15 4	273 8 9	0 16 6	202	2,640	141 7 2	1,876 0 7	

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Darwin	3,708	597 8 1	3,412 15 3	3 6 3	1,009	1,783	526 5 8	5	51	6	6	5	28	10	2	257 7 7	4,797 2 10
Yarragon	9,828	1,957 17 2	2,870 19 4	22 11 4	3,043	3,548	1,754 5 7	10	51	1	33	16	30	17	1	294 9 11	6,900 3 4
Trafalgar	18,435	4,061 11 7	1,137 0 0	52 12 10	11,123	7,329	8,492 5 10	82	146	27	166	67	100	51	112	1,420 3 0	15,163 13 3
Moe	21,692	4,140 1 10	410 9 6	35 19 0	2,293	4,775	2,508 10 7	17	28	14	5	13	31	51	20	147 5 10	7,242 6 9
Electricity Commissioners' Siding						13,663											
Yallourn	4,815	1,139 2 2	76 14 4	1 14 1	633	56,399	2,816 19 11	5	1			1	1			45 3 1	4,079 13 7
Great Morwel Coal Pit Siding					99,158	107	28,787 2 7										28,787 2 7
Morwell	29,918	9,564 4 2	401 4 2	48 6 1	1,472	5,146	1,280 0 2	8	170	101	61	17	134	81	38	1,221 7 1	12,515 1 8
Traralgon	27,444	7,587 6 7	733 5 0	198 1 6	3,031	10,244	2,745 11 2	50	298	129	136	44	173	113	40	2,366 1 6	13,610 5 9
Loy Yang	361	66 15 0	23 9 8	0 6 9	21	485	26 18 3										117 9 8
Flynn	927	172 18 0	20 9 5	3 19 5	150	324	122 14 1		94	43		3	2	42	28	2	1,053 4 4
Rosedale	9,586	2,072 11 7	129 7 11	35 10 3	1,488	969	1,213 9 11	11	103	106		1	24	72		1,194 0 4	4,645 0 0
Kilmany	2,289	482 15 3	54 11 6	1 11 4	6,194	1,126	2,835 11 10	8	52	123		18	16	14	1	1,141 2 7	4,515 12 6
Fulham	478	158 19 6	11 14 1		130	116	64 1 4										284 14 11
Sale	35,945	12,362 4 3	922 11 0	282 12 0	14,220	17,409	11,903 1 6	52	66	173	4	74	209	230	11	4,075 18 6	29,546 2 3
Montgomery	85	9 4 0	0 5 7	1 0 3	1,552	325	877 10 3		4	17		8	11	54	1	570 18 9	1,458 18 10
Stratford	10,709	2,474 17 1	208 0 5	141 9 10	16,205	2,029	3,706 16 5	10	61	62	41	16	9	19	3	1,262 3 11	7,713 7 3
Munro	1,516	190 0 10	28 0 8	0 10 3	3,660	214	836 18 6										1,055 10 3
Fletcher's Siding					2,382	48	612 5 5										618 5 5
Fernbank	2,186	506 0 8	42 15 7	10 17 8	4,574	795	1,789 18 4		1	8			11	10		70 14 3	2,420 6 6
Lindenow	3,003	997 13 6	87 0 10	6 7 5	5,529	1,144	3,772 1 0	5	29	44		2	29	13		505 1 10	5,868 4 7
Hillsdale	892	295 3 1	23 12 0	0 15 7	3,871	411	2,708 12 8		68	24	12		7	10		790 5 3	3,818 8 7
Bairnsdale	29,797	14,290 12 9	1,084 5 7	149 18 10	10,879	13,819	11,760 3 2	57	210	191	52	38	40	80	3	3,389 13 2	30,674 13 6
ORBOST LINK.																	
Nicholson	463	41 19 8	4 17 11		151	53	141 14 6										188 12 1
Bumberrah	1,748	266 0 10	18 14 10		359	179	319 6 4	1		3	11						751 14 2
Mossface	1,386	218 3 9	15 16 9		3,048	581	2,733 5 6		1				1			147 12 2	2,968 6 3
Bruther	5,413	1,501 7 5	188 7 7	28 16 7	1,583	2,035	2,082 10 5	7	151	33	13	4	5	8		1,660 7 5	3,461 9 5
Colquhoun	256	56 12 5	3 3 1	0 0 11	7,032	323	2,545 11 2										2,605 7 7
Nowa Nowa	3,016	971 19 6	81 11 7	4 13 5	1,908	1,294	2,188 1 11	6	41	10	5	5	11	4		410 12 4	3,657 3 9
Tostaree	1,000	236 4 8	9 15 3		1,474	239	1,548 5 5										1,794 5 4
Waygara	683	158 2 1	7 0 8		15	123	63 0 7										228 3 4
Orbost	7,903	5,046 9 8	358 2 10	98 18 10	11,623	5,045	12,169 11 7	28	273	30	88	25	31	25	9	3,867 2 11	21,340 5 10
NEERIM SOUTH LINK.																	
Lillie	261	8 10 1	29 11 5		240	507	118 12 9		1								0 5 0
Bulu Bulu	1,382	122 12 2	39 17 10	0 8 4	318	3,050	453 2 7			1							156 19 3
Bravington	277	14 8 10	1 2 7	0 2 9	111	37	58 2 10										620 1 5
Rokeby	1,155	110 17 6	12 6 5	0 2 9	5,351	2,096	2,222 18 10				34		3				73 17 0
Crossover	621	112 17 8	5 10 8	0 15 10	2,340	314	1,039 18 11										2,460 7 3
Neerim South	3,643	783 9 7	68 12 5	4 8 4	22,354	1,630	3,617 2 11	13	83	11	11	11	34	27	4	0 12 0	1,159 15 1
NOOJEE LINK.																	
Neerim	1,912	338 4 9	19 14 9	0 19 11	3,641	502	1,930 5 2			1	10	2	10	4		78 6 11	2,367 11 6
Nayook	2,121	460 4 0	33 0 3	0 8 11	2,017	1,006	1,124 11 3	1	6	5	16	3	20	8		185 15 6	1,808 19 11
Noojee	3,186	998 14 3	39 4 3	1 15 9	28,261	5,218	18,203 10 4	1	1		15	5		5		72 11 10	19,315 16 5
THORPDALE LINK.																	
David	29	0 14 2	0 5 2			15	0 11 9										1 11 1
Coalville	844	69 1 10	23 16 8	0 12 4	992	144	635 4 6										728 15 4
Narracan	1,286	192 12 3	45 18 1	0 13 0	953	562	581 1 10	3	3		1	1		3	1	39 4 6	859 9 11
Thorpdale	1,903	438 10 2	92 0 6	0 9 8	3,246	1,664	2,068 8 0	1	3	30	56		2	19	12	352 11 4	2,951 19 8
WALHALLA LINK.																	
Gooding	69	3 0 3	1 15 3														4 15 6
Gould	2,051	235 3 8	5 2 5	0 11 7	5,386	342	3,007 10 6										3,250 10 8
Moondarra	888	130 8 7	13 17 3	0 5 6	845	170	547 6 2										696 14 6
Watson	363	52 19 5	4 0 6		160	95	135 3 10										194 16 3
Collins' Siding					1,044	91	565 9 0										565 9 0
Erica	2,697	525 6 2	36 15 11	0 7 6	4,731	865	2,853 6 5	5	5		19	1	20	2	1	39 7 3	3,455 3 3
Knott's Siding	390	65 13 7	3 16 5		146	132	45 7 0										2 16 6
Fullwood's Siding					3,216	68	2,015 7 5										117 13 6
O'Shea and Bennett's Siding					4,287	79	2,471 0 9										2,015 7 5
Platina	703	109 13 0	3 3 1	0 0 8	4,999	2,139	3,029 5 5										2,471 0 9
Thomson	202	7 2 2															3,142 2 2
Walhalla	2,824	525 16 2	90 19 2	1 1 4	94	530	370 16 2	3	3		5		27	4	1	7 2 2	991 4 10

APPENDIX No. 38.—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.		
NORTH MIRBOO LINE.																		
Hazelwood	347	46 7 5	0 13 2	..	46	244	46 0 6	2	4 1 0	97 2 1
Yinnar	2,770	509 9 0	83 3 1	2 5 3	1,376	4,807	1,069 14 3	1	3	4	33	..	7	7	..	2	225 17 3	1,890 8 10
Boolarra	4,574	1,093 11 5	96 8 6	7 6 10	1,287	1,488	988 8 2	5	21	28	112	4	9	29	1	655 0 0	2,840 14 11	
Darlimurla	755	85 18 7	13 2 6	0 0 8	618	95	441 6 2	540 7 11	540 7 11
North Mirboo	7,120	1,768 2 8	167 9 4	8 13 4	1,770	2,526	1,888 1 2	13	189	152	44	4	56	152	3	2,026 6 8	5,858 13 2	
TRARALGON-STRAFORD LINE.																		
Glengarry	3,582	557 6 5	43 2 2	2 17 1	1,455	781	946 11 7	3	19	14	1	3	4	6	..	186 13 9	1,736 11 0	
Toongabbie	2,972	420 1 1	46 19 1	23 6 7	2,468	458	1,121 11 6	2	1	12	..	4	1	4	..	79 19 9	1,691 18 0	
Cowwarr	5,052	1,008 11 1	62 10 1	38 13 8	6,878	696	1,726 1 10	15	62	29	52	4	7	15	24	633 13 8	3,469 10 4	
Dawson	185	49 19 9	2 9 5	..	916	21	412 4 8	..	..	..	..	..	..	..	..	..	464 13 10
Heyfield	8,413	2,595 18 6	189 13 5	65 3 7	9,541	6,690	5,438 5 9	4	117	73	52	20	48	35	46	1,424 15 1	9,713 16 4	
Tinamba	3,345	1,269 17 5	75 15 7	36 18 4	2,418	1,755	1,700 8 10	16	152	34	119	29	54	38	15	1,949 17 4	5,032 17 6	
Maffra	17,749	5,358 16 1	4,351 1 8	53 9 1	6,801	40,648	7,570 7 8	18	104	105	21	28	56	28	3	1,526 0 7	18,859 15 1	
Powerscourt .. .. .	..	..	..	..	10,732	48	708 4 1	..	..	..	..	..	..	..	..	..	708 4 1
BRIAGALONG LINE.																		
Boisdale	1,250	123 15 8	38 6 5	1 16 8	4,279	778	1,118 19 10	3	50	8	4	..	9	1	2	705 11 11	1,988 10 6	
Bushy Park	130	18 13 4	2 18 11	0 0 8	6,217	340	1,000 19 6	..	..	..	..	..	..	..	..	..	1,022 12 5
Briagalong	1,284	280 9 4	71 19 6	0 17 9	6,692	804	2,241 8 11	3	20	10	3	..	..	17	..	267 4 10	2,862 0 4
DANDENONG-ALBERTON LINE.																		
Lyndhurst	3,248	236 13 7	1,357 9 1	6 7 9	8,177	1,446	1,360 13 4	2	9	4	..	3	11	17	..	24 15 5	2,985 19 2	
Cranbourne	14,417	1,303 13 5	2,871 4 10	8 18 10	85,415	4,791	17,239 7 1	10	16	71	1	7	56	..	..	176 11 3	21,589 15 5
Clyde	8,928	762 17 4	1,979 18 3	16 19 1	3,144	1,415	760 14 4	..	..	52	..	12	17	39	..	106 5 3	3,626 14 3
Tooradin	3,619	550 3 6	281 13 9	4 0 2	1,689	1,447	768 13 4	8	30	56	1	8	16	57	1	245 8 5	1,849 19 2	
Dalmore	3,322	479 1 5	67 19 10	0 18 5	9,194	1,878	3,390 0 5	3	9	10	..	..	12	12	..	24 2 0	3,962 2 1
Koo-wee-rup	18,769	2,880 6 8	672 17 11	9 9 2	17,679	7,345	7,537 1 2	16	70	62	4	23	27	31	1	247 11 0	11,347 5 11	
Monomeith	2,007	331 9 10	496 15 2	19 8 10	97	373	93 8 0	26	208	78	2	26	148	38	1	766 7 8	1,707 9 6	
Caldermeade	3,138	551 2 2	2,602 13 9	1 13 3	473	1,521	272 9 7	6	73	42	3	9	17	36	3	348 10 3	3,776 14 0	
Lang Lang	9,659	1,814 19 7	275 9 3	9 14 9	957	2,909	594 15 0	14	78	17	44	25	57	42	4	396 10 4	3,091 8 11	
Nyora	9,023	1,741 8 6	175 18 10	15 0 4	4,884	2,660	1,604 3 6	5	12	2	..	4	22	23	1	55 10 0	3,592 1 2	
Loch	6,979	1,308 10 0	171 17 2	1 16 6	2,383	1,132	1,199 1 8	10	133	23	11	14	43	32	2	503 4 7	3,184 9 11	
Jeetho	1,525	161 16 1	322 13 11	0 6 2	207	322	120 8 7	..	24	24	1	4	26	6	2	196 18 4	802 3 1	
Bena	4,968	597 13 4	601 15 7	9 11 11	1,482	1,650	863 3 8	3	65	32	51	6	57	39	3	787 14 7	2,839 19 1	
Whitelaw	189	9 12 0	89 1 6	..	193	20	92 16 4	..	..	..	..	..	..	..	..	..	191 9 10
Korumburra	33,861	7,197 0 0	896 15 0	17 16 10	28,037	12,738	10,451 10 4	38	231	63	97	46	109	133	7	1,500 19 5	20,064 1 7	
Kardella	2,959	287 15 9	104 14 11	4 9 2	454	92	272 2 9	4	..	..	..	4	..	..	..	1 10 6	670 13 1
Ruby	2,833	245 10 3	148 5 11	0 15 8	2,234	567	1,159 19 4	..	5	16	..	..	3	7	1	92 13 9	1,647 4 11
Leongatha	24,140	6,034 3 9	681 6 3	57 8 5	7,755	5,805	5,126 8 6	15	224	82	78	32	150	138	15	2,264 9 8	14,163 16 7	
Rumps Siding .. .. .	..	..	..	..	20,873	27	2,984 16 11	..	..	..	..	..	..	..	..	..	2,984 16 11
Gwyther .. .. .	..	..	..	..	381	21	211 11 8	..	..	..	..	..	..	..	..	..	211 11 8
Koonwarra	1,339	183 7 5	38 13 11	0 9 5	1,579	1,403	755 19 9	..	5	17	1	..	14	17	2	107 16 0	1,086 6 6	
Tarwin	2,028	235 2 5	10 15 6	1 18 7	456	816	376 11 0	3	14	1	17	..	11	8	6	144 5 1	768 12 7	
Meenyan	7,530	1,432 8 2	140 15 11	9 13 0	1,645	1,967	1,242 6 10	4	83	18	20	3	23	34	3	615 16 9	3,441 0 8	
Stony Creek	3,119	562 1 10	78 9 10	0 15 11	453	1,061	520 11 8	..	39	24	63	3	15	22	3	655 15 1	1,817 14 4	
Buffalo	1,714	366 17 6	13 5 5	7 16 7	1,185	364	532 7 1	..	60	1	..	2	75	2	..	357 14 6	1,278 1 1	

Boys	105	30 15 3	2 10 8	..	605	33	266 7 4	..	..	..	..	..	..	..	..	..	..	..	299 13 3
Fish Creek	4,363	969 3 8	95 11 6	..	1,753	1,219	1,143 6 0	..	7	19	15	23	..	9	31 7	18 2	..	7	349 9 5
Hoddie	703	128 13 6	12 4 4	..	399	88	310 12 5	..	..	..	..	..	..	..	..	..	..	8	2,559 13 2
Foster	6,328	1,807 11 2	228 5 3	16 13 2	2,477	5,350	1,956 18 4	..	13	47	17	34	..	7	46 16	..	..	533 16 6	451 13 0
Bennison	1,504	233 9 8	62 3 0	3 12 10	262	303	419 6 7	..	..	..	..	..	..	..	..	..	..	..	1,543 4 5
Toora	4,484	1,454 0 3	156 13 1	2 10 6	885	2,483	1,047 6 5	..	10	55	22	27	..	7	25 6	..	..	647 9 11	718 12 1
Agnes	274	80 8 5	3 4 1	9 0 11	12	90	25 6 10	..	..	..	..	..	..	..	..	..	..	..	3,908 0 2
Welshpool	3,085	887 7 5	119 6 5	9 19 5	1,278	2,137	638 18 10	..	13	43	7	62	..	4	6 6	..	..	20 11 7	1,381 11 10
Welshpool Jetty	5,383	148 12 7	76 17 5	..	442	265	948 6 2	..	..	..	..	..	..	..	..	..	..	794 0 6	2,449 12 7
Hedley	653	147 13 2	15 10 10	..	97	165	111 14 4	..	..	3	45	..	..	..	..	..	..	..	1,073 16 2
Gelliondale	1,452	538 15 6	22 16 9	..	1,265	4,964	865 8 10	..	4	178	19	4	..	1	9 38	..	..	295 0 9	572 3 5
Alherton	2,014	460 11 10	38 11 3	1 4 7	463	1,325	615 7 5	..	1	200	35	2	..	4	86 5	..	..	1,402 9 10	2,770 17 6
ALBERTON-WOODSIDE LINE.																			
Yarram	9,231	3,820 14 10	286 2 1	12 6 7	1,894	4,975	2,681 17 10	..	18	189	120	86	..	12	33 75	..	..	13	2,726 1 5
Devon	175	8 16 5	..	..	420	66	329 6 4	..	..	..	..	..	..	..	..	..	..	..	9,527 2 9
Calrossie	242	19 9 6	0 7 2	..	366	119	318 2 7	..	..	..	..	..	..	..	..	..	..	..	341 7 3
Won-Wron	1,074	161 7 3	22 1 2	26 1 8	3,034	3,388	2,637 12 6	..	7	5	6	52	..	3	5	..	..	3	337 19 3
*Napier	4	0 7 8	..	..	11	3	3 10 1	..	..	..	..	..	..	..	..	..	..	..	3,250 11 11
♦Woodside	80	12 16 7	0 1 4	..	1	32	3 10 4	..	..	..	..	..	..	..	..	..	..	..	3 17 9
KOO-WEE-RUP-STREZIECKI LINE.																			
Bayles	838	120 12 1	90 16 3	0 9 9	8,277	3,046	3,452 15 5	..	4	..	61	3	..	2	..	..	..	..	96 8 8
Catani	441	91 0 10	50 1 3	0 0 8	2,061	731	337 18 0	..	2	1	..	..	..	..	..	..	..	..	3,761 2 2
Yamathan	641	123 16 7	13 14 19	0 3 6	1,071	780	431 15 5	..	8	23	34	63	..	3	18 20	..	..	4	1,085 5 0
Heathhill	359	67 11 5	2 3 4	0 6 3	2,137	226	479 15 2	..	1	..	..	..	..	..	..	..	..	..	253 14 8
Athlone	663	149 11 9	9 10 10	0 12 1	3,962	218	1,208 3 8	..	..	..	..	..	..	..	..	..	..	..	823 5 0
Topram	442	102 15 10	11 10 0	0 13 10	1,222	313	584 6 8	..	1	7	6	2	..	2	4 10	..	..	1	582 5 8
Trilchm	672	185 7 10	178 16 6	1 13 3	621	633	420 16 8	..	13	15	65	10	..	1	4 91	..	..	..	1,367 18 4
Streziecki	772	229 16 0	11 7 6	1 14 2	400	347	277 18 5	..	19	10	83	30	..	3	4 19	..	..	1	722 1 7
WONTHAGGI LINE.																			
Woolleigh	1,798	328 7 8	668 2 9	1 2 5	278	427	181 4 5	..	7	5	4	1	..	7	7 12	..	..	2	45 3 6
Kernot	1,616	311 17 10	148 14 2	2 8 7	230	371	188 6 4	..	1	52	20	0	..	4	28 27	..	..	3	1,224 0 9
Almurta	2,571	624 6 5	40 3 7	5 18 0	462	462	390 16 0	..	7	208	21	5	..	5	118 36	..	..	..	935 4 11
Glen Forbes	2,009	419 13 9	210 4 4	2 17 7	245	417	278 12 9	..	6	18	20	15	..	3	11 9	..	..	..	892 14 1
Woolamai	2,107	434 1 3	209 18 5	18 4 2	352	743	247 9 11	..	7	47	14	21	..	10	28 25	..	..	..	1,149 13 10
Anderson	1,584	341 8 11	28 1 9	41 11 6	129	341	291 5 5	..	2	6	32	..	..	4	14 16	..	..	..	345 12 0
Mitchell's Siding	..	..	..	..	3,824	44	1,015 3 7	..	..	..	..	..	..	..	..	..	..	..	1,255 5 9
Kileunda	2,044	254 4 8	21 9 8	..	50	221	66 7 0	..	..	..	..	..	..	..	..	..	..	..	862 4 6
Daleston	2,311	660 15 1	69 13 2	17 0 0	877	2,444	770 12 11	..	1	48	17	80	..	5	27 24	..	..	3	1,015 3 7
Powlett and North Woolamai	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Colliery Coy.'s Siding	..	..	..	..	1,567	..	489 18 9	..	..	..	..	..	..	..	..	..	..	..	..
State Coal Mine	..	..	..	..	44,181	5,738	18,585 4 2	..	..	..	..	..	..	..	..	..	..	..	..
Wonthaggi	27,487	8,116 6 4	738 14 2	29 5 8	779	15,049	1,208 6 6	..	5	7	2	..	..	4	18 26	..	..	..	342 14 4
OUTTRIM LINE.																			
Jumbanna	2,581	241 17 0	47 7 5	0 17 11	19,690	2,281	6,884 4 1	..	1	4	2	2	..	1	8 8	..	..	..	489 18 9
Outtrim North	1,096	40 13 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Outtrim	882	97 13 8	10 0 11	0 4 10	6,490	357	1,826 8 8	..	..	..	..	77	..	..	..	..	..	..	18,585 4 2
ALBERTON-PORT ALBERT LINE.																			
Port Albert	1,204	206 10 4	59 3 9	0 2 0	341	289	552 14 0	..	..	..	..	..	..	..	..	..	..	..	10,189 19 3
FRANKSTON-STONY POINT LINE.																			
Glen Huntly	1,323,185	27,543 19 0	284 3 8	3 5 1	665	47,343	750 2 0	..	..	..	..	..	..	..	..	..	..	..	28,581 9 9
Ormond	471,651	9,028 10 5	198 4 4	1 3 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9,237 18 4
McKinnon	167,789	3,224 5 11	25 8 6	0 6 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,250 0 7
Bentleigh	218,455	4,351 18 11	65 11 10	3 4 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4,420 15 5
Moorabbin	155,540	3,522 13 9	122 9 5	1 3 4	883	18,221	411 13 1	..	..	20	..	..	..	..	7	..	..	..	4,132 13 11

APPENDIX No. 38.—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.	Cattie.	Sheep.	Pigs.	Horses.	Cattie.	Sheep.	Pigs.			
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.		
FRANKSTON-STONY POINT LINE— <i>continued.</i>																		
Highbett	155,028	3,328 10 5	26 1 4	0 14 5	..	..	..	..	..	..	..	..	..	..	..	..	..	3,355 6 2
Cheltenham	422,739	10,878 19 6	424 11 10	2 0 10	2,522	18,324	704 6 6	5	3	..	..	5	..	..	..	..	..	12,028 3 11
Mentone	572,443	16,512 18 9	184 13 3	790 1 11	1,208	21,897	477 2 1	8	1	..	..	19	2	..	..	..	..	17,993 7 0
Parkdale	292,372	7,782 4 1	43 13 3	0 16 3	..	..	..	..	..	..	..	..	..	..	..	..	..	7,826 13 7
Mordialloc	553,962	17,047 0 10	582 16 9	662 2 5	1,046	15,354	396 16 8	13	7	..	..	16	13	1	..	..	..	18,755 7 4
Aspendale	156,006	5,039 2 2	48 13 6	0 15 7	633	7,834	169 15 6	..	..	..	..	..	..	..	..	..	..	5,260 1 5
Edithvale	227,574	6,727 7 10	291 18 0	0 7 8	..	..	..	..	..	..	..	..	1	..	..	..	..	7,019 13 6
Chelsea	528,920	16,490 11 10	447 12 0	2 14 0	672	12,510	253 16 11	..	..	..	..	1	1	..	..	..	..	17,194 14 9
Forsyth's Siding	..	..	..	..	18,435	..	3,455 0 2	..	..	..	..	..	..	..	..	..	..	3,455 0 2
Carrum	80,713	3,760 2 0	573 17 1	6 10 7	2,923	3,598	599 11 8	1	8	7	3	4	22	41	..	..	..	4,980 14 10
Seaford	27,748	1,469 6 1	531 2 11	2 15 10	152,116	2,231	28,532 2 4	1	..	..	..	..	2	..	..	..	..	30,536 1 5
Frankston Sand Siding	..	..	..	..	43,267	..	7,934 19 7	..	..	..	..	..	..	..	..	..	..	7,934 19 7
Frankston	156,537	10,919 10 10	845 2 6	32 1 4	918	17,210	487 13 6	2	10	..	1	6	43	47	3	..	..	12,304 16 0
Langwarrin	1,950	155 15 0	117 0 5	0 5 1	641	671	190 13 8	..	3	..	..	..	..	..	22	..	..	469 17 3
Baxter	4,244	368 7 0	137 11 9	1 19 6	726	470	316 1 7	1	1	..	..	3	1	3	..	..	..	835 7 0
Somerville	7,367	858 18 9	302 1 5	4 8 4	4,211	8,741	2,397 4 4	1	9	..	..	3	15	12	..	..	..	3,600 7 3
Tyabb	3,273	401 17 2	128 5 0	0 7 0	3,381	1,780	2,240 18 5	1	..	..	..	2	1	5	..	..	..	2,772 16 11
Hastings	5,921	776 3 9	159 11 8	1 4 7	2,479	2,304	1,186 6 1	..	..	..	..	4	15	20	..	..	..	2,123 6 1
Bittern	6,466	1,227 14 1	219 17 10	4 6 3	1,493	3,460	518 9 2	7	23	46	3	4	22	74	..	..	..	2,204 13 7
Orib Point	25,273	5,627 7 2	207 10 5	1 18 9	219	7,139	377 13 11	1	..	..	..	7	..	..	..	..	..	6,216 7 3
Stony Point	5,540	1,233 6 10	355 8 11	9 8 10	690	1,737	447 2 4	5	2	7	1	7	10	9	1	..	..	2,097 13 11
MORNINGTON LINE.																		
Moorooduc	2,226	257 11 10	58 1 10	0 18 3	19,353	1,571	3,032 19 2	2	1	93	..	5	72	159	..	..	..	214 6 3
Mornington	22,673	3,893 6 6	759 16 5	14 1 10	1,010	7,912	652 7 10	7	62	31	4	13	48	35	2	..	..	3,075 5 11
BITTERN-RED HILL LINE.																		
Balnarring	341	55 8 2	12 11 1	..	217	377	100 18 1	..	..	..	..	..	..	..	..	..	..	2 10 11
Merricks	436	94 6 6	97 17 8	6 4 10	253	907	133 6 3	..	17	51	6	1	10	3	2	..	..	191 1 6
Red Hill	784	204 15 1	186 16 8	0 4 10	2,374	1,129	1,038 13 1	..	1	..	..	..	1	..	..	..	..	0 12 0
HEALESVILLE LINE.																		
East Richmond	588,375	6,338 10 6	175 10 5	0 8 10	..	..	..	..	..	..	..	..	..	..	..	..	..	6,564 9 9
Burnley	732,166	8,865 11 6	310 6 10	3 16 4	11,443	133,711	4,302 3 0	..	..	..	..	..	..	..	..	..	..	13,431 17 8
Hawthorn	1,150,618	16,531 1 7	247 8 2	6 4 3	852	23,401	1,241 4 9	..	..	..	..	..	..	..	..	..	..	18,075 18 9
Glenferrie	1,997,317	32,868 1 7	705 8 2	7 2 3	..	..	..	..	..	..	..	..	..	..	..	..	..	33,580 12 0
Auburn	1,589,198	24,766 17 1	334 0 2	7 4 6	..	..	..	..	..	..	..	..	..	..	..	..	..	25,108 1 9
Camberwell	1,944,332	34,980 11 2	519 6 11	8 0 10	1,099	50,600	1,642 3 0	..	..	..	..	..	..	..	..	..	..	37,150 1 11
East Camberwell	1,065,379	19,265 2 11	101 10 11	1 12 11	..	..	..	..	..	..	..	..	..	..	..	..	..	19,368 6 9
Canterbury	1,757,388	32,735 14 0	531 8 9	28 4 9	..	..	..	..	..	..	..	..	..	..	..	..	..	33,295 7 6
Surrey Hills	1,062,898	20,910 3 1	242 14 4	1 19 8	538	43,070	659 3 1	..	..	..	..	..	..	..	..	..	..	21,814 0 2
Mont Albert	602,779	11,636 8 5	75 17 2	1 14 0	..	..	..	..	..	..	..	..	..	..	..	..	..	11,713 19 7
Box Hill	1,196,174	26,994 14 9	866 6 11	37 16 8	7,573	43,599	5,073 5 11	26	39	..	..	100	73	9	35	..	..	33,360 15 0
Blackburn	324,488	7,435 19 1	218 19 10	2 8 7	3,136	15,405	2,915 5 0	..	..	..	..	1	4	..	..	..	..	10,572 12 6

APPENDIX NO. 38.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CABRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.		
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.						Outwards.
	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.		
WARBURTON LINE—continued.																		
Woori Yallock	4,212	545 6 4	111 9 3	3 17 7	7,414	933	2,261 7 5	4	66	11	1	3	29	24	..	208 8 4	3,130 8 11	
Launching Place	4,992	710 4 11	349 15 9	3 3 8	2,825	1,747	893 10 8	12	28	3	3	10	19	10	1	88 7 5	2,045 2 5	
Yarra Junction	18,418	2,890 16 9	219 12 10	11 14 1	58,702	4,329	20,018 7 8	1	1	..	..	10	11	11	1	7 9 9	23,148 1 1
Britannia .. .. .	..	..	0 0 8	..	7,166	463	2,600 12 3	..	..	..	..	..	..	..	..	..	2,600 12 11
West Warburton	4,139	515 15 2	125 12 10	1 17 6	415	698	258 3 8	2	1	..	..	6	53	55	3	21 16 4	923 5 6
Millgrove	5,046	446 19 1	37 6 4	0 11 9	5,918	650	1,953 2 7	1	1	..	..	..	..	..	..	3 10 8	2,441 10 5
Warburton	21,676	4,445 7 4	272 1 7	4 0 8	461	7,042	618 14 5	15	5	9	13	34	26	36	..	103 2 0	5,443 6 0	
La La Extension .. .. .	..	..	..	..	38,109	14	13,687 9 2	..	..	..	..	..	..	..	..	..	13,687 9 2
HEIDELBERG—ELTHAM—HURST-BRIDGE LINE.																		
Jolimont	252,987	2,630 10 4	58 11 9	0 8 2	..	..	..	..	..	..	..	..	..	..	..	..	2,630 10 3
West Richmond	855,426	8,699 0 8	389 2 6	3 15 4	..	..	..	..	..	..	..	..	..	..	..	..	9,091 18 6
North Richmond	897,154	10,897 7 5	577 11 1	1 9 10	..	..	..	..	..	..	..	..	..	..	..	..	11,566 8 4
Collingwood	737,171	8,467 19 5	413 15 3	1 10 1	..	..	..	..	..	..	..	..	..	..	..	..	8,883 4 9
Victoria Park	1,127,018	13,603 17 3	1,027 1 9	2 12 2	20,805	80,925	7,091 9 9	..	..	..	..	..	..	..	..	..	21,725 0 11
Clifton Hill	1,909,686	21,108 1 10	776 8 0	3 14 1	..	..	..	..	..	..	..	..	..	..	..	..	21,888 3 11
Westgarth	1,089,123	13,388 2 7	220 2 8	0 18 0	..	..	..	..	..	..	..	..	..	..	..	..	13,609 1 3
Fairfield Park	1,779,717	26,247 18 10	163 4 8	7 6 2	164	20,660	323 12 11	..	..	..	..	..	..	..	..	..	26,742 2 7
Alphington	497,455	7,903 12 3	39 10 8	0 12 2	23,424	8,867	4,153 19 1	..	..	..	..	..	..	..	..	..	12,097 14 2
Darebin	268,575	5,109 4 7	23 1 5	0 18 0	..	..	..	..	..	..	..	..	..	..	..	..	5,133 4 0
Ivanhoe	1,068,881	20,454 2 10	140 1 2	1 6 3	101	9,303	97 7 3	..	..	..	..	..	..	..	..	..	20,692 17 6
Heidelberg	700,245	15,108 3 7	153 18 9	7 19 1	1,373	13,169	555 8 2	2	12	..	..	..	23	1	..	63 18 2	15,889 7 9
Rosanna	37,741	840 12 11	0 4 8	..	..	..	..	..	..	..	..	..	..	..	..	..	840 17 7
Macleod	52,919	1,462 4 4	12 18 10	0 5 7	..	..	..	..	..	..	..	..	..	..	..	..	1,475 8 9
Mont Park .. .. .	..	..	..	..	77	2,284	130 5 9	..	..	..	..	..	..	..	..	..	130 5 9
Greensborough	195,585	5,191 16 9	67 1 6	0 11 6	96	2,573	90 8 8	..	6	..	..	2	4	..	..	12 2 3	5,362 0 8
Eltham	155,692	4,812 0 0	63 4 6	0 6 10	170	2,181	91 13 5	1	4	..	..	2	2	9	..	21 8 9	4,988 13 6
Diamond Creek	31,473	1,214 17 3	110 10 10	2 0 4	313	994	180 5 2	3	..	..	..	1	3	9	..	6 2 9	1,513 16 4
Wattle Glen	6,564	315 3 2	1 4 4	0 1 1	..	..	..	..	..	..	..	..	..	..	..	..	316 8 7
Hurstbridge	28,792	1,907 13 1	216 3 8	5 14 9	10,756	2,248	2,186 7 3	..	..	..	..	..	..	..	..	1 6 4	4,317 5 1
Melbourne—Flinders-street—Country	938,331	165,566 0 1	74,925 2 2	130 1 11	..	..	..	..	..	..	..	..	..	..	..	..	240,621 4 2
Melbourne—Flinders-street—Subur-	12,615,596	258,183 17 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	258,183 17 4
ban .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
PORT MELBOURNE LINE.																		
Montague	391,894	4,099 1 7	90 19 11	0 5 6	..	..	..	..	..	..	..	..	..	..	..	..	4,190 7 0
North Port	781,347	8,718 9 8	111 14 10	1 19 8	..	..	..	..	..	..	..	..	..	..	..	..	8,832 4 2
Graham	881,582	8,990 6 0	106 2 4	1 16 10	..	..	..	..	..	..	..	..	..	..	..	..	9,096 5 2
Port Melbourne	405,524	4,842 18 5	102 18 9	0 2 0	130,725	217,029	37,315 5 11	29	4	..	..	40	75	5	8	86 15 5	42,348 0 6
ST. KILDA LINE.																		
South Melbourne	1,066,203	12,366 8 0	494 18 4	2 6 11	..	..	..	..	..	..	..	..	..	..	..	..	12,863 13 3
Albert Park	2,495,846	27,072 2 2	383 12 0	4 2 10	..	..	..	..	..	..	..	..	..	..	..	..	27,459 17 0
Middle Park	2,513,269	25,809 13 11	206 18 7	3 3 4	..	..	..	..	..	..	..	..	..	..	..	..	26,019 10 10
St. Kilda	4,644,761	57,394 10 1	585 2 9	4 7 4	185	22,625	182 1 4	..	..	..	..	..	..	..	..	..	58,166 1 6

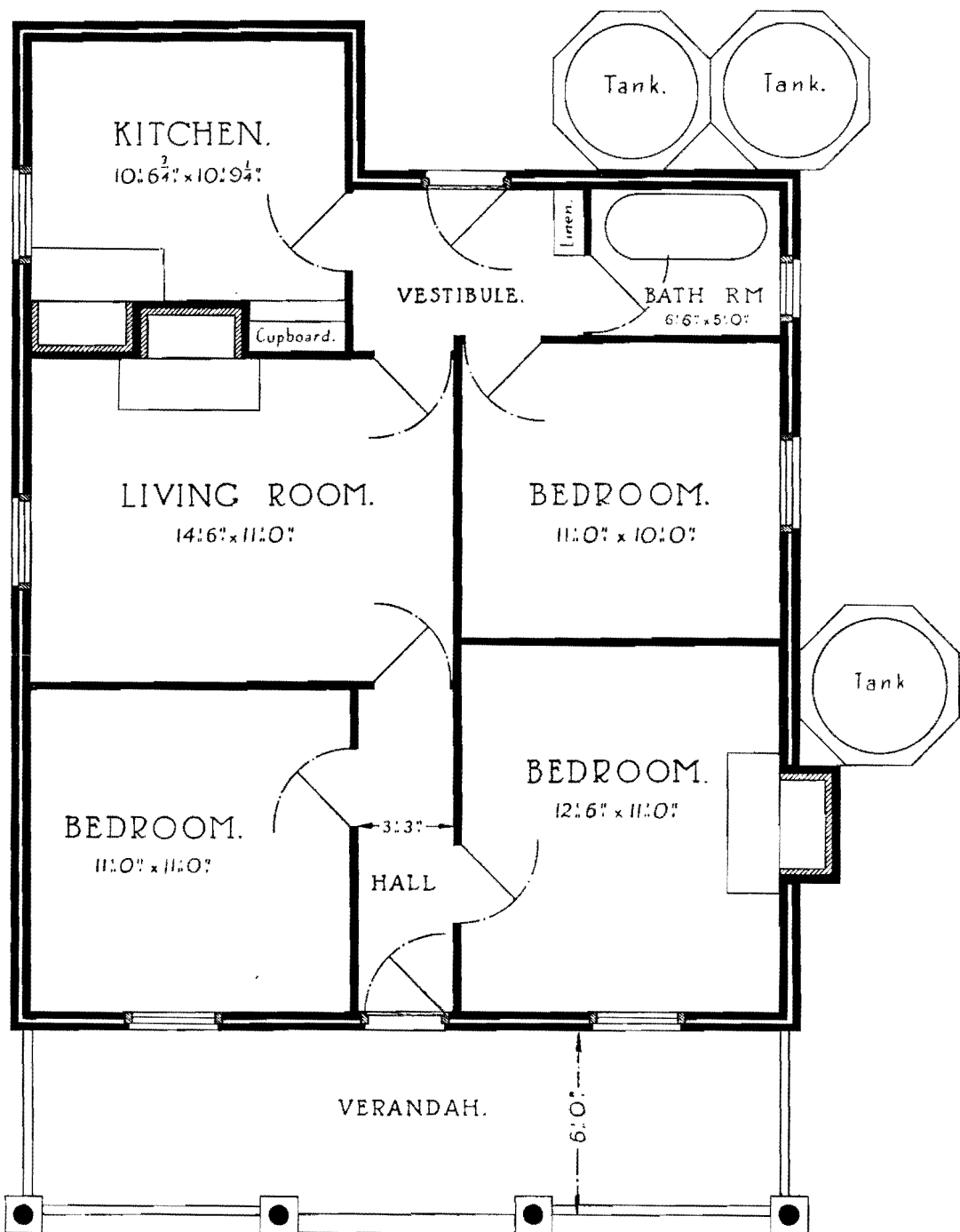
BRIGHTON-SANDRINGHAM LINE.

Richmond	2,281,793	37,237 19 11	2,114 14 4	15 12 11	39,398 7 2
South Yarra	2,078,616	30,184 18 5	1,310 17 7	7 16 2	31,503 12 2
Prahran	1,961,994	27,028 7 8	2,380 2 8	4 6 8	29,412 17 0
Windsor	2,136,590	29,041 11 8	732 8 10	4 6 1	2,389	56,346	2,043 4 10	31,821 11 5
Balaclava	2,695,999	37,524 3 11	417 1 5	301 13 11	37,946 4 3
Ripponlea	1,427,109	22,452 10 7	301 7 0	1 1 1	22,755 19 8
Elipponwick	3,922,965	69,616 10 7	613 17 1	189 9 4	..	459	46,133	573 14 0	70,811 11 0
Gardenvale	1,585,797	28,596 18 8	189 1 9	1 7 5	28,767 7 10
North Brighton	1,631,122	31,119 3 2	403 9 5	7 3 0	32,367 12 11
Middle Brighton	1,395,583	28,193 3 7	285 1 3	3 16 3	..	173	15,001	215 12 1	28,677 13 2
Brighton Beach	725,648	15,302 19 0	70 18 1	0 16 6	15,374 13 7
Hampton	1,180,996	25,504 13 2	235 13 2	15 9 7	25,742 14 11
Sandringham	1,890,760	45,320 4 1	404 9 2	7 1 8	..	302	82,711	549 14 5	46,281 15 4
VARIOUS.																				
Traffic derived from Deniliquin and Moama Stations	2,111	2,163 8 1	342 8 10	121 17 3	9,930	9,955	14,627 4 8	61 1,486 3,432 5 30 302 651 ..	32,205 11 0	49,460 9 10										
Traffic derived from South Australian Stations	61,632	96,201 14 3	11,751 12 5	929 0 11	42,258	38,449	62,697 13 2	.. ..	15,297 13 9	186,877 14 6									
Traffic derived from New South Wales Stations	160,267	130,298 11 11	17,760 17 1	1,503 6 11	31,294	113,013	46,830 13 3	.. ..	664 5 6	206,057 14 8									
Traffic derived from Queensland Stations	4,871	3,805 3 4	229 2 7	0 5 10	12,960	3,463	10,612 3 2	.. ..	..	14,646 14 11								
Traffic derived from Commonwealth Stations .. .. .	..	10 6 10	8 16 2	..	21	1,243	58 14 7	.. ..	..	77 17 7							
Traffic derived from Western Australian Stations	7,101	9,748 17 1	233 0 6	3 8 2	15	8	47 15 11	.. ..	..	10,033 1 8								
Government Tourist Bureau	358,780	268,370 0 2	..	..	..	..	..	.. ..	..	268,370 0 2			
Steamer	70,188	1,370 18 4	..	..	..	..	..	.. ..	..	1,370 18 4			
Thos. Cook and Son to New South Wales, South Australia, &c. ..	1,435	2,250 8 7	..	..	..	..	..	.. ..	..	2,250 8 7			
Totals	155,798,970	5,183,225 17 0	479,133 5 9	37,756 15 1	6,943,011	6,943,011	4,375,265 11 3	9,363 37,326 74,728 7,561 8,182 40,721 75,120 8,521 ..	673,060 15 4	10,748,442 4 5										
Less unallotted Credit Notes, &c.	158,270	88,631 0 7	6,126 13 0	528 19 1	..	..	75,302 6 11	.. ..	..	19,831 15 0						
Totals	155,957,240	5,094,594 16 5	473,006 12 9	37,227 16 0	6,943,011	6,943,011	4,299,963 4 4	9,363 37,326 74,728 7,561 8,182 40,721 75,120 8,521 ..	653,229 0 4	10,558,021 9 10										
Mails .. .. .	..	..	..	..	..	..	..	.. ..	..	59,907 17 3	
Telegraph .. .. .	..	..	..	..	..	..	..	.. ..	..	1,470 14 11	
Power .. .. .	..	..	..	..	..	..	..	.. ..	..	179,033 2 6	
Rentals .. .. .	..	..	..	..	..	..	..	.. ..	..	117,672 14 6	
Miscellaneous .. .. .	..	..	..	..	..	..	..	.. ..	..	10,327 2 1	
Dining Car Service .. .. .	..	..	..	..	..	..	..	.. ..	..	24,915 7 1	
Refreshment Rooms Service .. .. .	..	..	..	..	..	..	..	.. ..	..	283,201 7 10½	
GRAND TOTALS, RAILWAYS	155,957,240	5,094,594 16 5	473,006 12 9	37,227 16 0	6,943,011	6,943,011	4,299,963 4 4	9,363 37,326 74,728 7,561 8,182 40,721 75,120 8,521 ..	653,229 0 4	11,234,549 16 0½										
St. Kilda Brighton Electric Tramway	5,750,912	..	..	..	..	..	..	.. ..	..	54,194 0 0½		
Sandringham and Black Rock Electric Tramway	1,411,885	..	..	..	..	..	..	.. ..	..	12,531 8 10½		
GRAND TOTALS	163,120,037	5,094,594 16 5	473,006 12 9	37,227 16 0	6,943,011	6,943,011	4,299,963 4 4	9,363 37,326 74,728 7,561 8,182 40,721 75,120 8,521 ..	653,229 0 4	11,301,275 4 11½										

* Stations open for only portion of the year.

By Authority: ALBERT J. MURPHY, Government Printer, Melbourne.

DEPARTMENTAL RESIDENCE CONSTRUCTED IN PRE-CAST CONCRETE.



GROUND PLAN.

MODERNIZED SECTION OF STORE AT NEWPORT WORKSHOPS.



"K" CLASS LOCOMOTIVE.



Weight of engine and tender (roadworthy), 104 tons 12 cwt.
Tractive power, 26,960 lbs.
Rating capacity (K), 145 per cent. ; load up, 1 in 50 grade, 391 tons.
Rating capacity (DD), 100 per cent. ; load up, 1 in 50 grade, 270 tons.

DIAGRAM N° 1

AVERAGE MILEAGE OPERATED

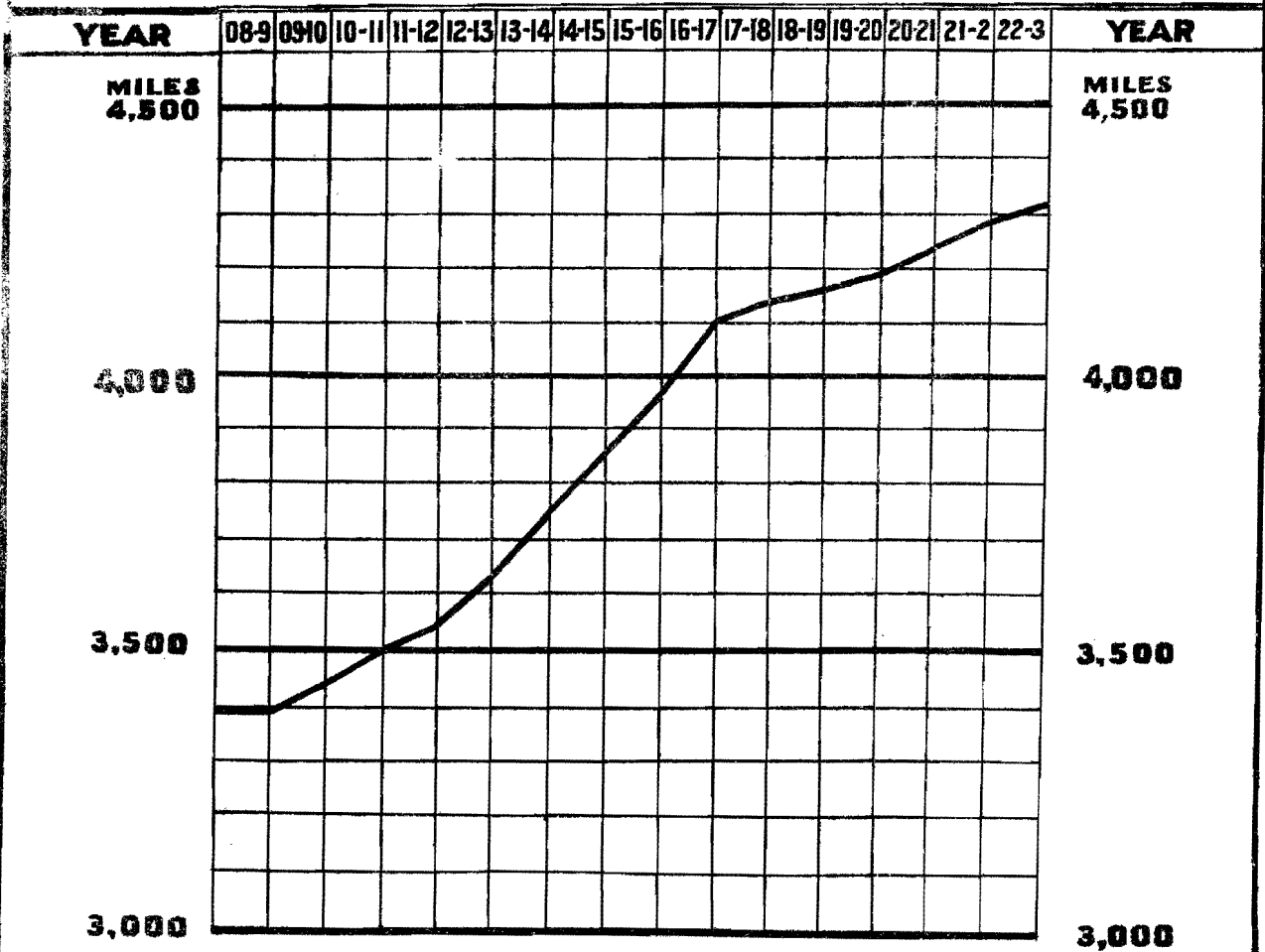


DIAGRAM N° 2

AVERAGE COST OF CONSTRUCTION PER MILE

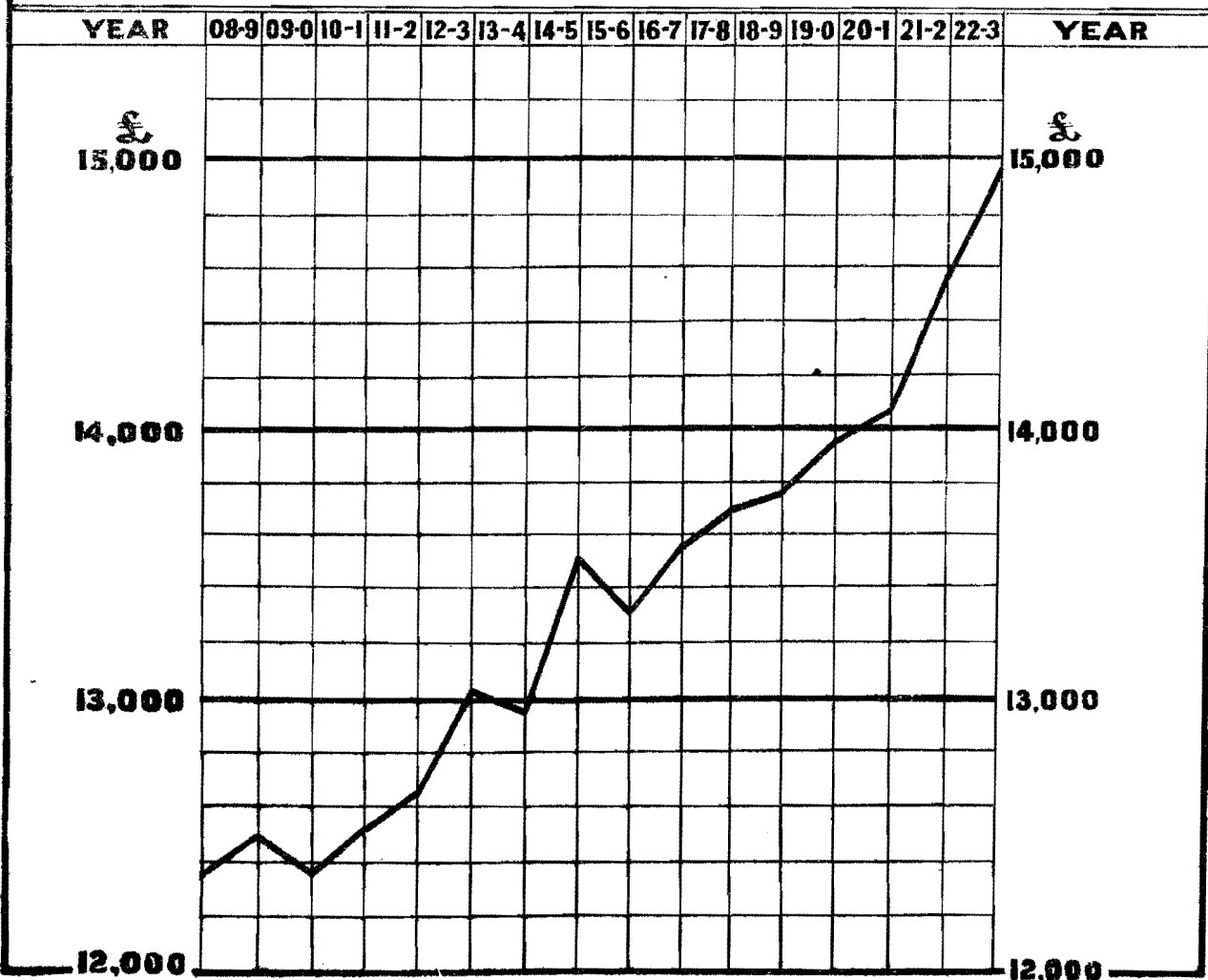


DIAGRAM N° 3

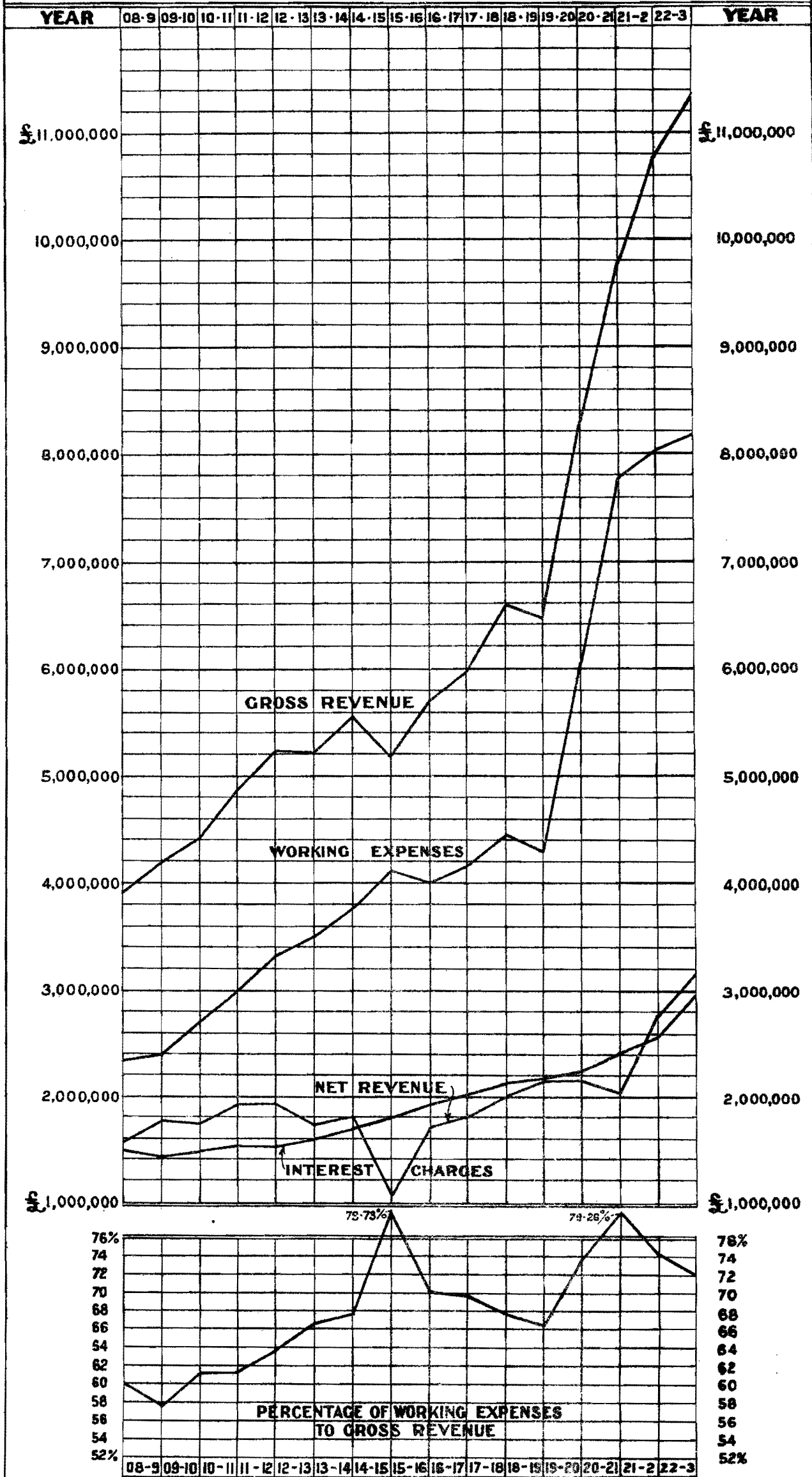


DIAGRAM N^o 3 A.

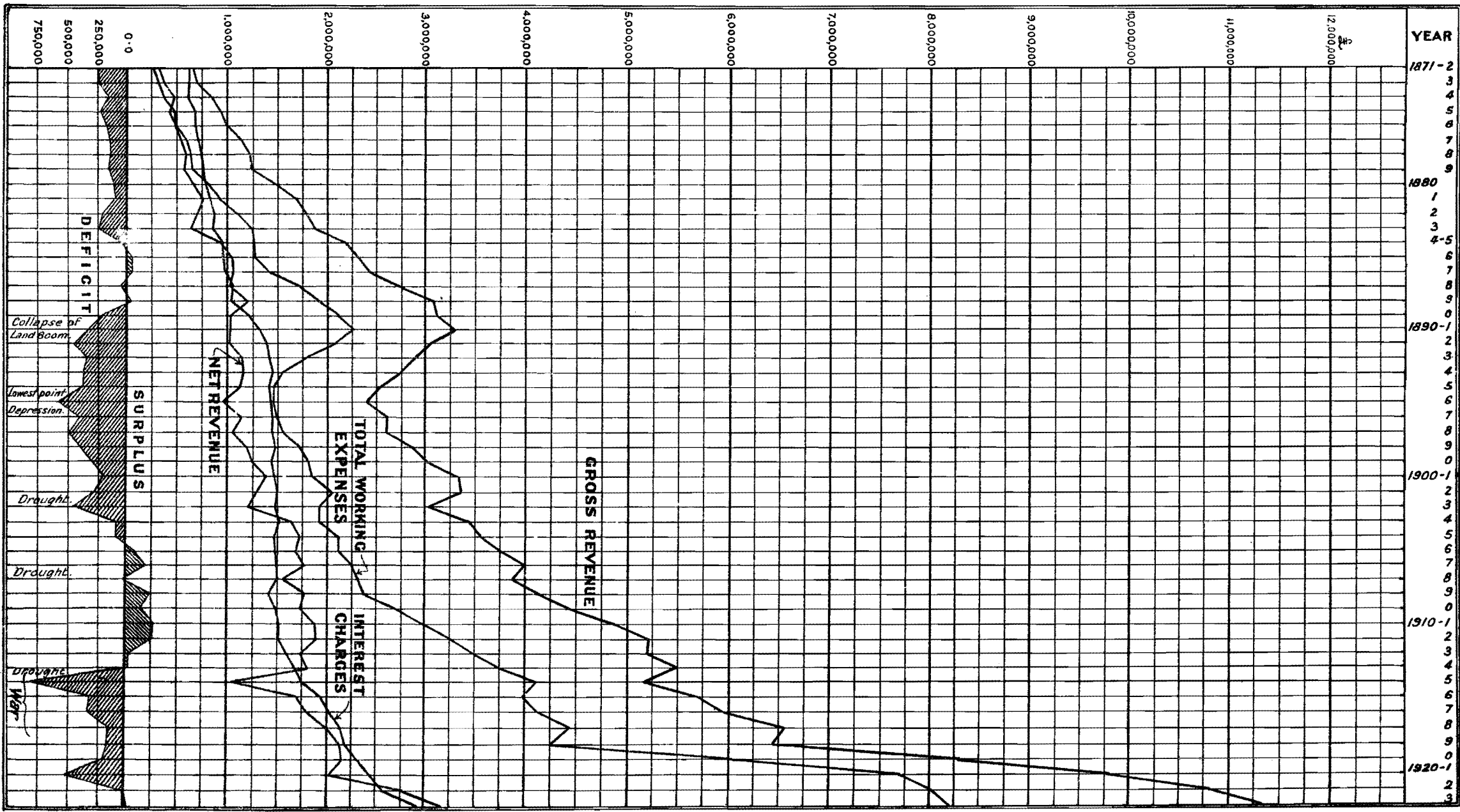
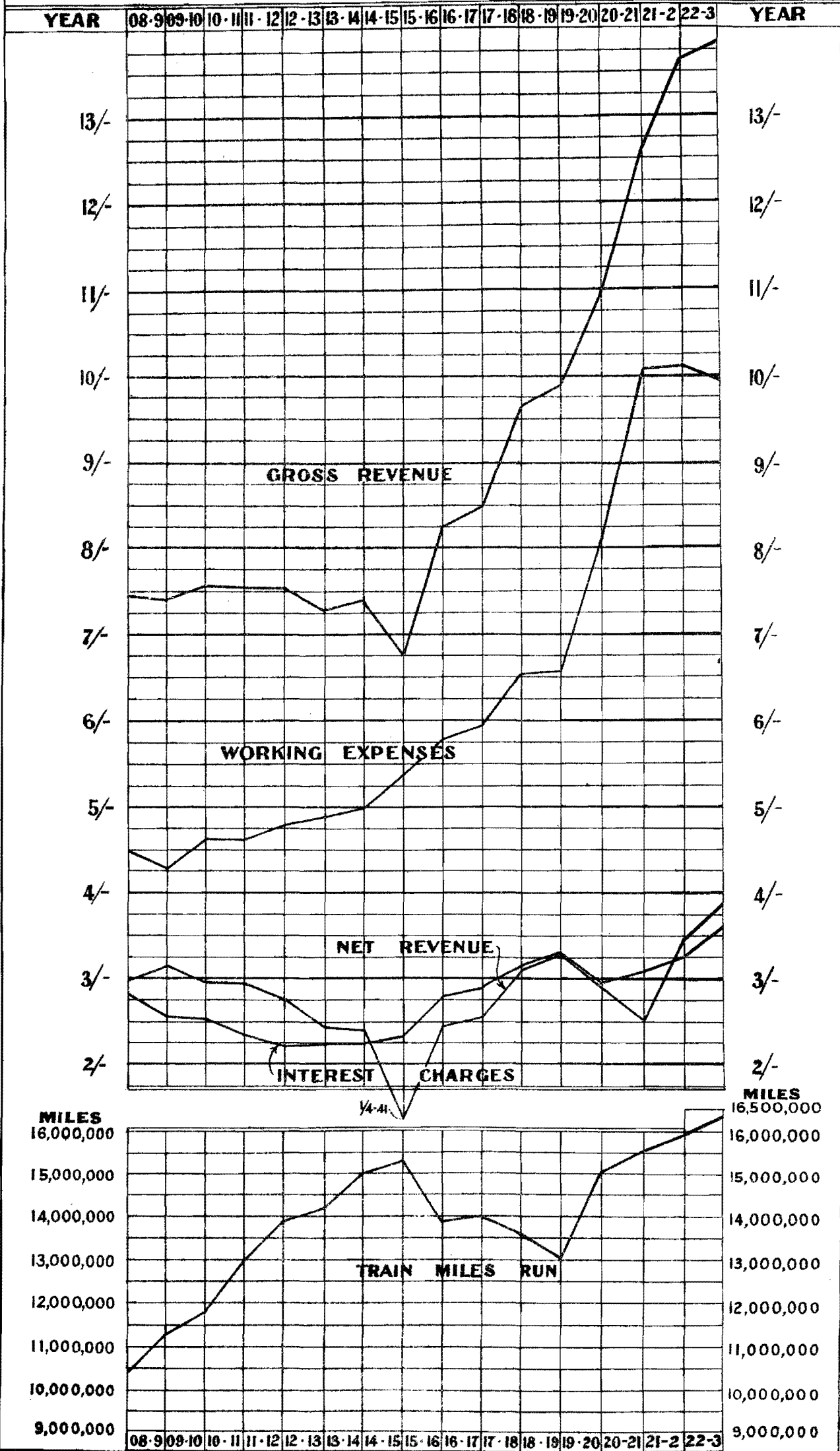
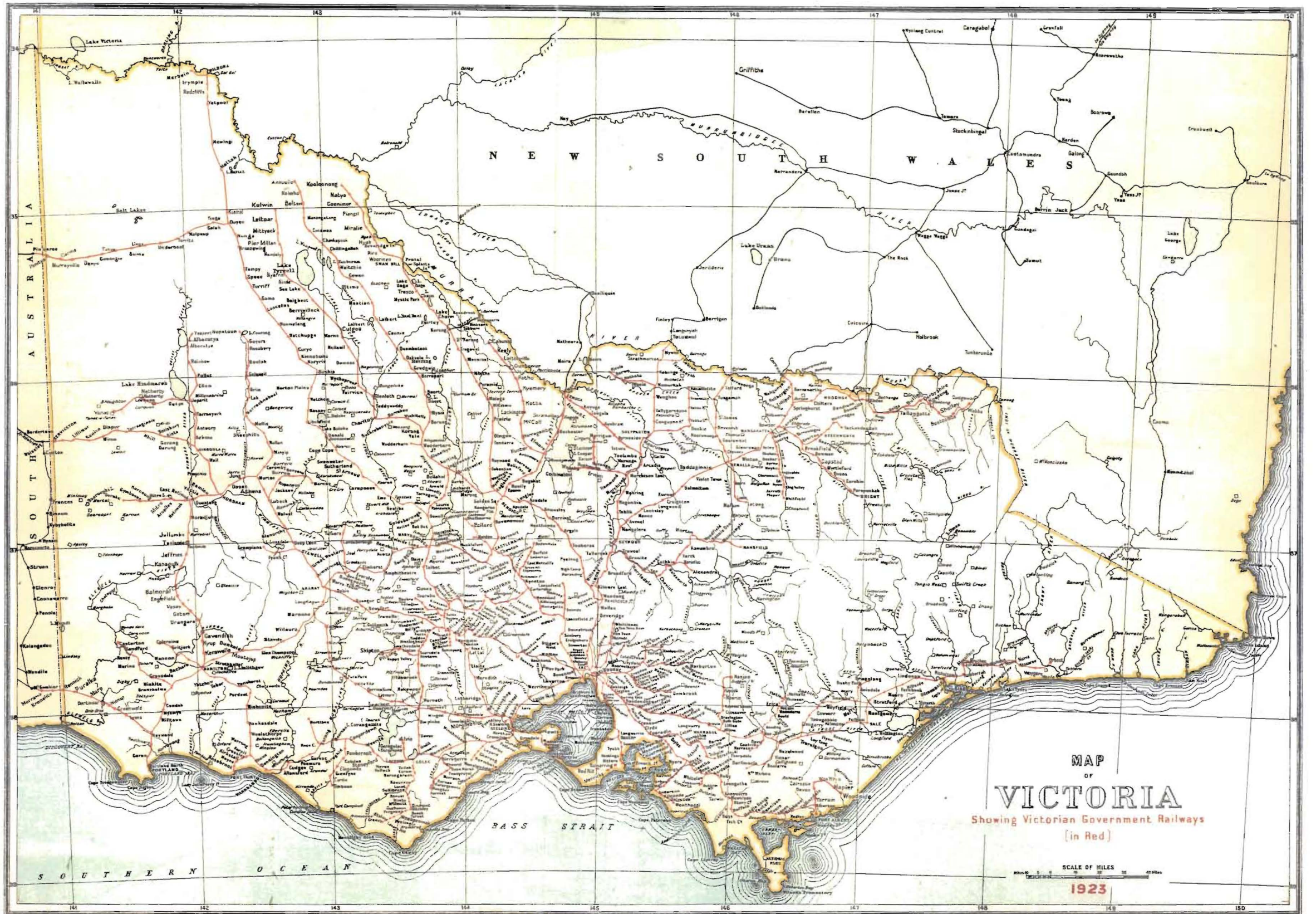


DIAGRAM N° 5 PER TRAIN MILE RUN





N E W S O U T H W A L E S

A U S T R A L I A
S O U T H

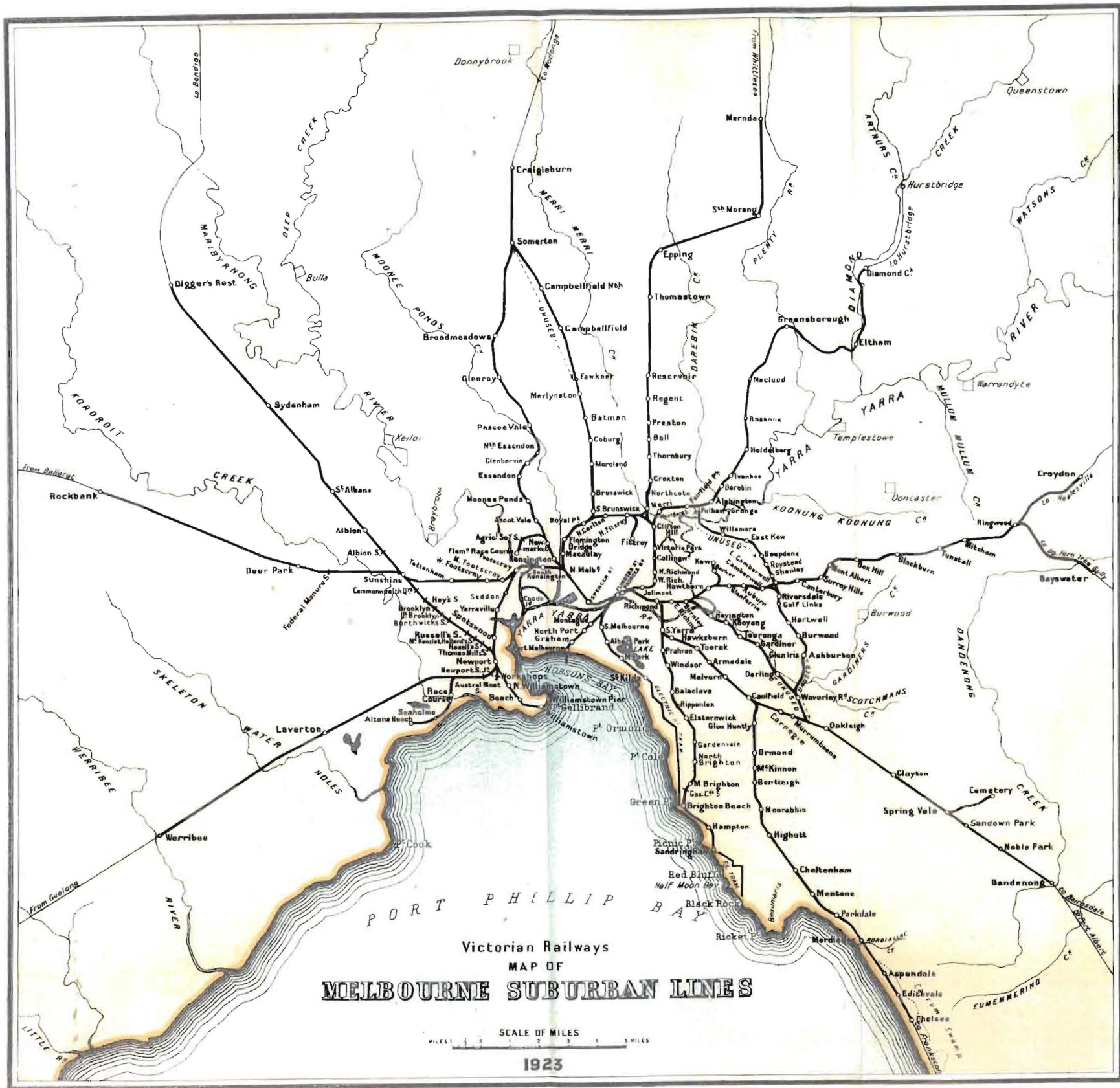
MAP
OF
VICTORIA
Showing Victorian Government Railways
(in Red)

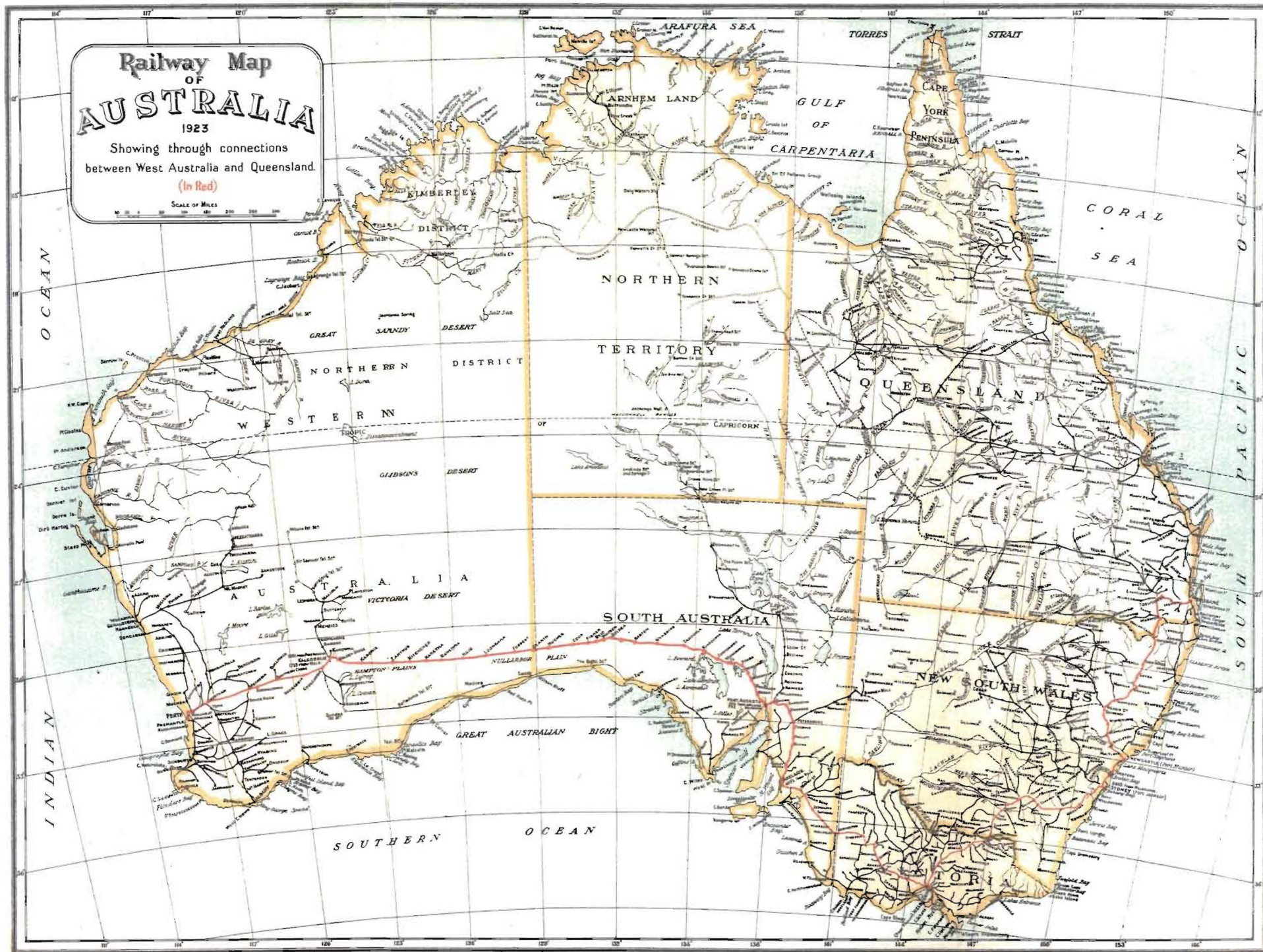
SCALE OF MILES
0 10 20 30 40 Miles

1923

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

B A S S S T R A I T





Distances between Capital Cities via Trans-Australian Railway.

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

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