

1914.
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VICTORIA

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDING 30TH JUNE, 1914.

PRESENTED TO BOTH HOUSES OF PARLIAMENT PURSUANT TO ACT 54 VICTORIA No. 1135 AND
ACT No. 1439.

By Authority:

ALBERT J. MULLETT, GOVERNMENT PRINTER, MELBOURNE.

APPROXIMATE COST OF REPORT.

	<i>£ s. d.</i>
Preparation—Not given,	
Printing (2,000 copies)	168 0 0

REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS
FOR THE YEAR ENDING 30TH JUNE, 1914.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 26th September, 1914

To the Honorable the Minister of Railways.

SIR,

In conformity with the provisions of Section 59 of the *Railways Act* 1890, No. 1135, we have the honour to submit our Report in respect of the year ending 30th June, 1914.

The financial results of the operation of the Railways and the St. Kilda and Brighton Electric Street Railway during the period under review were as follows:—

	Railways.	St. Kilda and Brighton Electric Street Railway.	Total.
	£ s. d.	£ s. d.	£ s. d.
GROSS REVENUE	5,560,957 14 7 ..	20,516 4 11 ..	5,581,473 19 6
WORKING EXPENSES	3,752,642 11 7 ..	20,850 2 7 ..	3,773,492 14 2
NET REVENUE	1,808,315 3 0 ..	Loss 333 17 8 ..	1,807,981 5 4
INTEREST CHARGES and EXPENSES	1,677,369 6 9		
PENSIONS and GRATUITIES ..	112,855 8 0		
			1,790,224 14 9
SURPLUS			17,756 10 7

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

	Year 1912-13.			Year 1913-14.			Increase.		
	£	s.	d.	£	s.	d.	£	s.	d.
Gross Revenue—									
Railways	5,205,442	5	9	5,560,957	14	7	355,515	8	10
St. Kilda and Brighton Electric Street Railway	16,829	5	2	20,516	4	11	3,686	19	9
Total	5,222,271	10	11	5,581,473	19	6	359,202	8	7
Working Expenses—									
Railways	3,476,956	17	11	3,752,642	11	7	275,685	13	8
St. Kilda and Brighton Electric Street Railway	15,807	18	2	20,850	2	7	5,042	4	5
Total	3,492,764	16	1*	3,773,492	14	2*	280,727	18	1
Net Revenue	1,729,506	14	10	1,807,981	5	4	78,474	10	6
Interest Charges and Expenses	1,595,019	15	7	1,677,369	6	9	82,349	11	2
Pensions and Gratuities	112,236	13	8	112,855	8	0	618	14	4
Total Interest Charges and Expenses and Pensions and Gratuities	1,707,256	9	3	1,790,224	14	9	82,968	5	6
Surplus	22,250	5	7	17,756	10	7	4,493	15	0
							Decrease.		

* Including the following Special Payments :—

	Year 1912-13.	Year 1913-14.
To Railway Accident and Fire Insurance Fund (in addition to Statutory contribution)	£26,111	—
To Rolling-Stock Replacement Fund	50,000	£50,000
Towards Special Renewals for the purpose of releasing serviceable rails for the construction of new lines	50,000	—

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

	Year 1910-1911.	Year 1911-1912.	Year 1912-1913.	Year 1913-1914.
Average Mileage of Railways operated ...	3,505	3,543	3,639	3,747
TRAFFIC TRAIN MILEAGE.				
Passenger—Country	2,429,335	2,679,590	3,184,804	3,567,211
" Suburban	3,470,697	3,633,144	3,779,461	3,959,171
Mixed	2,642,628	2,772,676	2,628,556	2,516,974
Goods (including Live Stock)	4,439,063	4,750,965	4,641,729	4,985,293
Total ...	12,972,723	13,836,375	14,234,550	15,028,649
Number of Passenger Journeys	93,793,806	104,234,732	111,513,908	116,611,448
Tonnage of Goods	4,586,904	4,886,001	4,738,984	5,345,966
Tonnage of Live Stock	380,723	411,684	411,420	470,122
GROSS REVENUE.				
Passenger, &c., Business.				
Passenger—Country	£ 1,217,097	£ 1,347,774	£ 1,387,785	£ 1,423,938
" Suburban	846,619	959,367	1,040,774	1,096,887
Dining Car Service	12,624	14,221	15,575	13,608
Parcels, &c.	191,114	207,307	218,450	232,577
Horses, Carriages, and Dogs	18,885	21,398	21,340	21,923
Mails	68,516	74,426	78,239	79,772
	2,354,855	2,624,493	2,762,163	2,868,705
Goods, &c., Business.				
Goods	2,095,263	2,085,488	1,948,593	2,171,789
Live Stock	289,384	320,831	307,870	343,289
Minerals	73,031	100,663	96,175	88,337
	2,457,678	2,506,982	2,352,638	2,603,415
Rentals	68,417	71,437	72,268	73,040
Miscellaneous	15,260	16,055	18,373	15,798
Total ...	4,896,210	5,218,967	5,205,442	5,560,958
Per mile of Railway worked	1,397	1,473	1,430	1,484
Per traffic train-mile	7s. 6'58d.	7s. 6'53d.	7s. 3'77d.	7s. 4'81d.
WORKING EXPENSES.				
Transportation Branch	£ 766,784	£ 901,024	£ 947,868	£ 1,066,738
Way and Works Branch	803,658	893,350	930,366	935,652
Rolling-Stock Branch—Operating Expenses	756,802	842,438	914,709	1,003,621
" Repairs and Renewals	407,056	497,940	501,023	582,859
" Payment into Rolling-Stock Replacement Fund	100,000	50,000	50,000	50,000
General Expenses	65,987	74,237	80,937	85,968
Payment into Railway Accident and Fire Insurance Fund	91,386(a)	51,495(a)	52,054(a)	27,805
Total ...	2,991,673	3,310,484	3,476,957(b)	3,752,643(b)
Per mile of Railway worked	854	934	955	1,001
Per traffic train-mile	4s. 7'35d.	4s. 9'42d.	4s. 10'62d.	4s. 11'93d.
Percentage of Gross Revenue	61'10	63'43	66'79	67'48
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES				
Per mile of Railway worked	£ 1,904,537	£ 1,908,483	£ 1,728,485	£ 1,808,315
Per traffic train-mile	2s. 11'23d.	2s. 9'11d.	2s. 5'15d.	2s. 4'88d.

(a) Includes Special Payment, in year 1910-11, £66,905; in year 1911 12, £25,400; and in year 1912-13, £26,027. —(b) For details see Appendix No. 22.

Gross Revenue of the Railways.

The Gross Revenue was £355,516, or 6·83 per cent., more than that of the preceding year, and is the highest yet recorded, whilst the Gross Revenue per traffic train mile was 7s. 4·81d., by comparison with 7s. 3·77d. in the preceding year.

The increases and decreases in the Revenue derived from the different subdivisions of both passenger and goods traffic were as shown hereunder:—

	Increase.		Decrease.		Net Increase.	
	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.
	£		£		£	
Passengers—						
Country	36,153	2·61	...	...	...	...
Suburban	56,113	5·39	...	...	...	...
Total	92,266	3·80				
Dining Car Service ... ..	...	...	1,967	12·63	...	...
Parcels, &c.	14,127	6·47	...	...	...	...
Horses, Carriages, and Dogs	583	2·73	...	...	...	...
Mails	1,533	1·96	...	...	...	...
Goods	223,196	11·45	...	...	...	...
Live Stock	35,419	11·50	...	...	...	...
Minerals ... ..	...	...	7,838	8·15	...	...
Rentals	772	1·07	...	...	...	...
Miscellaneous ... ..	...	...	2,575	14·02	...	...
Total	367,896	...	12,380	...	355,516	6·83

whilst the position as regards the items included under the heading of Goods may be thus further analyzed:—

Class of Goods.	Increase.	Decrease.
	£	£
Wool	20,490	...
Wheat	86,949	...
Agricultural Produce other than Wheat	26,031	...
Firewood and Timber	10,277	...
Butter and other Dairy Produce	3,331	...
Fertilizers	4,852	...
Stone, Gravel, and Sand	1,708	...
Fish, and Fruit	5,763	...
Wine ... ..	...	1,849
Class "A," "B," "C," 1, and 2	49,234	...
Miscellaneous	2,836	...
All other Goods	13,249	...
Haulage, Storage, Demurrage, &c.	325	...
Total	225,045	1,849
Net Increase over the preceding year	£223,196	

Working Expenses of the Railways.

The percentage of Working Expenses to Gross Revenue was 67·48, as compared with 66·79 in the year 1912-13, and the details of the expenditure by comparison with the preceding year are disclosed in Appendix No. 22.

The increase in the Working Expenses was distributed as follows :—

					Increase.	Decrease.
					£	£
Transportation Branch	...	...	...	...	118,870	
Way and Works Branch	...	...	...	...	5,286	
Rolling-stock Branch—						
Operating Expenses	...	...	...	...	88,912	
Repairs and Renewals	...	...	...	...	81,836	
General Expenses	...	...	...	...	5,031	
Payment into Railway Accident and Fire Insurance Fund...					...	24,249
Total	...	...	...	...	299,935	24,249
Net Increase	...	...	...	...	£275,686	

And was due to—

- The additional train mileage, viz., 794,099 miles, which was partly attributable to the provision, during the whole year as against only seven months of the preceding year, of at least one passenger train daily each way between Melbourne and every town with a population of at least 2,000 inhabitants;
- The increased rates of pay granted to the staff, including increased wages to certain supernumerary artisans in accordance with amended Wages Board determinations;
- The operation of the new lines of railway from Gheringhap to Maroona and Chillingollah to Manangatang; also of the lines from Noradjuha to Toolondo and Jeparit to Lorquon, which were open for only a portion of the preceding year; and
- The maintenance of additional locomotives and other rolling-stock.

Percentage of Net Revenue to Capital Liability.

The Net Revenue after the payment of Working Expenses and of Pensions and Gratuities was equivalent to 3·52 per cent. of the total loan liability.

Decrease in Surplus.

The factors which contributed to the less favorable results achieved during the year, by contrast with the preceding year, may be briefly stated thus :—

	£	£
Surplus for year 1912-13	...	22,250
Year 1913-14—		
Increase in Working Expenses of Railways	275,686	
Increase in Interest Charges and Expenses	82,349	
Increase in Pensions and Gratuities	619	
Decrease in the Net Revenue of the St. Kilda and Brighton Electric Street Railway	1,355	
	360,009	
Less Increase in Revenue of Railways	355,516	
		4,493
Surplus for year 1913-14	...	£17,757

In the year 1913-14, however, the payment to the Railway Accident and Fire Insurance Fund was limited to the statutory contribution of ten shillings per cent. of the gross revenue, whereas in the preceding year a special payment of £26,027 was made to the Fund, whilst in view of the provisions of Act No. 2501 no payment, similar to that of £50,000 in 1912-13, was made towards Special Renewals for the purpose of releasing serviceable rails for the construction of new lines.

On the assumption that payments had been made in 1913-14 on a corresponding basis, viz., £27,907 to the Railway Accident and Fire Insurance Fund, and £50,000 towards Special Renewals, the retrogression in the net results of the year by contrast with the preceding year, would have been £82,400 instead of only £4,493, but on the other hand the value of the concessions made to the staff during the year under review (approximately £100,000) is more than sufficient to account for the less favorable results of working so computed.

In our last Annual Report we directed attention to the fact that owing to the concessions which had been made to the staff, and to the lower freights and fares and improved train services which had been granted to the general public, and to the heavy programme of works which had to be undertaken to cope with the expansion of business, the Interest Charges and Working Expenses were likely to augment in a greater ratio than any increase which could reasonably be anticipated in the Revenue, and that these factors would have to be kept prominently in mind in connexion with the consideration of any matters affecting the financial operations of the Department.

The important works now in hand, such as the Electrification of the Suburban Lines, the construction of a New Shipping Shed, the duplication and regrading of the Caulfield line, as well as works which it will be necessary to carry out in the near future in order to admit of the efficient and economical handling of the business of the Department, such as the re-arrangement and enlargement of the station yards at Bendigo, Colac, Geelong, Warragul, &c., and the regrading of the line from Richmond to East Camberwell, will involve not only a large capital outlay, but also a heavy debit against Working Expenses, and such debits, together with the rapidly increasing Interest Charges, must of necessity exercise a very pronounced influence upon the results of working.

The concessions to the staff, whilst of an equitable and justifiable character, have been of such an extent that the Working Expenses for the year ending 30th June, 1914, were approximately £318,000 greater than if the rates of pay and conditions of working which were operative prior to 1st July, 1909, had been continued; whilst since 1st July, 1906, the value of the concessions to the public in the way of lower fares and freights amounted to approximately £404,000, and the aggregate annual value of such reductions calculated on the basis of the volume of traffic in the year under review would amount to probably £450,000.

The effect of these concessions may be more clearly demonstrated thus :—

Decrease of Revenue.	Increase of Expenditure.
£	£
450,000	318,000

which means that the concessions to the general public and to the staff have affected the finances of the State to the extent of approximately £768,000 per annum, and we feel that we cannot too strongly emphasize the importance and significance of these figures.

Payment Received under the Provisions of Section 14 of Act No. 1439.

The following sums were appropriated by Parliament and paid to the Department under the provisions of Section 14 of Act No. 1439, viz. :—

	£	s.	d.
For decrease in the revenue due to the carriage at reduced rates of Victorian Coal for consumption by the general public ...	8,059	11	1
For increase in the working expenses owing to the purchase of Victorian Coal other than from the State Coal Mine at prices fixed by the Government ...	946	4	8
	<hr/>		
	9,005	15	9
	<hr/>		

Railway Accident and Fire Insurance Fund.

The total amount credited to the Railway Accident and Fire Insurance Fund during the year, including a contribution of £102 in respect of the St. Kilda and Brighton Electric Street Railway, was £27,907, *vide* Appendix No. 11.

Pensions and Gratuities.

The amounts paid in pensions and gratuities (to ex-officers and ex-employés or to their dependent relatives) were £103,190 and £9,665 respectively, or a total of £112,855, as compared with £104,098 and £8,138 respectively, or a total of £112,236, in the preceding year.

Capital Expenditure.

The total expenditure charged to Capital Account at 30th June, 1913, was 47,656,469 4 0
and during the year the expenditure so charged was as follows
(for details see Appendix No. 7):—

	£	s.	d.
Construction of New Lines and Surveys... ..	481,458	14	7
Additions and Improvements to—			
Way and Works	770,701	6	0
Rolling-stock	815,926	19	3
Total Increase in Expenditure on Capital Account	<u>2,068,086</u>	<u>19</u>	<u>10</u>
so that the total expenditure charged to Capital Account at 30th June, 1914, was	<u>49,724,556</u>	<u>3</u>	<u>10</u>

Loan Funds.

The total liability, at 30th June, 1913, in respect of Current Loans, was 45,399,694 1 1
and during the year under review the additional amount allocated was as follows :—

	£	s.	d.
For Construction Works	2,566,771	9	8
For Redemption Purposes	4,020,590	2	9
	<u>6,587,361</u>	<u>12</u>	<u>5</u>
Less Amounts redeemed... ..	3,765,588	0	3
And advances Repaid under Act No. 2026	<u>100,000</u>	<u>0</u>	<u>0</u>
	<u>3,865,588</u>	<u>0</u>	<u>3</u>
Net Increase for the year	<u>2,721,773</u>	<u>12</u>	<u>2</u>
so that the total liability, at 30th June, 1914, in respect of Current Loans was (<i>vide</i> Appendix No. 8)	<u>48,121,467</u>	<u>13</u>	<u>3</u>
The proceeds of Loans, after deducting Discounts and Ex- penses (less Net Premiums received), amounted at 30th June, 1913, to	43,993,173	12	0
and as this amount was increased during the year ending 30th June, 1914, by	<u>2,458,674</u>	<u>15</u>	<u>2</u>
the total proceeds of Loans at 30th June, 1914, were	<u>46,451,848</u>	<u>7</u>	<u>2</u>

	£	s.	d.	£	s.	d.
The expenses incurred in raising Loans for Construction Works during the year amounted to	106,596	14	6			
And in connexion with the Redemption of Loans	156,502	2	6			
so that the difference between the increase in the proceeds of the Loans and the increase in the total amount of Current Loans, which represents the Net Discount and Expenses for the year was						263,098 17 0

Interest Account.

	£	s.	d.
The Interest Charges on Current Loans (<i>vide</i> Appendix No. 8) amounted during the year to	1,662,192	8	0
And in addition the following debits were incurred—			
	£	s.	d.
Expenses incurred by the Treasury in connexion with Payment of Interest, amounting to	4,592	11	2
Interest on Temporary Advances pending Loans being raised	10,584	7	7
			15,176 18 9
The debit for Interest Charges and Expenses for the year 1913-14 was therefore	1,677,369	6	9

Which represents an increase of **£82,349** as compared with the debit for the previous year.

Non-Interest Bearing Funds.

	£	s.	d.
The amount provided out of Consolidated Revenue for the Construction, Equipment, Stores, &c., of the Railways, and on which interest is not charged, was at 30th June, 1913 ...	3,890,865	16	6
and further moneys (expended under Vote 98) were provided during the year out of Consolidated Funds and debited to Construction Works, to the extent of	2,586	0	0
whilst the amounts provided out of the Consolidated Revenue for the Redemption of Loan Moneys allocated to the Railways aggregated	1,500	0	0
The total amount so provided as at 30th June, 1914 (<i>vide</i> Appendix No. 5), was therefore	3,894,951	16	6

Capital Expenditure incurred in respect of Lines now Closed for Traffic, and for Surveys of Lines not constructed, on which Interest is charged against the Railways.

Lines Closed for Traffic.	Miles.	Approximate Capital Cost.
		£
Dunkeld to Penshurst (dismantled) ...	15·87	£50,000
Canterbury Loop Line (dismantled) ...	0·20	
Ashburton to Oakleigh ...	2·37	160,000
Fairfield Park to Deepdene ...	3·34	
Darling to Waverley ...	0·84	7,000
Lancefield to Kilmore ..	18·10	117,207
Fawkner Cemetery to Somerton ...	5·28	53,217
Geelong Race-course Line (dismantled) ...	1·96	5,317
Totals ...	47·96	392,741
Surveys of lines not constructed ...	...	389,687
Grand Total ...	...	782,428

The interest charges upon such capital, which is wholly non-reproductive, would, on the basis of the average rate of interest charged for the year, amount to **£27,306**.

St. Kilda and Brighton Electric Street Railway.

The results of the operation of the St. Kilda and Brighton Electric Street Railway by contrast with the preceding year are shown in detail in Appendix No. 23, and the principal items are summarized hereunder :—

	Year.	
	1912-13.	1913-14.
Number of Passengers ...	1,916,618	2,390,949
Gross Revenue ...	£ 16,829	£ 20,516
Working Expenses ...	15,808	20,850
Net Revenue ...	1,021	334 (Loss)
Interest Charges and Expenses ...	3,093	3,333
Net Loss ...	2,072	3,667

The increase in the working expenses was due to—

- (a) The additional car mileage which was required to cope with the increased traffic.
- (b) The payment of higher wages to the staff.
- (c) The replacement of rolling stock (£1,030) and
- (d) The heavy repairs to the track and roadway in connexion with the duplication works.

	£
The Capital Expenditure at 30th June, 1914, on account of the construction of the line was ...	69,892
and of rolling stock ...	25,602
or a total of ...	95,494

The increase for the year in the Capital Expenditure amounted to £7,361, and is mainly represented by the cost of the duplication of the line between St. Kilda and the Power House (£1,181), strengthening the Power Station plant (£1,191), and the cost of new rolling stock (£3,413).

Reconciliation with Treasury Figures.

The figures relating to the Revenue and Working Expenses as embodied in our accounts do not coincide with the figures quoted by the Treasury, because it is our custom, in accordance with ordinary commercial practice, to credit the Revenue Account of each year with all the moneys which have been *earned* in such year, whether *received* in such year or not, and in like manner to debit the Working Expenses Account with the expenditure incurred during the same period; whereas in the Treasury it is the practice to record the moneys in accordance with the date of receipt or payment, as the case may be, irrespective of whether the revenue was earned or the expenditure incurred during the year.

In order, therefore, that the apparent discrepancies between the two sets of figures may be readily appreciated we have embodied a reconciliation thereof in Appendix No. 6.

New Lines of Railways.

During the year 187·57 miles of new railways were opened for traffic, whilst 278·25 miles were in course of construction, and a further 67 miles were authorized. The details of the different lines are shown in Appendix No. 25.

The principal line opened was that from Gheringhap to Maroona, a distance of 99·76 miles, which serves considerable areas of land hitherto utilized mainly for grazing purposes, but eminently suited for agriculture, and the construction of the line has already exercised a marked influence on the development of the district.

Mileage of Railways and Tracks Open for Traffic.

The route mileage open for traffic and the mileage of the main tracks, and of sidings, are compared hereunder with the corresponding mileages for the year 1912-13.

	Year 1912-13.	Year 1913-14.
	Miles.	Miles.
Route Mileage... ..	3647·28*	3834·85†
" average during year... ..	3638·56	3746·98
Main Tracks... ..	3989·58*	4177·15†
" average during year... ..	3979·85	4089·28
Sidings... ..	679·86*	710·18†
St. Kilda and Brighton Electric Street Railway—		
Main track... ..	7·84*	7·84†
Sidings... ..	·83*	·97†

* At 30th June, 1913.

† At 30th June, 1914.

Country Passenger Train Service.

In December, 1912, at the direction of the Government, separate passenger and goods trains were provided on certain sections of line in lieu of the mixed services which were previously operative, and the average number of passengers journeying by the passenger trains concerned during a period of one week of which a tally was taken in March, 1913, and again in March, 1914, is contrasted hereunder with the average number of passengers who utilized the corresponding mixed trains during a similar period in 1912 :—

Train.	Average Number of Passengers on Departure.		
	Mixed Train, March, 1912.	Passenger Train, March, 1913.	Passenger Train, March, 1914.
11.52 a.m. Bendigo to Kerang	75	89	82
2.0 p.m. Kerang to Bendigo	43	60	29
8.15 p.m. Ballarat to Maryborough	59	60	71
12.55 p.m. Maryborough to Ballarat	38	34	32
11.23 a.m. Ballarat to Horsham	141	149	143
12.10 p.m. Horsham to Ballarat	28	49	48
2.10 p.m. Ararat to Hamilton	72	66	59
12.23 p.m. Hamilton to Ararat	70	73	93
7.11 p.m. Woodend to Daylesford	38	38	46
6.40 a.m. Daylesford to Woodend	20	29	25
4.30 p.m. Murtoa to Warracknabeal	42	47	51
11.15 a.m. Warracknabeal to Murtoa	15	31	25
1.46 p.m. Sale to Bairnsdale	61	73	57
2.21 p.m. Bairnsdale to Sale	56	45	30
9.43 p.m. Maryborough to Mildura	66	66	53
8.0 a.m. Mildura to Maryborough	33	33	27

At the date of the substitution of the separate passenger and goods trains for the mixed services we considered that the extra facilities would not return an adequate revenue, and despite the increased speed and greater comfort and convenience furnished by the passenger trains, the above statistics clearly demonstrate that the development of traffic has been practically negligible, especially when the general increase in the passenger traffic throughout the State is borne in mind.

Electrification of the Suburban Railways System.

Despite the large amount of preliminary and detail work inseparable from a scheme of such magnitude, satisfactory progress has been made with the different portions of the work of electrifying the suburban lines, and Mr. E. P. Grove, who, as the representative of Mr. Merz, arrived in Melbourne in October last, has, with his staff, since been actively engaged in the supervision of the work already in hand at the sub-stations, the Jolimont Car Repair Shed, and the Newport Power House.

The principal contracts which had been let at 30th June, 1914, are as shown hereunder :—

Description.	Name of Contractor.	Amount.
		£
Condensing plant, circulating water pumps and accessories for the Power Station	G. Weymouth Pty. Ltd., Melbourne	85,252
Equipment for sub-stations	Siemens Bros., Dynamo Works, England	201,624
Overhead contact lines and power transmission lines	British Insulated and Helsby Cables Ltd., England	278,286
Power Station buildings and Boiler equipment ...	Babcock and Wilcox Ltd., England	427,720
Six 10,000 Kilowatt sets of Turbo-alternators and transformers	C. A. Parsons & Co. Ltd., England	182,046
Switch gear for Power Station and sub-stations ...	Siemens Bros., Dynamo Works, England	140,070
Equipment for motor and trailer coaches ...	General Electric Supply Co. of New York and England	676,180
Provision and laying of 20,000 Volt Feeder Cables, &c.	British Insulated and Helsby Cables Ltd., England	259,121
Total ... ..	...	2,250,299

The different contractors have the manufacture of the necessary plant and equipment well in hand, and substantial progress has been made with the erection of the power house, as well as with the excavations for the conduits, pits, &c., and the provision of sidings. A large quantity of boiler house plant and steel work for the power house buildings has been delivered, and is now in course of erection.

It is anticipated that the first section of the car repair shed at Jolimont will be completed about December, 1914.

It has been decided to establish sub-stations at Prince's Bridge, Middle Brighton, Newmarket, Glenroy, Newport, Albion, Macleod, Caulfield, Spring Vale, Mentone, Seaford, East Camberwell, Mitcham, North Fitzroy, and Reservoir, and the four first-mentioned sub-stations, which will be required in connexion with the operation of the line from Broadmeadows to Sandringham, are in course of erection.

The routes for the first section of the high tension power transmission cables have been selected, and in conjunction with the contractors' engineers, who have arrived in Melbourne, preparations have been made for the laying of the cables, which will be placed underground between the power station and the sub-stations situated within the more densely populated areas, and thence will be conveyed overhead to the outlying sub-stations.

The design of the new electric rolling stock and the modifications necessary in the existing suburban bogie cars to adapt them for electrical operation have been agreed upon in consultation with Mr. Merz, and the construction of new cars and the alteration of existing cars are being proceeded with as expeditiously as possible at the Newport Workshops.

It was anticipated that the first line—viz., from Broadmeadows to Sandringham—would be electrically operated about the middle of 1915, but mainly in consequence of the delay occasioned by having to re-invite tenders for an important and complicated section of the electrical equipment, it is now unlikely that the line will be operated by electricity till about the end of the year 1915.

The electrification of the suburban lines will admit of the introduction of a system of power and automatic signalling which will afford a greater degree of safety in the running of trains than can be provided for under steam conditions, and concurrently with the scheme of electrification it is, therefore, proposed to instal the best known system of power and automatic signalling, and the installation will exceed in extent and complexity that of the London Metropolitan and District railway companies combined.

The duties of the Engineer of Signals would not admit of his devoting personal attention to the installation, and as there is not at present any other officer in the Department in possession of the requisite knowledge to supervise the execution of the work, we have engaged the services of Mr. G. H. Wion, of the Pennsylvania Railroad Company, who, in addition to an extensive theoretical knowledge of the system which it is intended to adopt, has had considerable practical experience in such work.

Newport Workshops.

In consequence of the larger number of locomotives, carriages, and trucks, and the heavier and longer types of rolling-stock, together with the greatly increased programme of construction, the volume of work executed at the Newport Workshops, at which 4,344 employés were engaged on 30th June last, has, despite the extensions and alterations which have been made to the Shops during recent years, outgrown the available accommodation, and although a measure of relief will be derived from the new workshops at Ballarat and Bendigo, the provision of additional accommodation at Newport is imperative, and we trust that it will be possible at an early date to undertake the remodelling and enlargement of the Shops so that the work may be carried out, not only in an efficient manner, but with due regard to economy.

Workshops at Ballarat and Bendigo.

The drainage and earthworks of the proposed Workshops at Ballarat and Bendigo have been completed, the necessary tracks and sidings are well forward, and the construction of the out-buildings and offices, &c., is in progress, whilst tenders have been received for the machinery and equipment, and contracts have been let for the erection of the main Workshop buildings, but in consequence of the difficulty

experienced in securing supplies of the necessary steelwork for the structures it will not be possible to have the Workshops ready for operation as early as was originally anticipated. The construction of these Workshops will provide work for between 350 and 400 employes at each place.

Duplication and Regrading of the Lines between South Yarra and Caulfield.

The duplication and regrading of the tracks between South Yarra and Caulfield have been proceeded with in a satisfactory manner, and, with the exception of a short distance at Armadale Station, the Up and Down Fast lines between Toorak and Malvern have been placed in permanent position, and the traffic diverted to them. The re-arrangement and extension of the Caulfield Station Yard are now in progress, new station buildings are in course of erection, and the construction of brick walls of the subway at Caulfield is nearing completion. Additional platforms have been constructed at Hawksburn, Toorak, and Caulfield, and new platforms are in course of erection at South Yarra, Malvern, and Caulfield. A retaining wall has been built, and a footbridge over four tracks has been provided between Armadale and Malvern, and retaining walls are being constructed between South Yarra and Hawksburn and between Toorak and Malvern. A permanent footbridge has been erected at Toorak, and a portion of the permanent footbridge at Malvern has been opened for traffic. Verandahs have been provided on the Up Fast platform at Toorak and on the Island platform at Malvern. A new road bridge over four tracks at Wattle Tree-road has been completed, and bridges are in course of erection at eleven street crossings between South Yarra and Caulfield.

Duplication of the Flinders-street Viaduct.

The brickwork in the piers between King-street and Spencer-street and the whole of the substructure between Market-street and Spencer-street have been completed, whilst satisfactory progress has been made with the bluestone piers between Spencer-street extension and the approach road to the goods sheds. The steel superstructure has been let in three contracts, and the girders are in course of erection between Market-street and the East side of Spencer-street, whilst the construction of the girders for the section between the East side of Spencer-street and the approach road to the Melbourne goods shed is well advanced. The work, however, has not progressed as rapidly as was anticipated, owing to the difficulty in obtaining the requisite supplies of steelwork.

Way and Works Branch.

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

The expenditure on the Maintenance and Renewals of Way and Works is contrasted hereunder with that of each of the four preceding years :—

	Year 1909-10.	Year 1910-11.	Year 1911-12.	Year 1912-13.	Year 1913-14.
	£	£	£	£	£
Expenditure ...	643,912	803,658	893,350	930,366	935,652
Per mile of railway (average mileage) ...	187	229	252	256	250
Per mile of main track (open for traffic) ...	171	209	230	234	224

The policy of re-laying light lines with heavier rails was continued, and during the year 194·5 miles of track were relaid with steel rails, as follows :—

Description of Rails.	Miles of track relaid.
New 100 lb. ...	4·1
New 80 lb. ...	161·2
Serviceable 100 lb. and 80 lb. ...	1·6
Serviceable 75 lb., 66 lb., and 60 lb., released from other lines by the substitution of heavier rails ...	27·6
Total ...	194·5

of which 161 miles were relaid in order to provide serviceable steel rails for the construction of new lines of railway and new sidings.

The tracks were also strengthened by 33,753 additional sleepers, whilst 330,773 sleepers were renewed and 324½ miles of fencing were rebuilt.

Thirty-eight additional places were interlocked and 677 interlocked levers installed, making a total in use at 30th June, 1914, of 9,329 levers at 730 places, and the proportion of interlocked places 74·49 per cent. One hundred and thirty-three sets of Staff or Annett Lock Gear were provided at 81 intermediate non-staff stations, and 86 sets of Plunger Locking Gear were installed at 48 staff stations.

Satisfactory progress was made with the installation of tracklocking on the Suburban lines. During the year, the lines from Newmarket to Essendon; South Kensington to Maribyrnong River Box, between South Kensington and Footscray; Spencer-street to Franklin-street, North Melbourne; Westgarth to Alphington; Graham-street to Port Melbourne Pier; as well as the Up and Down Home Signals on all lines at Jolimont Junction and a number of isolated sections, were provided with this additional safeguard. Similar work is in hand on the lines from Maribyrnong River Box to Footscray and West Footscray, on the St. Kilda line, and at Dudley-street, North Melbourne; and since it was first determined to introduce tracklocking the following lines or sections of lines have been so equipped—

Princes Bridge to Clifton Hill.	South Kensington to Maribyrnong River Box.
Flinders Street to Port Melbourne.	Beach to Williamstown.
" " Camberwell.	Westgarth to Alphington.
" " Caulfield.	Ballarat Yard and Platform Roads.
" " Balaclava.	North Ballarat Up Starting Signal.
" " Spencer Street.	Geelong Platform Roads.
Spencer Street to Franklin Street (Suburban lines).	Castlemaine Platform Roads between "A" and "B" Boxes.
Franklin Street to North Melbourne (All lines).	Spencer Street Platform Roads.
North Melbourne to Essendon.	Kyneton Down Home Signal.
North Melbourne to South Kensington (Country and Suburban lines).	Hampton Up and Down Home and Distant Signals.

Fifty Electric Staff Sections and 56 Tracklocked Sections were equipped, and 32 Tablet Sections were replaced by Electric Staff Sections.

The rapid expansion of traffic during recent years has necessitated the pursuance of an active works policy, and, in addition to the extensive schemes, such as the duplication and regrading of the Caulfield line, a number of important works are in progress throughout the State. At Benalla, the station yard has been remodelled and extended to facilitate the handling of the increased traffic, including that of the new line from Benalla to Tatong, and the improvements will include an island passenger platform and additional goods shed accommodation. The yard at Castlemaine is also being re-arranged, and additional sidings and other facilities are being provided, in order to obviate delays to the traffic; whilst at Korong Vale, consequent on the opening of new lines and the increased traffic, a complete re-arrangement and extension of the station and yard are in progress, and the work, which includes the provision of additional sidings, signals, and interlocking, an island platform, new station buildings, a turntable, and shelter and coaling accommodation for locomotives, will, when completed, obviate the delays now occasioned to the branch line trains. Owing to the steep gradients approaching Lilydale, the station and yard have been remodelled, and an island platform constructed in order to afford greater safety. The gravitation yard at North Melbourne is practically completed, and satisfactory progress has been made in the construction of the gravitation yard at Tottenham.

Apart from these important works, the station yards at Guildford, Langi Logan, Ouyen, Warburton, and Williamstown were re-arranged and enlarged, in order to admit of the more economical and efficient conduct of the traffic, and similar work is in hand at Birregurra, Colac, Dalmore, Glenorchy, Irrewarra, Kyneton, Rockbank, Tatura, and Stawell.

New station buildings were erected at Albert Park, Dookie, Elaine, Heidelberg, Heyfield, Hopetoun, Riddell, Spotswood, and Sunshine, and are in course of erection at Alphington, Golden Square, Ivanhoe, Mortlake, Oakleigh, Sea Lake, Ultima, and Woomelang.

New stations were opened at Chesney, Corio, Curlewis, Manor, and Seaford.

The passenger platforms on the South-Eastern line, and between Bendigo and Echuca, were extended, and similar work is in hand on the Borung to Ultima line.

Longer and stronger turntables for reversing the larger types of locomotives were provided at Katamatite, Korumburra, Stratford, Swan Hill, and Wonthaggi, and similar provision is being made at Warragul, Korong Vale, Donald, Mornington, Healesville, and Timboon.

The strengthening of bridges, to carry the heavier locomotives, was continued on several lines, especially on the main country lines, whilst the construction of the new double track bridge over the River Yarra at Hawthorn, and the renewal and strengthening of the bridge over the Maribyrnong River near Footscray, are nearing completion, but at Hawthorn the difficulty which has been experienced in obtaining the requisite steelwork has caused some delay. Good progress has been made with the strengthening of the Moorabool Viaduct, on the Geelong to Ballarat line.

Rolling Stock Branch.

The whole of the rolling stock in use, and the machinery and tools, were maintained in good working order and repair—*vide* the certificate of the Chief Mechanical Engineer in Appendix No 2—and inventories of the rolling stock in existence at 30th June, 1914, based on numbers and capacity respectively, are embodied in Appendices Nos. 9 and 10.

In addition to the removal from the register of the rolling stock which was scrapped during the year two workmen's sleeping cars and 225 old trucks were written down to the internal floor area and tonnage capacity respectively represented by their value as scrap materials.

The contract entered into in April, 1912, by Messrs. Walkers Limited, of Queensland, for the manufacture of twenty locomotives of the "DD" class, was completed in November, 1913, in which month the last of such locomotives was placed in service.

In consequence of a number of different causes the construction of twenty locomotives of the "DD" class by Messrs. Thompson and Co., of Castlemaine, under the contract allotted to them in 1912, has not progressed as rapidly as was anticipated, and it is unlikely that these locomotives will be completed by the contract date, viz., 31st December, 1914, but it is expected that the work will henceforth proceed satisfactorily.

Contracts to the value of £97,934 were let during the year to a number of Victorian firms for the supply of parts of rolling stock.

The construction of new rolling-stock was actively proceeded with during the year in order to meet the necessities of both the passenger and the goods business, and reached large dimensions, as indicated by the following statement, which also shows the estimated output for the year 1914-15:—

Description.	Output during 1913-14.		Estimated Output 1914-15.	
	At Newport.	By Contractors.	At Newport.	By Contractors.
LOCOMOTIVES.				
"A2" class, for heavy passenger service	30	..	30	..
"DD" class, for passenger and goods service	20	20	20	20
Narrow-gauge	2	..	3	..
Wreckage crane .. .. ..	..	..	1	..
Total	52*	20	54*	20
CARRIAGE STOCK.				
Corridor vestibule cars (58 feet) for country services ..	50	..	15	..
Narrow-gauge cars .. .. ..	..	..	3	..
Sliding-door suburban cars	32	..	80	..
Equivalent number of suburban cars represented by compartments added to existing cars	10	..	2	..
Electric street railway cars .. .. ..	..	5	..	..
Total	92	5	100	..
Car stock altered for electric service	30	..	180	..
VAN AND SUNDRY STOCK.				
Passenger vans	15	..	..	..
Goods vans	94	..	29	..
Narrow-gauge vans	1	..	2	..
Horse-boxes	12	..	..	..
Workmen's sleeping cars	8	..	30	..
Total	130	..	61	..
TRUCK STOCK.				
Fifteen-ton open goods trucks	750	651	470	350
Coal hopper trucks .. .. ..	..	..	50	..
Combination bogie trucks for rails and sleepers and ballast hoppers	6	..	..	..
Narrow-gauge trucks	33	..	28	..
Louvre trucks	78	..	72	..
Sheep trucks .. .. ..	..	..	75	..
Twenty-six-ton bogie open goods trucks .. .. ..	..	..	50	..
Cattle trucks	25	..	..	..
Bogie flat trucks	15	..	25	..
Water trucks	30	..	30	..
Total	937	651	800	350

* Including locomotives constructed at Newport from parts made by contract.

During the last few years the results achieved in other portions of the world in the application of superheated steam to locomotives have been kept under constant observation, and, in order to obtain experience as to the efficiency and economy to be gained under service conditions by this means, an experimental set of superheater appliances of the "Schmidt" type was fitted to one of the "DD" locomotives. Extensive tests under varying conditions of traffic are being conducted with this locomotive in comparison with another new locomotive of the same class not fitted with the superheater, and the results so far have been highly satisfactory and indicate that a saving of from 15 to 20 per cent. in fuel will be realized in all-round working. It is accordingly proposed to equip fifty new locomotives with superheaters of the "Schmidt" type and also to fit one locomotive with the "Robinson" superheater for experimental purposes.

Stores Branch.

The value of the Stock of Stores at 30th June, 1914, as per the certificate of the Chief Storekeeper (*vide* Appendix No. 4) was £909,192 being an increase of £262,189 as compared with the value of the Stock of Stores at 1st July, 1903, and an increase of £59,730 as compared with the value as at 1st July, 1913.

Dining Car and Laundry Services.

The revenue derived from the Dining Car Services failed to maintain the consistent improvement experienced in past years, and decreased to the extent shown hereunder:—

—				Year 1912-13.	Year 1913-14.	Decrease 1913-14.
				£	£	£
Sydney Express	...	...	...	8,808	8,305	503
Adelaide Express	...	...	...	5,611	4,446	1,165
Mildura Line	...	...	...	1,156	979	177
Total	...	...	...	15,575	13,730	1,845

The epidemic of small-pox in Sydney, which exercised a very noticeable influence on the Inter-State passenger traffic during a portion of the year, was mainly responsible for the decreased revenue from the dining car attached to the Sydney express train, whilst on the Adelaide line the principal reason for the retrogression was the fact that under the amended time-table which came into operation in December, 1913, passengers for stations between Ballarat and Horsham on the down journey, or from such stations on the up journey, are debarred from travelling by the express train to which the dining car is attached.

The Laundry continued to manifest good results, and additional equipment, which was provided to enable the increased volume of work to be expeditiously handled, has proved satisfactory.

Ambulance Organization and Equipment.

The Ambulance arrangements, to which special attention is devoted, have been further improved during the year, and the following equipment is now available at stations and in vans of trains for relief purposes in the event of accident:—

Stretchers	...	...	...	1,230
Medical Chests	...	...	...	74
Ambulance Boxes	...	...	...	670
Hand Litters	...	...	...	10
Fire Extinguishers	...	...	...	899

The system of conducting Ambulance classes, at the expense of the Department, for the training of the staff in the Metropolis and the more important centres, has been maintained and extended. Three thousand six hundred employes now hold certificates issued by the St. John Ambulance Association, and between 3,000 and 4,000 other employes have also received training in First Aid work.

The Annual Ambulance Demonstration, at which competitions are held both for corps and for individual employes, continues to provide an additional incentive to the staff to acquire a knowledge of First Aid.

Ticket Checking and Irregularities.

Until comparatively recent years the only means adopted for checking tickets held by passengers, beyond the ordinary systematic checks, was the utilization from time to time of a "Flying Gang" at one or other of the suburban stations; but the disarrangement of traffic which was thus occasioned rendered it necessary to devise other means of providing for surprise checks, and it was accordingly decided to supplement the ordinary safeguards by utilizing two employes continuously on suburban trains or at suburban barriers, although a "Flying Gang" is still employed intermittently and to a limited extent.

Consequent upon the large number of irregularities which were thus detected, the staff employed at this work has since been increased, and there are now four Special Checkers engaged continuously on the suburban lines, and two on country lines, whilst the check upon tickets on the country lines has also been strengthened by the employment of Conductors on the more important trains.

The number of ticket irregularities detected during each of the past two years is indicated hereunder—

	Number of Irregularities Detected.	
	Year ending 30th June, 1913.	Year ending 30th June, 1914.
By Special Checkers on suburban trains and barriers ...	1,664	2,373
By Special Checkers on country trains ...	805	715
By Conductors on country trains ...	1,478	2,384
By Flying Gangs on suburban lines ...	126	99
Total ...	4,073	5,571

A great number of the irregularities were of a minor nature, and others were of such a character as to indicate the possibility of a genuine mistake having been made; but, on the other hand, there was an evident desire to defraud the Department in a large number of instances, and during last year 541 prosecutions, of which 527 were successful, were instituted by the Department.

Visit of the Chairman of Commissioners and Officers to Europe and America.

The Chairman of Commissioners, Mr. W. F. Fitzpatrick, C.M.G., of whose visit to Great Britain, Europe, and America, mention was made in the last Annual Report, returned to Melbourne on 22nd December, 1913, and a special report as to his observations abroad has been submitted to the Government.

Mr. F. M. Calcutt, Engineer of Signals, and Mr. E. C. Blazey, Superintendent of Goods Train Service, who left for Great Britain and America on 11th March, 1913, returned to Melbourne on 27th October, 1913. The knowledge acquired by these officers, not only as regards automatic signalling under electric traction, but also in respect of other branches of railway working, has already proved of distinct advantage to the Department, and has confirmed the view expressed in the last Annual Report as to the desirability of sending Officers abroad periodically.

Mr. E. B. Jones, Acting Secretary, and Mr. T. B. Molomby, Superintendent of Passenger Train Service, are at present in Great Britain, and have also visited America and Europe in connexion with the conversion of the Melbourne suburban railways to electric traction.

Staff.

It was originally anticipated that the additional expenditure occasioned by the revision of Regulation No. 56 would amount to £72,000 per annum, but the estimate was a rough approximation only, and a detailed consideration disclosed that in order to treat the different sections of the service on an equitable basis and preserve consistency in the classification, it would be essential to grant increments in grades other than as at first contemplated.

In addition, it was considered essential, quite apart from the revision of the Regulation, to discontinue the use of certain subdivisional salaries as maximums for clerks, and thus allow such officers to advance to the maximum prescribed for their respective classes, and taking all such alterations into account it is now estimated that the cost of the increased salaries and wages granted to the staff during the year amounted to, approximately, £100,000 per annum.

During the year 896 new appointments were made to the permanent staff, but on the other hand the losses resulting from retirements, deaths, resignations, dismissals, &c., amounted to 373, so that the net gain was 523.

At 30th June, 1914, the total number of employes was 24,859, of whom 13,639 were attached to the permanent staff and 11,220 were employed in temporary capacities. The number of temporary employes has been, and for some time will continue to be, in excess of normal requirements, owing to the activity in connexion with the construction of rolling stock, the electrification scheme, and other works of varying magnitude.

The amounts paid as Salaries and Wages respectively during the past three years to the staff, excluding men attached to Co-operative labour parties, are shown hereunder :—

Year ending 30th June.	Amount of—		Total Salaries and Wages.
	Salaries.	Wages.	
	£	£	£
1912	409,798	2,360,290	2,770,088
1913	428,980	2,591,628	3,020,608
1914	477,118	2,864,337	3,341,455

Acknowledgment of Services of Staff.

The Staff continued to perform their duties in a satisfactory manner, and we desire to express our thorough appreciation of the valued assistance and good service rendered by the Officers and Employés generally.

State Coal Mine.

The working of the State Coal Mine for the year resulted in a profit of £1,213, after making allowance for depreciation and a sinking fund contribution.

The gross output of coal for the year was 510,490 tons, of which 316,160 tons were disposed of to this department, 12,774 tons to other public departments, and 166,221 tons (of slack coal) to the public, whilst the balance of 15,335 tons is accounted for by the local consumption, sales to miners, waste, &c.

The Mine furnished employment to an average number of 1,011 employés, and the total amount expended in wages for the year was £158,811.

State Brick Works.

It was decided by the Government in October last that the State Brick Works at Wonthaggi, which had been idle for a considerable time owing to the inferior nature of the bricks produced, should be permanently closed down; because whilst bricks of good quality could have been manufactured from clay procurable some distance from the works, the prospective local demand was insufficient to warrant the additional capital expenditure which would have been necessary, and the bricks could not have been produced at a price which would admit of successful competition elsewhere.

Nearly all the machinery and other equipment has since been disposed of by public tender.

Appendices.

The Balance-sheet for the year, and Capital, Revenue, and Expenditure Accounts and Statements, as well as Statistical and other information, Statistical Diagrams, and Maps, are embodied in the Appendices, a list of which is given on page 22.

We have the honour to be, Sir,

Your obedient Servants,

W. FITZPATRICK, Chairman,	} Victorian Railways Commissioners.
C. E. NORMAN,	
L. McCLELLAND,	

A P P E N D I C E S .

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		„ Melbourne Suburban Lines.
		„ showing through Railway connexions.

APPENDIX No. 1.

HEADS OF BRANCHES.

Acting Secretary	...	...	...	...	MR. E. B. JONES.
Chief Mechanical Engineer	...	...	...	...	" W. M. SHANNON.
Chief Engineer of Way and Works	...	...	...	...	" J. H. FRASER.
General Superintendent of Transportation	...	...	...	...	" C. MACAW.
Chief Electrical Engineer	...	...	...	...	" W. STONE.
Chief Accountant	...	...	...	...	" J. W. HACKER.
Deputy General Passenger and Freight Agent	...	...	...	...	" W. E. KEAST.
Telegraph Superintendent	...	...	...	...	" W. A. HOLMES.
Chief Storekeeper	...	...	...	...	" G. H. SUTTON.
Auditor of Receipts	...	...	...	...	" W. G. RITCHIE.
Superintendent of Printing	...	...	...	...	" A. VALENTINE.

APPENDIX No. 2.

CERTIFICATE RESPECTING ROLLING STOCK, MACHINERY, AND TOOLS.

I hereby certify that the whole of the rolling stock in use on the Victorian Railways, and also the machinery and tools of the Rolling Stock Branch, were, during the year 1913-14, maintained in good working order and repair.

W. M. SHANNON,
Chief Mechanical Engineer.

APPENDIX No. 3.

CERTIFICATE RESPECTING WAY AND WORKS.

I hereby certify that the whole of the permanent way, stations, buildings, piers, wharfs, and other works on the Victorian Railways were, during the year 1913-14, maintained in good working condition and repair.

J. H. FRASER,
Chief Engineer of Way and Works.

APPENDIX No. 4.

CERTIFICATE RESPECTING STORES.

I hereby certify that the Stock of Stores has been carefully and systematically inspected during the year, and that its value at 30th June, 1914, was £909,191 18s. 8d.

GEO. H. SUTTON,
Chief Storekeeper.

APPENDIX

<i>Dr.</i>	GENERAL BALANCE-SHEET AT				
	Reference.	£	s.	d.	£ s. d.
	Appendix.				
To face value of Bonds and Stock allocated to the Railways	8	48,121,467	13	3	
Less Discounts and Floating Charges £2,123,548 0 7	8				
Less Premiums 453,928 14 6	8				
	...	1,669,619	6	1	
Net Proceeds	8				46,451,848 7 2
„ 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 ...	...	352,488	19	9	
Surplus Revenue ... ..	...	250,696	2	4	
Accrued Interest on Loan Moneys expended on certain lines during their construction and debited to the capital cost of such lines ...	...	21,619	0	0	
Consolidated Revenue provided under Appropriations and Votes ...	...	444,407	8	4	3,894,951 16 6
„ Advances from Public Account (to be recouped)	12				269,632 15 7
„ Special Funds ... ..	...				67,612 9 9
„ Sundry Creditors ... ..	...				703,036 16 9
„ Suspense Account—Amount to be subsequently repaid to Consolidated Revenue	...				2,300 12 4
„ Surplus ... ..	...				17,756 10 7
Total ... ..	...				51,407,139 8 8

Audited and found correct,

F. H. BRUFORD,

Auditor-General.

No. 5.

30TH JUNE, 1914.

Cr.

	Reference.	£	s.	d.	£	s.	d.
	Appendix.						
By Cost of Way, Works, Buildings, and Equipment	18	39,757,155	7	3			
„ Cost of Rolling-Stock	18	9,577,714	3	8			
		49,334,869	10	11			
„ Cost of Surveys for proposed Railways ...	...	389,686	12	11			
					49,724,556	3	10
„ Advances from Public Account—Balance of Expenditure carried forward ...	12	...			269,632	15	7
„ Stores and Materials on hand ...	13	909,191	18	8			
Less amount at credit of Stores Depreciation Account	13	14,208	14	4			
					894,983	4	4
„ Balance at credit of Railway Stores Suspense Account	13	189,378	9	8			
„ Balance in hands of Agent-General, London and in transit	13	40,655	0	5			
					230,033	10	1
„ Balance in hands of Agent-General on account of the Electrification of the Melbourne Suburban Lines... ..	...	...			57,883	4	8
„ Balance at credit of Special Funds:—							
Rolling Stock Replacement Fund ...	10	67,252	8	4			
Railway Accident and Fire Insurance Fund	11	360	1	5			
Trust Fund—Surplus Railway Land ...	...	1	0	0			
					67,613	9	9
„ Balance at credit of the following Accounts:—							
Sundry Repayments to Treasury ...	...	29,300	10	0			
Preliminary Deposits ... ..	...	4,574	18	5			
Bills Receivable... ..	...	1,730	2	1			
Trust Funds—Cash and Securities ...	...	80,221	13	0			
					106,827	3	6
„ Sundry Debtors ... ..	...	...			37,853	6	4
„ Net Revenue for the Year after payment of Working Expenses ... ..	...	1,807,981	5	4			
Less Interest Charges and Expenses in connexion therewith and Pensions and Gratuities ... ..	...	1,790,224	14	9			
					17,756	10	7
Total ... ..	...	...			51,407,139	8	8

T. F. BRENNAN,
Chief Accountant.

APPENDIX No. 6.

RECONCILIATION OF THE RAILWAY AND TREASURY FIGURES RELATING TO
REVENUE AND WORKING EXPENSES (*VIDE* PAGE 12).

REVENUE.

The Revenue of the Railways, as indicated in this Report, was	...	...	£5,560,957	14	7
And of the St. Kilda and Brighton Electric Street Railway	...	...	20,516	4	11
Making a total of			...	...	£5,581,473 19 6
This sum includes the net amount of unpaid accounts due as at 30th June, 1914, which is not included in the Treasury figures because it was not received on that date, viz.					
...	...	...	...	...	£34,254 15 5
			£5,547,219	4	1
Whilst on the other hand it excludes the net amount of accounts outstanding at 30th June, 1913, paid in the year 1913-14, and therefore included in the Treasury figures, viz.					
...	...	...	...	...	£20,820 5 3
The Revenue as shown by the Treasury is thus			...	...	£5,568,039 9 4

WORKING EXPENSES.

The Working Expenses of the Railways, as indicated in this Report, amounted to	...	...	...	...	£3,752,642 11 7
And of the St. Kilda and Brighton Electric Street Railway to	...	...	...	...	£20,850 2 7
Making a total of			...	...	£3,773,492 14 2

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, 1914, which will be debited by the Treasury in the year or years in which they are paid	...	...	...	...	2,497 1 6
(2) Amounts paid in 1913-14 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 1913-14, but not in the Railway Working Expenses	...	...	...	...	2,155 16 8
(3) Amount paid in respect of a siding to be constructed in 1914-15	...	...	...	...	50 0 0
			£4,702	18	2
			£3,768,789	16	0

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

(1) Amount of wages and accounts unpaid at 30th June, 1913, and charged in the Treasury to the year 1913-14, but debited by the Railways in previous years	...	...	...	...	£1,648 17 2
(2) Amount incurred, and defrayed from the Vote of 1913-14, in providing works, sidings, &c., for public bodies, such expenditure not having been recouped to the Vote at 30th June, 1914, and not charged to the Railway Working Expenses	...	...	...	...	5,075 7 0
(3) Amount paid by sundry persons in 1912-13 and credited in the Treasury figures for that year, in respect of works carried out in 1913-14, the cost of such works not being chargeable to Railway Working Expenses	...	...	...	...	242 19 0
			£6,967	3	2

The Working Expenses as shown by the Treasury are :—					
Division 96, sub-division 1 of the Appropriation Act 1913-14	...	...	...	...	£3,692,099 11 11
Division 96, sub-division 2 (Rolling Stock Replacement Fund)	...	...	...	...	50,000 0 10
Division 96, sub-division 2 (Railway Accident and Fire Insurance Fund)	...	...	...	...	27,907 7 3
Act No. 1825 (Commissioners' Salaries)	...	...	...	...	5,750 0 0
			£3,775,756	19	2

APPENDIX No. 7.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING
30TH JUNE, 1914.

	Loan Application Acts, &c.			Construction Branch Vote.			Total.			Total Amount.		
	£	s.	d.	£	s.	d.	s.	d.	£	s.	d.	
SURVEYS AND CONSTRUCTION OF NEW LINES.												
Bairnsdale to Orbost	139,368	10	11	903	0	0	140,271	10	11			
Beeac to Newtown	5,856	17	3	1	0	0	5,857	17	3			
Beech Forest to Crowe's	2,538	1	11	6	0	0	2,544	1	11			
Benalla to Tatong	38,878	14	1	153	0	0	39,031	14	1			
*Cavendish to Toolondo	94	3	2	...			94	3	2			
Chillingollah to Manangatang	24,367	16	6	100	0	0	24,467	16	6			
Crowland to Navarre	33,863	17	10	133	0	0	33,996	17	10			
Elmore to Cohuna	20,973	17	9	17	0	0	20,989	17	9			
Gheringhap to Maroona	18,149	2	7	322	0	0	18,471	2	7			
Hamilton to Cavendish	1,833	13	1	15	0	0	1,848	13	1			
Heywood to Mumbannar	35,124	12	6	134	0	0	35,258	12	6			
Jeparit to Lortquon	865	0	7	29	0	0	894	0	7			
Kow Plains to Murrayville	941	16	10	31	0	0	972	16	10			
Linton to Skipton	636	14	11	15	0	0	651	14	11			
*Neerim South to Toorongo River	19	17	0	...			19	17	0			
Noradjuha to Toolondo	537	16	5	23	0	0	560	16	5			
Ouyen to Kow Plains	2,884	16	8	54	0	0	2,938	16	8			
Rainbow towards Nypo	25,426	19	0	64	0	0	25,490	19	0			
Rupanyup to Marnoo	900	16	9	13	0	0	913	16	9			
Rushworth to Colbinabbin	22,936	7	4	325	0	0	23,261	7	4			
Sea Lake towards Pier-Millau	38,920	10	8	86	0	0	39,006	10	8			
Swan Hill to Piangil	17,423	10	4	36	0	0	17,459	10	4			
Tallangatta to Cudgewa	25,764	4	0	82	0	0	25,846	4	0			
Ultima to Chillingollah	580	10	0	30	0	0	610	10	0			
Woolamai to Powlett Coalfield (including sidings and accommodation at Wonthaggi for loading and weighing coal, and marshalling and despatching trains from the State Coal Mine)	4,362	9	10	14	0	0	4,376	9	10			
Surveys	15,622	16	8	...			15,622	16	8			
Totals	478,872	14	7	2,586	0	0	481,458	14	7	481,458	14	7
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES.												
Additions and improvements at existing stations, offices, yards, and works, including tracks, buildings, platforms, road approaches, trucking yards, weigh-bridges, safety appliances, drainage, sanitation, and new stations, &c., and other works	71,793	0	10	...			71,793	0	10			
Additions and improvements to accommodation for locomotives and cars, including shops, sheds, tracks, ash-pits, turn-tables, water supply, coaling plants, and other works	10,159	6	10	...			10,159	6	10			
Additions and improvements to signalling, interlocking, and other safety appliances for traffic working	13,927	13	8	...			13,927	13	8			
Additions and improvements to and strengthening of bridges	32,821	3	0	...			32,821	3	0			
Additions and improvements to various lines by relaying with heavier rails and providing extra sleepers and ballast	75,396	11	7	...			75,396	11	7			
Additions and improvements to level crossings, including cattle-pits and stops	2,718	10	2	...			2,718	10	2			
Additional accommodation and machinery for extension of repairs to rolling stock, plant and tools at various stations	1,887	7	6	...			1,887	7	6			
Additional and improved dwelling accommodation for employes	23,504	0	2	...			23,504	0	2			
Additional cars for repair gangs, &c., and shelters for gang cars, &c.	3,103	17	1	...			3,103	17	1			
Additional electric lighting, power, &c.	3,836	17	4	...			3,836	17	4			
Additional Pintsch gas plant	935	9	4	...			935	9	4			
Additional telegraph and telephone lines (including instruments)	5,706	2	11	...			5,706	2	11			
Albert Park—New station buildings "Up" side	2,369	9	3	...			2,369	9	3			
Ballarat—Towards construction of locomotive workshops and tracks in connexion therewith	14,889	14	1	...			14,889	14	1			
Benalla—Improved station, yard, and other accommodation	9,827	10	9	...			9,827	10	9			
Bendigo—Towards construction of locomotive workshops and tracks in connexion therewith	14,468	17	2	...			14,468	17	2			
Birregurra—Improved yard, and other accommodation Carrum and Frankston (between)—New station at about 23 miles 55 chains	1,357	19	10	...			1,357	19	10			
Castlemaine—Towards improved yard and other accommodation	3,287	17	3	...			3,287	17	3			
Cowie—Provision of facilities for crossing trains	11,950	13	7	...			11,950	13	7			
Electric cranes and capstans at Ballarat, Bendigo, Geelong, and Melbourne	2,327	4	9	...			2,327	4	9			
Fire protection of railway buildings and other property	1,601	18	6	...			1,601	18	6			
Carried forward	222	19	1	...			222	19	1			
Carried forward	308,094	4	8	...			308,094	4	8			

* Preliminary Expenses

APPENDIX No. 7—continued.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING
30TH JUNE, 1914—continued.

	Loan	Construction	Total.		Total Amount.	
	Application Acts, &c.	Branch Vote.	£	s. d.	£	s. d.
TOTAL SURVEYS, ETC. (Brought forward) ...	478,872 14 7	2,586 0 0	481,458 14 7		481,458 14 7	
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES— <i>continued.</i>	308,094 4 8	...	308,094 4 8			
Geelong—Towards extension of both passenger platforms by about 250 feet and provision of a subway for vehicular and passenger traffic under- neath the line at Railway terrace, including extension of tracks	3,804 1 9	...	3,804 1 9			
Geelong—Towards improved shelter and coaling accommodation for engines and tracks in connexion therewith	2,086 17 1	..	2,086 17 1			
Germantown and Pettavel (between)—Siding and other accommodation for crossing trains	3,124 9 1	...	3,124 9 1			
Glenorchy—Improved station, yard, and other accommodation	1,310 11 11	...	1,310 11 11			
Guildford—Improved station, yard, and other accom- modation	1,972 18 10	...	1,972 18 10			
Hamilton—Improved station, yard and other accom- modation	1,500 9 7	...	1,500 9 7			
Heidelberg—Island platform with new station buildings, subway, diversion of Studley-road, and additions to tracks, signals, and interlocking ...	2,300 5 0	...	2,300 5 0			
Heidelberg Line—Duplication of line from Westgarth to Alphington	1,127 16 0	...	1,127 16 0			
Korong Vale—Towards improved station, yard, and other accommodation	18,553 12 0	...	18,553 12 0			
Langi Logan—Provision of a passenger and goods station	1,675 11 3	...	1,675 11 3			
Lilydale—Towards improved station, yard, and other accommodation, including engine shed	7,693 14 0	...	7,693 14 0			
Manor—Provision of a passenger and goods station ...	2,826 19 4	...	2,826 19 4			
Melbourne (Flinders-street)—Towards duplication of viaduct	26,224 0 7	...	26,224 0 7			
Melbourne (Flinders - street)—Re-arrangement and extension of station yard, including additions and alterations to tracks, signals and interlocking, water supply, &c.	8,763 4 3	...	8,763 4 3			
Melbourne (Spencer-street)—Additional accommoda- tion and facilities for and in connexion with goods traffic	3,694 16 0	...	3,694 16 0			
Melbourne (Spencer-street)—Additional passenger accommodation in East Yard	7,540 9 0	...	7,540 9 0			
Melbourne (Spencer-street) and North Melbourne— Towards enlargement and equipment of Way and Works Shops	3,417 16 8	...	3,417 16 8			
Melbourne—Improving and strengthening strong- rooms at the General Offices and Spencer-street station, and providing new strong-room at Flinders- street station, including the provision of additional safes	3,972 19 11	...	3,972 19 11			
Melbourne—Towards provision of a new shipping shed and accommodation in connexion therewith	40,805 19 2	...	40,805 19 2			
Melbourne and Footscray (between)—Towards purchase of land and other preliminary work in connexion with proposed locomotive depôt	1,170 1 5	...	1,170 1 5			
Newport Workshops—Towards additions and exten- sions to shops, sidings, machinery, and other works	19,483 14 5	...	19,483 14 5			
North Melbourne (near)—New goods train sorting yard and works in connexion therewith	14,257 8 9	...	14,257 8 9			
North Melbourne—Additional track and pit accom- modation, including the provision of weighing tables	4,376 10 6	...	4,376 10 6			
Oakleigh—New station buildings, platform, and other works	6,489 18 7	...	6,489 18 7			
Port Melbourne—Towards provision of track con- nexions with new pier... ..	5,819 9 5	...	5,819 9 5			
South Yarra to Caulfield—Towards duplication and regrading of lines	58,031 10 4	...	58,031 10 4			
Stawell—Improved station, yard, and other accom- modation	3,163 13 4	...	3,163 13 4			
St. Kilda to Brighton Electric Street Railway— Duplication of the line from St. Kilda to the power house	1,222 15 0	...	1,222 15 0			
St. Kilda to Brighton Electric Street Railway— Improvement of power plant	1,572 6 7	...	1,572 6 7			
Sunshine—Island platform, new station buildings, and other accommodation	3,838 5 1	...	3,838 5 1			
Tottenham—Towards the provision of a gravitation goods yard	32,475 2 9	...	32,475 2 9			
Carried forward ...	602,391 12 3		602,391 12 3			

APPENDIX No. 7—*continued.*EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING
30TH JUNE, 1914—*continued.*

	Loan	Construction	Total.	Total Amount.
	Application Acts, &c.	Branch Vote.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
TOTAL SURVEYS, ETC. (Brought forward) ...	478,872 14 7	2,586 0 0	481,458 14 7	481,458 14 7
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES— <i>continued.</i>	602,391 12 3	...	602,391 12 3	...
Woomelang—Improvements to and extension of the yard, including engine shed, coal stage, ashpit, tracks, signals and interlocking, &c. ...	1,012 5 9	...	1,012 5 9	
Workshops Machinery—				
Newport Workshops £9,140 0 8				
Newport Signal Shops 108 0 0				
Stationery Branch 224 4 11				
Melbourne Truck Shop 14 3 11				
North Melbourne Engine Shed 170 16 1				
Ballarat Workshops 2 8 4				
Bendigo Workshops 2 8 4				
Provision of an electric-driven motor lorry chassis to facilitate the transport of materials required for works in the Metropolitan area	9,662 2 3	...	9,662 2 3	
Provision of four petrol-driven concrete mixers to provide improved facilities for the carrying out of large works	853 10 5	...	853 10 5	
Provision of one 3-ton steam crane to provide im- proved facilities for the carrying out of large works	1,006 17 4	...	1,006 17 4	
Provision of stone-crushing plant required in con- nexion with carrying out large works	1,033 14 5	...	1,033 14 5	
Sundry other expenditures	709 7 10	...	709 7 10	
	4,969 19 2	...	4,969 19 2	
	621,639 9 5	...	621,639 9 5	
Less credits on account of sales of land, materials, &c., originally charged to Capital Account ... ..	...	...	Cr. 2,851 0 4	618,788 9 1
TOWARDS THE ELECTRIFICATION OF THE MELBOURNE SUBURBAN LINES	151,617 10 10	...	151,617 10 10	151,617 10 10
ROLLING STOCK.				
Carriage stock	182,778 3 6	...	182,778 3 6	
Locomotives	230,161 3 4	...	230,161 3 4	
Steam rail motor car (Great Western Type)	507 17 8	...	507 17 8	
St. Kilda to Brighton Electric Street Railway	3,412 16 6	...	3,412 16 6	
Truck stock	336,523 9 11	...	336,523 9 11	
Van and sundry stock	62,278 18 2	...	62,278 18 2	
Other equipment	559 16 3	...	559 16 3	
	816,222 5 4	...	816,222 5 4	816,222 5 4
Net Expenditure charged to Capital Account for the year ... ..	...	...	...	2,068,086 19 10

APPENDIX No. 8.

STATEMENT OF LOANS AT 30TH JUNE, 1914, AND OF THE INTEREST CHARGES AND EXPENSES PAID DURING THE YEAR.

Act.	Rate of Interest per cent.	Principal.			Interest Charges.			Expenses in connexion with Payment of Interest.			Total Interest Charges and Expenses.			Date Redeemable.		Where Redeemable.
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	Earliest.	Latest.	
47 Viet. No. 760 ...	4	3,758,788	0	3	...	...	...	...	...	...	...	...	...	...	...	...
48 Viet. No. 805 ...	4	3,251,172	4	3	130,046	17	9	483	12	3	130,530	10	0	1st October, 1919	...	London
49 Viet. No. 845 ...	4	4,610,110	6	11	184,404	8	3	686	13	6	185,091	1	9	1st October, 1920	...	London
55 Viet. No. 1296 ...	4	464,672	1	0	18,586	17	8	...	...	...	18,586	17	8	1st July, 1913	1st April, 1923	Melbourne
53 Viet. No. 1032 ...	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	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
54 Viet. No. 1196 ...	3½	4,914,615	13	0	172,011	10	11	732	16	4	172,744	7	3	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	16	8	92,847	10	3	1st January, 1929	1st January, 1949	Melbourne
62 Viet. No. 1560 ...	3½	3,718,478	14	3	130,146	15	1	556	11	8	130,703	6	9	1st October, 1929	1st October, 1949	London
62 Viet. No. 1560 ...	4	970,981	4	0	19,379	16	9	72	0	9	19,451	17	6	...	...	...
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	9,399	10	9	...	...	...	9,399	10	9	1st January, 1923	1st January, 1932	Melbourne
4 Edw. VII. No. 1901 ...	3	36,890	2	3	1,106	14	0	...	...	...	1,106	14	0	1st January, 1934	1st January, 1954	Melbourne
Treasury Bonds Act 1982 ...	3½	5,797,513	14	8	202,912	19	7	...	...	...	202,912	19	7	1st July, 1915	1st April, 1922	Melbourne
5 Edw. VII. No. 1990 ...	3½	258,966	13	10	9,063	16	8	...	...	...	9,063	16	8	30th September, 1917	...	Melbourne
6 Edw. VII. No. 2026 ...	3½	2,084,532	16	0	72,907	3	7	...	...	...	72,907	3	7	30th September, 1917	24th October, 1946	Melbourne
6 Edw. VII. No. 2026 ...	4	3,048,108	18	9	141,242	2	1	535	0	0	141,777	2	1	...	...	...
6 Edw. VII. No. 2041 ...	3½	410,520	15	2	11,659	0	7	...	...	...	11,659	0	7	30th September, 1917	1st October, 1930	Melbourne
6 Edw. VII. No. 2041 ...	4	310,445	0	0	416	9	8	...	...	...	416	9	8	...	...	...
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	298,757	2	11	8,091	5	5	...	...	...	8,091	5	5	30th September, 1917	...	Melbourne
9 Edw. VII. No. 2163 ...	3½	275,000	0	0	9,625	0	0	...	...	...	9,625	0	0	1st August, 1913	1st October, 1944	Melbourne
1 Geo. V. No. 2286 ...	3½	1,307,155	0	10	45,750	8	6	...	...	...	45,750	8	6	30th September, 1917	1st June, 1922	Melbourne
1 Geo. V. No. 2308 ...	4	350,517	15	8	13,467	17	3	...	...	...	13,467	17	3	1st June, 1931	...	Melbourne
2 Geo. V. No. 2323 ...	3½	1,650,000	0	0	57,750	0	0	...	...	...	57,750	0	0	30th September, 1917	1st October, 1946	Melbourne
3 Geo. V. No. 2428 ...	4	2,000,000	0	0	30,000	0	0	112	10	0	30,112	10	0	1st April, 1940	1st April, 1960	London

APPENDIX No. 8—continued.

STATEMENT OF LOANS AT 30TH JUNE, 1914, AND OF THE INTEREST CHARGES AND EXPENSES PAID DURING THE YEAR—continued.

Act.	Rate of Interest per cent.	Principal.	Interest Charges.	Expenses in connexion with Payment of Interest.	Total Interest Charges and Expenses.	Date Redeemable.		Where Redeemable.
						Earliest.	Latest.	
		£ s. d.	£ s. d.	£ s. d.	£ s. d.			
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	380,433 17 11	10,291 8 4	...	10,291 8 4	30th September, 1917	1st July, 1923	Melbourne
3 Geo. V. No. 2429 ...	3½	10,000 0 0	375 0 0	...	375 0 0	17th February, 1915	17th February, 1918	Melbourne
Advances pending issue of securities ...	3½	100,000 0 0	3,775 4 5	...	3,775 4 5			
42 Vic., No 617 Melbourne and Hobsons Bay Railway Debentures	...	1,000 0 0						
Deduct amounts redeemed—		51,987,055 13 6	1,662,192 8 0	4,592 11 2	1,666,784 19 2			
Act No. 760 by { Act 2026 } £3,758,788 0 3								
Act No. 1560 by Act 1560								
Act No. 1560 by Act 2026 £5,300 0 0								
Act No. 2308, from Revenue £1,500 0 0								
Advances pending issue of Securities—by Act 2026 £100,000 0 0								
		3,865,588 0 3						
		48,121,467 13 3	1,662,192 8 0	4,592 11 2	1,666,784 19 2			
Add interest on temporary advances ...	...	...	10,584 7 7	...	10,584 7 7			
Total amount of current loans at 30th June, 1914	...	48,121,467 13 3	1,672,776 15 7	4,592 11 2	1,677,369 6 9			
Less Discount and Expenses on the Sale of Debentures—								
£2,123,548 0 7								
Deduct Net Premiums on Debentures—								
£453,928 14 6								
		1,669,619 6 1						
Total Net Proceeds of Current Loans at 30th June, 1914	...	46,451,848 7 2						

Note.—The total interest, exclusive of expenses incurred in connexion with the payment of interest, viz., £1,662,192, is equivalent to 3.45 per cent. on the total amount of current loans at 30th June, 1914.

Note.—The total interest, exclusive of expenses incurred in connexion with the payment of interest, viz., £1,662,192, is equivalent to 3.58 per cent. on the total net proceeds of loans at 30th June, 1914.

APPENDIX No. 9.
INVENTORY OF ROLLING STOCK AT 30TH JUNE, 1914.—NUMBERS.

LOCOMOTIVES.

Class Letter	A		AA	A ²	B	C	D	DD	DDE	E	EE	F Motor.	F Tender.	H	J	M	O	P	R	T	V	W	X	RY	Y	Combined Shunting Engines and Steam Cranes, Coaling and Wreckage Cranes.	Rail Motor Cars.	Unclassified.	Narrow-Gauge.	Total.
	% 80	% 80	% 85 to 90	% 137	% 53 to 60	% 33	% 70 to 80	% 100	% 113	% 75 to 85	% 80 to 100	% 53	% 53	% 40	% 40	% 65	% 70 to 85	% 60	% 80 to 90	% 65 to 70	% 128	% 70	% 100	% 113	% 113					
Rating, as per Load Table ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
In existence, as per Register of Rolling-stock, at 30th June, 1914 ...	10	15	20	95	4	1	20	161	58	67	9	7	14	1	1	21	17	5	64	19	16	13	15	25	31	6	3	3	14	735

Note.—The DD Class locomotive is taken as a standard and is therefore rated at 100%. One DD Class Locomotive fitted with superheater.

CARRIAGE, VAN, AND SUNDRY STOCK.

Class Letter ...	CARRIAGE STOCK.																				CARRIAGES AND VANS COMBINED.															
	Carriages.										Carriages and Vans combined.																									
	1st Class.					Composites.					2nd Class.					1st Class.		Composites.		2nd Class.		2nd Class and Mail Sorters.		Vestibule 2nd Class and all Sorters.												
In existence as per Register of Rolling-stock at 30th June, 1914 Joint Stock ...	36	12	23	97	79	62	1	1	1	3	2	7	59	16	42	62	34	1	62	112	26	33	35	10	151	94	48	143	10	12	45	4	42	18	2	10

Class Letter ...	CARRIAGE STOCK continued.										VAN STOCK.							SUNDRY STOCK.										ELECTRIC STREET RAILWAY STOCK.		
	Narrow-Gauge.				Total.						Mail Vans.			Luggage Vans.				Hospital Cars.		Horse Boxes.		Workmen's Sleeping Cars.			Dynamograph Cars.		Total.	Combination Motor Cars.	Open Trailer Cars.	Closed Trailer Car.
	2nd Class.	1st and 2nd Class.	2nd Class Carriages and Vans Combined.	Total.	Sorting.	Bulk.	Sorting.	6 wheels.	4 wheels.	Vestibule.	Vestibule.	Vestibule Express.	Narrow Gauge.	Total.	Hospital Cars, 6 wheels.	Horse Cars.	6 wheels.	FF	4 whls.	6 whls.	WW	Total.								
In existence, as per Register of Rolling-stock at 30th June, 1914 Joint Stock ...	14	4	7	1,440	2	1	1	46	468	3	7	15	21	3	567	2	4	63	6	165	8	3	1	252	19	7	1	252		

(1) Includes one 70-ft. Corridor Car with no vestibule.—(2) Includes 1 Holiday Car.—(3) Includes 84 Holiday Cars.—(4) "State Cars, Nos. 1, 2, 3, 4." "Victoria," "York," and "Inspection."—(5) Holiday Vans.
Note.—All Carriage, Van, and Sundry Vehicles are Bogie Stock unless otherwise specified.

APPENDIX No. 9—continued.

TRUCK STOCK.

Class Letter	BROAD-GAUGE.																	NARROW-GAUGE.					PRIVATE STOCK.										
	Goods Covered, 4 wheels	Goods Open, 4 wheels.	Goods No sides, 4 wheels.	Sheep, 4 wheels.	Cattle, 4 wheels.	Ballast, 4 wheels.	Ballast Hopper.	Hopper Coal, 4 wheels.	Breakdown.	Powder, 4 wheels.	No sides.	Boiler and Timber.	Combination Trucks for Rails and Sleepers, and Ballast Hoppers.	Goods open Movable sides.	Goods Open.	Refrigerator. 4 wheels.	Refrigerator. 6 wheels.	Meat. 4 wheels.	Meat. 6 wheels.	Carriage, 4 wheels.	Water Tank. 4 wheels.	Water Tank. 6 wheels.		Weighbridge Testing. 4 whls.	Weighbridge Testing. 6 whls.	Live Stock.	Goods covered.	Goods open.	Refrigerator	Meat.	Total.	Oil Tank, 4 wheels.	
	H	I	K	L	M	N	NN	O	Late Oo	P	Q	QB	QN	QR	R	T	TH	Tt	U	G					NM	M	NH	NQR	NT	Tt	NU	U	
In existence, as per Register of Rolling-stock, at 30th June, 1914	97	13,407	157	875	577	110	46	148	6	24	41	11	91	271	11	191	101	16	31	560	209	17	137	7	2	5	9	1	218	1	14	17,391	4

NOTE.—All trucks are Bogie Stock unless otherwise specified.
 The following stock is in existence in addition to the above :—Two Steam Shovels and one 3-ton Steam Crane (Way and Works Branch) ; and two combined Passenger and Goods and two Goods Trolleys for Welshpool line.

W. M. SHANNON,
 Chief Mechanical Engineer.

APPENDIX No. 10.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1914.—CAPACITY, ETC.

	Built or purchased and charged to Capital from the inception of the Railways up to 30th June, 1914.	In existence at 30th June, 1914.	Deficiency.	Surplus.	Cost of making good Deficiency.	Value of Surplus.
Locomotives (tractive power)	12,944,707 lbs.	12,590,962 lbs. (a)	353,745 lbs.	...	£ 79,592	£ ...
Carriage Stock (floor area)	507,994 sq. ft.	498,405 sq. ft. (b)	9,589 sq. ft.	...	38,356	...
Van Stock (floor area)	139,656 sq. ft.	145,556 sq. ft. (c)	...	5,900 sq. ft.	...	17,700
Sundry Stock (floor area)	24,915 sq. ft.	25,793 sq. ft. (d)	...	878 sq. ft.	...	1,756
Truck Stock (carrying capacity)	209,514 tons	211,974 tons (e)	...	2,460 tons	...	31,980
					117,948	51,436

Excess of cost of making good Deficiency over Value of Surplus £66,512
 Amount at Credit of Rolling-Stock Replacement Fund at 30th June, 1914, available for replacement of Rolling-Stock 67,252

- (a) { Equivalent tractive power is included in these figures to represent the expenditure charged to Rolling-Stock Replacement Fund on Locomotives under construction, but not completed at 30th June, 1914.
 78 locomotives have been written down to the tractive power represented by their value as scrap materials.
 (b) 99 vehicles have been written down to internal floor area represented by their value as scrap materials, and 242 vehicles have been written down to half area. Only 60 per cent. of internal floor area of 18 cars and 50 per cent. of 2 sleeping cars included on account of these vehicles being owned jointly with the South Australian Railways.
 (c) 3 vehicles have been written down to internal floor area represented by their value as scrap materials, and van compartments of 57 combined cars and vans have been written down to one-half internal floor area. Only 60 per cent. of internal floor area of 4 luggage vans and 3 mail vans included on account of being owned jointly with the South Australian Railways.
 (d) 137 vehicles have been written down to internal floor area represented by their value as scrap materials.
 (e) 527 "I," 110 "N," 56 "K," 24 "H," 16 "TH," and 16 "Q" trucks have been written down to tonnage represented by their value as scrap materials.

W. M. SHANNON,
 Chief Mechanical Engineer.

APPENDIX No. 11.

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT 7 EDWARD VII. No. 2119—AT 30TH JUNE, 1914.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1913	2,751 5 6	By Expenditure for the year ending 30th June, 1914 (Section No. 6)— Clause—	
„ Payment to Fund during the year ending 30th June, 1914 (ten shillings for every one hundred pounds sterling of the revenue of the Victorian Railways in accordance with Clause 2, Section 5, of Act No. 2119) included in the Working Expenses of the Year	27,907 7 3	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employés of the Commissioners	2,647 16 9
		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employés of the Commissioners	4,386 3 0
		(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation shall be paid to persons referred to in Clause (b)	629 15 6
		(d) Amount paid as compensation to employés of the Commissioners for injuries sustained on duty or in the event of death to persons dependent upon such employés	5,902 19 5
		(e) Amount expended in consequence of any loss or damage by fire to buildings, plant, stores, or properties of the Commissioners	5,460 16 10
		(f) Amount paid as compensation for loss or damage to goods, parcels, &c.	9,907 1 4
		(g) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon employés burning off within railway boundaries, &c.	1,363 18 6
		„ Balance at 30th June, 1914	360 1 5
	30,658 12 9		30,658 12 9

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APPENDIX No. 12.

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

Act No., &c.	Amount Authorized, &c.	Expenditure to 30th June, 1914.	Amount Repaid to 30th June, 1914.	Balance Outstanding at 30th June, 1914.						
				Amount.	How Repayable.					
2268	£ 200,000	Year 1910-11 ...	£ s. d. 98,518 11 5	Year 1910-11 ...	£ 50,000	Out of Railway Revenue, in accordance with the provisions of Act No. 2501, during the financial year beginning :—				
		„ 1911-12 ...	99,244 4 10				„ 1911-12 ...	50,000	1st July, 1914 ...	£25,000
		„ 1912-13 ...	2,237 3 9				„ 1912-13 ...	50,000	1st July, 1915 ...	25,000
			200,000 0 0		150,000	50,000 0 0				
2432	200,000	Year 1912-13 ...	82,457 17 0	Year 1912-13 ...	Nil	Out of Railway Revenue, in accordance with the provisions of Act No. 2501, during the financial year beginning :—				
		Ye 1913-14 ...	117,542 3 0				1st July, 1914 ...	£25,000		
			200,000 0 0				1st July, 1915 ...	25,000		
			200,000 0 0		Nil	200,000 0 0	1st July, 1916 ...	50,000		
Treasurer's Advance	200,000	Year 1913-14 ...	19,632 15 7	Year 1913-14 ...	Nil	Yet to be determined.				
									1st July, 1917 ...	50,000
	600,000		419,632 15 7		150,000	19,632 15 7	1st July, 1918 ...	50,000		
						269,632 15 7				

APPENDIX No. 13.

<i>Dr.</i>	RAILWAY STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1914.				<i>Cr</i>
	£	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	505,000	0	0	„ Cash in Treasury	189,378 9 8
„ Sundry Outstanding Accounts at 30th June, 1914	110,575	18	3	„ Cash with Agent-General in London and in Transit	40,655 0 5
				„ Stores and Materials on hand at 30th June, 1914	230,033 10 1
				Less Amount at Credit of Stores Depreciation Account	909,191 18 8
					14,208 14 4
					894,983 4 4
	£1,175,016	14	5		£1,175,016 14 5

APPENDIX No. 14.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEAR ENDING 30TH JUNE, 1913 AND 1914.

Class of Traffic.	Year ending 30th June, 1913.						Year ending 30th June, 1914.					
	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 ...	1,278,439	5,538,092	6,816,531	389,651	861,640	1,251,291	1,356,241	5,748,977	7,105,218	395,443	887,698	1,283,141
Periodical Tickets ...	1,085,756	607,974	1,693,730	113,541	22,953	136,494	1,155,908	655,345	1,811,253	117,431	23,366	140,797
Total ...	2,364,195	6,146,066	8,510,261	503,192	884,593	1,387,785	2,512,149	6,404,322	8,916,471	512,874	911,064	1,423,938
METROPOLITAN (within 20 miles of Melbourne)—												
Single and Return Tickets ...	25,137,986	29,636,538	54,774,524	379,628	301,966	681,594	26,089,814	30,961,809	57,051,623	396,265	317,834	714,099
Race and Special Picnic Tickets ...	644,226	600,180	1,244,406	20,259	14,089	34,348	695,645	616,998	1,312,643	22,584	14,627	37,211
Periodical Tickets ...	26,077,504	13,361,047	39,438,551	202,067	69,817	271,884	27,345,816	14,401,196	41,747,012	214,523	75,730	290,253
Do. (Free Building Tickets) ...	444,416	17,340	461,756	...	...	...	276,180	...	276,180	...	...	...
Weekly Workmen's Tickets ...	...	7,084,410	7,084,410	...	52,948	52,948	...	7,307,519	7,307,519	...	55,324	55,324
Total ...	52,304,132	50,699,515	103,003,647	601,954	438,820	1,040,774	54,407,455	53,287,522	107,694,977	633,372	463,515	1,096,887
GRAND TOTAL RAILWAY PASSENGER TRAFFIC ...	54,668,327	56,845,581	111,513,908	1,105,146	1,323,413	2,428,559	56,919,604	59,691,844	116,611,448	1,146,246	1,374,579	2,520,825
ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY ...	...	...	1,916,618	...	...	16,765	...	...	2,390,949	...	...	20,460

APPENDIX No. 15.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE
FOR YEARS ENDING 1913 AND 1914

Class of Goods.	Year ending 30th June, 1913.		Year ending 30th June, 1914.	
	Tons carried.	Revenue.	Tons carried.	Revenue.
		£		£
2nd Class	75,357	150,541	80,076	159,141
1st Class	98,249	31,362	102,791	143,551
"C" Class	99,142	103,989	101,514	109,127
"B" Class	152,149	121,442	161,591	128,499
"A" Class	136,862	95,134	163,288	111,384
Miscellaneous	194,203	47,281	222,420	50,117
Fish	3,489	4,698	3,866	5,456
Fruit	60,169	32,811	65,979	37,816
Butter	28,996	27,191	29,580	29,731
Other Dairy Produce	27,328	23,399	29,653	24,190
Wine	5,297	5,601	4,426	3,752
Wool	77,635	98,008	80,526	118,498
Flour, Bran, Sharps, and Pollard	207,159	71,366	230,194	74,583
Wheat	609,795	251,552	812,219	338,501
All other Agricultural Produce	287,761	101,791	361,155	127,457
Hay, Straw, and Chaff	302,082	78,475	304,544	75,623
Fertilizers	167,286	40,924	191,089	45,776
Minerals (including Coal, Coke, Ores, &c.)	390,114	96,175	373,200	88,337
Firewood	484,336	115,113	502,566	117,945
Timber	275,220	90,138	313,881	97,583
Stone, Gravel, and Sand	607,866	63,629	674,644	65,337
All other Goods	448,489	267,607	536,764	280,856
Haulage, Storage, Demurrage, Quayage, Hire of Tarp., Unloading, and Weighing ... ..	...	26,541	...	26,866
Total Tonnage of Goods carried, and Total Revenue derived therefrom	4,738,984	2,044,768	5,345,966	2,260,126
Live Stock	411,420	307,871	470,122	343,289
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom	5,150,404	2,352,639	5,816,088	2,603,415

Numbers of Live Stock—

	Year ending 30th June, 1913.	Year ending 30th June, 1914.
Calves	43,568	49,609
Cattle	327,649	374,326
Horses	45,810	45,187
Pigs	283,198	281,345
Sheep	5,497,968	6,435,663

APPENDIX No. 16.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1899, TO 30TH JUNE, 1914.

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 Train Miles Run.	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.				From Passenger, &c., Traffic.	From Goods and Live Stock Traffic.	Total.	Per Average Mile open.	Per Train Mile run.
			£	£	Number.	Number.	Number.	Number.				£	£	£	£	s. d.
1899-00	3,218	3,186	39,658,819	12,327	523	1,133	9,117	501	10,107,549	49,332,899	2,998,303	1,469,910	1,555,252	3,025,162*	950	5/11'83
1900-01	3,237	3,228	40,145,404	12,402	533	1,157	9,283	528	11,066,016	54,704,062	3,381,860	1,625,903	1,711,894	3,337,797*	1,034	6/0'39
1901-02	3,302	3,265	40,613,784	12,298	542	1,189	9,560	541	11,284,944	57,465,077	3,433,627	1,648,381	1,719,462	3,367,843*	1,031	5/11'62
1902-03	3,383	3,335	40,974,493	12,110	553	1,189	9,724	533	10,286,272	54,798,073	3,093,997	1,592,088	1,454,770	3,046,858*	913	5/11'09
1903-04	3,381	3,371	41,216,703	12,191	550	1,200	10,025	440	9,172,644	54,282,003	3,439,203	1,645,163	1,792,978	3,438,141	1,020	7/5'96
1904-05	3,394	3,384	41,279,045	12,162	520	1,214	10,366	443	9,023,365	59,702,050	3,628,237	1,663,473	1,918,793	3,582,266	1,059	7/11'28
1905-06	3,394	3,394	41,398,037	12,194	511	1,228	10,490	461	9,392,069	65,088,394	3,676,017	1,786,182	2,001,437	3,787,619	1,116	8/0'79
1906-07	3,396	3,395	41,533,136	12,230	497	1,233	10,625	494	10,035,914	70,170,089	3,965,792	1,931,126	2,081,515	4,012,641	1,182	7/11'96
1907-08	3,396	3,396	41,928,567	12,346	488	1,246	10,764	518	10,383,408	74,907,425	3,754,861	2,004,927	1,868,441	3,873,368	1,141	7/5'53
1908-09	3,410	3,397	42,486,323	12,459	503	1,272	11,009	522	11,290,578	81,020,620	4,166,786	2,110,947	2,067,177	4,178,124	1,230	7/4'81
1909-10	3,491	3,441	43,142,329	12,358	523	1,308	11,515	511	11,705,612	85,280,235	4,468,440	2,221,482	2,222,381	4,443,863	1,291	7/7'11
1910-11	3,523	3,505	44,121,767	12,524	547	1,345	12,069	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

* The estimated value of services performed for the State for which no payment was received, in each of the years 1899-1900, viz., £20,000; in 1900-1901, £31,000; in 1901-1902, £34,000; in 1902-1903, £61,160; is not included in the Gross Revenue.

Exclusive of St. Kilda and Brighton Electric Street Railway.

APPENDIX No. 16—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1899, TO 30TH JUNE, 1914.

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES (INCLUDING COMPENSATION TO YEAR 1907-8 INCLUSIVE).			EXPENDITURE: WAY AND WORKS BRANCH.				EXPENDITURE: ROLLING-STOCK BRANCH.									RAILWAY ACCIDENT AND FIRE INSURANCE FUND.		
	Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Maintenance and Renewals.	Per Average Mile open.	Per Train Mile run.	Per Cent. of Gross Revenue.	WORKING.			REPAIRS AND RENEWALS.			GENERAL EXPENSES.			Amount.	Per Train Mile Run.	Per Cent. of Gross Revenue.
								Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Repairs and Renewals.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.			
£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	s. d.		£	s. d.		
1899-00 ...	571,770	1/1'57	18'89	496,959	156	0/11'80	16'43	432,850	0/10'28	14'31	241,129	0'5'73	7'97	57,093	0/1'35	1'89			
1900-01 ...	616,945	1/1'38	18'48	506,988	157	0/11'00	15'19	520,527	0/11'29	15'60	262,818	0'5'70	7'87	56,018	0/1'21	1'68			
1901-02 ...	671,588	1/2'28	19'94	490,438	150	0/10'43	14'56	576,921	1/0'27	17'13	268,543	0'5'71	7'98	†43,385	0'0'93	1'29			
1902-03 ...	592,897	1/1'83	19'46	437,840	131	0/10'21	14'37	521,090	1/0'16	17'10	241,625	0'5'65	7'93	†42,498	0/0'99	1'40			
1903-04 ...	586,015	1/3'33	17'04	448,959	133	0/11'75	13'06	455,543	0/11'92	17'00	263,987	0/6'91	7'68	†47,807	0/1'25	1'39			
1904-05 ...	562,370	1/2'96	15'70	502,022	148	1/1'35	14'01	488,240	1/0'99	13'63	274,931	0/7'31	7'67	†43,575	0/1'16	1'22			
1905-06 ...	588,123	1/3'03	15'53	572,297	169	1/2'62	15'11	481,483	1/0'30	12'71	306,842	0'7'84	8'10	†50,278	0/1'29	1'33			
1906-07 ...	593,248	1/2'19	14'78	589,452	174	1/2'10	14'69	521,083	1/0'46	12'99	323,858	0/7'74	8'07	†49,032	0/1'17	1'22			
1907-08 ...	612,719	1/2'16	15'82	648,589	191	1/2'99	16'75	573,990	1/1'27	14'82	382,477	0/8'84	9'88	†52,455	0/1'22	1'35	15,667	0/0'36	0'40
1908-09 ...	641,431	1/1'64	15'35	625,602	184	1/1'30	14'97	620,669	1/1'19	14'86	372,766	0/7'92	8'92	†58,108	0/1'24	1'39	*90,863	0/1'93	2'18
1909-10 ...	684,394	1/2'03	15'40	643,912	187	1/1'20	14'49	696,477	1/2'28	15'67	†529,725	0/10'86	11'92	†59,818	0/1'23	1'35	*97,219	0/1'99	2'19
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	17'26	893,350	252	1/3'49	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	'99
1912-13 ...	947,868	1/3'98	18'21	930,366	256	1/3'69	17'87	914,709	1/3'42	17'57	†551,023	0/9'29	10'59	†80,937	0/1'36	1'55	*52,054	0/0'88	1'00
1913-14 ...	1,066,738	1/5'03	19'18	935,652	250	1/2'94	16'82	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

* 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, and year 1912-13, £26,027.

† 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, and year 1913-14, £50,000.

‡ Stores Branch Expenses have been apportioned to the other Branches as follows:—Year 1901-2, £12,214 18s. 6d.; 1902-3, £11,958 19s. 4d.; 1903-4, £12,318 1s. 1d.; 1904-5, £11,901 1s. 5d.; 1905-6, £13,242 8s. 8d.; 1906-7, £13,862 2s.; 1907-8, £14,747 0s. 3d.; 1908-9, £16,058 2s. 2d.; 1909-10, £17,078 17s. 5d.; 1910-11, £19,991 8s. 9d.; 1911-12, £22,892 6s. 7d.; 1912-13, £26,278 9s. 2d.; 1913-14, £29,602 4s. 2d.

Exclusive of St. Kilda and Brighton Electric Street Railway.

APPENDIX No. 16—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1899, TO 30TH JUNE, 1914.

Year.	TOTAL WORKING EXPENSES.				NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.					SPECIAL EXPENDITURES AND CHARGES PAID OUT OF THE YEAR'S RAILWAY REVENUE.	Balance of Net Revenue after Payment of Working Expenses and Special Expenditures and Charges.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.	NET INTEREST CHARGES AND EXPENSES.	AMOUNTS PAID FOR PENSIONS AND GRATUITIES.	DEFICIT.	SURPLUS.	AMOUNT PAID FOR PENSIONS AND GRATUITIES NOT INCLUDED IN FOREGOING
	Amount.	Per Average Mile open.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile open.	Per Train Mile run.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.									
	£	£	s. d.	£	£	s. d.	£	£	£	£	£	£	£	£	£	£	£	£
1899-00 ...	1,799,801	565	3/6.73	59.49	1,225,361	385	2/5.10	3.09	3.25	7,500	1,217,861	3.07	3.23	1,430,448	...	212,587	...	95,239
1900-01 ...	1,963,296	608	3/6.58	58.82	1,374,501	426	2/5.81	3.42	3.62	21,500	1,353,001	3.37	3.56	1,464,809	...	111,808	...	90,443
1901-02 ...	2,050,875	628	3/7.62	60.90	1,316,968	403	2/4.00	3.24	3.43	21,500	1,295,468	3.19	3.37	1,492,695	...	197,227	...	93,744
1902-03 ...	1,835,950	550	3/6.84	60.26	1,210,908	363	2/4.25	2.96	3.11	102,630	1,108,278	2.70	2.84	1,473,532	...	365,254	...	93,507
1903-04 ...	1,802,311	535	3/11.16	52.42	1,635,830	485	3/6.80	3.97	4.15	119,556	1,516,274	3.68	3.84	1,515,755	...	...	519	100,536
1904-05 ...	1,871,138	553	4/1.77	52.23	1,711,128	506	3/9.51	4.15	4.34	248,485	1,462,643	3.54	3.71	1,461,994	...	...	649	102,656
1905-06 ...	1,999,023	589	4/3.08	52.78	1,788,596	527	3/9.71	4.32	4.51	117,542	1,671,362†	4.03†	4.22†	1,472,397†	...	...	198,965†	99,637
1906-07 ...	2,076,673	612	4/1.66	51.75	1,935,968	570	3/10.30	4.66	4.88	165,749	1,762,417†	4.24†	4.44†	1,483,284†	...	...	279,133†	110,881
1907-08 ...	2,285,897	673	4/4.84	59.02	1,587,471	468	3/0.69	3.79	3.98	47,058	1,536,488†	3.66†	3.85†	1,483,807†	...	...	52,681†	103,064
1908-09 ...	2,409,439	709	4/3.22	57.67	1,768,685	521	3/1.59	4.16	4.35	...	1,770,551†	4.16†	4.35†	1,430,093†	105,415*	...	235,043†	...
1909-10 ...	2,711,545	788	4/7.59	61.02	1,732,318	503	2/11.52	4.02	4.19	...	1,734,343†	4.02†	4.20†	1,472,916†	106,330*	...	155,097†	...
1910-11 ...	2,991,673	854	4/7.35	61.10	1,904,537	543	2/11.23	4.32	4.48	...	1,907,570†	4.32†	4.49†	1,516,764†	107,831*	...	282,975†	...
1911-12 ...	3,310,484	934	4/9.42	63.43	1,908,483	539	2/9.11	4.16	4.32	...	1,910,212†	4.16†	4.33†	1,513,102†	131,319*	-	265,791†	...
1912-13 ...	3,476,957	955	4/10.62	66.79	1,728,485	475	2/5.15	3.63	3.81	...	1,729,506†	3.64†	3.81†	1,595,020†	112,236*	...	22,250†	...
1913-14 ...	3,752,643	1,001	4/11.93	67.48	1,808,315	483	2/4.88	3.64	3.76	...	1,807,981†	3.64†	3.76†	1,677,369†	112,855*	...	17,757†	...

* Since 1st July, 1908, Pensions and Gratuities have been paid out of the Net Revenue.

† Inclusive of St. Kilda and Brighton Electric Street Railway.—7th May till 30th June, 1906, Net Revenue, £308. Year 1906-7, Net Loss, £7,802, inclusive of £9,941 on account of Damage by Fire. Year 1907-8, Net Loss, £3,925, inclusive of £3,311 on account of Damage by Fire. Year 1908-9, Net Revenue, £1,866. Year 1909-10, Net Revenue, £2,025. Year 1910-11, Net Revenue, £3,033. Year 1911-12, Net Revenue, £1,729. Year 1912-13, Net Revenue, £1,021. Year 1913-14, Net Loss, £334.

APPENDIX No. 17.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDING 30TH JUNE, 1914.

Year ending 30th June.	New Lines and Surveys.	Additions and Improvements on Existing Lines.	Rolling-Stock.	Total.
	£	£	£	£
1895	104,877	38,153	30,613	173,643
1896	25,892	153,219	6,834	185,945
1897	24,186	127,214	69,851	221,251
1898	12,551	177,512	82,839	272,902
1899	112,436	206,318	135,393	454,147*
1900	190,626	290,656	121,086	602,368*
1901	203,077	167,914	115,594	486,585*
1902	171,123	154,315	142,942	468,380*
1903	208,200	85,952	66,557	360,709*
1904	33,273	72,458	136,479	242,210
1905	44,301†	39,750	Cr. 21,710	62,341†
1906	31,657†	81,837	34,110†	147,604†
1907	34,250†	112,979	12,199†	159,428†
1908	38,125	187,722†	174,168†	400,015†
1909	129,976	269,752†	158,558†	558,286†
1910	197,928	250,511†	208,126†	656,565†
1911	253,882	328,125†	397,826†	979,833†
1912	355,959	445,796†	914,634†	1,716,389†
1913	397,915	544,606†	816,785†	1,759,306†
1914	481,459	770,701†	815,927†	2,068,087†
Total ...	3,051,693	4,505,490	4,418,811	11,975,994

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

† Includes St. Kilda and Brighton Electric Street Railway.

APPENDIX No. 18.

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, 1914.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.	
	Double and over	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.				£ s. d.	£
Melbourne to Bendigo (exclusive of works, Melbourne to Essendon Junction) ...	100'89	...	100'89	1,902	18	1 in 50	4,911,877 19 0	48,685
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	708,971 1 6	12,656
* 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	65,973 17 0	4,550
† Lancefield to Kilmore ...	...	18'10	18'10	1,734	1,160	1 " 40	117,002 2 4	6,464
Kilmore Junction to Bendigo (Cattle Siding) ...	...	67'82	67'82	1,450	526	1 " 50	401,087 18 9	5,914
Carlsruhe to Daylesford ...	0'38	22'17	22'55	2,469	1,791	1 " 50	177,475 12 11	7,870
Daylesford Junction to North Creswick ...	...	23'11	23'11	2,292	1,429	1 " 40	182,204 3 8	7,884
Kyneton (Redesdale Junction) to Redesdale ...	...	16'25	16'25	1,636	973	1 " 50	90,253 19 8	5,554
Castlemaine to Dunolly ...	0'38	46'46	46'84	948	579	1 " 40	413,239 17 8	8,822
Dunolly to St. Arnaud (including cost of Carapooee Ballast Pits Tramway) ...	0'28	32'73	33'01	943	611	1 " 50	176,489 0 9	5,347
St. Arnaud to Donald ...	...	23'86	23'86	868	374	1 " 50	112,673 4 0	4,722
Donald to Birchip ...	...	32'30	32'30	394	330	1 " 100	82,310 8 1	2,548
Birchip to Cronomby (Woomelang) ...	...	26'45	26'45	351	260	1 " 75	58,722 7 11	2,220
Woomelang to Mildura ...	...	110'15	110'15	334	128	1 " 75	283,208 15 10	2,571
Mildura to White Cliffs ...	...	6'92	6'92	186	126	1 " 75	17,267 17 1	2,495
White Cliffs to Yelta ...	...	...	...	...	...	...	4 9 6	In progress
Dunolly to Inglewood ...	...	24'24	24'24	794	457	1 in 50	95,986 7 8	3,960
Ouyen to Kow Plains ...	...	56'39	56'39	351	137	1 " 60	130,922 13 9	2,322
Kow Plains to Murrayville ...	...	11'48	11'48	218	146	1 " 75	29,736 18 11	2,590
Castlemaine (Maldon Junction) to Maldon ...	...	10'24	10'24	1,177	890	1 " 40	62,218 1 5	6,076
Maldon (Laanecoorie Junction) to Shelbourne ...	...	9'89	9'89	1,126	649	1 " 50	68,506 9 0	6,927
Maryborough to Ballarat ...	0'26	41'47	41'73	1,525	732	1 " 40	296,314 1 5	7,101
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	72,713 3 5	5,292
Maryborough to Avoca ...	...	14'93	14'93	885	721	1 " 40	64,644 5 9	4,330
Avoca to Ararat ...	...	39'04	39'04	1,215	763	1 " 50	174,378 11 3	4,467
Crowland to Navarre ...	...	22'87	22'87	885	720	1 " 66	60,025 10 9	2,625
Bendigo to Inglewood ...	0'80	28'13	28'93	779	443	1 " 70	197,985 15 9	6,844
Inglewood to Charlton ...	...	42'82	42'82	639	422	1 " 50	219,812 5 0	5,133
Charlton to Wycheproof ...	...	16'48	16'48	521	356	1 " 50	89,850 5 5	5,452
Wycheproof to Sea Lake ...	...	47'89	47'89	357	172	1 " 94	80,592 8 10	1,683
Sea Lake to Pier Millan ...	...	17'68	17'68	265	172	1 " 66	39,019 1 5	2,207
Wedderburn Junction to Wedderburn ...	...	4'86	4'86	660	554	1 " 50	18,655 12 9	3,839
Korong Vale to Boort ...	...	17'86	17'86	459	296	1 " 50	76,749 7 10	4,297
Boort to Quambatook ...	...	21'96	21'96	419	287	1 " 75	47,367 4 3	2,157
Quambatook to Ultima ...	...	30'31	30'31	371	256	1 " 100	51,516 11 5	1,700
Ultima to Chillingollah ...	...	20'14	20'14	263	164	1 " 60	31,149 11 6	1,547
Chillingollah to Manangatang ...	...	18'59	18'59	245	169	1 " 75	36,007 14 7	1,937
Eaglehawk to Kerang ...	...	72'99	72'99	742	255	1 " 70	337,973 8 8	4,630
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ...	...	35'16	35'16	286	225	1 " 100	163,687 18 1	4,656
Swan Hill to Piangil ...	...	...	...	...	...	...	17,475 5 7	In progress
Elmore to Cohuna ...	...	...	...	...	...	...	21,003 8 0	In progress
Footscray to Williamstown (including cost of piers at Williamstown) ...	5'50	0'37	5'87	66	8	1 in 100	552,760 16 1	94,167
* Newport to Braybrook Junction ...	...	4'29	4'29	110	48	1 " 92	27,538 18 8	6,419
Newport to Geelong (including cost of Geelong Pier) ...	...	...	...	...	...	...	...	...
* Williamstown Race-course Branch ...	2'90	35'61	38'51	113	11	1 " 81	1,244,865 9 5	31,757
Geelong to Colac ...	1'13	49'11	50'24	469	10	1 " 50		
† Geelong Race-course Branch ...	...	1'96	1'96	43	10	1 " 50	400,045 14 3	7,664
Colac to Camperdown ...	...	28'11	28'11	569	405	1 " 50	156,201 8 5	5,557
Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ...	0'90	41'81	42'71	550	13	1 " 50	376,761 0 3	8,821
Warrnambool to Koroit ...	...	9'36	9'36	245	19	1 " 50	87,711 2 9	9,371
Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) ...	...	11'34	11'34	208	11	1 " 60	100,586 5 3	8,870
Geelong (Queenscliff Junction) to Queenscliff ...	...	20'72	20'72	264	10	1 " 50	115,671 14 5	5,583
* Mount Moriac to Wensleydale ...	...	10'92	10'92	752	361	1 " 50	39,259 2 6	3,595
Birregurra to Forrest ...	...	19'85	19'85	579	363	1 " 40	147,524 4 11	7,432
Irrewarra to Beacac ...	...	8'70	8'70	432	390	1 " 66	47,443 13 0	5,453
Beacac to Newtown ...	...	35'85	35'85	443	388	1 " 50	104,578 0 1	2,917
† Colac to Beech Forest ...	...	29'66	29'66	1,748	225	1 " 30	77,447 7 5	2,611
‡ Beech Forest to Crowe's ...	...	14'24	14'24	1,826	1,356	1 " 30	42,820 16 6	3,007
Camperdown (Curdie's River Junction) to Timboon ...	...	22'32	22'32	673	52	1 " 40	114,181 13 9	5,116
Terang to Mortlake ...	...	12'16	12'16	447	414	1 " 60	57,015 15 10	4,689
North Geelong to Ballarat ...	41'45	11'76	53'21	1,725	47	1 " 52	1,923,486 4 4	36,149
* North Geelong Loop Line ...	...	0'22	0'22	53	46	1 " 57	...	...
Ballarat to Ararat ...	4'33	52'84	57'17	1,517	960	1 " 50	441,861 7 2	7,729
Ararat to Stawell ...	...	18'85	18'85	1,086	761	1 " 100	189,064 15 3	10,030
Stawell to Horsham ...	1'18	52'26	53'44	761	423	1 " 100	377,043 5 6	5,442
* Stawell to Grampians ...	...	15'84	15'84	815	621	1 " 30		
Horsham to Dimboola ...	0'36	21'10	21'46	477	361	1 " 50	123,801 4 10	5,769
Dimboola to Serviceton (including cost of 1'16 miles constructed beyond Serviceton; also portion of cost of the Warranook Ballast Pits Trainway) ...	1'35	61'87	63'22	631	315	1 " 50	430,735 15 1	6,813
Carried forward ...	164'15	1707'85	1872'00	...	...	...	17,468,945 17 1	...

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Dismantled 28th May, 1909.

¶ 2ft. 6in. gauge.

APPENDIX No. 18—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	164'15	1,707'85	1,872'00	...	...	...	17,468,945 17 1	...
Braybrook Junction to Parwan	...	21'65	21'65	466	119	1 in 50	270,493 11 0	12,494
Parwan to Gordon	...	27'46	27'46	1,877	341	1 " 48	355,425 9 3	12,943
Gordon to Warrenheip	0'09	12'78	12'87	1,940	1,707	1 " 50	129,739 19 8	10,081
* Bungaree Junction to Race-course Reserve	...	1'53	1'53	1,884	1,848	1 " 50	3,331 3 6	2,177
Gheringhap to Maroona	...	99'76	99'76	978	193	1 " 100	408,410 13 5	4,094
* 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	66,100 4 2	9,664
* 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	60,258 14 2	4,593
Scarsdale to Linton	...	7'97	7'97	1,189	1,022	1 " 40	78,009 8 11	9,788
Linton to Skipton	...	...	...	...	...	...	653 10 11	In progress
* Burrumbeet Race-course Junction to Burrumbeet Race-course	...	1'14	1'14	1,297	1,256	1 in 50	3,611 10 5	3,168
Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant)	...	66'06	66'06	1,028	572	1 " 50	364,609 14 6	5,519
Hamilton to Portland (including cost of sidings to piers at Portland)	...	53'82	53'82	606	11	1 " 40	296,696 0 10	5,513
‡ Dunkeld to Koroit	...	48'99	48'99	834	207	1 " 60	170,945 0 6	3,489
† Hamilton to Peshurst (including cost of Peshurst Ballast Crushing Plant)	...	18'10	18'10	727	590	1 " 60	77,462 14 11	4,280
Hamilton (Coleraine Junction) to Coleraine	...	23'01	23'01	668	301	1 " 40	110,972 3 3	4,823
Hamilton to Cavendish	...	...	...	...	...	...	1,860 14 1	In progress
Cavendish to Toolondo	...	...	...	...	...	...	94 3 2	In progress
Branxholme to Casterton	...	32'09	32'09	572	149	1 in 40	180,112 2 2	5,613
Heywood to Mumbamar	...	...	...	...	...	...	35,258 12 6	In progress
Lubeck to Rupanyup (including portion of cost of the Warranook Ballast Pits Tramway)	...	9'77	9'77	487	455	1 " 147	45,103 14 6	4,617
Rupanyup to Marnoo	...	15'38	15'38	494	450	1 " 100	29,107 5 7	1,893
Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway)	...	31'20	31'20	464	360	1 " 66	156,322 2 4	5,010
Warracknabeal to Beulah	...	21'92	21'92	359	288	1 " 80	58,591 13 0	2,673
Beulah to Hopetoun	...	16'01	16'01	290	258	1 " 100	37,099 18 4	2,317
Horsham to Noradjuha	...	19'95	19'95	488	395	1 " 50	81,005 15 8	4,063
Noradjuha to Toolondo	...	11'24	11'24	560	475	1 " 100	26,739 17 8	2,379
Natinuk (East Natinuk) to Goroke	...	28'32	28'32	624	394	1 " 50	68,376 19 10	2,414
Dimboola to Jeparit	...	21'59	21'59	387	268	1 " 75	50,029 1 6	2,317
Jeparit to Albacutya (Rainbow)	...	18'47	18'47	388	263	1 " 75	34,275 2 1	1,856
Jeparit to Lorquon	...	13'68	13'68	395	271	1 " 100	31,488 8 6	2,302
Rainbow to Nypo	...	10'59	10'59	294	237	1 " 75	25,501 8 1	2,408
Essendon Junction to Essendon	3'50	...	3'50	148	14	1 " 67	...	...
* Flemington Race-course Branch	1'50	...	1'50	70	42	1 " 96	203,801 8 10	40,760
Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway)	61'12	120'87	181'99	1,147	105	1 " 50	2,352,854 12 1	12,928
Wodonga to River Murray (including portion of cost of Bridge over River Murray)	1'94	...	1'94	538	312	1 " 75	50,813 10 11	26,193
North Melbourne to Coburg	5'07	...	5'07	202	13	1 " 50	215,581 7 3	42,521
† Coburg to Somerton	...	7'16	7'16	530	202	1 " 50	71,822 5 0	10,031
Royal Park (Junction) to Clifton Hill	2'28	0'11	2'39	136	103	1 " 50	158,725 12 9	66,413
Fitzroy Branch	0'07	0'88	0'95	119	85	1 " 79	76,804 13 5	80,847
Fitzroy (Whittlesea Junction) to Whittlesea	4'67	17'39	22'06	639	119	1 " 50	284,007 16 1	12,874
Northcote Loop Line	0'13	...	0'13	128	119	1 " 70	8,682 0 0	66,785
Tallarook to Yea	...	23'69	23'69	698	488	1 " 40	163,675 0 2	6,909
Yea to Mansfield and Alexandra-road	...	55'82	55'82	1,304	557	1 " 40	344,522 11 11	6,172
Alexandra-road to Alexandra	...	4'32	4'32	922	716	1 " 30	26,836 11 11	6,212
Mangalore to Shepparton	0'29	44'96	45'25	499	372	1 " 100	283,885 6 3	6,274
Shepparton to Numurkah	2'16	18'60	20'76	376	348	1 " 206	87,993 10 7	4,239
Numurkah to Cobram	0'20	21'45	21'65	376	355	1 " 165	85,021 16 5	3,927
Murchison East to Rushworth	...	12'87	12'87	476	391	1 " 80	70,536 14 8	5,481
Rushworth to Colbinabbin	...	...	...	...	...	...	31,524 19 5	In progress
Toolamba to Tatura	...	6'83	6'83	385	371	1 in 108	29,123 11 8	4,265
Tatura to Echuca	...	34'07	34'07	377	320	1 " 122	157,069 2 7	4,610
Shepparton to Dookie	...	14'84	14'84	500	372	1 " 100	55,255 13 2	3,723
Dookie to Katamatite	...	17'02	17'02	490	383	1 " 69	40,663 17 8	2,389
Numurkah to Nathalia	...	13'79	13'79	356	335	1 " 330	52,073 13 1	3,776
Nathalia to Picola	...	6'75	6'75	335	325	1 " 264	13,801 11 2	2,045
Strathmerton towards Tocumwal	...	8'20	8'20	390	358	1 " 330	17,087 9 1	2,084
Strathmerton to Tocumwal Extension	...	2'07	2'07	372	365	1 " 92	13,484 6 9	6,514
Benalla to St. James	...	20'33	20'33	583	450	1 " 75	80,576 9 4	3,963
St. James to Yarrowonga	...	19'86	19'86	514	414	1 " 50	98,078 7 10	4,938
Benalla to Tatong	...	18'08	18'08	760	556	1 " 60	44,111 4 9	2,440
¶ Wangaratta to Whitfield	...	30'49	30'49	811	481	1 " 80	39,688 6 2	1,302
Wangaratta (Beechworth Junc.) to Beechworth	...	22'26	22'26	1,831	502	1 " 30	165,277 17 3	7,425
Beechworth to Yackandandah	...	12'84	12'84	1,912	981	1 " 30	96,937 13 4	7,550
Everton to Myrtleford	...	16'56	16'56	989	581	1 " 40	77,534 1 10	4,682
Myrtleford to Bright	...	18'54	18'54	1,004	688	1 " 50	112,332 12 5	6,059
Springhurst to Wahgunyah	...	13'95	13'95	623	454	1 " 50	75,470 14 4	5,410
Wodonga to Tallangatta	...	25'71	25'71	726	530	1 " 40	190,485 6 10	7,409
Tallangatta to Cudgewa	...	...	...	...	...	...	26,047 15 11	In progress
Spencer Street to Flinders Street	0'76	...	0'76	33	17	1 in 40	193,558 4 10	254,682
Hobson's Bay Lines (Flinders Street to Port Melbourne, St. Kilda, Brighton, Hawthorn, and including works, Prince's Bridgeto Chapel Street, and pier at Port Melbourne)	16'33	...	16'33	53	9	1 " 66	2,589,655 8 11	158,583
Prince's Bridge to Collingwood	2'22	...	2'22	85	23	1 " 62	200,156 8 2	90,160
Collingwood to Heidelberg	2'92	2'57	5'49	196	68	1 " 50	242,397 10 7	44,153
Carried forward	269'40	2,998'09	3,267'49	...	...	...	29,878,987 0 0	...

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

APPENDIX No. 18—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	269'40	2,998'09	3,267'49	...	...	...	29,878,987	0	0	7,193
Heidelberg to Eltham	...	8'35	8'35	303	110	1 in 40	60,058	15	9	6,364
Eltham to Hurst's Bridge	...	6'64	6'64	248	116	1 " 50	42,258	14	10	36,612
Brighton Beach to Sandringham	2'20	...	2'20	58	20	1 " 97	80,546	1	10	69,396
South Yarra to Oakleigh	7'05	...	7'05	184	22	1 " 50	489,238	19	11	...
Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branch to the Great Morwell Coy's mine)	11'76	106'46	118'22	513	8	1 " 50	1,154,322	2	9	9,764
Sale to Stratford (Junction)	...	8'97	8'97	64	33	1 " 66	42,850	14	0	4,777
† Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines)	0'20	10'10	10'30	249	72	1 " 50	297,556	19	0	28,889
† Caulfield to Frankston	19'65	0'23	19'88	166	10	1 " 50	261,588	7	5	13,158
Frankston to Stony Point (including cost of sidings to pier at Stony Point)	...	18'85	18'85	327	10	1 " 50	109,259	6	0	5,796
Mornington Junction to Mornington	...	7'67	7'67	194	60	1 " 50	67,867	1	9	8,848
Frankston Cemetery Line	...	...	...	...	...	...	330	16	11	...
Spring Vale Cemetery Line	...	1'60	1'60	231	145	1 in 50	9,278	16	6	5,799
Dandenong (Great Southern Junction) to Port Albert	0'17	117'11	117'28	746	10	1 " 40	1,005,255	3	8	8,571
Nyora to Woolamai	...	16'79	16'79	410	58	1 " 50	61,963	11	4	3,691
Woolamai to Powlett Coal Field (including sidings, Wonthaggi)	...	13'75	13'75	233	14	1 " 60	109,811	4	7	7,986
Korumburra to Coal Creek	...	0'89	0'89	735	630	1 " 30	5,761	7	11	6,473
Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line)	...	2'25	2'25	765	573	1 " 30	11,533	5	7	5,126
Korumburra (Jumbunna Junction) to Jumbunna	...	3'74	3'74	796	619	1 " 30	20,695	12	9	5,334
Jumbunna to Outtrim	...	2'40	2'40	649	539	1 " 40	28,330	4	3	11,804
¶ Welshpool to Welshpool Jetty	...	3'23	3'23	57	6	1 " 100	2,943	0	10	911
Warragul to Neerim South	...	13'49	13'49	681	349	1 " 40	124,403	7	6	9,222
Neerim South to Tooronga River	...	...	...	...	...	...	19	17	0	In progress
Moe (Junction) to Thorpdale	...	10'67	10'67	798	219	1 " 40	116,359	15	7	10,905
¶ Moe to Walhalla	...	26'06	26'06	1,323	174	1 " 30	106,447	15	3	4,085
Morwell to North Mirboo	...	20'16	20'16	784	184	1 " 40	152,896	18	8	7,584
Traralgon to Heyfield	...	22'06	22'06	262	93	1 " 50	124,002	0	5	5,621
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0'52	49'30	49'82	296	9	1 " 50	284,217	11	4	5,705
Bairnsdale to Orbost	...	...	...	...	...	...	278,375	8	3	In progress
Maffra to Briagolong	...	11'79	11'79	238	109	1 in 50	61,733	9	0	5,236
Burnley to Waverley Road	...	5'23	5'23	111	33	1 " 60	172,732	8	9	33,027
Hawthorn to Lilydale	11'82	8'20	20'02	484	41	1 " 40	421,484	13	4	21,053
Lilydale to Healesville	0'26	15'11	15'37	351	230	1 " 40	220,685	18	9	14,358
Hawthorn (Kew Junction) to Kew	...	0'96	0'96	119	41	1 " 40	76,329	2	8	79,509
Ringwood to Upper Ferntree Gully	...	7'44	7'44	436	314	1 " 40	68,686	6	7	9,232
¶ Ferntree Gully to Gembrook	...	18'22	18'22	1,057	412	1 " 30	60,308	18	2	3,310
Lilydale to Warburton	...	23'97	23'97	738	289	1 " 37½	126,196	10	11	5,265
St. Kilda and Brighton Electric Street Railway, St. Kilda Station to Brighton Beach	2'68	2'48	5'16	59	7	1 " 21½	69,892	5	9	13,545
Total mileage of lines constructed †	325'71	3,562'26	3,887'97	...	...	...	36,205,209	13	6	...
Less mileage closed for traffic at 30th June, 1914.										
	Double. Single. Total.									
Dunkeld to Peshurst (dismantled 19th February, 1898)	...	15'87	15'87							
Lancefield to Kilmore	...	18'10	18'10							
Fawkner Cemetery to Somerton	...	5'28	5'28							
Oakleigh to Fairfield Park—Fairfield Park to Deepdene	3'34	3'34								
Ashburton to Oakleigh	0'20	2'17	2'37							
Canterbury Loop Line (dismantled)	...	0'20	0'20							
Burnley to Waverley Road—Darling to Waverley Road	0'84	0'84								
Geelong Race-course Line (dismantled 28th May 1909)	...	1'96	1'96							
Total mileage open for traffic at 30th June, 1914	0'20	47'76	47'96							
Works, Melbourne to Essendon Junction	325'51	3,514'50	3,840'01				1,914,356	14	7	
Railway Offices, Spencer Street	...	...	...				192,155	18	1	
Sheds and Workshops, Williamstown	...	...	...				154,054	10	9	
Sheds and Workshops, Newport (including cost of Machinery and Equipment)	...	...	...				531,428	6	1	
Sheds and Workshops, Country Depôts (including cost of machinery)	...	...	...				27,274	19	4	
Workshops, Bendigo	...	...	...				16,582	12	1	
Workshops, Ballarat	...	...	...				18,262	3	7	
General Construction Account (Capital Expenditure common to all lines)	...	...	...				518,236	19	8	
rolling-stock, Broad-gauge	...	...	...				9,447,597	14	5	
Rolling-stock, Narrow-gauge	...	...	...				85,043	11	5	
Rolling-stock, Electric Street Railway	...	...	...				25,601	14	9	
McKeen Motor Cars	...	...	...				15,078	0	8	
Steam Motor Car (Great Western type)	...	...	...				4,393	2	5	
Electrification Melbourne Suburban Lines	...	...	...				179,593	9	7	
Grand Total	325'51	3,514'50	3,840'01	...	...	...	49,334,869	10	11	

† See lines closed for traffic. ‡ Including portion dismantled. § Gauge of lines constructed—miles 5ft. 3in., 3,718'11; miles 2ft. 6in., 121'90. ¶ 2ft. 6in. gauge.

NOTE.—All tracks to piers, wharfs, and ballast pits, and to the Great Morwell Coal Mine, are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 24.

APPENDIX No. 19.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act
				Number.
1854—Sept. 13	Flinders Street	Port Melbourne	16·33	20.1.53
1857—May 13	Flinders Street	St. Kilda		19.3.56
1859—Feb. 8	Prince's Bridge	Richmond		43
" Dec. 12	Richmond	Cremonne		43
" " 19	Windsor	North Brighton		42
1860—Sept. 24	Richmond	Pic-nic Station		43
" Dec. 22	Cremonne	Windsor ...		43
1861—April 13	Pic-nic Station	Hawthorn...		43
" Dec. 21	North Brighton	Brighton Beach		127
1857—June 17	Williamstown Junction	Geelong		38·51	36
1859—Jan. 17	Footscray	Williamstown Pier	5·87	150
" Feb. 10	Melbourne	Sunbury	23·95	36
1860—Oct. 21	Essendon Junction	Essendon	3·50	331
1861—July 8	Sunbury	Woodend	24·70	36
1862—April 11	North Geelong Junction	Ballarat	53·21	36
" " 25	Woodend	Kyneton	8·32	36
" Oct. 21	Kyneton	Bendigo	43·90	36
1864—Sept. 19	Bendigo	Echuca	55·13	36
1867—Nov. 30	Newmarket Junction	*Race-course	1·50	331
1872—April 18	Essendon	Schoolhouse-lane	54·00	331
" Aug. 26	Schoolhouse-lane	Seymour	2·29	331
" Nov. 20	Seymour	Longwood	23·39	331
1873—March 20	Longwood	Violet Town	20·54	331
" Aug. 18	Violet Town	Benalla	16·14	331
" Oct. 28	Benalla	Wangaratta	24·04	331
" Nov. 21	Wangaratta	Wodonga	41·60	331
1874—July 7	Castlemaine	Maryborough	33·02	415
" " 7	Ballarat	Creswick	11·05	415
" Aug. 11	Ballarat	Beaufort	28·74	415
" Oct. 6	Maryborough	Dunolly	13·81	415
" Nov. 16	Creswick	Clunes	11·19	415
1875—Feb. 2	Clunes	Maryborough	19·49	415
" April 7	Beaufort	Ararat	28·64	415
" July 7	Beechworth Junction	Everton	12·05	475
1876—Feb. 15	Ararat	Scallan's Hill	17·85	475
" April 14	Scallan's Hill	Stawell	1·00	475
" Sept. 19	Bendigo	Bridgewater	24·49	475
" " 30	Everton	Beechworth	10·21	475
" Oct. 21	Maryborough	Avoca	14·92	475
" Nov. 18	Bridgewater	Inglewood	4·44	475
" " 25	Geelong	Winchelsea	25·64	475
1877—March 13	Winchelsea	Birregurra	12·79	475
" April 24	Ararat	Dunkeld	47·02	475
" June 1	Sale	Morwell	39·10	475
" July 27	Birregurra	Colac	11·81	475
" Oct. 8	Oakleigh	Bunyip	38·77	475
" " 29	Dunkeld	Hamilton	19·05	475
" Dec. 1	Moe	Morwell	8·76	475
" " 19	Hamilton	Portland North	52·81	475
" " 19	Portland North	Portland Pier	1·00	475
1878—Feb. 1	Race-course Junction	†Geelong Race-course	1·96	580
" March 1	Moe	Bunyip	31·59	475
" Sept. 3	Dunolly	Bealiba	12·16	580
" Dec. 17	Stawell	Murtoa	35·49	580
" " 23	Bealiba	St. Arnaud	20·85	580
1879—Jan. 29	Springhurst	Wahgunyah	13·95	580
" Feb. 5	Murtoa	Horsham	18·00	580
" April 2	South Yarra	Oakleigh	7·05	604
" May 7	Warrenheip	Gordons	12·86	580
" " 21	Geelong	Queenscliff	20·71	580
1880—Jan. 13	Mangalore	Shepparton	45·24	603
" " 13	Toolamba	Tatura	6·83	636
" Feb. 16	Carlsruhe	Trentham	10·82	606
" March 17	Trentham	{Daylesford (includ- ing extension)}	11·73	606 671
			Carried forward	1193·81

* Trains run only as required for traffic.

† Dismantled 28th May, 1909.

APPENDIX No. 19—continued.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.
				Number.
		Brought forward ...	1193'81	
1881—June 7	Lancefield Junction	Lancefield	14'50	660
" Aug. 11	Waubra Junction	Ballarat Race-course	2'10	682
" Sept. 1	Shepparton	Numurkah	20'74	682
" Dec. 19	Caulfield	Mordialloc	9'85	682
1882—Jan. 26	St. Arnaud	Cope Cope	16'33	682
" April 3	Hawthorn	Camberwell	2'09	682
" " 15	Inglewood	Korong Vale	20'20	682
" " 22	Cope Cope	Donald	7'52	682
" July 1	Horsham	Dimboola	21'45	682
" Aug. 1	Mordialloc	Frankston	10'02	682
" Dec. 1	Camberwell	Lilydale	17'94	682
" " 15	Eaglehawk	Raywood	13'42	682
1883—April 20	Korong Vale	Charlton	22'62	682
" June 14	Wodonga	River Murray	1'94	682
" " 21	Raywood	Mitiamo	22'44	682
" July 2	Korong Vale	Boort	17'86	682
" " 2	Colac	Camperdown	28'10	682
" Aug. 1	Ballarat	Scarsdale	13'11	682
" Sept. 3	Benalla	St. James	20'33	682
" Oct. 1	Charlton	Wycheproof	16'47	682
" Nov. 13	Traralgon	Heyfield	22'06	682
" " 16	Tallarook	Yea	23'69	682
" Dec. 17	Everton	Myrtleford	16'56	682
1884—Feb. 12	Mitiamo	Pyramid Hill	12'59	682
" " 15	Branxholme	Henty	23'19	682
" April 2	Braybrook Junction	Melton	15'64	682
" June 16	Castlemaine	Maldon	10'24	682
" Sept. 1	Henty	Casterton	8'90	682
" " 9	North Melbourne	Coburg	5'07	682
" Oct. 25	Pyramid Hill	Kerang	24'54	682
1885—April 6	Race-course Junction	*Williamstown Race-course	0'69	860, 889, 962 & 1381
" " 10	Morwell	Boolarra	12'11	682
" Sept. 8	Boolarra	Darlimurla	4'44	682
1886—Jan. 1	Lal Lal Station	*Lal Lal Race-course	2'00	821 and 1381
" " 7	Darlimurla	North Mirboo	3'61	682
" April 1	Melton	Parwan	6'00	682
" May 6	St. James	Yarrowonga	19'86	821 and 1381
" " 12	Murtoa	Warracknabeal	31'20	821 " 1381
" Nov. 15	Ballarat Cattle-yards Junction	*Ballarat Cattle-yards	2'92	821 " 1381
" Dec. 22	Gordons	Ballan	7'37	821 " 1381
1887—Jan. 19	Dimboola	Serviceton	63'19	821 " 1381
" " 19	North Creswick	Rocky Lead	12'65	821 " 1381
" Feb. 16	Parwan	Bacchus Marsh	2'54	821 " 1381
" March 18	Heyfield	Maffra	10'92	821 " 1381
" April 21	Wedderburn Junction	Wedderburn	4'86	821 " 1381
" " 23	Camperdown	Terang	13'87	821 " 1381
" June 1	Rocky Lead	Daylesford Junction	10'46	821 " 1381
" " 1	Lubeck	Rupanyup	9'77	821 " 1381
" Aug. 19	Tatura	Echuca	34'07	821 " 1381
" " 25	Horsham	Noradjuha	19'95	821 " 1381
" Sept. 2	Brighton Beach	Sandringham	2'20	821 " 1381
" " 24	Braybrook Junction	*Newport	4'29	821 " 1381
" Nov. 8	Maffra	Stratford	6'11	821 " 1381
" Dec. 19	Hawthorn	Kew	0'96	821 " 1381
1888—May 8	Royal Park Junction	Clifton Hill	2'39	821 " 1381
" " 8	Nicholson-street	Fitzroy	0'95	821 " 1381
" " 8	Clifton Hill	Collingwood	0'90	821 " 1381
" " 8	Clifton Hill	Alphington	2'35	682
" " 8	Alphington	Heidelberg	2'24	821 and 1381
" " 8	Moe Junction	Thorpdale	10'67	821 " 1381
" " 8	Sale Junction	Stratford Junction	8'97	821 " 1381
" " 8	Stratford	Bairnsdale	32'79	821 " 1381
" " 15	Lilydale	Yarra Flats	7'35	821 " 1381
" Oct. 1	Numurkah	Nathalia	13'79	821 " 1381
" " 1	Numurkah	Cobram	21'65	821 " 1381
" " 1	Shepparton	Dookie	14'84	821 " 1381
" " 1	Kilmore Junction	Kilmore	9'51	821 " 1381
" " 1	Bendigo	Heathcote	27'64	821 " 1381
" " 1	Pisgah Junction	Waubra	13'74	821 " 1381
" " 1	Frankston	Mornington Junction	5'02	821 " 1381
" " 1	Dandenong (Great Southern Junction)	Tooradin	15'91	821 " 1381
" Nov. 20	Inglewood	Dunolly	24'24	821 " 1381
" " 20	Hamilton (Coleraine Junction)	Coleraine	23'01	821 " 1381
		Carried forward ...	2179'32	

* Trains run only as required for traffic.

APPENDIX No. 19—continued.

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

Date of Opening.		From—	To—	Length in Miles.	Authorization Act. Number.
Brought forward...				2179'32	
1889—	March 1	Yarra Flats ...	Healesville ...	8'02	821 and 1381
"	Aug. 7	Maffra ...	Briarolong ...	11'79	821 " 1381
"	" 7	Irrewarra ...	Beeac ...	8'70	821 " 1381
"	Sept. 10	Mornington Junction ...	Mornington ...	7'67	821 " 1381
"	" 10	Mornington Junction ...	Hastings ...	8'09	821 " 1381
"	" 10	Wodonga ...	Huon-lane ...	14'07	821 " 1381
"	" 12	Ballarat East ...	Buninyong ...	6'84	821 " 1381
"	Oct. 8	Whittlesea Junction ...	Preston Reservoir ...	4'78	821 " 1381
"	" 8	Coburg ...	†Somerton ...	7'16	821 " 1381
"	Nov. 12	Yea ...	Molesworth ...	10'68	821 " 1381
"	Dec. 3	Heathcote ...	Tooborac ...	10'56	821 " 1381
"	" 4	Bacchus Marsh ...	Ballan ...	17'54	821 " 1381
"	" 4	Ringwood ...	Upper Fern Tree Gully ...	7'44	821 " 1381
"	" 17	Hastings ...	Stony Point ...	5'74	821 " 1381
"	" 23	Preston Reservoir ...	Whittlesea ...	17'29	821 " 1381
1890—	Feb. 4	Terang ...	Mortlake ...	12'16	821 " 1381
"	" 4	Terang ...	Warrnambool ...	28'82	821 " 1381
"	" 4	Koroit ...	Warrnambool ...	9'36	821 " 1381
"	" 4	Koroit ...	Port Fairy ...	11'34	821 " 1381
"	March 17	Mount Moriac ...	*Wensleydale ...	10'92	821 " 1381
"	" 24	Burnley ...	†Oakleigh ...	6'29	821 " 1381
"	May 12	Warragul ...	Rokeby ...	8'12	821 " 1381
"	" 30	Kerang ...	Swan Hill... ..	35'16	821 " 1381
"	" 30	Camberwell ...	†Waverley Road ...	4'25	821 " 1381
"	June 17	Molesworth ...	Cathkin ...	2'74	821 " 1381
"	July 18	Huon-lane ...	Bolga ...	6'61	821 " 1381
"	Aug. 22	Kilmore ...	Tooborac ...	20'10	821 " 1381
"	" 22	Dunkeld ...	†Koroit ...	48'99	821 " 1381
"	" 22	Hamilton ...	Penshurst ...	18'11	821 " 1381
"	Sept. 1	Murehison East ...	Rushworth ...	12'87	821 " 1381
"	" 16	Cathkin ...	Alexandra Road ...	4'41	821 " 1381
"	Oct. 10	Seardsdale ...	Linton ...	7'97	821 " 1381
"	" 17	Myrtleford ...	Bright ...	18'54	821 " 1381
"	Nov. 10	Cathkin ...	Merton ...	15'47	821 " 1381
"	" 11	Tooradin ...	Loch ...	23'53	821 " 1381
"	" 18	Ararat ...	Avoca ...	39'04	821 " 1381
1891—	Jan. 15	Kyneton (Redesdale Junction) ...	Redesdale... ..	16'25	821 " 1381
"	March 24	Fairfield Park ...	†Riversdale (including ‡Canterbury loopline)	4'99	821 " 1381
"	" 24	Maldon (Laanecoorie Junction) ...	Shelbourne ...	9'89	821 " 1381
"	May 7	Merton ...	Maindample ...	13'86	821 " 1381
"	June 2	Loch ...	Korumburra ...	9'89	821 " 1381
"	" 5	Birregurra ...	Forrest ...	19'85	821 " 1381
"	July 23	Beechworth ...	Yackandandah ...	12'84	821 " 1381
"	" 24	Bolga ...	Tallangatta ...	5'02	821 " 1381
"	Oct. 6	Maindample ...	Mansfield... ..	8'64	821 " 1381
"	Nov. 23	Spencer Street ...	§Flinders St. (Viaduct) ...	0'76	821 " 1187
"	Dec. 17	Korumburra... ..	Leongatha ...	9'19	821 " 1381
1892—	Jan. 13	Leongatha ...	Port Albert ...	58'75	821 " 1381
"	March 18	Rokeby ...	Nerim South ...	5'36	1030 " 1300
"	April 5	Curdie's River Junction ...	Timboon ...	22'32	821 " 1381
"	" 6	Lancefield ...	†Kilmore ...	18'10	821 " 1381
"	Oct. 28	Korumburra ...	Coal Creek ...	0'89	1240 " 1255
"	Nov. 22	Dookie ...	Katamatite ...	17'02	1529
1893—	Jan. 5	Warracknabeal ...	Benlah ...	21'92	1273
"	March 28	Donald ...	Birchip ...	32'30	1273
1894—	March 6	Beulah ...	Hopetoun ...	16'01	1316
"	May 7	Korumburra (Jumbunna Junction) ...	Jumbunna ...	3'74	1240 and 1294
"	" 14	Bendigo Cattle-yards Junction ...	*Bendigo Cattle-yards ...	0'89	1030 " 1381
"	June 1	Korumburra (Strezlecki Junction) ...	Strezlecki... ..	2'25	1240 " 1294
"	" 19	Dimboola ...	Jeparit ...	21'59	1312
"	July 31	Natimuk (East Natimuk) ...	Goroke ...	28'32	1292
"	Aug. 7	Boort ...	Quambatook ...	21'96	1312
1895—	March 8	Wycheproof ...	Sea Lake ...	47'89	1383
1896—	Feb. 5	Jumbunna ...	Outtrim ...	2'40	1371 and 1420
"	Dec. 15	Nathalia ...	Picola ...	6'74	1293
1899—	March 14	Wangaratta ...	¶Whitfield... ..	30'49	1492
"	Sept. 18	Birchip ...	Woomelang ...	26'45	1550
"	Nov. 2	Jeparit ...	Rainbow ...	18'47	1558
1900—	March 1	Quambatook ...	Ultima ...	30'30	1555
"	Dec. 18	Upper Fern Tree Gully ...	¶Gembrook ...	18'22	1549
"	" 26	Bungaree ...	*Race-course ...	1'53	1682
1901—	Oct. 21	Melbourne ...	Collingwood ...	2'22	1590
"	Nov. 13	Lilydale ...	Warburton ...	23'97	1585
1902—	March 1	Colac ...	¶Beech Forest ...	29'66	1594 and 1760
"	June 5	Heidelberg ...	Eltham ...	8'35	1299
Carried forward ...				3299'78	

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Including portion since dismantled.

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

¶ 2ft. 6in. gauge.

APPENDIX No. 19—continued.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.
				Number.
		Brought forward ...	3299.78	
1903—Jan. 15	Woomelang	Hattah	68.79	1679
" May 25	Hattah	Nowingi	11.94	1679
" Sept. 30	Nowingi	Yatpool	16.19	1679
" Oct. 27	Yatpool	Mildura	13.23	1679
" Dec. 21	North Geelong Loop Line	*	0.22	1884
1904—Jan. 1	Burrumbeet Race-course Junction	* Burrumbeet Race-course	1.14	1879
" Feb. 7	Springvale Cemetery Line	*	1.60	1763
" Dec. 5	Northcote Loop Line ... .. .	... .. .	0.13	1904
1905—Feb. 28	Strathmerton	Towards Tocumwal ...	8.20	1958
" June 26	Welshpool	¶ Welshpool Jetty ...	3.23	1911
	Stawell	* Grampians	15.84	
1906—May 7	St. Kilda	† Park Street, Middle Brighton	4.07	1956 and 1973
" Dec. 22	Park Street, Middle Brighton	† Brighton Beach ...	1.06	2035
1908—July 9	Strathmerton	Tocumwal Extension	2.07	2078
1909—June 15	Rupanyup	Marnoo	15.38	2124
" July 1	Ultima	Chillingollah	20.14	2144
" Oct. 28	Alexandra Road	Alexandra	4.32	2104
1910—May 3	Moe	¶ Walhalla	26.06	1691 and 2180
" " 9	Nyora	Woolamai	16.79	2125
" " 9	Woolamai	Powlett Coal Field ...	13.75	2221
" July 4	Mildura	White Cliffs	6.92	1679
" Dec. 1	Beeac	Cressy	11.36	2178
1911—June 20	Beech Forest	¶ Crowes	14.24	2149
" Sept. 25	Cressy	Newtown	24.49	2178
1912—June 25	Ouyen	Kow Plains	56.39	2179
" " 25	Kow Plains	Murrayville	11.48	2290
" " 25	Eltham	Hurst's Bridge	6.64	2217
1912—Sept. 24	Noradjuha	Toolondo	11.24	2222
" Dec. 10	Jeparit	Lorquon	13.68	2224
1913—May 17	St. Kilda and Brighton Electric Street Railway	... .. .	0.03	
" Aug. 8	Gheringhap	Maroona	99.76	2220
1914—Jan. 28	Chillingollah	Manangatang	18.59	2418
" May 28	Crowland	Navarre	22.87	2351
" June 26	Rainbow	Nypo (towards)	10.59	2441
" " 29	Sea Lake	Pier-Millan (towards)	17.68	2419
" " 30	Benalla	Tatong	18.08	2349
		Total mileage ...	3887.97	
	Less mileage closed for Traffic at 30th June, 1914—	Miles.		
	Dunkeld to Peshurst (Dismantled), 19th February, 1898	15.87		
	Lancefield to Kilmore	18.10		
	Fawkner Cemetery to Somerton	5.28		
	Oakleigh to Fairfield Park—			
	Fairfield Park to Deepdene	3.34		
	Ashburton to Oakleigh	2.37		
	Canterbury Loop Line (Dismantled)	0.20		
	Burnley to Waverley Road—	5.91		
	Darling to Waverley Road	0.84		
	Geelong Race-course Line (Dismantled 28th May, 1909)	1.96		
		47.96		
	Total mileage open for Traffic at 30th June, 1914	3840.01		

* Trains run only as required for traffic.

† Electric Street Railway, 5ft. 3in. gauge.

¶ 2ft. 6in. gauge.

NOTE.—All tracks to piers, wharfs, and ballast pits, and to the Great Morwell Coal Mine are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 24.

APPENDIX No. 20.

RETURN SHOWING THE NUMBER OF OFFICERS AND EMPLOYÉS IN THE SERVICE OF THE COMMISSIONERS AT 30TH JUNE, 1913, COMPARED WITH THE NUMBER AT 30TH JUNE, 1914, ENTITLED TO PENSION OR COMPENSATION ON RETIREMENT.

Branch.	At 30th June, 1913.	At 30th June, 1914.	Decrease.
Secretary's	10	10	...
Rolling Stock	535	493	42
Way and Works	374	350	24
Transportation and Traffic ...	527	506	21
Chief Electrical Engineer's ...	3	3	...
Accountancy and Audit of Receipts	30	27	3
Telegraph and Stationery ...	18	17	1
Stores	14	13	1
Total ...	1,511	1,419	92

APPENDIX No. 21.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1st JULY, 1904, TILL 30th JUNE, 1914.

Year.	Passengers.						Number of Passengers Killed and Injured per Million carried due to causes beyond their own Control.		Employees while in the Execution of their Duty.						Employees proceeding to or from Duty within the Railway Boundary.		Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.	
	Through causes beyond their own Control.		Through Contributory Negligence.		Solely through their own Action or Negligence.				Through causes beyond their own Control.		Through Contributory Negligence.		Solely through their own Action or Negligence.											
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1904-5	8	9	4	156	000	134	..	35	3	96	2	118	..	2	5	7	9	9	2	6	25	446		
1905-6 ^a	162	17	5	122	000	2.498	..	43	4	101	4	161	..	2	10	8	24	6	1	8	48	630		
1906-7	14	17	5	148	000	199	..	32	1	112	7	140	1	2	8	16	12	3	11	14	46	498		
1907-8 ^b	45	434	2	170	600	5.793	..	29	4	112	2	151	..	..	6	11	17	7	3	23	79	970
1908-9	9	19	5	136	000	111	..	12	2	101	8	131	1	..	5	9	22	19	2	15	45	451		
1909-10	11	5	2	96	000	129	..	7	..	38	6	107	..	4	4	3	8	7	1	15	21	353		
1910-11 ^c	10	526	8	99	106	5.608	..	31	..	20	5	128	..	1	7	12	19	7	..	5	49	829		
1911-12	13	1	9	116	000	124	..	44	..	12	23	134	3	11	9	13	19	11	4	7	67	362		
1912-13 ^d	2	441	5	128	001	3.953	1	15	1	10	4	90	..	..	10	12	13	12	..	12	36	723
1913-14	33	2	8	197	000	283	1	61	7	49	4	93	2	1	8	7	12	13	3	17	45	473		
Totals	57	1,651	1	106	53	1,368	006	1,721	2	309	22	651	65	1,313	7	23	72	98	155	94	27	122	461	5,735

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

^a Including Belgrave accident.

^b Including Sunshine accident.

^c Including Richmond accident.

^d Including West Melbourne accident.

APPENDIX No. 22.

DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1913-14 COMPARED WITH
THE YEAR 1912-13, EXCLUSIVE OF THE ST. KILDA AND BRIGHTON ELECTRIC
STREET RAILWAY.

	1912-13.	1913-14.
TRANSPORTATION BRANCH.		
General Superintendence and Staff	£58,629	£67,809
Stationery, Printing, and Advertising	31,876	36,188
Stores Expenses	2,935	3,310
STATION, YARD, AND SIGNAL SERVICE—		
Salaries, Wages, and Expenses of Staff	£640,698	£723,027
Fuel	1,007	3,334
Light	18,496	21,909
Uniforms	4,272	7,337
Other Supplies	26,467	28,066
Sanitary and Other Expenses	6,389	6,155
TOTAL COST OF STATION, YARD, AND SIGNAL SERVICE	£697,329	£789,828
Guards and Conductors—Wages and Expenses	£115,196	£124,871
„ „ Uniforms and Supplies	2,008	4,041
Gatekeeping	22,493	23,426
Loss and Damage to Property and Goods	<i>Cr.</i> 1,516	<i>Cr.</i> 964
Other Expenses	3,998	3,457
Dining Car Service	14,920	14,772
TOTAL EXPENSES OF TRANSPORTATION BRANCH	£947,868	£1,066,738
Percentage of Gross Revenue	18·21	19·18
Per Traffic Train Mile	15·98 <i>d</i>	17·03 <i>d</i>
WAY AND WORKS BRANCH.		
General Superintendence and Staff	£44,775	£48,333
Stationery, Printing, and Advertising	5,653	7,773
Stores Expenses	6,080	6,521
	£56,508	£62,627
MAINTENANCE OF WAY—		
Superintendence and Staff	£18,741	£19,743
General Labour	327,260	337,594
Track Materials	138,486	98,651
Fences, Gates, Cattle Guards, Roadways, Signs, &c.	44,347	46,158
Tools and Supplies	13,972	17,308
Flood Claims .. .. .	..	15
Other Expenses .. .. .	..	..
TOTAL COST OF MAINTENANCE OF WAY	£542,806	£519,469
Per Mile of Railway-worked	£149	£139
„ „ Track .. (exclusive of Sidings)	£136	£127

APPENDIX No. 22—*continued.*DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1913-14, ETC.—*continued.*

	1912-13.	1913-14.
WAY AND WORKS BRANCH—<i>continued.</i>		
MAINTENANCE OF WORKS—		
Superintendence and Staff	£15,285	£17,513
Bridges, Culverts, and Drains	61,340	63,475
Piers and Wharfs	8,354	Cr. 478
Weighbridges, Scales, Lifting Cranes, Turntables, Traversers, Grain Conveyors, &c.	11,631	11,361
Buildings, Platforms, and Fixtures	107,269	125,291
Stock Yards	11,237	10,135
Water Supply	13,044	15,559
Signals and Interlocking	50,054	50,090
Telegraph Lines	33,064	35,315
Machinery, Tools, and Supplies	16,945	21,019
Other Expenses	303	780
Gardens, Plantations, &c.	2,526	3,496
TOTAL COST OF MAINTENANCE OF WORKS	£331,052	£353,556
TOTAL EXPENSES OF WAY AND WORKS BRANCH	£930,366	£935,652
Percentage of Gross Revenue	17·87	16·82
Per Mile of Railway worked	£256	£250
Per Traffic Train Mile	15·69 <i>d.</i>	14·94 <i>d.</i>
ROLLING STOCK BRANCH.		
General Superintendence and Staff	£17,769	£20,216
Stationery, Printing, and Advertising	4,194	5,592
Stores Expenses	7,158	7,743
LOCOMOTIVE WORKING—		
Superintendence and Staff	£19,033	£19,932
Running Sheds { Staff	51,121	61,919
Supplies	3,580	4,454
Drivers and Firemen	347,541	373,172
Coal, Wood, and Kindlers for Locomotives	314,035	340,104
Handling and Inspection of Coal, Wood, and Kindlers for Locomotives	28,439	30,474
Water for Locomotives and Running Sheds	19,336	22,401
Oil, Tallow, Waste, and other Running Supplies for Locomotives	15,536	17,305
Other Expenses	113	108
McKeen Motor Cars	1,784	1,830
TOTAL COST OF LOCOMOTIVE WORKING	£800,568	£871,699
Locomotive Miles Run	17,066,519	18,097,078
Per Locomotive Mile.. .. .	11·26 <i>d.</i>	11·56 <i>d.</i>
Per Traffic Train Mile	13·50 <i>d.</i>	13·92 <i>d.</i>
INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS—		
Labour	£60,355	£70,383
Supplies	2,383	2,502
Lubricants	2,126	2,385
Light	19,114	22,079
Ice	1,042	1,022
Other Expenses .. .. .	..	..
TOTAL COST OF INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS	£85,020	£98,371
Per 1,000 Car Miles.. .. .	123·37 <i>d.</i>	131·91 <i>d.</i>
TOTAL COST OF WORKING ROLLING STOCK BRANCH	£914,709	£1,003,621

APPENDIX No. 22—*continued.*DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1913-14, ETC.—*continued.*

	1912-13.	1913-14.
ROLLING STOCK BRANCH—<i>continued.</i>		
REPAIRS AND RENEWALS OF ROLLING STOCK—		
Superintendence and Staff	£13,952	£14,443
Repairs and Renewals of Locomotives	184,977	217,013
" " Passenger Cars and Vans	122,600	142,204
" " Trucks	94,206	111,929
" " Covers	19,656	24,303
" " Machinery and Tools	16,529	16,538
Power, Heat, Light, &c., for Shops	46,421	51,785
Sundry Charges	2,058	3,779
Other Expenses	136	281
McKeen Motor Cars	488	584
Payment into Rolling Stock Replacement Fund	50,000	50,000
TOTAL COST OF REPAIRS AND RENEWALS OF ROLLING STOCK ..	£551,023	£632,859
Per Traffic Train Mile	9·29 <i>d</i>	10·11 <i>d</i>
TOTAL EXPENSES OF ROLLING STOCK BRANCH	£1,465,732	£1,636,480
Percentage of Gross Revenue	28·16	29·43
Per Traffic Train Mile	24·71 <i>d</i>	26·14 <i>d</i>
GENERAL EXPENSES.		
Salaries and Expenses, Commissioners' and Secretary's Offices	£17,494	£17,113
" " Chief Accountant's Office	23,179	25,527
" " Auditor of Receipts' Office	23,778	25,761
Estate Office	1,442	1,478
General Office Expenses	2,133	2,474
Flinders-street Station Buildings General Expenses	1,466	1,627
Legal and Medical Expenses	5,109	5,711
Stationery, Printing, and Advertising (General)	2,932	3,652
Other General Expenses	3,404	2,625
TOTAL GENERAL EXPENSES	£80,937	£85,968
Percentage of Gross Revenue	1·55	1·55
Per Traffic Train Mile	1·36 <i>d</i>	1·37 <i>d</i>
PAYMENT INTO RAILWAY ACCIDENT AND FIRE INSURANCE FUND	£52,054†	£27,805
Percentage of Gross Revenue	1·00	·50
Per Traffic Train Mile	·88 <i>d</i>	·45 <i>d</i>
TOTAL WORKING EXPENSES	£3,476,957	£3,752,643
Percentage of Gross Revenue	66·79	67·48
Per Traffic Train Mile	58·62 <i>d</i>	59·93 <i>d</i>
Per Mile of Railway Worked	£955	£1,001

† Includes Special Payment—Year 1912-13, £28,027.

APPENDIX No. 23.

DETAILED STATEMENT OF RESULTS OF WORKING OF THE ST. KILDA AND
BRIGHTON ELECTRIC STREET RAILWAY FOR THE YEAR 1913-14, COMPARED
WITH THE YEAR 1912-13.

	1912-13.	1913-14.
Average Mileage of Railway Worked	5.13	5.16
Car Mileage	413,939	541,449
Number of Passengers carried	1,916,618	2,390,949
Average Fare paid per Passenger	2.09d.	2.05d.
GROSS REVENUE—		
Passengers	£16,765	£20,460
Parcels	1	1
Rentals	...	...
Miscellaneous	63	55
TOTAL GROSS REVENUE	£16,829	£20,516
Per Passenger Car Mile	9.76d.	9.09d.
Per Mile of Single Track	£3,088	£2,617
ORDINARY WORKING EXPENSES—		
Transportation Account	£6,108	£8,283
Way and Works Account	3,443	4,250
Rolling Stock Account	2,895	3,990
Power Account	2,719	3,710
General Expenditure	475	515
Payment into Railway Accident and Fire Insurance Fund	168*	102
TOTAL WORKING EXPENSES	£15,808	£20,850
Per cent. of Gross Revenue	93.93	101.63
Per Passenger Car Mile	9.17d.	9.24d.
Per Mile of Single Track	£2,901	£2,659
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£1,021	Loss, £334
INTEREST ON THE TOTAL CAPITAL COST	£3,093	£3,333
NET LOSS, INCLUSIVE OF INTEREST	Loss, £2,072	Loss, £3,667

* Includes Special Payment of £84.

APPENDIX No. 24.

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.	Main Tracks.	Sidings.	Total.
Year 1912-13	5' 3" gauge ...	3'15	2'22	2'43	315'03	3202'55	3525'38	3867'68	671'73	4539'41
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	8'13	130'03
	Total ...	3'15	2'22	2'43	315'03	3324'45	3647'28	3989'58	679'86	4669'44
	Electric Street Railway, 5' 3" gauge ...	...	...	...	2'68	2'48	5'16	7'84	'83	8'67
	Grand Total ...	3'15	2'22	2'43	317'71	3326'93	3652'44	3997'42	680'69	4678'11
Year 1913-14	5' 3" gauge ...	3'15	2'22	2'43	315'03	3390'12	3712'95	4055'25	701'75	4757'00
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	8'43	130'33
	Total ...	3'15	2'22	2'43	315'03	3512'02	3834'85	4177'15	710'18	4887'33
	Electric Street Railway, 5' 3" gauge ...	...	...	...	2'68	2'48	5'16	7'84	'97	8'81
	Grand Total ...	3'15	2'22	2'43	317'71	3514'50	3840'01	4184'99	711'15	4896'14
		Average Mileage open for Traffic during the Year.								
		Railways.					Tracks.			
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Main Tracks.	Sidings.	Total.
Year 1912-13.	5' 3" gauge ...	3'15	2'22	2'43	314'02	3194'84	3516'66	3857'95	654'45	4512'40
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	7'32	130'22
	Total ...	3'15	2'22	2'43	314'02	3316'74	3638'56	3979'85	661'77	4641'62
	Electric Street Railway, 5' 3" gauge ...	...	...	...	'32	4'81	5'13	5'45	'83	6'28
	Grand Total ...	3'15	2'22	2'43	314'34	3321'55	3643'69	3985'30	662'60	4647'90
Year 1913-14.	5' 3" gauge ...	3'15	2'22	2'43	315'03	3302'25	3625'08	3967'38	682'45	4649'83
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	8'25	130'15
	Total ...	3'15	2'22	2'43	315'03	3424'15	3746'98	4089'28	690'70	4779'98
	Electric Street Railway, 5' 3" gauge ...	...	...	...	2'68	2'48	5'16	7'84	'91	8'75
	Grand Total ...	3'15	2'22	2'43	317'71	3426'63	3752'14	4097'12	691'61	4788'73

NOTE.—The mileage of Sidings as shown does not include 63'96 miles of Sidings which are not owned by the Department. The cost of maintenance of about 6 miles of these Sidings is defrayed by the Department, whilst the cost of maintenance of a further 17'63 miles is repaid to the Department.

APPENDIX No. 25.

NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDING 30TH JUNE, 1914.

Line.	Miles.	Date Opened for Traffic.
Gheringhap to Maroona	99·76	8.8.13
Chillingollah to Manangatang	18·59	28.1.14
Crowland to Navarre	22·87	28.5.14
Sea Lake towards Pier-Millan	17·68	29.6.14
Rainbow towards Nypo	10·59	26.6.14
Benalla to Tatong	18·08	30.6.14

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1914.

Line.	Miles.
White Cliffs to Yelta	9·75
Bairnsdale to Orbost	60·00
Rushworth to Colbinabbin	13·00
Heywood to Mumbannar	39·50
Tallangatta to Cudgewa	42·50
Swan Hill to Piangil	27·50
Elmore to Cohuna	57·50
Hamilton to Cavendish	15·75
Linton to Skipton	12·75
Total	278·25

NEW LINES AUTHORIZED, BUT NOT COMMENCED AT 30TH JUNE, 1914.

Line.	Miles.
Cavendish to Toolondo	44
Neerim South to Toorong River	14
Murrayville to South Australian Border (portion in Victoria of line to Pinnaroo, S.A.)	3½
Mumbannar to South Australian Border (portion in Victoria of line to Mount Gambier, S.A.)	5½
Total	67

The whole of these lines are of 5 feet 3 inches gauge.

APPENDIX No. 26.

RETURN OF TRAFFIC AT EACH STATION.

APPENDIX No. 26.

RETURN OF TRAFFIC AT EACH STATION.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELE-GRAPH, AND DINING CARS.	RENTALS. MISCEL- LANEOUS.			GOODS.		LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS)			
	Outwards.		Outwards.		Outwards.			Outwards.		Inwards.		Outwards.		Inwards.				
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.		Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.		Revenue.	Revenue.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.			
Melbourne—Spencer-street, Country ..	2,376,959	408,522 11 0	89,352 2 1	30,073 14 9	3,188 2 11	2,635 18 4	..	16,726 1 11	6,873 5 10	649,438	590,024 12 4	840,636	360,951 18 5	1,307 11 11	8,370 7 2	1,538,026 9 11		
Melbourne—Spencer-street, Suburban ..	1,079,663	14,239 5 10	..	..	..	..	..	..	..	..	..	..	..	..	..	14,239 5 10	
MELBOURNE-BENDIGO LINE.																		
North Melbourne ..	1,192,340	11,473 11 0	1,055 11 9	508 16 11	43 2 5	12 0 3	..	42 1 1	0 5 0	..	..	..	..	..	..	..	13,135 8 5
Arden-street ..	..	..	..	..	..	..	..	730 7 0	8 6 9	17,507	2,732 4 3	90,916	28,908 18 11	..	..	..	32,379 16 11
Middle Footscray ..	323,048	2,460 10 7	37 15 3	22 15 4	3 2 6	0 10 6	..	5 15 0	..	..	..	..	..	..	..	..	2,530 9 2
West Footscray ..	323,451	2,670 6 6	461 7 2	142 6 11	12 1 0	1 1 3	..	0 15 10	..	60,233	9,360 0 7	16,205	3,826 17 2	..	0 7 6	..	16,484 3 11	
Pottersham ..	32,467	250 7 7	0 0 9	1 6 9	..	..	..	37 10 7	..	..	..	..	..	..	..	..	289 5 8
Sunshine ..	276,149	5,390 14 3	825 3 1	206 1 2	4 14 6	2 2 6	..	66 14 2	..	14,636	10,872 3 0	29,861	5,935 19 4	..	5 8 3	..	21,300 0 3	
Sunshine — Building Tickets (Free) ..	5,280	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Albion ..	16	1 3 0	..	..	..	..	..	..	..	109,490	9,960 12 8	1,237	260 0 8	..	..	..	10,221 16 4
St. Albans ..	41,912	692 2 3	65 18 4	44 13 3	1 1 0	0 1 6	..	9 6 10	..	..	..	..	..	..	..	..	1,414 14 9
Sydenham ..	7,966	277 4 3	28 5 0	40 6 2	16 9 3	1 12 8	..	11 16 10	..	..	..	..	..	..	..	..	972 7 0
Digger's Rest ..	7,528	311 7 0	66 16 0	67 15 7	4 16 9	5 2 2	..	31 13 11	..	..	..	..	..	..	..	..	2,105 8 1
Sunbury ..	35,185	1,902 19 1	243 12 1	328 13 3	43 19 0	105 5 8	..	55 9 11	0 2 6	1,794	464 10 8	6,464	1,458 9 3	623 3 7	1,448 0 2	..	6,674 14 2	
Lancefield Junction ..	8,893	507 5 7	53 14 6	63 9 1	24 2 10	27 1 11	..	21 13 3	..	..	..	..	..	..	..	..	2,248 5 8
Biddell ..	8,197	657 18 7	85 4 11	128 19 5	2 13 8	15 6 5	..	5 10 4	..	..	..	..	..	..	..	..	2,317 13 4
Gisborne ..	10,919	1,095 18 6	381 8 7	275 19 2	30 9 9	127 9 0	..	10 19 6	0 1 0	6,174	1,574 0 1	2,506	931 11 8	158 17 9	236 9 7	..	3,823 4 7	
Macedon ..	16,932	1,384 16 4	341 10 10	456 11 4	25 7 6	21 14 6	..	8 12 3	0 3 3	2,914	547 11 2	2,194	884 3 1	10 5 5	23 4 2	..	3,683 19 10	
Woodend ..	26,392	2,329 15 8	179 16 8	330 13 4	30 17 9	193 7 9	..	149 2 6	1 0 0	6,598	2,014 0 8	2,745	1,341 15 10	258 1 6	216 17 3	..	7,038 8 8	
Carlsruhe ..	3,509	152 19 0	4 15 0	14 9 9	1 4 11	0 5 0	..	16 1 8	..	..	..	..	..	..	..	..	569 14 11
Kyneton ..	49,716	5,411 6 0	947 13 5	782 5 6	159 9 4	316 13 6	..	1,028 2 3	0 10 0	14,547	5,314 12 11	11,187	5,387 15 2	1,122 16 8	1,401 7 5	..	21,872 12 2	
Redesdale Junction ..	1,855	112 0 7	14 13 3	12 9 5	0 2 3	0 5 0	..	16 0 10	..	..	..	..	..	..	..	..	288 18 2
Mairnsbury ..	15,961	916 3 7	101 16 3	132 4 0	3 1 6	8 6 0	..	24 6 6	..	1,090	439 13 8	833	497 8 9	203 13 7	129 7 2	..	2,456 1 0	
Taradale ..	9,229	447 9 0	60 5 11	60 13 8	0 17 0	0 10 6	..	12 7 2	..	799	212 8 4	256	163 14 9	1 18 9	1 4 3	..	961 9 4	
Elphinstone ..	7,288	355 16 11	50 8 4	59 5 8	2 16 11	1 6 0	..	8 16 2	..	2,132	621 14 9	430	212 15 2	150 8 1	89 17 5	..	1,553 5 5	
Chewton ..	7,574	313 18 3	74 11 4	68 16 6	1 8 3	1 3 3	..	0 10 0	..	..	..	..	..	..	..	..	1,290 7 4
Castlemaine ..	81,048	9,640 5 9	845 2 11	1,447 7 1	35 5 6	74 17 6	..	180 3 7	1 15 0	7,815	5,939 1 7	24,541	12,940 3 3	113 9 8	222 11 7	..	31,140 3 5	
Barker's Creek	0 0 6	53 10 8
Harcourt ..	16,349	752 9 8	126 2 8	111 14 7	2 9 9	0 10 6	..	17 18 1	..	8,093	3,795 4 3	2,587	1,186 4 2	..	21 3 8	..	6,019 17 4	
Ravenswood ..	3,163	234 13 9	21 9 6	40 2 11	5 5 6	11 2 9	..	31 5 8	..	2,998	461 8 2	277	116 3 0	52 4 0	8 12 3	..	982 7 6	
Kangaroo ..	7,667	682 9 2	63 7 3	80 18 1	1 18 6	1 4 0	..	0 15 0	..	..	..	..	..	..	..	..	1,310 4 9
Golden Square ..	13,284	1,667 8 7	105 5 7	185 5 2	1 9 9	0 14 3	..	6 17 6	..	3,665	967 5 3	11,343	3,023 10 6	..	994 16 1	..	6,952 12 8	
Bendigo ..	242,178	40,145 9 7	3,665 4 11	4,533 15 6	536 9 5	667 5 1	..	737 13 6	12 5 1	47,937	29,141 12 6	116,400	56,494 8 1	5,536 16 2	6,729 8 7	..	148,520 0 5	
*Bendigo Brk and Tile Coy.'s Siding	253	12 12 0
LANCIEFIELD LINE.																		
Bollada ..	1,056	96 4 7	63 9 11	17 16 10	0 2 6	1 2 6	685	177 17 2	376	109 17 5	68 5 6	26 11 1	..	561 7 6
Monegatta ..	1,133	84 16 3	31 18 8	23 19 6	0 6 0	2 16 3	..	5 14 0	651	192 1 10	378	81 1 7	472 14 1
North Monegatta ..	561	50 9 3	7 0 1	4 9 0	0 1 0	0 14 0	2	4 17 5	5	4 2 11	71 18 8
Romsey ..	7,042	752 0 4	99 19 11	291 11 8	9 15 6	50 4 6	..	18 12 5	0 2 3	6,883	1,903 6 6	1,479	754 13 8	205 14 11	95 8 5	4,082 10 1
Lancefield ..	7,818	1,928 13 6	69 12 4	198 5 1	15 12 8	58 14 3	..	101 17 9	0 5 0	8,381	2,310 11 7	1,733	1,002 11 3	520 11 1	133 7 1	5,440 1 7

DAYLESFORD LINE.

Tyden	1,613
Fern Hill ..	2,948
Trenton	10,565
Lyonville ..	3,967
Bulkarto .. .	4,724
Musk	2,608
Daylesford ..	33,087
Woodburn .. .	186
Sailor's Falls	1,044
Leonard .. .	2,656
Wombat .. .	1,395
Rocklyn .. .	2,499
Newlyn .. .	4,442
Kingston .. .	4,804
Allendale .. .	12,952
Broomfield ..	3,466

138 3 7	11 11 0	32 1 7	9 12 3	0 16 3	5 10 0	558	170 17 5	737	289 7 1	45 5 10	69 1 10	831 6 10
270 1 0	33 19 5	68 11 7	0 3 6	0 9 11	44 12 3	4,913	1,638 18 4	431	276 5 1	3 2 2	4 9 0	2,340 12 3
99 4 7	202 5 0	4 4 3	3 16 0	23 19 6	0 1 6	5,436	1,909 5 0	2,019	1,361 13 2	37 17 4	11 9 7	4,886 13 0
12 13 4	45 8 1	0 7 3	0 6 0	3 9 11	2 2 11	2,367	480 4 1	192	134 18 9	7 0 3	8 8 0	1,453 18 0
12 10 0	42 8 9	0 13 9	0 8 6	4 2 8	2 2 11	3,940	926 1 2	355	202 15 2	1 7 9	5 16 6	773 6 11
8 6 0	13 18 2	18 5 0	16 10 0	6 133	56 9 8	1,650	597 11 2	133	72 11 1	1 7 0	202 1 10	13,443 14 2
357 15 7	670 14 7	0 9 11	0 1 0	81	1 19 4	6,133	2,514 18 11	10,144	5,086 14 2	184 17 6	57 11 6	37 11 6
3 15 2	0 9 11	0 1 0	0 1 0	36	1 15 0	81	19 4 3	239	34 1 2	8 11 1	4 11 9	72 18 4
37 4 3	3 6 8	7 1 7	0 4 6	36	1 15 0	36	14 14 5	26	3 11 1	100 7 9	4 11 9	1,101 13 5
146 11 9	25 4 6	23 3 7	0 6 6	4,521	0 1 6	4,521	799 8 1	230	100 7 9	24 7 9	0 12 8	744 7 7
69 2 10	2 14 7	6 3 7	0 1 0	4,373	0 1 6	4,373	641 16 4	58	24 7 9	1 6 2	64 3 3	489 7 9
122 5 11	8 13 5	17 14 6	0 6 0	1,383	0 1 6	1,383	293 1 10	105	41 18 11	1 6 2	2 10 3	7,724 2 3
346 0 2	20 17 5	76 4 10	6 19 4	13,563	0 18 6	13,563	6,234 16 9	1,312	629 12 1	282 9 10	2 10 3	3,539 2 1
334 17 6	22 17 11	68 11 4	1 9 0	6,322	2 3 0	6,322	2,765 18 3	607	302 19 10	6 6 3	33 13 0	6,256 19 10
786 9 8	53 2 5	113 16 8	0 18 6	7,386	7 0 9	7,386	3,393 0 11	2,703	1,081 12 2	731 0 8	33 13 0	154 3 3
139 4 0	0 0 9	8 15 2	0 3 0	0 9 11	0 9 11	0 9 11	0 9 11	11	5 10 7	..	..	..

REDSDALE LINE.

Edgecombe ..	174
Green Hill ..	1,442
East Metcalfe	408
Emberton .. .	114
Barfold .. .	527
Redsdale .. .	1,308

4 12 1	1 5 1	0 7 1	..	..	1 12 6	1,835	459 2 4	14	2 8 1	..	..	469 7 2
12 12 0	3 0 7	5 1 11	..	0 3 6	1 10 0	92	38 19 6	39	12 0 3	..	..	73 7 9
19 0 10	6 5 7	11 1 11	0 0 6	0 1 6	0 16 0	609	246 17 4	158	60 3 4	..	..	353 7 0
4 15 0	0 3 8	0 11 4	..	0 0 6	..	154	38 5 10	4	1 11 11	..	..	45 8 3
31 14 10	7 0 9	22 1 10	0 1 3	2 1 0	11 4 8	1,597	524 13 7	210	91 14 7	193 9 2	10 19 3	895 0 11
182 11 0	41 1 6	80 11 5	0 11 0	0 5 6	49 1 1	2,701	1,125 7 11	450	268 14 11	7 11 4	17 16 0	1,776 1 8

SHELBOURNE LINE.

Muckleford ..	761
Maldon	22,988
Bradford .. .	1
Shelbourne ..	414

28 13 9	7 4 2	8 5 6	0 5 6	0 2 0	1 16 0	290	105 16 11	115	41 18 3	..	0 16 0	194 18 1	
2 085 16 0	196 3 11	382 5 0	29 19 9	12 7 6	38 9 8	0 8 9	1,217	923 11 6	3,289	2,213 18 8	102 2 5	47 3 10	6,031 18 0
0 0 8	2 3 3	0 2 5	..	0 0 6	..	..	..	..	..	0 17 4	..	..	3 4 2
98 12 9	11 18 6	45 18 1	0 3 0	0 3 0	26 2 4	7,657	3,136 19 5	1,361	823 17 10	44 9 4	3 7 0	4,191 11 3	

CASTLEMAINE-MARYBOROUGH LINE.

Campbell .. .	6,066
Guildford .. .	5,333
Strangway .. .	2,855
Newstead .. .	9,906
Joyce's Creek	1,307
Moolort .. .	1,092
Carisbrook ..	4,822
Maryborough ..	57,804

130 4 6	21 16 11	30 3 2	0 3 0	3 0 3	3 11 4	7,657	3,136 19 5	1,361	823 17 10	44 9 4	3 7 0	4,191 11 3
333 9 5	23 5 11	53 13 4	0 7 0	0 14 0	4 7 7	476	282 13 5	278	144 3 8	3 1 9	..	618 18 0
107 14 6	7 13 4	9 8 8	0 0 6	0 1 0	0 1 8	520	331 0 8	839	412 10 4	0 11 0	15 6 10	1,175 7 7
888 9 9	142 15 3	162 5 8	61 1 0	24 7 0	0 1 8	31	44 1 2	11	7 2 0	..	..	176 2 10
97 3 11	6 3 10	20 9 4	0 2 0	0 7 6	6 9 10	1,581	1,188 14 11	1,247	1,162 13 7	233 15 2	99 18 2	3,970 10 4
176 9 8	29 12 11	37 4 6	2 3 6	0 9 6	2 7 0	1,307	641 15 9	127	76 16 4	28 13 1	9 1 0	882 19 8
577 10 5	50 11 8	71 12 0	2 18 3	38 11 3	12 1 11	3,991	1,741 4 4	351	160 2 2	14 15 6	20 3 8	2,194 7 8
10,421 0 2	938 11 11	1,191 1 5	52 2 9	69 15 2	3 0 5	5,190	1,781 4 1	615	443 0 2	264 11 3	152 16 11	3,385 16 5
..	..	..	..	..	301 9 3	10,912	5,598 9 2	15,376	9,565 18 3	124 2 2	150 15 7	28,417 19 1

MARYBOROUGH-MILDURA LINE.

Simson .. .	2,076
Mavlock .. .	3,073
Bet Bet .. .	5,518
Dumolly .. .	12,296
Goldborough ..	1,800
Bealiba .. .	7,356
Maffescioni's Siding	..
Emu	3,988
Carapooee .. .	1,355
St. Arnaud .. .	19,047
Sutherland .. .	691
Swanwater .. .	313
Cope Cope .. .	2,292
Donald .. .	10,168
Lake Buloke ..	48
Itchfield .. .	1,455

50 17 1	..	0 2 7	0 0 6	..	..	..	..	..	..	..	..	51 0 2
74 6 9	5 1 9	12 11 6	1 4 0	0 5 6	1 6 8	722	185 1 0	1,061	469 6 7	1 14 9	3 3 0	754 1 6
195 0 10	29 1 5	45 13 2	0 7 6	0 10 0	1 10 9	1,620	743 17 10	650	410 9 1	9 3 7	..	1,435 14 2
1,623 15 4	127 12 11	261 13 0	4 15 0	6 10 6	25 3 3	0 0 6	7,473	2,777 7 2	2,661	1,880 16 10	103 12 7	6,922 18 2
74 2 11	16 2 5	21 18 2	0 0 6	0 4 6	5 2 5	..	3,367	967 18 0	86	79 4 11	..	1,164 13 10
984 17 4	81 15 5	214 10 9	0 19 9	0 15 0	51 11 2	..	20,215	6,917 0 9	2,123	1,629 9 4	126 0 11	10,074 0 10
..	..	..	..	..	..	..	1,386	501 17 4	4	1 5 5	..	503 2 9
329 6 10	27 15 9	51 8 3	0 13 9	0 10 0	15 5 5	..	9,274	2,617 14 0	517	359 6 2	5 12 6	4,413 4 8
152 2 0	30 14 4	15 15 10	0 10 6	0 7 0	9 6 2	..	4,102	1,606 17 1	288	160 3 9	12 4 2	2,007 0 4
3,347 6 5	450 8 4	910 16 2	46 18 9	114 16 0	120 6 7	0 8 9	11,659	6,164 7 9	11,038	9,368 17 10	793 19 5	23,462 4 9
87 4 0	3 14 0	16 2 11	..	..	7 2 3	..	5,807	2,133 18 5	557	197 11 4	255 4 2	2,859 16 10
18 10 2	0 6 2	9 12 4	..	0 2 0	7 4 6	..	3,448	1,406 17 11	1,049	157 9 1	1 17 9	1,601 19 11
442 3 3	20 13 7	71 18 5	7 8 6	1 3 9	26 16 0	..	7,958	3,859 1 4	1,306	1,030 0 8	477 15 5	5,942 4 5
3,167 2 7	296 4 1	557 17 4	61 19 0	66 19 7	89 0 0	0 7 6	12,044	6,493 0 5	10,128	7,205 8 11	1,389 13 3	19,607 10 11
5 19 5	0 0 6	0 13 10	..	0 3 0	..	..	109	25 15 8	60	40 8 9	..	73 1 2
84 18 4	8 8 9	46 19 7	0 6 9	0 11 9	21 9 4	..	5,410	2,792 11 9	914	440 2 9	368 1 7	3,685 2 7

APPENDIX No. 26.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELE-GRAPH, AND DINING CARS.	RENTALS.	MISCEL- LANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS)
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
MARYBOROUGH-MILDURA LINE—contd.																
Massey	472	30 10 4	3 1 9	13 6 5	0 1 0	0 4 6	..	12 2 0	..	1,508	790 15 4	246	117 16 10	..	..	967 18 2
Watchem	4,787	951 19 6	48 10 3	178 16 9	28 5 9	16 8 9	..	38 9 0	0 1 6	5,238	2,902 2 1	2,061	1,634 7 3	1,365 7 1	68 15 5	7,233 3 4
Morton Plains	238	22 14 11	2 5 3	20 16 7	7 4 6	..	..	1 3 8	..	1,111	588 19 8	201	131 4 6	219 1 10	..	993 10 11
Birchip	8,475	2,537 10 6	202 16 4	421 12 8	48 0 3	45 16 9	..	47 0 4	1 3 9	4,409	2,778 18 3	5,625	4,582 11 3	1,740 11 8	807 4 2	13,213 5 11
Karyic	57	7 5 1	0 9 11	0 2 9	..	0 2 6	..	0 5 0	..	643	245 13 3	168	64 2 4	..	..	318 0 10
Kinnabulla	517	55 16 2	4 3 0	23 10 7	2 15 0	0 5 0	..	14 19 0	..	2,513	1,021 13 7	347	161 18 7	4 10 0	5 12 6	1,295 3 5
Curvo	1,266	197 13 6	12 19 4	43 2 1	2 10 9	1 18 9	..	10 4 8	..	1,443	819 6 3	519	277 16 6	108 12 8	86 6 9	1,560 11 3
Watchuppa	918	119 8 2	5 18 8	44 18 2	0 8 0	0 18 3	..	17 15 0	..	2,340	1,230 1 5	681	455 16 1	58 10 4	41 11 8	2,025 5 9
Woomelang	6,454	1,916 7 6	121 15 1	221 7 5	20 8 0	20 6 0	..	181 16 4	..	4,764	2,730 10 2	2,170	2,677 9 10	332 8 10	52 11 6	8,275 0 8
Lascelles	2,496	605 9 2	35 10 8	78 6 0	6 2 9	13 13 3	..	42 14 4	..	2,356	1,342 16 2	1,104	1,287 12 5	18 13 8	44 16 4	3,475 13 5
Gama	246	16 11 6	1 2 4	9 17 11	..	0 15 0	..	14 8 2	..	854	427 3 4	449	246 12 8	20 2 6	..	736 13 5
Turriff	781	87 1 4	11 0 5	44 13 3	0 11 0	1 17 6	..	10 10 2	..	1,341	743 12 10	811	471 1 4	10 12 3	15 2 2	1,396 2 3
Speed	1,523	325 14 7	11 1 5	52 16 9	1 4 0	0 15 3	..	20 13 2	..	1,211	751 4 4	880	758 0 10	115 13 11	48 1 0	2,085 5 3
Tempy	972	114 17 8	6 8 3	67 17 8	0 7 9	0 15 3	..	49 11 2	..	1,254	632 12 11	852	633 2 1	..	7 8 2	1,533 0 11
Austral Gypsum Siding	16	1 1 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Nunga	157	32 15 7	0 4 11	3 8 10	..	..	..	1 8 4	..	740	379 1 8	367	220 13 10	..	4 2 6	11 8 7
Ouyea	8,265	3,051 3 11	200 14 4	351 0 1	7 11 3	14 15 0	..	151 13 5	0 9 0	3,187	1,778 4 9	4,831	3,625 14 3	155 4 1	318 10 0	11,655 0 1
Kia .. .. .	..	..	..	..	..	..	..	..	..	185	108 6 11	322	120 0 3	..	..	228 7 2
Hattah	579	192 17 4	31 2 6	9 16 2	1 15 0	0 12 6	..	31 13 0	..	3,331	215 13 3	35	72 5 5	63 13 0	36 16 7	676 4 3
Nowingi	60	5 18 10	8 4 9	1 16 2	0 0 6	0 4 0	..	19 17 3	..	..	2 19 10	13	5 10 8	..	..	45 1 0
Catwarp Siding	949	71 2 2	0 11 4	34 3 2	..	1 19 6	..	..	..	224	36 7 8	2,999	521 19 2	..	46 6 9	712 9 9
Yatpool	731	40 6 11	3 6 1	29 2 2	0 0 9	3 5 0	..	20 19 0	..	987	97 12 5	1,065	314 11 0	..	82 1 1	600 4 5
Irymple	2,295	1,424 16 10	64 16 2	130 11 1	10 8 0	5 9 6	..	121 16 9	0 3 0	6,209	10,323 6 11	5,462	4,404 1 5	3 5 6	27 4 3	16,515 19 5
Mildura	10,764	8,393 14 10	737 19 0	1,428 0 9	54 13 6	171 10 1	..	103 4 11	0 12 3	7,737	11,188 15 8	16,226	21,863 13 6	1,682 5 3	252 19 4	45,877 9 1
MILDURA—WHITE CLIFFS LINE.																
Merbein	4,202	116 9 4	11 10 10	80 1 2	..	0 7 0	..	2 0 0	..	1,148	1,519 14 4	2,960	3,190 18 9	4 16 0	40 14 4	4,966 11 9
MARYBOROUGH—ARARAT LINE.																
Adelaide Lead	946	38 10 3	3 7 6	1 14 2	..	..	..	..	..	..	..	..	..	..	..	43 11 11
Bung Bong	485	22 5 4	3 9 6	10 17 10	0 1 0	0 1 6	..	..	..	816	285 12 3	40	31 9 5	7 13 5	4 7 10	365 18 1
Homebush	2,068	120 15 7	6 8 8	31 5 1	0 5 0	0 4 0	..	..	..	776	211 8 9	222	155 12 1	1 0 9	..	526 19 11
Avoca	6,135	1,197 12 6	113 8 10	291 19 2	28 13 0	5 3 0	..	17 19 0	0 2 9	9,151	4,165 12 3	2,866	2,601 13 3	155 7 11	128 17 4	8,796 9 0
Amphitheatre	2,049	177 2 0	57 15 5	61 1 1	0 11 0	0 15 6	..	20 4 5	..	4,482	1,429 1 3	725	578 11 1	6 16 6	4 3 6	2,336 1 9
Elmhurst	1,880	386 13 8	45 14 5	103 9 5	4 13 0	4 8 3	..	24 17 3	0 1 3	2,800	1,429 9 9	884	843 10 10	125 14 7	19 14 7	2,983 7 0
Eversley	118	9 18 2	0 0 9	13 1 3	..	0 0 6	..	0 11 7	..	2,168	406 19 5	130	92 9 1	4 11 4	..	527 12 1
Ben Nevis	1,495	258 11 9	21 13 6	80 13 10	0 15 0	0 13 6	..	14 19 0	..	4,263	960 4 0	3,277	955 2 5	16 11 2	104 6 5	2,413 12 1
Dunneworthy	71	6 5 2	0 16 0	10 19 10	..	0 5 6	..	0 15 4	..	2,135	359 11 6	274	207 17 5	..	..	600 8 4
Warra Yadin	60	3 3 2	..	2 19 8	..	..	..	0 12 6	..	176	102 8 6	72	44 9 7	..	..	133 13 5

NAVARRE LINE.																
•Crowlands ..	110	8 11 7	0 4 3	2 15 5	..	..	..	..	..	709	266 3 3	84	70 18 9	1 14 0	..	350 7 3
•Joel ..	74	4 4 7	0 0 9	0 10 5	..	..	..	..	..	769	445 11 5	98	26 1 8	..	..	476 8 10
•Landsborough ..	113	8 8 9	0 19 6	1 12 4	..	..	..	..	..	641	340 5 5	145	77 8 11	3 11 0	..	432 5 11
•Tulkara ..	13	2 6 4	0 2 1	..	..	..	..	..	..	2,483	1,468 6 8	134	50 11 5	..	..	1,538 15 3
•Navarre ..	13	1 17 2	0 12 10	3 1 1	..	..	..	0 3 4	..	1,193	730 2 1	290	115 16 2	..	24 0 0	875 12 8
BALLARAT—MARY-BOROUGH LINE.																
Waubra Junction ..	2,592	76 13 8	4 6 0	4 6 11	0 1 0	0 2 0	..	10 12 0	..	..	..	..	..	..	..	96 1 7
Sulky ..	2,998	63 2 2	0 8 7	7 7 5	18 10 10	0 4 6	..	..	..	20	8 8 8	21	8 3 2	..	..	106 5 4
Bald Hills ..	3,382	73 18 10	1 1 5	3 12 11	0 2 0	0 2 6	..	..	..	..	2 0 7	1	1 17 6	..	..	82 15 9
Oreswick ..	52,001	1,979 1 4	94 15 0	190 1 6	6 10 6	9 2 9	..	10 0 0	0 4 3	469	350 4 7	2,223	952 19 7	2 16 0	17 14 6	3,613 10 0
North Creswick ..	18,146	826 15 10	41 4 0	52 9 2	1 11 0	0 16 0	..	11 1 0	0 1 3	44	52 4 7	1,208	232 3 7	1 13 6	2 17 0	1,222 16 11
Tonrello ..	1,460	110 9 11	7 14 10	14 18 11	0 19 0	0 11 9	..	9 4 6	..	357	166 18 7	202	60 10 6	235 16 6	18 14 9	6,254 19 3
Chunes ..	13,290	1,574 2 8	154 12 7	258 12 5	8 0 3	14 7 9	..	17 8 6	0 3 9	3,350	1,958 1 0	3,582	1,501 17 0	619 0 10	167 16 3	6,274 3 0
Talbot ..	17,721	1,125 1 2	276 16 7	208 9 0	2 3 6	7 3 6	..	26 1 9	..	3,199	1,240 11 10	1,820	1,020 13 9	95 10 3	27 15 9	4,024 7 1
Daisy ..	305	10 16 9	4 9 9	1 8 9	..	..	..	..	..	..	..	..	0 1 0	..	..	16 19 3
WAUBRA LINE.																
Pisgah ..	246	8 9 8	0 6 8	1 8 1	0 1 0	57 7 9	..	6 5 9	..	6	4 16 0	..	0 14 1	..	..	79 9 0
Miāns ..	2,167	47 8 1	1 11 4	3 1 11	26 15 9	..	..	1 17 8	..	250	127 5 4	198	45 4 0	1 9 9	2 12 3	257 6 1
Blowhard ..	5,821	259 9 11	12 10 3	40 3 4	0 3 3	0 3 6	..	2 8 1	..	5,449	2,244 6 11	1,643	419 2 10	39 8 2	5 7 9	3,014 4 0
Learmonth ..	7,142	375 0 10	20 10 3	99 13 0	0 12 6	0 8 3	..	32 6 11	..	8,382	3,741 11 3	1,082	435 16 9	4 16 9	3 9 8	4,714 6 2
North Learmonth ..	1,260	58 16 4	0 1 3	..	..	..	..	0 2 6	..	..	..	..	..	..	..	50 0 1
Addington ..	2,473	157 16 0	13 1 1	25 1 3	0 2 6	0 9 3	..	8 8 0	..	1,555	645 17 6	146	51 0 11	0 13 0	3 10 7	909 9 1
Waubra ..	6,740	648 5 11	69 17 5	137 6 2	9 19 3	15 6 9	..	88 13 10	..	10,580	4,442 2 3	1,744	860 12 0	274 11 0	35 7 3	6,602 1 10
DUNOLLY—INGLEWOOD LINE.																
Painswick ..	29	3 1 6	0 1 0	..	1 8 6	..	..	10 4 0	..	810	172 10 2	..	..	..	..	188 5 2
Laurie ..	50	1 11 5	0 15 11	..	..	..	..	2 3 0	..	1,799	414 19 7	..	..	..	0 17 3	423 11 9
Tarnagulla ..	3,258	527 11 3	47 1 1	114 0 9	..	1 6 0	..	2 10 0	0 0 6	7,629	1,961 17 2	974	863 14 12	2 19 6	3 6 6	3,544 15 11
Llanolly ..	894	67 7 8	9 6 10	37 16 0	1 4 0	0 7 6	..	0 16 8	..	2,880	685 8 9	505	412 2 6	..	4 5 1	1,218 15 0
Arnold ..	667	39 0 2	7 1 6	23 14 3	0 1 9	0 5 6	..	1 5 0	..	3,379	1,076 0 3	303	181 4 0	6 8 0	35 4 6	1,390 4 11
Bullabut ..	131	4 13 7	0 13 1	2 0 2	..	..	..	0 7 7	..	621	161 9 11	58	20 4 0	..	..	189 8 4
MURRAYVILLE LINE.																
Tloga ..	67	14 2 4	0 11 6	18 9 1	0 3 0	0 1 3	..	1 6 0	..	513	235 10 10	299	201 17 4	..	..	472 1 4
Galah ..	381	27 10 1	2 19 4	35 19 7	0 1 6	10 8 3	..	26 16 2	..	2,018	1,011 18 1	697	476 8 11	0 11 6	6 17 9	1,599 11 2
Walpeup ..	1,484	281 11 1	40 14 3	108 0 1	0 18 6	2 17 0	..	39 5 0	..	2,605	1,406 4 4	1,760	1,928 14 7	17 0 0	114 10 8	3,939 15 6
Nyang ..	436	47 14 10	2 19 6	44 19 0	0 3 9	1 1 6	..	0 13 4	..	258	109 8 2	617	463 19 1	0 12 9	35 3 10	706 15 9
Underwood ..	828	277 19 9	16 14 1	127 2 4	1 0 0	2 8 3	..	28 9 5	..	982	571 16 0	1,778	1,708 3 11	11 2 7	151 11 8	2,891 8 9
Linga ..	546	93 5 0	7 11 8	82 13 1	0 11 9	1 3 6	..	29 2 4	..	399	249 14 7	791	688 5 11	14 6 6	41 2 6	1,207 16 10
Boonka ..	450	167 3 4	12 4 4	120 11 9	0 5 9	0 10 9	..	37 1 8	..	500	286 14 3	703	844 1 2	6 7 5	88 16 8	1,564 0 1
Tutyc ..	494	102 14 0	5 0 1	103 19 10	0 2 0	0 1 6	..	29 4 7	..	571	335 11 5	737	817 9 5	1 17 6	69 8 3	1,465 8 7
Cowangie ..	529	97 12 1	3 16 8	83 9 11	0 12 6	1 16 0	..	60 3 2	..	981	619 1 6	1,035	1,228 2 11	4 12 0	70 3 1	2,178 9 10
Danyo ..	108	18 4 6	0 18 6	14 6 11	..	1 5 0	..	4 12 0	..	880	566 1 11	454	408 15 11	..	27 0 1	1,041 4 10
Murrayville ..	1,084	540 18 7	66 9 10	115 10 3	0 15 0	1 5 0	..	42 9 10	0 14 0	4,651	3,042 11 6	2,243	2,281 11 4	91 1 9	23 15 5	6,207 2 6
BENDIGO—ECHUCA LINE.																
White Hills Siding ..	..	..	..	..	..	..	..	..	..	2,529	566 15 9	90	55 1 2	..	..	621 16 11
Epsom ..	2,572	82 18 7	5 1 10	10 13 11	0 4 0	0 5 0	..	1 3 8	..	1,246	668 10 2	1,325	274 17 7	..	..	1,043 14 9
Huntly ..	1,468	72 6 10	3 8 10	9 17 1	4 1 6	0 4 6	..	0 2 11	..	244	112 7 8	411	197 6 6	..	0 16 4	400 12 2

APPENDIX No. 26.-RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELE-GRAPH, AND DINING CARS.	RENTALS.	MISCELLANEOUS.	GOODS.		LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).				
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.	Inwards.	Outwards.	Inwards.		Outwards.	Inwards.		
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.	Revenue. †	Tons.	Revenue.	Revenue.	Revenue.			
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
BENDIGO—ECHUCA LINE—continued.																		
Basshot ..	1,450	89	7	5	6	2	11	16	2	8	0	8	0	..	..	..	..	..
Wellsford ..	756	49	8	7	0	7	7	4	7	4	0	0	0	..	..	..	..	..
Goomong ..	6,129	375	1	1	67	3	3	87	10	11	1	17	6	..	..	..	..	..
Avonmore ..	1,529	129	7	8	5	13	2	20	15	11	0	2	6	..	..	..	..	..
Elmore ..	14,905	2,012	16	6	151	13	1	345	5	7	62	17	6	..	..	..	..	..
Rocheater ..	22,681	4,037	8	6	419	10	6	699	11	3	99	18	6	..	..	..	..	..
Struthailan ..	588	42	16	8	1	3	3	7	3	7	0	0	6	..	..	..	..	..
Echuca ..	33,485	8,599	3	9	463	6	11	1,017	7	10	127	2	0	..	..	..	..	..
BENDIGO—SEA LAKE LINE.																		
California Gully ..	642	11	6	6	5	7	5	..	..	..	..	..	..	..	..	..	..	..
Eaglehawk ..	17,909	1,410	4	0	211	5	7	338	3	0	3	16	9	..	..	..	..	..
Marong ..	4,512	258	7	0	30	5	10	83	7	2	4	2	0	..	..	..	..	..
Leitchardt ..	1,067	89	19	5	5	5	7	18	10	1	0	0	6	..	..	..	..	..
Derby ..	1,982	149	3	0	9	4	7	31	0	9	0	7	9	..	..	..	..	..
Bridgewater ..	7,400	862	13	2	60	14	10	185	6	10	9	3	8	..	..	..	..	..
Inglewood ..	12,778	1,996	0	8	166	11	1	418	15	11	16	6	6	..	..	..	..	..
Kurling ..	1,056	66	14	4	7	10	7	15	10	8	0	0	6	..	..	..	..	..
Glenalbyn ..	1,394	99	8	9	7	8	8	12	10	3	0	3	0	..	..	..	..	..
Wedderburn Junction ..	3,296	376	9	1	32	5	11	25	5	5	0	12	9	..	..	..	..	..
Korong Yala ..	8,531	1,476	1	10	87	8	2	170	14	10	14	12	0	..	..	..	..	..
Wycheville ..	1,736	189	18	3	9	18	4	47	6	10	4	5	0	..	..	..	..	..
Buckrabyule ..	2,303	299	11	4	15	9	0	62	3	10	22	0	2	..	..	..	..	..
Barrackee ..	856	118	5	4	11	19	4	21	18	7	..	..	..	..	..	..	..	..
Charlton ..	7,434	1,892	11	11	201	7	0	438	19	11	33	12	2	..	..	..	..	..
Teddywaddy ..	362	17	17	0	2	16	10	20	7	1	3	16	0	..	..	..	..	..
Glenloch ..	2,094	282	0	1	20	8	1	79	2	1	1	0	9	..	..	..	..	..
Falview ..	123	6	8	7	0	7	3	0	7	3	..	..	..	..	..	..	..	..
Wycheproof ..	7,665	1,750	16	6	115	8	5	304	1	11	21	17	3	..	..	..	..	..
Dunosa ..	625	39	1	2	4	16	4	25	1	0	0	1	0	..	..	..	..	..
Killawit ..	1,110	114	18	6	18	14	0	76	14	0	0	11	0	..	..	..	..	..
Warra ..	91	12	0	11	0	17	11	5	14	3	0	14	0	..	..	..	..	..
Kanra ..	1,782	435	18	4	29	13	11	123	18	6	3	14	9	..	..	..	..	..
Berrivillock ..	1,281	381	0	3	36	16	11	122	10	11	3	3	9	..	..	..	..	..
Boisbat ..	150	28	19	0	3	7	8	18	0	6	0	4	0	..	..	..	..	..
Sea Lake ..	2,903	1,428	11	4	85	17	4	390	9	9	19	7	0	..	..	..	..	..
*Ninda ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
*Nyarrin ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
*Nandaly ..	..	..	..	..	0	0	3	..	..	..	..	..	..	..	..	..	..	..
WEDDERBURN LINE.																		
Wedderburn ..	3,546	625	6	1	77	17	0	271	0	0	32	12	0	..	..	..	..	..

KORONG VALE—CHILLINGOLLAH LINE.

10920.

Boronz	1,705	194 3 8	23 9 7	55 1 10	17 6	6 4 6	2 15 0	3,370	1,693 11 7	641	329 18 4	369 8 8	129 18 4	3,010 9 0
Mysia	1,651	304 3 0	26 4 5	78 11 10	1 1 3	0 9 6	41 17 4	2,800	1,514 13 6	628	506 6 7	396 18 11	60 1 6	2,939 7 10
Boort	5,134	1,397 6 4	157 13 1	317 5 4	18 18 9	32 8 6	82 1 7	6,197	3,349 19 8	4,219	3,757 17 9	1,613 9 2	108 17 4	10,833 19 3
Barrapoot	1,018	129 14 8	5 7 6	45 5 4	0 8 0	0 5 3	25 7 11	7,797	3,462 18 3	982	603 16 1	1 3 3	1 0 2	4,275 6 5
Gredgwin	1,092	113 16 10	4 2 6	31 1 1	0 1 6	0 1 9	29 9 4	2,345	1,184 0 5	258	144 14 1	329 12 11	1 11 6	1,828 0 5
Oakvale	461	67 1 1	2 15 9	22 1 1	..	1 16 6	12 14 0	3,176	1,629 13 0	195	101 5 1	0 12 6	1 11 6	1,839 10 6
Quambatook	4,129	1,066 19 5	120 17 11	239 16 1	20 16 9	13 8 6	31 13 6	6,951	4,068 4 8	3,216	3,309 17 8	949 18 4	36 16 5	9,858 3 3
Cannie	743	88 18 10	4 11 3	45 2 10	0 3 6	0 0 6	4 18 2	4,190	2,200 4 4	400	179 13 9	137 15 1	4 14 6	2,666 2 9
Lalbert	1,926	399 7 0	47 13 2	83 3 1	4 14 3	7 6 0	12 6 10	3,923	2,011 10 11	1,343	1,257 0 6	742 14 11	25 8 7	4,591 7 3
Meafian	603	115 17 9	10 6 3	51 12 4	0 3 9	0 0 9	12 16 10	4,327	2,382 5 10	520	384 18 11	..	6 10 0	2,904 12 5
Ultima	3,118	845 0 1	68 6 3	189 13 7	5 0 0	14 7 0	42 8 0	3,774	2,175 14 1	2,575	2,612 19 0	493 6 8	164 2 7	6,691 17 3
Gowan	63	14 8 1	0 0 3	2 6 2	0 1 0	0 0 6	0 15 0	495	279 3 0	264	122 4 3	..	..	418 18 6
Waitehi	561	196 3 2	14 4 8	74 13 3	0 8 0	3 14 6	11 4 0	2,558	1,605 13 8	889	767 6 10	12 12 8	5 6 0	2,691 16 9
Chillingollah	1,909	770 7 5	47 18 9	206 14 8	6 17 6	11 13 1	35 8 0	2,283	1,236 5 4	4,728	3,478 16 7	139 9 4	34 16 9	5,959 7 5

CHILLINGOLLAH—MANANGATANG LINE.

*Chinkapook	64	2 8 11	1 10 3	23 0 2	..	0 2 0	3 17 4	2,132	1,443 7 7	692	413 18 11	..	2 4 6	1,899 9 8
*Cocamba	77	5 16 7	0 8 5	8 9 7	..	0 1 0	1 6 8	638	408 19 3	443	221 11 4	..	..	646 12 10
*Manangatang	109	30 16 1	2 14 9	25 15 7	..	1 9 6	..	19	18 7 0	689	497 17 7	..	37 11 10	614 12 4

SWAN HILL LINE.

15

Myer	1,750	23 16 3	5 1 5	18 4 0	..	..	5 9 0	..	0 1 6	..	0 1 8	..	..	52 13 10
Woodvale	621	21 8 8	3 18 6	6 12 10	0 4 0	0 1 0	0 10 0	1	4 16 1	17	8 16 8	..	..	46 7 9
Sebastian	3,243	209 13 11	12 6 7	37 0 4	1 2 6	0 9 3	4 12 6	2,056	423 0 7	537	233 1 8	1 2 0	8 8 4	939 2 8
Raywood	7,168	670 19 6	74 4 7	123 11 1	14 15 0	1 12 3	10 11 6	6,798	2,414 3 6	1,597	801 15 7	463 10 5	66 15 0	4,644 19 2
Tandarra	3,653	387 10 7	18 6 8	88 9 10	6 12 3	5 12 9	24 19 0	4,489	1,442 11 6	1,388	569 6 3	103 7 9	35 7 11	2,682 4 6
Dingee	3,421	455 5 10	28 0 5	123 10 8	4 15 3	0 12 0	55 7 4	4,853	1,700 9 1	3,265	1,263 14 7	592 11 2	54 19 1	4,279 5 5
Prairie	3,899	573 2 8	30 11 3	133 12 2	2 5 6	0 12 6	21 16 10	7,496	3,479 18 6	2,086	1,061 0 0	238 3 4	62 8 0	5,603 10 9
Mitiamo	5,811	904 17 10	55 3 5	169 9 3	10 14 0	18 5 3	195 19 11	9,264	4,384 16 1	2,882	2,020 0 9	1,233 4 10	132 9 10	9,125 3 11
Molago	2,932	378 16 5	24 8 7	64 0 4	1 11 3	0 4 3	11 11 0	3,186	1,492 0 9	586	317 9 1	125 3 3	46 16 8	2,462 1 7
Pyramid	8,231	1,873 3 2	178 19 6	355 8 9	10 16 6	11 0 3	97 4 10	6,137	3,156 19 10	4,618	4,287 10 6	1,918 12 11	357 10 10	12,247 7 1
Mincha	1,200	93 15 5	34 9 8	59 1 0	0 7 3	0 6 3	11 17 0	979	775 9 5	737	347 3 10	397 12 1	8 16 1	1,730 18 0
Macorna	4,194	925 5 5	101 8 0	184 3 6	3 18 0	11 7 0	13 0 0	3,767	2,841 1 5	2,804	3,106 4 7	3,144 13 6	154 7 1	10,485 8 6
Tragowel	851	96 15 11	19 16 11	43 13 8	1 12 0	1 11 6	9 13 1	320	294 9 8	470	315 3 6	516 19 6	33 3 3	1,332 19 0
South Kerang	8	0 7 4	0 5 0	2 2 0	..	0 4 0	16 3 0	52	17 3 0	10	3 1 11	..	34 4 10	73 11 10
Kerang	18,534	6,579 7 0	426 4 6	1,026 13 6	97 12 9	156 9 6	152 6 10	20,821	10,864 12 1	7,305	11,241 7 8	6,201 0 11	620 18 5	37,378 0 8
Fairley	245	16 10 0	4 9 2	13 5 1	..	0 0 9	2 3 2	513	254 8 1	97	50 16 8	150 7 0	..	492 9 2
Lake Charm	3,408	176 11 2	16 1 9	89 4 0	12 16 6	22 17 6	9 12 0	1,550	945 4 10	499	434 11 6	605 8 0	9 1 0	2,321 8 3
Mystic Park	2,646	182 1 1	16 17 5	67 5 2	3 12 0	1 2 9	25 18 9	1,824	1,075 13 5	555	405 7 11	314 19 1	41 7 10	2,134 0 5
Lake Boga	3,755	751 13 4	37 4 3	142 14 10	15 9 3	17 2 6	44 17 4	5,216	3,070 16 9	2,709	2,708 2 10	560 11 8	9 1 0	7,357 15 9
Swan Hill	11,565	5,425 12 10	329 17 1	917 10 8	183 13 4	124 14 6	112 7 8	7,432	6,060 4 3	10,856	11,005 14 3	6,591 14 11	718 6 7	31,470 0 1

MELBOURNE—SERVICE-TON LINE.

Federal Manure Siding	6,590	159 16 11	49 1 1	30 15 6	2 17 6	1 10 9	6 10 10	6,339	1,589 5 5	10,184	1,208 5 8	..	..	2,797 9 1
Deer Park	6,117	249 3 1	108 7 4	69 17 1	25 15 7	20 5 10	52 6 6	6,507	1,015 10 5	1,148	258 15 9	..	3 4 4	574 3 6
Rockbank	22,812	1,200 14 8	142 19 3	194 15 2	43 17 10	54 15 6	37 2 10	10,173	2,043 13 9	3,430	848 16 4	278 11 11	220 8 8	1,926 10 9
Melton	..	..	..	..	..	..	0 2 6	1,530	271 2 7	375	40 8 11	..	26 14 0	5,070 16 0
Stoughton	..	..	..	..	..	..	21 0 0	7,681	1,512 16 3	1,180	235 5 8	1 15 9	19 11 1	338 8 6
Parwan	3,312	210 15 7	31 10 9	42 12 5	3 3 6	6 7 6	21 0 0	13,228	2,914 12 10	5,945	2,325 13 2	904 12 2	445 4 3	2,084 18 6
Bacchan Marsh	35,493	3,104 8 0	1,473 14 10	627 1 7	282 0 0	304 13 1	432 2 8	5,902	1,284 13 11	475	143 9 5	..	0 4 9	12,814 8 9
Rowley	790	41 2 0	4 9 3	13 19 9	..	0 8 6	6 11 3	221	115 4 0	96	41 2 0	3 9 2	2 6 0	1,494 18 10
Ingliston	1,477	101 2 5	2 16 6	15 11 7	3 11 0	2 10 6	26 18 4	4,957	1,416 17 4	1,757	938 0 7	1,289 19 3	422 17 6	312 11 6
Ballan	11,353	1,348 0 2	181 13 9	220 5 9	35 11 1	42 9 5	56 2 0	8	11 19 9	5	4 0 9	..	..	6,103 12 5
Bradshaw	1,168	49 3 5	2 8 0	4 1 4	..	52 3 3	10 16 6	744	109 37 4	..	..	..	1 5 4	134 13 0
Llandello	..	..	..	..	..	..	3 0 0	2,350	740 11 0	1,876	743 3 7	1 11 5	..	114 2 8
Gordon	10,977	930 4 6	70 13 2	115 9 10	0 9	4 9 3	17 3 0	..	..	..	..	..	5 4 8	2,631 11 11

APPENDIX No. 26.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTALS.	MISCELLANEOUS.	GOODS.		LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS OF PASSENGERS).			
	Number of Passenger Journeys.	Outwards.	Outwards.	Inwards.	Outwards.	Inwards.				Revenue.	Revenue.	Revenue.	Outwards.		Inwards.	Outwards.	Inwards.
		Revenue.	Revenue.	Revenue.	Revenue.	Revenue.							Tons.		Revenue.	Tons.	Revenue.	Revenue.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.			
MELBOURNE-SERVICE-TON LINE—contd.																	
Millbrook ..	4,465	225 17 1	9 10 0	21 5 1	4 0 2	0 5 3	..	3 10 6	..	3,340	1,038 1 5	193	89 3 9	119 9 1	6 4 10	1,520 7 2	
Wallace ..	8,977	493 4 9	54 4 11	101 5 2	2 5 3	51 9 0	..	6 17 10	..	5,503	1,900 2 6	5,064	877 1 8	95 10 4	13 0 6	3,685 1 11	
Bungaree ..	9,290	621 16 3	25 4 3	74 16 4	12 19 0	53 9 0	..	90 8 0	..	18,298	7,021 17 11	1,292	619 8 1	11 19 2	23 5 5	8,555 3 5	
Dunnsdown ..	11,594	281 16 1	8 14 1	32 14 9	1 2 0	0 5 0	..	22 8 6	..	3,678	1,282 18 3	955	275 1 2	5 6 3	0 6 6	1,910 12 7	
Warrenheip ..	13,759	336 18 6	15 13 0	29 12 11	5 4 3	0 4 3	..	54 9 7	..	1,713	920 19 9	540	333 5 5	1 3 6	..	1,697 11 2	
Ballarat East ..	34,101	3,041 11 3	402 19 7	855 15 3	8 7 0	5 12 6	..	279 10 2	..	2,074	779 0 1	43,418	15,914 4 1	..	3 11 0	21,290 10 11	
Ballarat ..	326,674	48,129 19 11	6,610 0 5	5,319 9 4	615 16 11	848 13 0	..	1568 7 10	14 2 7½	38,789	32,826 9 5	102,180	46,569 1 3	3,473 6 10	11,512 13 7	157,497 1 14	
North Ballarat ..	5,647	404 14 1	..	0 0 11	..	0 3 0	..	1 14 6	..	..	..	166	8 6 0	..	..	414 18 6
Wendouree ..	2,031	43 0 1	2 7 5	0 11 5	..	0 1 6	..	1 0 0	..	..	..	..	..	..	..	47 0 5
Dowling ..	236	11 0 2	0 16 10	0 6 10	..	7 10 6	..	..	..	..	..	..	..	..	..	19 14 4
Windsore ..	3,659	197 9 9	10 8 9	42 12 10	21 4 0	2 15 3	..	24 3 10	..	3,701	1,534 18 11	534	190 0 1	8 6 9	3 18 5	2,035 18 7	
Warrumbet ..	5,683	319 7 8	25 8 7	101 11 6	60 5 3	144 8 9	..	45 18 0	..	3,932	1,768 3 2	1,732	591 6 1	577 9 8	533 11 6	4,187 10 2	
Trawalla ..	4,081	423 12 8	41 19 11	55 18 10	2 10 3	..	..	26 17 9	..	2,597	474 16 11	734	321 14 4	9 10 9	2 1 8	1,369 3 1
Beaufort ..	15,561	2,456 17 2	143 3 5	420 18 5	33 15 9	26 5 3	..	23 7 9	0 3 9	11,247	2,902 16 10	3,905	2,770 4 5	586 1 9	115 5 4	9,478 19 10	
Middle Creek ..	2,898	263 3 9	17 18 1	46 15 5	0 11 0	1 1 6	..	21 14 6	..	1,971	837 18 3	886	175 13 5	165 17 10	16 3 2	1,546 16 11	
Buangor ..	5,207	622 12 0	43 9 10	120 2 2	3 5 6	10 9 9	..	27 0 3	..	7,718	2,009 7 5	783	432 10 4	66 0 8	13 5 0	3,348 2 11	
Dobie ..	1,967	118 11 1	13 7 4	26 11 0	0 3 3	0 1 0	..	29 7 0	..	836	412 6 5	180	106 12 1	..	..	706 19 2
Ararat ..	51,349	11,492 4 1	678 5 6	1,297 12 1	99 5 3	126 6 3	..	614 14 5	4 11 4	4,014	2,928 14 9	13,359	11,057 15 7	478 10 11	388 15 7	29,166 15 9	
Armstrong ..	1,346	67 18 2	8 9 0	9 19 9	0 2 6	0 3 0	..	3 12 0	..	2,197	296 0 0	61	52 10 5	..	1 11 9	440 6 7	
Irvine's Siding ..	4,492	420 9 3	31 8 9	80 5 2	4 10 0	8 1 9	..	3 16 0	0 0 6	2,933	1,052 0 3	953	670 18 4	3 8 9	13 15 6	2,288 14 3	
Great Western ..	31,364	6,260 7 2	606 6 5	999 11 0	121 7 9	122 5 9	..	166 8 8	9 4 1	20,455	7,940 16 7	13,426	10,580 3 3	139 2 6	407 3 1	27,352 16 3	
Stawell ..	890	41 8 5	4 13 2	11 2 1	0 1 0	0 5 3	..	8 7 11	..	901	135 13 8	17	23 13 6	..	..	225 5 0
Deep Lead ..	4,112	528 16 4	48 11 6	129 15 8	10 17 3	13 8 0	..	43 0 4	..	9,195	3,203 1 6	2,444	1,269 5 10	173 4 3	73 9 8	5,493 10 4	
Glenorchy ..	857	72 14 5	7 12 1	33 17 9	0 6 0	0 15 0	..	7 8 4	..	3,547	974 11 1	362	164 18 5	3 11 7	..	1,265 14 8	
Wal Wal ..	5,278	687 7 0	34 1 6	111 17 6	9 4 6	5 2 3	..	35 8 1	..	9,503	4,240 13 6	1,541	1,041 12 11	285 5 2	73 10 8	6,524 3 1	
Lubeck ..	720	16 7 1	..	0 1 6	0 0 9	..	..	0 18 10	..	..	..	..	..	..	..	17 8 2
Hopefield ..	22,187	4,249 14 9	198 3 11	418 6 2	28 19 9	26 3 6	..	115 11 4	0 15 6	10,507	5,599 18 9	7,134	4,558 14 3	704 5 1	769 12 11	16,665 10 11	
Murtoa ..	5,277	482 6 6	28 4 7	100 12 4	9 2 6	2 14 9	..	54 8 7	0 0 3	9,916	4,707 15 2	8,455	1,623 17 9	38 16 6	28 17 5	7,076 16 4	
Jung ..	1,941	237 4 8	17 10 11	57 17 0	0 5 0	0 16 6	..	33 8 9	..	6,239	3,139 4 5	3,381	1,527 9 9	832 13 5	290 17 5	6,137 7 10	
Dooen ..	35,998	8,577 3 7	691 12 9	1,156 11 1	160 9 1	340 13 10	..	190 19 1	10 0 2	24,116	13,893 2 3	26,345	17,694 8 0	1,505 9 0	980 13 1	45,201 1 11	
Horsham	839 0 1
Dahlen Siding ..	4,794	314 6 7	21 18 10	57 5 5	0 2 9	0 10 3	..	2 2 0	..	1,569	782 1 4	338	54 16 9	..	..	3,704 17 1
Pimpino ..	1,695	84 14 9	7 13 6	32 1 1	0 7 0	0 10 6	..	49 17 2	..	5,775	2,609 11 4	931	541 4 6	109 14 6	0 5 9	4,185 8 4	
Wail ..	16,972	3,422 15 6	185 2 8	442 5 6	33 7 11	37 12 5	..	30 7 6	..	7,334	3,531 17 11	818	497 16 1	490 18 8	90 3 10	13,249 0 2	
Dimboola ..	1,569	72 19 8	9 3 8	43 16 3	2 11 6	1 8 0	..	135 15 0	0 7 7	5,515	3,233 10 6	4,712	5,117 0 7	490 18 8	90 3 10	3,249 0 2	
Gerang ..	1,108	117 15 8	4 18 2	30 3 11	1 5 6	0 5 0	..	40 8 10	..	4,435	2,152 1 10	907	650 3 9	2 17 9	..	2,075 13 3	
Kiata ..	506	30 16 4	1 12 6	8 2 5	..	0 1 3	..	45 5 10	..	2,717	1,067 11 6	521	414 17 4	110 8 8	4 4 11	1,797 16 6	
Salisbury ..	13,403	3,552 14 7	272 16 0	725 9 10	30 4 9	51 4 3	..	36 3 1	..	2,688	1,241 12 6	287	144 11 8	5 3 6	2 7 9	1,470 11 0	
Nhill ..	263	8 16 6	1 15 9	11 8 8	1 1 0	0 14 6	..	118 8 8	0 0 10	21,459	9,497 18 3	19,090	9,281 6 0	1,163 17 9	262 16 0	24,956 16 11	
Tarranginnie ..	1,921	148 3 3	8 5 9	46 9 9	0 19 3	3 7 3	..	10 13 0	..	2,502	665 0 9	246	109 6 8	5 10 8	0 10 0	814 17 6	
Diapur ..	1,714	111 17 2	7 0 8	46 0 9	6 10 10	0 10 9	..	50 6 3	..	6,729	3,134 10 9	1,055	797 6 0	..	0 18 4	4,190 6 7	
Miram ..	5,165	1,110 13 0	69 7 4	199 17 3	5 5 6	10 15 11	..	54 19 2	..	2,577	1,386 1 9	1,143	702 15 7	21 2 8	29 10 5	3,280 9 9	
Kaniva ..	863	67 2 7	7 16 3	68 10 3	0 12 0	0 4 0	..	21 2 0	0 9 2	4,990	1,623 0 10	1,991	1,977 4 6	163 4 0	22 2 11	5,293 9 11	
Lillimur	51 9 6	12 14 0
Leoor	12 14 0	12 14 0
Serviceton ..	7,435	1,574 12 5	29 2 2	84 7 10	20 8 9	20 16 0	..	465 1 10	1 0 11	3,008	1,379 6 0	831	656 10 1	70 0 7	60 8 10	4,961 15 5	
BUNINYONG LINE.																	
Eureka ..	1,833	25 5 5	..	0 1 4	..	..	..	..	..	1,220	733 4 1	3,476	1,002 3 8	18 19 8	1,112 1 10	2,891 16 0
Selkirk Siding ..	..	..	..	..	..	..	..	..	..	10,835	2,451 14 1	15	3 14 2	..	..	2,485 8 3

APPENDIX No. 26.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELE-GRAPH, AND DINING CARS.	RENTALS.	MISCEL-LANEOUS.	GOODS.				LIVE STOCK		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.		Revenue.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
CASTERTON LINE.																
Miakite	26	2 12 4	..	0 1 0	..	..	..	9 16 0	..	..	..	0 5 10	..	..	12 15 2
Grassdale	1,449	251 7 2	5 13 6	36 15 5	1 1 9	2 1 3	..	13 13 7	..	307	389 19 1	290	208 2 5	416 0 1	1,342 3 8	
Merino	5,128	836 0 9	59 3 3	181 6 8	39 2 9	19 1 0	..	60 7 8	..	890	1,162 9 1	1,282	1,184 11 9	652 10 11	4,246 14 4	
Henry	1,136	206 13 5	11 6 5	28 9 9	0 17 0	0 9 6	..	12 18 7	..	595	440 6 10	329	269 11 5	459 2 1	1,463 12 4	
Sandford	4,320	436 18 7	24 7 6	53 15 2	8 16 6	0 9 6	..	27 17 0	..	430	373 5 2	245	271 7 1	1,886 10 6	3,130 14 3	
Casterton	8,331	2,652 14 3	197 18 10	568 1 6	98 19 3	81 1 4	..	126 16 7	0 9 3	5,861	5,997 7 2	4,508	5,346 16 7	39 6 9	15,186 18 11	
GRAMPIANS LINE.																
Eyan's Creek .. .. .	..	..	..	..	..	..	..	..	..	5,803	892 15 6	46	10 15 1	..	903 10 7
Grampians .. .. .	..	..	..	..	..	..	..	..	..	187	38 3 10	..	..	..	38 3 10
MARNOO LINE.																
Jackson	40	6 5 3	..	0 1 0	..	..	..	..	..	232	57 3 5	66	20 0 5	..	83 10 1
Rapanyup	4,315	981 1 3	84 11 8	249 15 11	13 0 9	7 5 3	..	62 14 7	..	11,185	5,394 1 10	4,259	2,531 6 10	747 8 9	10,209 14 6	
Burruna	177	7 4 4	0 6 1	6 8 11	0 2 0	0 1 0	..	..	..	588	260 15 10	727	249 11 8	0 15 9	531 5 7
Banyena	625	32 19 3	3 14 9	37 12 10	3 13 0	0 3 6	..	8 15 0	..	4,823	2,385 7 2	844	427 15 7	2 0 9	2,906 17 4	
Marnoo	1,704	294 16 10	29 0 9	105 19 8	9 1 3	11 17 9	..	50 9 1	..	10,045	5,461 17 1	2,955	1,949 0 3	167 5 8	8,125 10 0	
HOPETOUN LINE.																
Coromby	1,044	34 15 9	3 9 2	14 10 11	..	..	..	31 3 10	0 1 0	4,447	2,221 10 3	246	131 2 8	30 15 10	2,469 17 2
Minyip	9,271	1,690 0 5	137 12 1	383 0 7	78 16 0	12 19 9	..	99 8 8	0 1 6	11,574	6,193 19 1	4,561	4,536 7 2	605 6 0	13,799 19 1	
Nailan	808	32 6 7	2 14 8	7 7 5	..	0 2 3	..	17 16 3	..	2,674	1,315 10 5	412	176 18 8	..	1,552 16 3	
Sheep Hills	2,482	518 11 10	31 5 6	84 15 0	3 15 9	9 1 3	..	52 13 11	0 1 6	9,753	5,237 9 0	1,734	1,395 14 3	648 9 4	8,010 16 3	
Mellis	66	1 16 8	0 0 6	2 13 10	..	..	..	10 7 0	..	464	239 6 1	98	39 19 8	..	294 3 9
Warracknabeal	16,766	4,260 4 8	367 16 8	822 7 3	65 11 3	106 13 0	..	124 3 3	0 4 11	21,444	11,656 18 4	17,510	11,694 12 11	1,879 3 3	31,110 19 5	
Lah	1,247	70 9 5	3 10 6	17 3 3	..	1 3 0	..	22 13 3	..	4,084	1,606 10 11	460	171 13 10	189 9 4	2,083 1 0	
Brim	3,511	313 18 1	18 12 6	81 19 4	1 1 3	1 8 0	..	40 7 4	..	5,741	2,845 5 0	1,376	1,053 11 5	598 7 6	4,963 8 1	
Galbquill	1,050	61 4 0	4 5 9	23 11 11	0 4 0	3 14 4	..	24 5 6	..	2,820	1,257 14 2	583	318 12 10	1 6 0	1,710 12 9	
Beulah	5,603	1,075 9 11	84 8 9	231 12 0	8 13 0	12 15 7	..	37 10 5	0 2 6	5,098	2,446 2 3	2,520	2,667 7 8	1,002 16 10	7,667 2 6	
Rosebery	1,372	121 12 4	10 1 5	46 10 1	6 6 9	0 4 3	..	26 7 4	..	2,467	1,066 2 10	1,047	696 18 9	250 11 8	2,234 17 14	
Goyura	721	85 11 3	2 8 8	11 12 8	7 14 6	0 10 9	..	6 17 10	..	889	408 8 9	170	96 2 7	..	601 18 9	
Hopetoun	5,194	1,312 15 3	73 18 9	260 3 2	14 15 6	7 17 6	..	35 11 7	..	5,494	2,968 14 5	3,435	3,614 15 5	681 9 11	9,003 15 0	
NORADJUHA LINE.																
Renlaw	117	3 9 8	0 0 10	0 1 6	..	..	..	2 8 4	..	2,640	1,371 9 6	216	115 14 1	..	1,493 3 11
Yectis	890	37 15 6	0 6 0	12 6 4	..	0 2 6	..	14 14 2	..	2,473	961 7 10	343	168 9 6	10 17 8	1,218 18 6	
Quantong	2,479	132 7 11	7 13 2	30 10 3	0 3 0	0 5 6	..	0 9 11	..	1,380	957 6 6	306	333 6 0	..	1,462 7 3	
East Natimuk	776	36 2 1	0 5 1	1 6 8	0 2 6	0 0 6	..	23 0 1	..	..	7 13 2	..	8 4 1	..	76 14 2
Noradjuha	1,498	160 12 10	18 7 4	70 14 11	0 17 9	0 17 0	..	16 19 4	..	4,127	1,797 6 8	1,155	991 2 8	13 2 0	3,083 0 9	
TOOLONDO LINE.																
Jalumba	908	81 17 6	2 10 6	10 19 11	..	..	..	14 4 3	..	1,327	792 15 10	192	145 0 8	..	1,055 2 11
Toolondo	1,735	319 8 11	12 4 5	57 5 11	0 17 0	10 11 6	..	14 7 8	..	2,450	2,034 9 4	767	627 8 2	3 15 11	3,092 2 3	

GOROKE LINE.																
Natimuk	7,741	751 3 8	97 1 1	217 1 10	0 17 6	2 10 9	..	29 5 8	0 2 9	9,244	4,742 3 3	6,561	2,921 10 0	154 6 10	17 19 4	8,934 2 8
Arapiles	591	28 12 7	0 11 8	3 2 10	..	..	..	8 19 0	..	748	224 19 7	136	68 17 7	..	..	335 6 3
Mitre Lake	1,432	101 18 0	5 8 3	52 6 9	0 3 3	0 1 9	..	31 5 0	..	2,711	1,245 7 11	590	375 19 1	..	9 10 0	1,813 0 0
Nurcooning Siding ..	233	18 11 9	0 8 7	3 14 4	..	0 2 6	..	0 10 0	..	764	125 17 11	70	29 10 1	..	..	178 15 2
Gymbowen	1,283	126 12 9	7 16 5	42 9 4	0 5 6	0 2 0	..	25 11 0	..	1,563	671 14 2	482	394 9 7	4 10 10	3 9 9	1,277 1 4
Goroke	3,177	784 9 7	39 6 0	245 16 8	6 17 3	12 16 6	..	7 8 0	..	3,668	2,608 14 10	1,493	2,007 9 11	292 1 9	77 8 6	6,142 9 0
RAINBOW LINE.																
Arkona	178	9 18 9	1 7 6	9 7 11	..	..	..	13 2 0	..	1,329	642 5 8	278	161 2 1	..	..	837 3 11
Antwerp	1,551	82 12 5	10 13 11	40 6 0	0 2 6	0 4 6	..	43 14 9	..	5,972	2,520 19 4	918	555 4 3	77 12 3	2 7 2	3,335 17 1
Tarranyurk	510	26 16 2	3 4 4	25 10 6	0 10 9	0 1 0	..	16 2 8	..	3,432	1,733 19 2	575	317 16 6	0 14 0	0 19 8	2,127 14 9
Jeparit	5,186	914 14 9	135 6 0	232 8 5	9 18 3	14 16 2	..	69 7 4	0 1 7	5,178	2,754 13 9	2,863	3,479 14 11	326 3 7	19 19 6	7,967 4 4
Bham	286	19 18 1	0 2 0	7 16 1	..	0 1 0	..	11 3 2	0 0 6	2,429	1,226 6 7	332	185 11 6	..	..	1,464 8 5
Pullut	420	24 6 11	0 1 6	7 14 7	..	0 0 6	..	7 5 0	..	2,547	1,252 17 11	359	220 9 10	1 7 0	..	1,514 3 3
Rainbow	4,941	1,762 19 11	89 16 5	492 1 6	44 2 0	34 7 1	..	112 15 10	0 1 3	14,154	7,356 16 9	9,633	7,279 0 1	317 9 9	52 1 0	17,451 11 7
YAAPET LINE.																
*Albaentya	27	0 11 6	0 0 6	..	..	..	..	..	..	396	184 11 4	52	20 8 3	..	..	205 11 7
*Yaapet	7	0 8 2	0 0 3	0 5 7	..	..	..	..	..	1,141	447 19 9	267	32 4 3	..	..	480 18 0
LORQUON LINE.																
Detpa	133	9 10 7	0 2 8	2 7 9	..	..	..	7 0 8	..	2,630	1,557 14 7	292	115 3 4	..	0 7 6	1,692 7 1
Lorquon	912	152 16 0	20 17 2	71 12 4	..	0 5 0	..	23 8 8	..	5,576	3,946 0 4	1,534	1,334 9 7	351 13 2	1 7 9	5,902 10 0
MELBOURNE-GEELONG LINE.																
Laverton	13,367	282 1 11	14 6 9	24 16 8	2 11 0	1 0 4	..	45 2 8	..	2,985	2,299 11 2	650	201 0 1	1 1 6	0 12 6	2,872 4 7
Werritee	67,798	3,204 6 9	264 2 1	597 3 7	66 12 7	101 15 9	..	311 1 9	..	15,831	2,998 17 6	16,963	3,895 14 10	978 12 4	2,746 16 4	15,165 3 6
Manor .. .. .	..	..	..	..	..	..	..	3 12 1	..	..	..	176	23 15 4	..	..	27 7 5
Little River	15,869	1,008 4 9	74 15 8	119 3 8	6 11 9	12 1 6	..	49 18 6	..	10,940	2,251 8 4	2,304	556 11 8	363 10 0	187 15 1	4,630 0 11
Lara	20,200	1,023 14 10	118 19 5	157 6 8	16 11 6	9 5 9	..	80 15 2	..	18,856	3,984 8 4	4,124	866 15 1	185 12 10	117 18 9	6,561 8 4
Geelong Freezing Works Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Geelong Harbor Trust Siding ..	..	..	..	..	..	..	..	..	..	..	..	336	46 8 4	..	2,668 5 0	2,714 13 4
Corio	9,254	593 10 5	25 11 11	53 6 8	0 9 9	0 8 0	..	32 4 0	..	46	85 16 7	4,013	1,041 13 1	..	864 1 3	889 8 5
North Shore	3,041	67 5 1	4 0 4	5 16 9	0 6 3	0 1 9	..	20 11 7	..	..	..	..	..	..	1 10 6	1,834 10 11
North Geelong	16,533	1,243 7 8	71 17 3	85 13 8	3 16 0	2 3 6	..	390 18 5	..	15,075	6,689 12 4	15,830	3,230 15 11	1,527 18 10	12,956 16 5	120 17 2
Corio Quay .. .. .	..	..	..	..	..	..	..	..	..	..	..	20,983	14,611 12 8	..	..	26,203 2 0
Geelong	321,602	36,994 12 1	3,110 0 9	2,989 6 7	203 9 6	470 6 2	..	1,167 3 4	0 3 0	98,485	45,904 6 9	319,953	144,717 1 7	1,200 17 7	1,758 13 8	14,611 12 8
238,516 1 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
GEELONG - PORT FAIRY LINE.																
Marshall	2,149	129 16 2	376 11 0	50 17 7	0 17 9	0 9 3	..	15 0 10	..	1,170	217 10 8	8,742	1,655 5 11	3 5 8	33 12 0	2,483 6 10
Germantowna	1,305	98 16 2	7 19 1	8 9 4	..	..	..	0 13 10	..	..	..	..	0 14 0	..	..	116 12 5
Pettavel	677	47 15 5	3 14 2	7 12 5	0 7 0	0 4 9	..	0 10 0	..	4,671	966 6 9	212	55 2 4	2 11 3	0 16 8	1,085 0 9
Moriac	5,999	398 4 1	26 13 4	80 17 11	0 16 9	2 17 4	..	54 17 10	0 19 6	6,969	1,111 18 6	1,191	291 10 10	51 0 9	3 11 3	2,023 10 1
Buckley	1,553	126 4 8	14 1 4	22 2 7	0 6 9	1 1 0	..	10 19 11	..	3,846	840 13 6	370	120 12 0	1 2 9	25 13 6	1,162 18 0
Winchelsea	11,125	1,359 13 9	107 8 8	222 2 10	6 17 6	19 0 9	..	37 12 6	..	9,146	2,186 8 10	2,658	1,109 1 1	374 10 2	73 14 2	5,496 10 3
Armytage	1,169	128 14 1	9 17 7	34 3 10	3 6 6	5 4 3	..	..	..	3,322	794 0 5	482	182 8 2	2 15 6	27 11 8	1,188 2 0
Birregurra	13,346	1,064 9 9	150 14 2	133 1 3	22 5 6	19 1 3	..	90 16 0	0 1 0	1,421	587 11 1	2,964	1,342 19 4	384 14 10	210 12 1	4,656 6 9
Warracoort	983	110 5 0	15 2 0	26 17 11	0 1 6	0 8 6	..	1,079	..	1,079	488 16 7	268	123 4 6	..	..	780 11 3
Irrewarra	3,840	574 11 5	19 14 4	27 14 8	3 6 9	4 18 3	..	24 10 9	..	143	115 16 9	242	99 7 7	556 12 3	378 8 10	1,895 1 7
Colac	55,517	9,709 11 5	1,469 15 5	1,291 11 7	174 9 7	268 1 2	..	430 18 3	2 19 3	10,087	6,029 5 8	17,276	9,948 12 7	2,572 14 9	1,357 8 7	33,195 8 3
Larport	2,001	289 4 7	17 17 8	30 1 0	1 17 6	3 7 6	..	15 9 0	..	5,159	2,390 13 3	627	283 2 4	28 6 1	305 7 7	3,365 6 6
Pirron Yallock	4,619	508 6 10	31 18 0	64 8 10	17 3 11	2 13 6	..	47 13 0	..	1,964	577 13 10	678	444 9 0	464 10 1	247 16 0	2,401 13 0
Stoneyford	2,632	217 13 8	37 8 2	41 7 9	0 1 3	1 6 9	..	1 1 8	..	575	243 13 4	314	156 7 6	0 13 0	..	699 7 4
Pombornit	4,885	507 16 1	567 12 8	140 1 8	15 0 9	0 16 9	..	28 11 7	..	1,144	1,122 8 2	2,049	1,113 3 9	120 16 2	52 8 1	3,668 15 8
Weerite	2,382	383 7 8	140 9 8	59 11 11	..	1 10 6	..	12 1 4	..	206	230 10 8	612	298 18 0	842 5 3	301 17 6	2,270 12 6
Campertown	38,774	7,348 15 0	533 15 5	1,005 13 3	187 16 0	242 9 0	..	452 8 6	0 0 6	6,071	4,804 14 11	16,163	8,729 8 5	2,807 13 10	727 3 7	26,839 18 3
Booran	839	39 16 1	6 16 0	15 18 1	0 10 6	1 13 0	..	14 8 8	..	687	468 6 3	261	78 1 4	882 4 1	255 10 0	1,757 4 0
Terang	30,229	5,385 19 1	330 2 0	767 6 1	111 18 9	144 13 11	..	138 4 3	..	4,056	4,666 1 8	12,229	6,471 3 3	2,462 3 9	1,276 0 9	21,763 13 6
Garvoc	4,880	594 16 6	21 12 10	55 18 11	2 6 0	13 19 3	..	29 5 4	..	3,599	823 6 10	748	431 11 9	84 8 7	22 3 10	1,989 9 10

APPENDIX No. 26.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELE-GRAPH, AND DINING CARS.	RENTALS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
GEE LONG PORT FAIRY LINE—continued.																
Panmure	4,126	431 10 11	20 9 9	59 6 0	5 6 9	7 19 6	..	13 8 5	..	3,284	928 19 9	558	305 0 6	2 8 3	6 8 6	1,780 18 4
Cudgee	2,490	196 3 10	10 14 3	26 8 1	10 12 3	0 18 0	..	20 16 8	..	210	111 14 1	271	134 11 8	..	39 12 10	551 11 8
Allansford ..	5,547	644 10 10	33 1 0	81 3 3	100 14 0	27 3 6	..	27 8 6	..	1,255	838 11 3	1,605	895 11 8	114 10 9	96 13 11	2,859 8 8
Warrnambool ..	54,342	10,951 11 9	981 13 0	1,614 13 8	313 15 5	247 16 0	..	717 9 6	7 0 7	46,994	12,740 8 9	54,350	12,888 11 4	2,507 15 11	552 15 11	43,523 11 10
Warrnambool Woolen Mills Siding ..	..	..	..	..	..	..	..	..	..	..	..	19	1 1 11	..	..	1 1 11
Western District Co-operative Coy.'s Siding .. ..	..	..	..	..	..	..	..	..	..	..	..	10	0 11 0	..	..	0 11 0
Dennington ..	4,567	87 2 9	21 4 0	22 17 6	0 1 0	0 5 6	..	29 1 9	..	8,123	1,646 17 3	9,196	2,544 0 11	1 2 3	2 1 3	4,354 14 2
Illowa	7,260	472 9 9	12 16 2	36 11 1	19 17 0	0 0 6	..	61 7 11	..	5,975	2,789 19 1	1,884	331 15 4	15 8 0	16 8 0	3,746 12 10
Koroit	25,448	2,066 18 5	142 19 7	322 1 7	134 7 9	54 3 2	..	162 14 9	..	6,339	3,867 7 8	3,711	1,703 13 10	1,496 4 8	156 6 11	11,006 18 4
Crosley	433	14 17 5	0 3 6	3 10 3	..	0 0 6	..	18 13 9	..	4,445	2,438 0 2	1,246	738 16 0	..	..	3,214 1 7
Kirkstall	434	15 8 3	0 2 9	4 16 2	..	..	..	27 2 7	..	147	79 8 7	53	18 11 8	..	..	145 10 0
Moyno	295	11 13 5	0 4 7	4 14 1	..	0 0 9	..	..	..	261	84 5 11	76	23 3 2	..	0 11 6	124 13 5
Rosbrook	195	9 7 3	83 2 2	2 7 0	..	0 8 0	..	3 18 6	..	..	..	..	..	..	..	99 2 11
Port Fairy ..	9,607	1,942 8 10	384 13 5	369 18 2	3 11 0	11 2 2	..	38 13 3	0 3 0	4,314	2,702 16 11	3,202	1,631 11 2	304 17 11	63 6 3	7,453 2 1
GEE LONG-BALLARAT LINE.																
Moorabool	2,259	134 10 6	38 6 3	28 11 4	1 0 3	1 5 0	..	3 0 0	..	1,366	320 12 2	567	119 7 3	2 14 6	10 1 0	659 8 3
Gheringhap ..	5,970	225 4 1	45 17 7	24 3 9	1 7 6	0 17 6	..	30 12 5	..	1,508	316 7 1	2,388	211 11 7	1 14 0	50 3 9	907 19 3
Bannockburn ..	12,176	1,022 17 8	211 6 10	162 0 5	3 3 2	7 19 4	..	14 12 10	..	5,800	1,219 5 5	2,168	682 1 4	84 15 4	84 10 11	3,492 13 3
Lethbridge ..	9,048	693 17 4	35 0 6	106 3 3	1 5 3	1 6 9	..	56 18 3	..	7,736	1,119 17 6	1,256	310 15 4	8 1 10	11 13 8	2,344 19 8
Lethbridge Quarry Siding .. ..	..	..	..	..	..	..	..	..	..	19,370	1,421 3 10	39	5 3 2	..	..	1,426 7 0
Meredith	15,140	1,227 18 5	152 12 6	196 13 6	6 13 5	14 5 8	..	78 8 7	0 1 6	6,310	1,321 12 8	1,255	600 13 6	249 9 4	96 14 8	3,945 3 9
Blaine	7,978	647 8 2	58 0 1	116 3 0	1 9 3	6 10 11	..	19 5 8	..	8,239	1,817 9 3	948	390 14 6	20 17 1	22 10 1	3,100 8 0
Lignite Siding ..	..	..	..	..	..	..	..	..	..	1,142	133 19 10	..	..	..	..	133 19 10
Lal Lal Racecourse ..	..	..	..	..	..	..	..	..	..	348	46 4 2	..	..	..	..	46 4 2
Lal Lal	5,944	319 6 0	34 16 5	43 3 9	3 5 9	61 19 7	..	33 13 8	..	3,884	895 4 1	789	188 17 9	..	55 11 9	1,635 18 9
Yendon	6,278	350 4 9	54 6 0	38 12 7	1 1 0	1 12 9	..	27 5 6	..	903	327 14 1	364	143 8 8	16 16 9	33 18 6	995 0 7
Navigator	3,378	97 4 1	1 6 9	4 18 2	0 1 6	0 3 6	..	5 3 0	..	..	..	..	..	..	..	108 17 0
GHERINGHAP-MAROONA LINE.																
*Murgheboluc ..	96	8 4 8	0 0 6	2 2 10	..	0 2 3	..	9 12 4	..	..	..	20	9 5 3	..	..	29 7 10
Inverleigh ..	1,439	160 8 5	22 14 7	49 15 10	0 15 0	1 1 6	..	29 17 0	..	2,359	748 13 9	836	355 16 3	2 17 6	2 16 0	1,374 15 10
Doroq	50	6 11 1	0 2 4	2 12 6	..	0 0 6	..	7 17 6	..	385	129 1 0	157	55 10 10	..	3 18 0	206 13 9
Wingec	477	93 11 3	8 7 11	29 17 0	35 15 8	0 15 0	..	24 0 6	..	126	27 15 4	123	47 13 6	151 1 10	39 8 4	458 6 4
*Poorneet	286	44 5 4	0 7 4	1 18 6	..	2 4 0	..	9 0 0	..	747	260 14 6	71	29 8 7	..	3 13 9	351 12 0
Strathvean ..	136	20 5 8	1 13 9	2 19 11	..	..	..	11 15 8	..	2,537	790 9 1	474	101 11 8	..	..	934 15 9
Berrybank	929	173 18 10	11 7 5	55 10 10	1 5 9	0 12 6	..	31 19 2	..	6,786	2,428 17 10	1,835	599 17 2	60 13 7	14 3 10	3,378 6 11
Gnarkeet	105	25 11 4	2 7 10	5 19 1	0 7 0	..	..	6 13 4	..	2,936	1,039 8 7	504	140 17 6	..	..	1,221 4 8
Lismore	2,423	594 18 4	36 13 9	166 8 1	3 8 0	12 16 6	..	36 3 11	..	5,483	2,165 17 5	2,677	1,452 6 10	289 3 2	43 5 9	4,801 1 9
Dorrinallum ..	1,533	367 8 6	23 19 11	71 1 8	9 12 9	19 19 9	..	47 19 11	..	959	612 10 1	1,820	1,034 4 1	1,151 7 7	34 2 10	3,372 7 1
Vite Vite	79	11 1 2	0 14 1	5 2 11	0 4 0	0 7 6	..	5 19 0	..	819	256 9 9	435	163 5 7	..	..	443 4 0
Pura Pura	274	92 1 11	3 17 11	10 7 9	6 10 6	1 7 6	..	26 6 3	..	338	348 11 11	192	124 0 7	185 13 0	71 7 6	870 4 10
Nerrin Nerrin ..	427	132 12 10	9 11 8	35 18 4	13 9 6	20 3 9	..	6 18 8	..	1,503	992 13 10	839	581 14 0	15 16 6	32 3 8	1,841 2 9

GHERINGHAP-MAROONA LINE—continued.

Westmore ..	1,700	520 14 7	33 16 9	135 16 3	3 5 0	4 12 3	..	46 12 3	..	9,638	4,381 2 11	3,136	1,957 3 10	506 14 7	140 4 9	7,820 3 2
Mininera ..	513	92 5 10	5 1 6	41 5 1	0 14 9	6 16 6	..	23 19 8	..	7,387	3,369 7 5	1,037	379 19 1	2 16 4	5 1 7	3,927 7 9
Tattoon ..	717	146 10 4	16 5 10	59 14 3	0 7 9	0 6 6	..	41 12 2	..	3,467	1,415 13 8	902	432 3 2	110 14 9	38 9 8	2,261 18 1

QUEENSCLIFF LINE.

South Geelong ..	21,731	1,376 4 10	298 17 1	130 4 0	5 0 7	2 5 6	..	26 5 9	0 4 6	1,080	408 6 7	15,259	4,000 10 0	..	..	6,247 18 10
Cheetham Salt Siding ..	..	..	..	..	..	..	..	..	..	7,090	2,870 8 11	328	63 11 11	..	..	2,934 0 10
Loop ..	959	30 11 2	4 17 11	1 14 2	..	..	..	2 19 5	..	..	..	..	0 10 1	..	..	40 12 9
Leopold ..	874	46 14 5	2 12 5	3 2 8	0 6 6	0 0 6	..	0 10 0	..	378	128 6 7	533	62 0 0	..	..	243 13 1
Scurlewis ..	175	10 11 4	5 3 4	1 19 2	0 2 6	0 4 0	..	..	..	212	38 17 7	430	42 13 6	..	..	99 11 5
Scarborough ..	181	12 1 9	..	..	0 6 6	0 2 6	..	..	..	..	..	..	..	..	..	12 10 9
Drysdale ..	8,250	407 3 4	89 6 1	99 19 7	4 7 6	1 5 6	..	25 12 4	0 2 6	4,510	1,126 16 6	1,896	578 14 1	32 8 10	185 15 10	2,542 12 1
Mannerim ..	1,314	72 7 2	0 2 0	7 1 4	0 2 0	0 2 0	..	12 12 0	..	1,429	216 3 3	342	79 10 7	..	..	388 0 4
Marcus ..	1,086	94 4 11	78 1 5	10 2 7	56 2 3	13 4 9	..	1 5 0	..	..	..	..	6 8 0	14 1 8	15 15 9	289 6 4
Queenscliff ..	12,231	1,868 6 11	197 2 10	457 8 11	3 7 0	4 8 3	..	41 2 8	0 2 6	687	427 13 6	3,595	1,166 4 1	12 12 3	26 0 2	4,204 9 6

WENSLEYDALE LINE.

Layard ..	..	..	..	0 0 6	..	..	..	..	..	856	128 13 8	39	8 11 2	..	..	137 5 4
Gherang ..	..	..	..	0 1 0	..	..	..	..	..	2,283	342 0 3	28	9 3 10	..	..	351 14 1
Wormbete ..	..	..	..	0 9 7	..	..	..	..	..	3,057	445 5 4	25	9 15 0	..	..	455 9 11
Wensleydale ..	..	..	..	0 12 6	..	..	..	..	..	2,038	303 4 6	59	38 15 9	..	..	342 12 9

FORREST LINE.

Whoorel ..	132	3 11 8	0 11 11	5 4 4	0 3 0	..	..	4 15 4	..	1,212	369 7 10	156	55 2 8	..	0 16 6	439 13 3
Dean Marsh ..	3,033	608 13 5	87 7 11	273 9 3	1 7 9	1 8 6	..	14 9 0	..	2,233	708 0 4	1,303	542 14 7	45 0 6	8 11 3	2,291 7 6
Pennyroyal ..	599	23 2 3	13 3 11	24 4 9	0 6 0	0 5 6	..	16 5 4	..	1,123	231 16 5	191	102 13 5	7 1 3	0 7 9	419 6 7
Murroon ..	737	26 5 0	6 13 7	37 5 1	13 7 0	2 9 3	..	10 3 11	..	1,035	236 15 2	152	95 6 7	88 8 8	13 3 0	529 17 3
Barwon ..	1,901	78 10 1	70 16 4	47 13 5	0 9 6	0 19 0	..	25 15 2	..	7,248	2,390 2 3	811	304 3 5	11 9 2	0 14 0	2,930 12 4
Geranganete ..	367	13 16 7	..	9 7 8	1 15 6	..	..	3 6 10	..	452	219 12 11	79	43 12 5	7 13 11	..	299 5 10
Yaughter ..	157	12 4 7	..	2 2 6	..	..	..	11 9 10	..	67	29 8 2	41	21 5 9	2 19 9	38 17 19	118 8 5
Forrest ..	2,706	618 10 0	55 14 0	194 11 4	2 8 6	1 13 0	..	54 9 11	1 0 0	12,260	4,898 17 3	1,110	782 16 0	15 17 1	35 15 5	6,571 12 6

BEECH FOREST LINE.

Tulloh ..	114	3 13 9	0 1 2	..	..	..	..	..	..	..	0 1 2	..	..	..	..	3 16 1
Coram ..	856	19 8 5	0 15 2	0 16 7	..	0 0 6	..	..	..	..	0 5 8	..	..	..	..	22 2 1
Barongarook ..	1,085	31 9 5	1 7 11	10 8 5	..	..	..	10 4 0	..	660	106 16 0	37	23 12 0	..	2 8 3	186 6 0
Kawarren ..	1,055	54 0 9	1 13 8	29 17 3	..	0 5 3	..	6 11 10	..	3,574	860 5 11	295	135 3 7	..	0 7 0	1,088 5 3
Lovat ..	919	53 13 11	3 18 3	18 4 8	..	0 3 3	..	1 5 10	..	2,285	553 19 11	139	50 2 7	..	..	681 8 5
Gullbrant ..	3,458	255 17 9	10 0 6	69 18 2	0 12 0	0 5 3	..	30 1 1	..	1,134	399 5 5	283	212 6 6	21 14 0	13 11 2	1,013 11 10
Banool ..	500	32 12 0	1 15 7	9 11 11	..	..	..	10 9 0	..	339	91 10 7	19	13 14 2	..	0 3 0	160 2 3
Wimba ..	576	38 0 5	1 5 10	3 7 3	..	0 1 9	..	8 8 4	..	6	13 11 2	13	13 14 4	..	0 12 8	79 1 9
MacDevitt ..	364	25 14 7	0 12 0	5 2 7	..	0 6 6	..	..	..	4	3 1 8	17	11 13 0	..	..	46 10 4
Dinmont ..	352	19 10 0	1 1 5	6 9 3	..	..	..	..	..	267	95 17 7	16	9 9 6	..	0 1 4	132 9 1
Dewitt Bros' Siding ..	..	..	..	..	..	..	..	..	..	..	..	2	0 12 5	..	..	0 12 5
Ditchley ..	166	18 4 11	0 2 0	..	..	..	..	..	..	..	0 0 6	11	16 5 0	..	..	34 12 5
Beech Forest ..	8,560	974 14 1	130 18 5	134 7 2	1 15 9	1 3 0	..	39 4 9	4 10 0	5,192	2,883 8 1	1,496	1,156 16 9	81 7 2	98 8 5	5,506 13 7
Buchanan ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ferguson ..	1,879	50 15 7	4 0 5	22 14 6	0 0 6	0 3 0	..	7 13 4	..	6,215	3,477 6 3	288	239 19 10	1 9 6	7 7 3	3,817 10 2
Weepronah ..	1,291	64 16 2	1 13 1	13 19 7	0 0 6	0 3 9	..	3 4 5	..	1,690	745 10 9	122	69 0 10	..	0 10 0	898 19 1
Kingsid Siding ..	2,112	90 8 3	1 2 6	19 10 3	0 2 0	0 0 6	..	1 12 0	..	5,266	2,609 2 4	102	66 3 5	..	1 8 0	2,795 9 3
Welanata ..	3,972	207 0 7	3 13 3	47 16 2	0 8 6	1 1 2	..	10 8 7	..	4,412	2,255 7 2	274	175 6 5	..	14 4 9	2,715 6 7
Smith's Siding ..	..	..	..	..	..	..	..	2 4 0	..	1,558	630 11 11	62	28 15 4	..	..	661 11 3
Stalker ..	1,651	128 4 4	4 8 3	39 8 2	0 1 6	0 3 6	..	7 5 0	..	2,447	1,077 14 8	125	152 1 3	..	7 1 0	1,416 7 8
Laver's Hill ..	2,854	337 12 4	17 1 11	80 12 9	0 19 6	0 17 0	..	0 9 2	..	661	470 10 9	384	418 14 9	148 4 2	67 9 3	1,542 11 7
Crowe's ..	1,132	125 6 2	8 3 8	55 10 6	0 17 0	0 10 0	..	18 0 0	..	630	507 12 8	290	319 18 8	63 14 3	15 0 5	1,114 10 4

TIMBOON LINE.

Naroghid ..	82	4 17 7	0 3 7	3 5 11	..	..	..	16 6 6	..	34	11 8 8	33	7 6 0	..	..	43 8 3
Goben ..	2,353	202 12 10	85 12 1	175 2 1	4 8 9	30 0 7	..	14 5 0	..	3,091	1,518 10 10	1,841	1,775 13 1	42 6 6	14 5 11	3,862 17 8
Elnganite Siding ..	..	..	..	..	..	..	..	..	..	4,242	464 19 7	..	0 1 0	..	..	465 0 7

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

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTALS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
TIMBOON LINE.																
Glenlyne	265	31 19 6	2 17 5	8 10 3	..	0 2 0	..	12 7 10	..	2,040	308 16 6	157	52 2 2	..	2 1 0	418 16 8
Brucknell .. .. .	..	..	..	..	..	..	..	0 1 0	..	..	..	..	..	..	..	0 1 0
Curdie	1,770	130 3 1	10 6 2	49 7 5	..	0 13 0	..	6 6 8	..	14,312	5,784 9 3	1,865	1,184 18 5	0 11 9	2 1 10	7,168 17 7
Timboon	2,788	400 8 0	41 11 11	152 16 0	0 11 0	2 0 11	..	12 6 10	3 5 0	2,745	734 0 11	1,228	820 2 0	77 16 5	31 0 5	2,275 19 5
MORTLAKE LINE.																
Mortlake	6,459	1,762 15 9	137 3 8	386 0 1	162 10 9	32 1 3	..	60 16 4	1 3 6	2,732	2,633 16 7	4,182	3,352 14 2	926 3 2	114 11 3	9,569 16 6
KOROIT-HAMILTON LINE.																
Warrong	180	21 18 0	0 2 0	1 2 3	..	0 3 0	..	1 1 6	..	..	0 15 10	51	10 19 10	..	..	36 2 5
Woolsthorpe	383	32 2 11	0 8 4	7 5 7	..	2 5 6	..	8 11 9	..	800	126 14 11	102	26 11 9	..	1 2 0	295 2 9
Hawkesdale	2,978	396 18 11	26 6 3	165 5 1	0 15 6	8 17 3	..	10 4 0	..	910	229 18 7	920	402 16 2	1,382 14 3	197 10 0	2,761 6 0
Minhamite	404	66 1 9	4 3 1	26 14 5	1 13 3	1 19 9	..	12 11 0	..	835	277 5 0	158	68 9 3	3 15 0	40 10 3	593 4 9
Purdett	632	85 6 8	2 15 6	14 10 6	0 1 0	0 4 0	..	11 4 5	..	170	209 2 8	89	63 4 2	..	4 5 6	390 14 5
Penshurst	8,308	1,125 6 0	102 1 1	268 17 2	24 7 0	85 8 0	..	83 16 5	..	1,438	1,584 9 8	2,161	1,550 0 11	1,985 2 8	328 5 11	7,173 14 10
Tabor	341	22 19 0	1 8 9	6 3 4	..	..	..	12 16 2	..	1,254	604 7 0	146	55 8 3	..	..	798 2 6
Yatchaw	595	32 14 0	2 5 4	10 16 10	..	0 9 6	..	13 9 2	..	890	493 14 0	208	55 12 0	141 15 5	4 2 6	754 9 9
MELBOURNE-WODONGA LINE.																
Kennington	1,542,578	10,460 15 6	169 0 3	513 8 1	4 8 9	0 12 6	..	2 10 0	0 15 0	27,787	3,891 6 10	70,421	42,401 6 6	141 17 8	69 5 11	57,655 7 0
Newmarket	1,817,911	14,912 5 5	182 1 1	306 12 1	2,516 2 10½	1,342 17 1	..	111 15 3	4 7 6	11,640	1,887 16 8	39,271	27,101 15 10	10,059 17 9	199,641 4 1	262,966 15 7½
Newmarket Show Ground .. .. .	..	..	0 9 5	26 3 11	..	197 4 2	..	0 12 6	..	95	214 14 11	230	208 5 0	405 6 7	616 6 6	1,669 3 0
Ascot Vale	2,647,086	21,834 16 4	221 14 6	459 19 1	15 7 6	2 17 6	..	3 13 0	0 5 0	..	..	..	..	..	..	22,538 12 11
Moonee Ponds	2,067,680	19,399 3 3	354 19 0	612 13 4	10 12 1	36 8 1	..	0 13 5	0 12 0	..	0 15 0	..	0 15 0	..	..	20,415 11 2
Essendon	1,700,708	18,287 15 6	336 2 2	419 12 6	25 10 10	319 8 6½	..	154 13 5	0 5 0	832	459 7 3	21,273	5,718 12 6	..	1 6 0	25,722 13 6½
Essendon Building Tickets (Free)	7,080	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Essendon	19,477	206 6 1	..	2 4 5	..	..	..	15 1 3	..	..	..	..	..	..	..	223 11 9
Pascoe Vale	71,488	843 14 9	4 3 4	22 3 3	0 7 6	0 7 0	..	9 5 0	..	..	..	..	..	..	..	880 0 10
Pascoe Vale Building Tickets (Free)	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Glenroy	66,378	1,907 12 8	26 7 10	59 17 11	6 7 0	0 16 6	..	0 5 1	..	20	12 7 7	1,187	182 1 6	..	0 7 6	1,296 3 7
Glenroy Building Tickets (Free)	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Broadmeadows	28,777	535 17 3	270 10 10	142 0 6	2 1 6	1 14 6	..	28 10 8	..	43	29 8 9	1,186	238 16 2	80 2 0	59 7 4	1,388 9 6
Somerton	7,062	139 17 3	21 2 6	22 6 5	5 3 0	6 14 6	..	47 16 4	..	508	73 2 2	826	103 7 11	23 5 0	8 3 6	450 18 7
Craigieburn	10,088	414 14 8	297 15 3	104 18 9	0 10 3	3 0 2	..	4 3 0	..	2,822	642 2 10	1,557	272 14 4	103 13 5	756 18 8	2,600 11 4
Donnybrook	7,872	404 6 9	219 5 7	82 2 10	9 17 3	32 3 6	..	35 15 0	..	1,736	352 18 10	1,012	255 13 9	630 16 0	837 5 0	2,860 4 6
Beveridge	4,531	242 9 8	55 6 0	39 14 7	3 10 0	7 5 5	..	19 19 5	..	597	185 17 5	375	125 3 2	131 10 8	295 1 3	1,115 17 7
Wallan	11,164	859 4 1	202 2 10	109 10 3	12 14 9	11 10 5½	..	52 19 0	..	1,237	317 12 2	710	233 2 1	831 18 11	715 2 4	3,345 16 10½
Lightwood .. .. .	..	..	..	..	..	..	..	..	..	851	142 1 5	..	5	..	..	143 1 6
Kilmore Junction	1,398	75 1 11	4 15 0	5 13 6	0 4 0	0 15 0	..	..	..	..	..	..	..	..	..	86 9 5

MELBOURNE-WODONGA LINE— continued.																
Wandong ..	3,715	203 1 7	34 7 8	58 15 7	1 4 6	0 19 6	..	0 5 0	..	3,952	1,053 6 3	625	233 17 8	3 6 6	8 5 11	1,096 10 2
Kilmore East ..	12,478	1,507 0 11	105 2 3	64 6 0	49 1 0	23 3 9	..	31 3 6	0 19 3	875	265 1 4	164	59 4 1	779 8 5	213 11 5	3,088 10 11
Broadford ..	12,445	1,331 17 7	156 19 11	274 9 11	40 2 3	42 1 9	..	44 4 7	0 1 9	4,962	1,818 2 0	3,735	2,398 12 4	415 10 2	314 15 10	6,836 18 6
McDougal ..	..	..	..	..	..	..	..	..	..	3,472	1,446 8 9	7,987	2,682 7 9	..	..	4,028 16 6
Tallaroak ..	10,782	1,100 14 8	87 13 3	87 16 0	27 5 9	9 1 3	..	124 5 4	1 7 7	1,570	498 13 9	358	213 1 7	214 11 9	58 11 3	2,483 2 2
Dysart ..	..	..	..	..	..	..	..	..	..	217	69 15 7	18	3 17 1	..	..	73 12 8
Seymour ..	37,673	6,429 8 0	387 11 2	696 15 3	108 8 8	121 2 1	..	1,566 10 11	0 6 3	8,504	2,745 13 1	3,290	2,914 12 4	1,043 3 6	604 16 2	16,628 7 5
Gravelside ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mangalore ..	5,637	978 11 4	22 12 5	29 18 1	7 10 6	0 11 3	..	64 13 0	..	7,939	1,093 0 1	125	86 15 3	13 3 7	14 18 6	2,311 14 0
Avenel ..	9,915	850 8 8	55 12 2	139 15 8	119 0 9	126 18 9	..	9 1 6	..	1,735	897 10 2	1,199	723 14 5	248 10 10	56 2 11	3,226 15 10
Monca ..	589	30 16 9	2 6 2	5 8 9	0 3 0	0 2 3	..	1 5 11	..	58	43 3 1	20	14 15 6	1 4 9	17 0 6	116 6 8
Locksley ..	1,757	126 17 4	19 4 1	18 13 7	0 0 9	0 0 6	..	19 13 10	..	995	376 17 1	73	33 4 6	92 6 9	57 14 4	744 12 9
Longwood ..	7,689	872 2 0	53 5 0	117 6 9	3 3 6	44 14 3	..	32 16 10	1 16 6	6,419	2,522 13 5	801	521 3 6	492 17 2	70 10 2	4,732 9 1
Creighton ..	664	42 18 4	3 17 2	7 16 4	0 1 3	..	..	18 5 4	..	6,021	1,971 15 0	59	27 1 7	..	..	2,071 15 3
Euroa ..	19,642	3,360 6 5	596 2 11	639 7 10	71 6 1	68 1 3	..	64 7 3	0 3 9	16,854	6,844 13 11	4,507	3,678 7 3	1,445 11 0	808 1 9	17,576 9 5
Balmattam ..	659	23 18 8	2 11 2	11 10 9	0 0 6	0 3 3	..	6 5 0	..	1,152	420 4 7	58	29 10 0	..	..	494 3 11
Violet Town ..	8,534	1,319 19 8	99 2 11	213 13 5	62 9 1	54 19 7	..	71 3 10	0 1 6	12,617	4,913 18 10	1,724	1,240 3 7	431 3 11	240 14 9	8,647 11 1
Baddaginnie ..	2,968	390 4 0	23 16 7	71 12 2	16 7 4	1 9 0	..	50 0 0	..	9,234	2,509 4 11	486	349 6 9	..	..	4,830 19 3
Hanson's Siding ..	..	..	..	..	..	..	..	..	..	1,904	671 13 4	..	..	..	..	671 13 4
Benalla ..	58,648	9,022 0 14	383 6 19	916 19 6	95 5 1	161 6 5	..	567 3 11	0 16 9	11,196	6,500 18 0	16,465	10,619 18 7	1985 5 1	486 2 7	30,739 3 8
Winton ..	2,472	111 2 5	14 11 9	31 0 3	0 3 0	1 2 6	..	29 0 7	..	1,377	584 13 5	175	82 1 3	..	0 13 3	854 8 5
Head's Siding ..	..	..	..	..	..	..	..	..	..	3,429	1,344 9 1	22	5 15 0	..	..	1,355 8 6
Glenrowan ..	7,613	783 17 4	48 17 8	121 12 4	18 19 0	2 14 0	..	22 15 8	0 3 0	4,430	1,384 2 5	1,001	799 17 7	501 6 9	93 2 2	3,777 7 11
Wangaratta ..	49,661	9,440 0 0	722 5 4	1,092 17 2	298 17 11	176 11 7	..	489 17 10	5 0 0	16,579	7,569 17 7	17,339	11,903 14 1	2,878 5 6	873 16 3	35,451 3 9
Beechworth Junction ..	1,147	118 15 7	8 14 5	17 14 10	0 11 0	0 7 3	..	33 14 3	..	9,650	3,710 11 2	520	241 13 4	..	10 16 0	4,142 17 10
Springhurst ..	9,049	1,030 19 0	92 3 9	96 12 10	18 12 1	11 9 0	..	14 16 8	0 1 6	8,405	3,122 6 7	1,626	974 19 8	705 6 2	80 4 8	6,147 11 11
Chiltern ..	9,256	1,598 15 1	113 17 11	393 6 5	13 15 9	65 8 11	..	25 8 4	0 3 9	4,014	1,518 9 3	3,992	2,430 11 0	68 13 0	57 2 6	6,195 11 13
Barnawartha ..	4,837	747 1 9	29 19 0	139 13 2	2 15 3	32 1 8	..	14 9 9	..	3,234	1,319 0 5	1,071	1,074 12 5	1,979 0 7	56 16 3	5,386 10 3
Wodonga ..	25,732	3,520 1 1	297 14 7	328 13 3	147 10 8	169 16 1	..	707 8 6	0 13 3	2,629	1,293 16 9	3,111	8,755 19 0	32,895 8 2	3,968 12 4	53,995 13 8
WALLAN-BENDIGO LINE.																
Leslie ..	29	2 15 11	2 12 6	1 14 1	..	0 11 1	..	12 0 0	..	753	126 13 3	13	5 15 9	1 15 0	..	153 17 7
Bylands ..	575	23 19 11	1 15 5	9 4 8	..	0 6 6	..	2 16 6	..	1,440	270 6 6	48	17 15 8	..	1 1 6	327 6 8
Kilmore ..	5,475	495 2 8	68 17 7	191 19 0	23 6 8	74 15 3	..	55 11 4	0 2 6	1,627	696 0 8	2,426	1,121 10 4	203 2 0	314 19 4	3,245 7 4
Willowmavin ..	445	8 4 3	4 6 0	8 5 0	1 11 0	1 3 0	..	0 19 8	..	979	248 4 0	75	27 15 1	..	1 7 3	301 13 3
Morandang ..	298	28 3 1	4 4 6	11 2 0	0 9 0	0 6 6	..	1 5 0	..	205	82 8 9	40	30 17 2	3 1 4	3 10 0	155 7 4
High Camp ..	1,069	114 5 0	13 0 10	32 14 7	0 4 9	0 1 0	..	20 17 3	..	2,258	676 18 0	209	99 10 7	144 2 0	15 14 7	1,117 8 7
Pyalong ..	1,967	196 5 0	13 16 0	48 18 4	5 15 3	33 14 6	..	12 16 8	..	3,970	938 9 5	328	192 16 4	128 3 10	16 0 2	1,586 15 6
Tooborac ..	3,277	412 5 4	31 3 1	63 1 9	1 7 0	1 2 3	..	74 9 1	18 1 0	7,421	1,969 15 4	1,385	810 14 6	139 11 6	43 16 6	3,561 7 4
McIvor Siding ..	..	..	..	..	..	..	..	..	..	25,547	6,329 7 6	..	..	..	..	6,329 7 6
Argyle ..	2,961	390 15 7	15 4 10	58 4 0	0 12 0	1 2 3	..	16 6 8	..	13,522	4,076 1 1	550	440 16 10	1 4 9	..	4,910 8 0
Heathcote ..	9,601	1,188 18 5	119 9 2	279 1 9	23 10 0	61 0 2	..	45 2 4	0 2 9	11,885	2,852 11 0	3,234	1,932 2 4	264 4 6	258 14 9	7,015 8 2
Derrinal ..	1,154	102 7 5	3 16 6	12 1 0	0 6 3	0 14 0	..	1 7 4	..	2,813	622 11 6	189	76 1 8	107 2 3	56 9 9	982 17 8
Knowsley ..	3,193	264 11 3	14 1 10	39 2 2	7 0 9	10 13 0	..	28 15 3	..	9,981	1,723 0 10	576	234 14 3	66 7 6	93 0 8	2,482 7 6
Ingham ..	..	..	..	..	..	..	..	8 7 2	..	2,982	379 10 10	..	..	..	..	387 18 0
Asedale ..	4,300	238 1 11	15 4 0	46 9 6	0 2 0	0 7 0	..	24 15 4	..	6,709	1,934 9 9	609	234 18 2	1 10 0	..	1,595 17 8
Longlea ..	1,025	40 3 8	2 14 11	5 2 7	0 2 0	0 1 6	..	1 5 10	..	614	99 13 0	87	33 1 10	..	..	182 5 4
MANSFIELD LINE.																
Trawool ..	3,217	415 19 5	23 19 8	31 0 5	1 7 6	1 6 6	..	8 15 0	..	2,144	513 12 9	430	132 4 6	5 10 0	1 9 6	834 10 3
Granite ..	16	2 17 2	0 1 4	1 5 2	..	0 5 0	..	0 12 6	..	13	0 13 6	..	0 1 0	..	..	5 15 8
Kerrisdale ..	1,353	155 8 6	66 11 7	51 2 7	5 11 6	10 10 6	..	..	..	744	173 4 5	400	238 9 9	116 19 5	44 17 2	862 15 5
Homewood ..	882	115 5 1	11 4 8	32 16 6	5 12 0	2 18 6	..	11 17 10	..	1,015	351 18 8	169	107 6 4	75 12 3	9 2 9	723 14 7
Yea ..	9,520	1,726 18 10	330 17 4	319 4 3	12 17 3	29 19 3	..	61 11 9	0 1 6	1,395	1,087 3 0	3,982	2,081 5 10	884 18 1	231 17 1	6,757 14 2
Cheviot ..	178	5 18 1	3 1 9	17 15 1	0 1 6	0 15 0	..	17 16 6	..	8,055	3,358 1 4	253	109 13 4	..	2 0 0	3,515 2 7
Molesworth ..	1,097	176 15 10	14 2 11	71 11 9	0 8 0	0 19 3	..	6 1 5	..	1,067	601 13 9	250	247 7 5	291 6 9	201 14 4	1,612 1 5
Cathkin ..	2,066	363 19 3	16 1 9	29 9 11	1 13 0	1 15 0	..	3 14 6	..	520	303 10 8	167	105 9 0	15 12 10	15 17 6	866 15 2
Yarek ..	1,661	291 4 2	30 15 2	98 17 1	4 10 9	3 16 0	..	14 3 6	..	658	519 9 7	740	665 1 9	267 1 8	112 7 6	2,907 5 2
Kanunbra ..	533	102 10 1	10 4 3	26 17 1	0 1 9	0 6 6	..	11 13 4	..	229	176 11 10	126	83 18 5	7 14 6	8 18 5	428 16 2
Merton ..	1,225	291 6 3	20 1 11	57 0 11	12 9 0	6 8 3	..	12 9 8	..	963	624 4 11	276	231 10 6	43 15 0	16 7 7	1,225 14 0
Woodfield ..	890	114 12 2	19 16 6	25 11 10	..	0 5 0	..	5 18 0	..	325	277 13 8	67	59 18 9	64 18 6	10 12 6	579 6 11
Bonnie Doon ..	3,063	425 7 7	29 17 9	102 18 10	2 13 0	7 7 6	..	23 8 3	..	383	494 1 4	634	705 17 1	375 4 2	50 18 11	2,217 10 2
Maindample ..	1,736	186 7 5	12 11 7	50 11 11	2 4 3	1 5 0	..	12 12 9	..	1,476	864 12 6	175	188 1 1	100 12 5	44 17 0	1,463 15 11
Mansfield ..	5,237	2,157 13 4	185 7 1	416 7 6	30 1 6	49 16 0	..	28 8 7	0 3 9	3,173	2,782 10 4	2,806	4,219 13 10	2,294 9 8	396 14 6	12,552 6 1

APPENDIX No. 26.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CABS.	RENTALS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
ALEXANDRA LINE.																
Rhodes	382	56 9 11	6 17 4	17 1 6	0 2 0	..	..	1 2 0	..	193	172 1 0	90	70 13 5	..	..	337 14 9
Alexandra	3,521	1,159 9 4	97 16 3	300 2 2	17 14 8	9 5 9	..	78 16 1	0 6 3	9,964	5,933 5 11	2,046	2,368 7 7	436 14 11	132 19 1	10,534 18 0
SEYMOUR-COBHAM LINE.																
Tabilk	3,852	277 2 2	23 7 0	37 8 5	16 17 3	8 11 3	..	13 11 11	..	2,887	1,102 9 2	402	198 7 1	108 16 2	38 18 7	1,825 9 0
Nagambie	13,863	1,706 15 6	166 16 3	396 16 6	10 0 6	17 7 0	..	56 11 7	0 1 6	9,593	3,579 16 1	2,253	1,572 5 6	506 6 3	67 13 6	7,990 10 2
Wahring	2,258	383 18 6	34 2 8	72 14 6	2 10 9	2 13 9	..	42 11 0	..	836	2,867 11 9	..	300 18 0	156 14 9	19 6 10	3,883 2 6
Murchison East	7,683	1,251 11 2	165 18 11	104 1 2	37 6 1	46 10 3	..	80 12 10	0 2 6	2,489	1,164 1 1	689	316 18 11	873 6 4	268 8 10	4,308 18 0
Arcadia	3,781	479 4 3	77 13 4	83 6 3	8 2 0	5 2 0	..	69 8 2	..	18,554	6,589 19 3	777	480 19 4	593 1 2	552 5 11	8,945 1 8
Toolamba	8,923	1,160 9 1	34 10 10	73 12 0	10 14 9	15 2 0	..	127 16 8	..	6,613	2,701 3 11	958	339 11 2	643 17 3	216 6 2	5,523 3 10
Mooroopna	7,903	1,433 12 10	113 9 1	235 18 6	46 6 6	45 5 3	..	31 0 10	0 2 6	11,246	6,328 14 9	6,249	3,292 9 4	606 13 7	93 17 11	12,197 11 1
*Goulburn Valley Industries Coy's Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Shepparton	34,635	6,596 13 8	807 10 5	1,043 16 3	101 13 3	119 3 11	..	308 15 1	0 13 9	9,683	5,615 0 4	16,327	470 8 6	..	..	470 8 6
Congupna	998	99 17 11	6 9 5	13 4 1	4 2 6	..	..	1 12 6	..	2,739	1,185 16 7	253	106 1 1	194 4 9	7 15 4	29,867 3 11
Pallygaroopna	4,436	558 18 6	54 3 6	93 11 7	15 9 10	0 12 3	..	42 9 7	..	10,890	4,629 10 6	3,022	1,031 11 4	278 11 10	36 15 7	1,619 4 2
Wunghnu	4,212	488 1 11	50 14 4	59 17 0	0 14 0	0 9 6	..	27 12 10	..	8,174	3,634 14 4	..	614 1 2	477 3 10	119 2 8	9,741 14 6
Numurkah	15,933	3,054 0 5	290 16 5	446 14 7	36 1 8	20 1 9	..	42 12 6	0 0 1	6,101	3,174 5 7	4,633	4,096 6 4	806 17 5	281 1 8	5,472 11 7
Katunga	1,310	230 16 1	19 11 6	42 12 1	1 7 6	0 7 6	..	18 2 0	..	5,304	2,467 10 3	495	380 8 2	218 17 1	12 12 6	12,247 18 5
Strathmoreton	4,215	549 13 5	38 13 3	140 1 4	1 10 6	1 14 0	..	22 10 10	..	4,097	2,060 19 2	1,004	866 8 10	552 9 5	14 19 8	3,392 4 8
Yarrowoah	1,030	183 14 5	10 5 2	36 9 9	0 4 6	2 8 6	..	18 6 0	..	2,317	1,135 2 10	222	182 11 5	182 19 6	5 0 3	4,249 0 5
Cobram	5,701	2,134 8 4	151 0 8	508 19 3	23 1 3	23 13 10	..	122 10 9	..	8,939	5,402 4 4	3,697	5,001 2 6	2,157 11 6	396 3 8	1,757 2 4
RUSHWORTH LINE.																
Murchison	2,029	115 16 4	22 5 4	124 6 8	0 7 0	10 1 9	..	14 16 0	..	2,012	958 7 3	1,498	1,174 3 9	..	0 6 4	2,420 10 5
Hammond .. ..	..	..	..	..	..	..	..	1 15 0	..	3,492	1,189 9 6	7	6 5 7	..	..	1,197 12 1
Waranga	677	45 1 10	6 17 8	19 2 8	..	0 4 0	..	6 17 6	..	3,739	1,351 16 1	46	28 7 8	3 11 6	1 15 9	1,463 14 8
Rushworth	5,587	1,254 1 11	135 9 9	338 18 5	5 9 0	2 7 3	..	44 8 0	0 3 0	23,146	9,112 0 4	5,995	3,677 4 10	824 10 10	26 3 9	15,420 17 1
COLBINABBIN LINE.																
*Wanatta .. ..	..	..	..	..	..	..	..	..	..	1,197	643 7 5	104	20 5 2	..	..	663 12 7
*Colbinabbina .. ..	..	..	..	..	..	..	..	..	..	3,792	2,136 16 1	397	108 6 0	..	..	2,245 2 1
TOOLAMBA-BOHUCA LINE.																
Tatura	9,781	1,701 12 5	154 15 11	313 5 9	41 16 3	37 2 6	..	93 5 9	0 1 6	4,668	2,294 19 5	4,118	2,594 18 8	950 14 0	348 0 11	8,531 2 1
Byrneside	1,001	170 18 7	9 5 5	19 9 2	14 9 4	5 13 9	..	13 14 0	..	846	450 14 11	194	132 10 5	169 17 9	39 7 5	1,026 0 9
Merrigum	4,094	630 12 0	40 17 9	97 17 3	18 11 9	9 1 6	..	59 6 6	0 0 9	7,657	4,102 13 8	2,106	1,393 4 2	509 8 9	108 16 10	6,970 16 11
Kyabram	13,290	2,577 12 7	223 17 5	496 8 11	44 13 4	39 14 4	..	64 5 8	0 1 9	10,076	5,782 12 7	6,709	5,470 10 3	1,600 14 3	478 2 11	16,778 14 0
Tongala	4,951	780 7 4	52 10 8	160 11 9	23 1 11	8 9 3	..	81 0 0	..	3,913	1,371 5 5	2,287	1,616 2 11	479 0 2	197 0 0	4,769 18 5
Koyuga	1,046	83 5 5	6 19 8	27 13 10	1 9 0	0 5 6	..	13 12 4	..	2,597	932 17 1	330	142 18 3	317 5 9	12 16 6	1,539 3 4

KATAMATITE LINE.																
Pine Lodge	367	15 6 11	4 11 7	15 14 7	..	0 7 6	..	6 8 3	..	4,347	1,942 5 5	339	112 0 9	..	..	2,096 15 0
Lamrock	..	..	..	..	..	..	..	0 5 4	..	6,965	648 19 7	26	3 9 8	..	..	652 14 7
Cosgrove ..	1,311	177 18 3	22 19 7	57 6 10	0 9 3	15 8 6	..	13 14 4	..	9,087	3,977 9 6	929	493 19 9	347 0 5	42 2 0	5,148 5 5
Dookie	3,649	928 11 11	91 3 10	245 1 10	18 16 0	3 16 0	..	56 13 4	0 1 0	4,271	2,356 17 3	2,340	1,922 17 10	517 6 5	72 17 0	6,214 3 8
Yabba South	78	4 3 3	0 5 4	9 4 0	..	..	..	9 2 4	..	1,485	703 12 0	93	31 9 6	..	..	748 16 5
Yabba North	425	30 19 9	8 17 8	39 2 5	..	0 1 9	..	17 12 8	..	6,399	2,783 19 4	454	301 3 1	99 4 0	15 6 4	3,296 7 0
Yonanmite	322	51 5 2	9 16 1	39 2 4	..	0 9 0	..	17 6 3	..	4,460	2,035 13 9	614	425 15 9	..	..	2,579 8 4
Katamatite	1,572	356 11 0	45 2 0	132 9 11	14 1 9	15 14 9	..	36 16 7	1 0 0	7,076	3,469 2 6	1,778	1,230 2 4	954 1 0	150 0 6	5,805 2 4
TOCUMWAL LINE.																
Mywoe	128	4 8 2	0 10 2	7 15 7	..	..	..	3 10 0	..	868	396 19 7	86	51 3 10	..	..	464 7 4
Tocumwal..	6,163	2,602 2 3	111 15 5	475 16 11	67 14 3	64 18 9	..	36 3 4	0 12 9	10,397	8,389 13 6	5,536	7,719 4 6	20,858 15 8	1,878 15 6	42,205 12 10
PICOLA LINE.																
Waaia	1,166	70 3 7	9 7 4	55 9 7	13 15 9	0 7 6	..	11 5 1	..	5,112	2,599 5 6	728	465 15 1	407 3 8	26 11 3	3,659 4 4
Nathalia	5,511	1,478 14 3	121 16 11	302 18 2	12 2 3	18 4 0	..	53 16 2	0 1 6	9,053	5,001 1 0	3,067	3,208 1 4	1,134 2 3	132 2 3	11,463 0 1
Barwo	58	1 2 8	..	..	..	..	..	9 12 0	..	..	..	..	..	..	..	1 14 8
Picola	2,072	466 10 9	72 17 5	123 10 11	12 0 6	8 2 6	..	49 15 7	1 0 0	9,274	4,651 16 4	1,339	1,388 18 3	582 1 0	55 16 4	7,412 9 7
YARRAWONGA LINE.																
*Chesney ..	37	0 18 4	..	0 1 8	..	..	..	3 10 0	..	322	180 6 1	45	22 2 7	..	..	206 18 8
Goorambat	5,120	576 15 7	28 0 3	136 0 7	3 5 9	1 0 3	..	29 2 10	..	10,684	4,628 4 9	997	758 10 1	274 13 2	3 13 9	6,439 7 0
Nooramunga	1,005	62 0 9	2 9 5	9 8 5	1 1 0	4 3 0	..	1 5 1	..	442	210 2 2	31	18 10 5	5 16 1	2 16 6	317 12 10
Devonish ..	5,875	587 18 7	66 5 11	107 15 1	7 4 0	8 18 6	..	12 13 7	..	6,136	2,870 9 3	1,399	935 15 5	248 12 6	20 8 5	4,866 1 3
St. James	6,712	883 9 10	47 17 3	181 0 2	10 4 6	12 7 3	..	65 3 11	..	7,463	3,657 18 0	1,899	1,301 5 2	542 3 1	85 8 11	6,756 18 1
Tungamah	5,565	1,102 16 4	72 11 9	194 13 10	29 1 0	9 9 6	..	52 14 4	..	14,537	6,735 17 5	2,364	1,854 3 1	725 18 10	486 2 0	11,263 8 1
Tofford ..	1,531	226 10 4	6 12 9	19 9 8	0 4 6	0 8 6	..	26 11 3	..	7,590	3,540 14 11	316	153 10 4	163 7 1	15 16 8	4,153 5 0
Yarrowonga	11,616	3,608 19 10	213 10 1	670 15 7	92 7 3	58 18 6	..	81 17 2	0 4 0	26,735	14,472 19 9	7,269	7,759 16 6	6,906 13 7	638 1 4	34,904 3 7
BENALLA-TATONG LINE.																
*Karr ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
*Lima ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
*Mallum ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
*Tatong ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
WHITFIELD LINE.																
Targoora ..	40	0 12 9	..	..	..	..	..	..	..	..	..	..	..	..	..	0 12 9
Lacey ..	54	3 0 0	..	0 3 3	..	..	..	..	..	..	..	..	..	..	..	3 3 3
Oxley ..	1,286	47 10 5	1 14 1	6 5 9	0 1 0	..	..	19 6 8	..	879	363 16 4	74	38 8 3	..	..	477 2 6
Skelian ..	69	2 15 9	..	0 1 5	..	..	..	..	..	..	..	..	..	..	..	2 17 2
Docker ..	2,238	65 19 2	1 12 6	12 16 5	..	0 0 6	..	1 10 0	..	584	157 13 5	141	64 9 11	..	3 10 10	307 12 9
Byrne ..	925	50 5 7	..	..	..	..	..	..	..	..	..	..	..	..	..	50 5 7
Moyhu ..	6,992	398 17 1	14 17 10	92 7 2	3 18 9	4 19 3	..	6 7 0	..	1,719	959 9 0	1,037	775 1 0	79 11 3	43 19 2	2,379 7 6
Angleside ..	369	20 16 9	..	..	..	0 1 0	..	..	..	..	..	..	..	..	..	20 17 9
Claremont	332	16 10 7	..	..	..	..	..	..	..	..	..	..	..	..	..	16 12 7
Dwyer ..	419	27 12 4	..	..	..	..	..	..	..	..	..	..	..	..	..	27 12 4
Edi ..	1,898	160 8 1	3 4 3	18 6 4	..	2 6 0	..	11 0 0	..	388	160 14 4	100	83 15 5	10 14 2	8 19 4	459 7 11
Hyem ..	749	26 15 6	..	0 2 1	..	..	..	..	..	..	..	..	..	..	..	26 17 7
King Valley	1,076	89 15 7	0 5 8	6 13 5	0 1 9	..	..	..	..	217	102 3 4	54	43 6 3	2 0 0	1 18 4	246 4 4
Jarrott ..	275	22 10 7	..	..	..	..	..	..	..	..	..	..	..	..	..	22 10 7
Pieper ..	562	51 13 2	..	..	..	..	..	..	..	..	..	..	..	..	..	51 13 2
Whitfield ..	3,677	403 11 2	18 16 5	97 15 11	0 10 0	0 13 3	..	3 12 9	..	1,019	444 7 1	455	415 2 2	55 0 3	32 18 6	1,472 14 6
WANGARATTA-YACK-ANDANDAH LINE.																
Londrigan	1,131	48 2 5	4 11 9	18 1 7	0 3 0	..	..	0 15 0	..	940	294 10 2	791	701 7 7	0 9 3	4 14 0	1,073 4 9
Tarrawingee	2,031	219 1 10	8 9 6	47 18 3	0 2 0	0 6 5	..	10 11 10	..	1,819	697 14 4	641	607 1 8	0 13 6	2 12 11	1,594 12 3
Everton ..	4,636	486 18 10	30 7 7	49 17 7	2 14 0	0 13 6	..	37 7 9	..	861	370 18 5	257	160 17 8	37 12 9	8 7 0	1,192 15 1
Bearmutha	418	10 8 5	..	0 3 6	..	..	..	2 18 9	..	..	..	..	..	..	..	18 10 8
Beechworth	14,728	3,089 17 11	266 5 4	625 10 2	7 13 5	33 2 3	..	68 1 3	0 11 9	3,724	2,282 12 6	6,971	6,441 9 10	19 18 4	83 10 2	12,918 12 11
Wooragee	106	5 7 7	1 0 10	2 15 4	..	..	..	26 17 3	..	128	66 5 4	69	48 4 11	..	..	150 11 3
Yackandandah	2,512	570 17 11	49 0 4	190 16 4	1 15 9	0 19 3	..	15 15 4	..	1,527	694 10 0	1,295	2,031 7 0	15 9 6	0 10 0	3,571 0 5

APPENDIX No. 26.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTALS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
BRIGHT LINE.																
Brookfield ..	203	9 3 6	0 4 11	0 7 8	..	..	..	..	..	..	0 13 2	14	9 19 0	..	..	20 8 9
Bowman ..	1,139	248 17 10	11 4 11	43 10 3	1 5 6	2 4 9	..	8 10 9	..	2,036	745 2 10	421	374 17 1	422 19 11	17 9 7	1,876 3 5
Palmerston ..	982	31 12 9	7 0 9	21 10 7	0 3 9	0 0 9	..	14 2 5	..	595	223 13 1	134	113 17 2	8 14 10	2 14 10	423 10 11
Myrtleford ..	4,867	1,044 10 1	73 17 11	222 12 4	4 4 3	2 12 0	..	53 13 11	0 1 6	2,180	1,055 11 8	1,269	1,756 4 8	1,450 5 11	24 15 1	5,688 9 4
Ovens ..	666	23 15 5	3 16 8	21 10 11	..	..	..	5 9 3	..	938	403 14 2	81	101 4 9	7 7 4	0 2 0	567 0 6
Eurobin ..	945	58 18 7	4 13 10	15 11 10	0 0 6	0 5 6	..	7 19 11	..	522	279 17 7	74	85 18 10	5 12 6	..	458 19 1
Porepunkah ..	2,476	524 17 4	28 2 5	109 15 1	0 12 3	0 11 0	..	2 5 7	0 2 6	225	273 2 9	842	1,130 12 0	1 15 6	32 19 9	2,104 16 2
Bright ..	5,690	1,954 10 1	141 7 9	446 18 8	1 2 6	4 14 0	..	35 4 1	0 6 3	470	614 13 0	3,244	4,048 0 8	136 7 8	103 15 5	7,487 0 1
WAHGUNYAH LINE.																
Lilliput ..	1,133	27 13 5	0 1 0	2 5 6	..	0 1 6	..	2 2 0	..	794	230 7 0	740	159 14 7	..	9 15 3	432 0 3
Rutherglen ..	16,474	3,185 3 3	297 9 0	638 0 0	24 3 6	44 18 7	..	42 19 7	3 3 9	6,845	5,985 0 11	6,760	6,731 11 3	213 12 5	73 13 10	16,249 16 1
Wahgunyah ..	16,350	4,525 3 5	178 4 0	696 0 6	148 7 9½	113 15 6	..	138 13 6	0 0 3	9,388	7,773 5 11	13,279	15,619 16 5	3,602 17 11	393 15 9	33,132 0 11½
TALLANGATTA LINE.																
Bandiana ..	319	4 0 0	..	..	..	..	..	..	..	..	0 5 0	2	1 8 1	..	..	5 13 1
Bonegilla ..	154	3 7 0	..	1 3 5	..	..	..	4 0 0	..	..	..	..	1 19 11	..	..	10 10 4
Ebdon ..	3,480	326 18 5	25 8 6	98 11 10	19 7 9	1 6 9	..	38 18 8	0 9 6	1,409	971 18 3	1,114	1,385 1 2	3,201 6 2	51 0 8	6,120 7 8
Huon ..	4,059	420 11 6	28 2 3	134 1 3	2 7 6	1 13 3	..	17 16 4	..	1,113	661 3 7	822	1,158 5 0	1,754 11 6	27 1 1	4,205 13 3
Holga ..	369	57 2 8	1 18 0	22 10 0	0 5 0	0 17 6	..	6 8 7	..	213	66 13 11	115	109 12 1	1 0 0	22 2 8	288 10 5
Tatonga ..	..	..	..	..	..	..	..	..	..	..	..	..	..	795 13 4	..	795 13 4
Tallangatta ..	9,613	2,656 12 11	138 6 5	539 19 3	108 0 6	33 16 6	..	70 19 2	..	2,279	2,747 16 3	6,644	7,450 9 0	8,707 5 9	221 19 9	22,675 5 6
WILLIAMSTOWN LINE.																
South Kensington ..	287,710	1,913 16 1	6 0 6	23 12 0	4 16 0	0 8 3	..	3 14 0	0 2 3	29,405	4,928 19 7	69,387	56,562 3 8	..	..	63,443 12 4
Angliss' Siding ..	..	..	..	..	..	..	..	1 8 5	..	28,075	3,216 3 10	1,057	112 7 4	..	..	3,329 19 7
Footscray ..	2,902,166	28,335 12 0	1,074 16 0	802 16 2	44 8 8	16 19 2	..	137 3 10	1 0 9	5,642	3,865 9 9	41,120	10,564 10 9	..	1 6 6	44,844 3 7
Seddon ..	1,165,292	9,674 13 4	72 17 11	93 9 0	4 7 1½	0 11 3	..	2 1 2	0 1 6	..	..	..	..	..	..	9,848 1 3½
Yarraville ..	1,235,043	10,697 14 5	126 14 3	177 0 5	12 7 3	3 7 9	..	22 3 8	0 5 5	130,860	46,938 16 6	27,148	4,753 0 9	..	..	62,731 10 5
Spotswood ..	282,933	2,523 9 8	371 13 6	69 18 11	1 1 0	0 3 6	..	0 10 0	..	1,837	2,524 2 1	40,099	6,145 15 1	..	..	11,538 13 9
Newport ..	1,131,163	11,557 7 0	129 11 9	179 19 8	17 15 4	1 17 3	..	666 10 1	..	7,460	1,234 0 11	48,211	14,091 18 6	57 2 4	1,192 6 11	29,128 15 9
Altona Bay Siding ..	..	..	..	..	..	..	..	..	..	181	24 5 5	7	0 19 10	..	..	25 5 8
Austral Meat Siding ..	..	..	..	..	..	..	..	..	..	9,486	1,050 14 2	114	17 4 10	..	6,509 3 10	7,577 2 10
North Williamstown ..	792,519	10,681 9 5	144 19 3	319 15 8	7 0 9	1 12 9	..	73 15 0	0 5 0	822	81 18 1	10,024	2,228 11 0	..	..	13,539 6 11
Beach ..	539,509	7,157 12 1	88 12 6	292 8 3	3 18 3	0 3 6	..	19 12 0	1 1 3	..	..	..	..	..	..	7,473 7 10
Williamstown ..	495,048	7,306 8 7	124 14 9	292 13 3	19 19 11	4 3 9	..	280 17 6	0 7 6	..	..	..	..	3 10 5	1 18 0	7,961 1 3
Williamstown Pier ..	60,783	1,029 13 1	43 8 1	45 14 10	0 9 0	0 1 9	..	2,122 4 7	..	58,531	12,606 2 7	403,489	159,030 3 0	3 1 0	215 9 8	175,096 8 1
NEWPORT-SUNSHINE LINE.																
Thomas' Siding ..	..	..	..	..	..	..	..	..	..	18,603	1,783 19 5	..	..	..	..	1,783 19 5
Hasell's Siding ..	..	..	..	..	..	..	..	..	..	4,988	1,291 12 5	5,172	296 4 3	..	..	1,587 16 8
McKenzie and Holland's Siding ..	..	..	..	..	..	..	..	..	..	53	12 6 2	..	..	..	..	12 6 2

APPENDIX No. 26.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTALS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
MELBOURNE—BAIRNSDALE LINE—contd.																
Caulfield Building Tickets (Free) ..	3,900															
Carnegie ..	437,011	5,138 14 8	68 16 3	125 17 6	2 13 7	1 0 3		15 11 2					0 1 3			5,352 14 8
Murumbidgee Building Tickets (Free) ..	1,140															
Murumbidgee ..	355,946	4,220 10 11	63 13 3	130 7 4	1 10 9	0 14 9		43 4 4		158	25 13 10	6,923	1,125 2 1			5,610 19 3
Oakleigh ..	872,841	12,670 11 5	427 7 5	440 11 1	115 2 7	33 1 9		137 6 10	1 5 6	7,858	954 18 10	19,428	2,938 17 4	27 12 0	40 0 4	17,786 15 1
Clayton ..	70,900	1,196 8 6	321 1 4	154 11 2	3 12 0	6 15 9		1 10 0		431	91 3 4	4,652	614 2 9	5 3 1	3 1 2	2,397 9 1
Spring Vale ..	780															
Spring Vale Cemetery ..	109,506	1,935 3 7	333 7 3	177 15 11	9 4 9	15 13 9		18 13 10	0 2 6	625	104 15 9	7,342	1,031 15 11	9 5 8	30 15 4	3,726 14 3
Sandown Park Race-course ..	459	16 1 1			0 6 8	245 13 0		2 17 6								264 18 3
Noble Park ..	29,164	415 10 6	20 12 2	16 14 9	0 0 6	0 10 0		2 6 5					25 4 0			480 18 4
Dandenong ..	235,089	8,064 11 0	1,211 19 2	745 10 1	151 15 9	78 7 5		288 11 5	0 6 3	6,382	1,816 7 2	13,670	3,076 15 6	1,597 3 8	2,356 13 6	19,388 0 11
Hallam ..	3,796	158 3 0	481 15 9	71 14 1	0 11 11	2 0 3				207	39 10 3	653	161 4 4		3 11 9	918 11 4
Narre Warren ..	9,446	457 11 2	645 18 11	144 5 11	6 15 9	12 5 9		15 7 5		1,513	420 1 1	2,282	596 0 9	42 12 8	62 5 9	2,403 5 2
Berwick ..	17,782	1,163 15 10	402 16 3	252 18 11	44 2 0	18 16 8		8 13 0	0 0 9	20,905	2,189 4 7	1,896	613 13 5	158 19 10	145 3 1	4,998 4 4
*Hargreave's Siding ..	11,270	742 4 6	160 16 0	206 7 9	2 12 3	4 14 6		1 12 0		2,112	203 13 4					205 5 4
Beaconsfield ..	6,246	394 11 0	418 9 11	111 18 2	4 16 9	3 10 8		3 10 0	0 3 3	1,201	289 12 0	2,212	793 17 0	11 14 3	32 4 1	2,240 15 7
Pakenham ..	19,172	1,529 11 7	638 18 9	336 14 6	19 5 0	9 3 10		2 13 0		1,259	350 18 6	913	303 8 10	60 0 5	134 7 6	1,785 14 9
Nar-Nar-Goon ..	8,028	700 19 1	296 5 11	160 8 0	5 14 3	3 18 9		27 4 2	0 1 3	3,188	1,526 12 2	3,357	1,358 16 9	490 17 7	320 7 6	6,257 13 1
Tynong ..	5,549	492 1 8	119 10 1	90 8 4	0 7 6	1 0 9		42 18 2		6,399	1,608 8 7	1,827	606 16 9	138 9 9	121 7 7	3,685 6 10
Garfield ..	9,346	852 6 6	126 6 11	172 18 1	9 6 9	22 14 9		7 15 6		5,162	1,313 1 0	1,134	445 9 1	3 11 2	86 1 3	2,559 4 4
Jefferson's Siding ..	11,825	1,102 4 5	137 2 6	267 14 1	14 2 0	11 8 0		6 11 1		4,283	1,250 4 4	2,154	778 10 11	126 18 1	92 12 6	3,488 9 11
Bunyip ..	11,180	727 10 0	80 7 11	133 6 0	1 19 6	15 2 3		11 6 3		193	26 13 3	8	0 16 5			38 15 11
Longwarry ..	19,151	1,813 9 5	417 10 8	341 14 2	20 14 6	18 2 3		33 5 10		7,583	2,234 14 2	2,543	1,272 4 3	17 8 9	80 8 4	3,179 12 4
Drouin ..	41,479	4,503 10 6	751 15 0	587 19 3	46 17 2	35 0 6		69 17 10		6,165	1,501 12 9	946	487 19 5	108 10 3	94 2 8	3,220 8 7
Wilragul ..	6,160	229 0 7	52 16 9	48 4 10	0 3 0	0 6 9		123 4 4	0 0 3	3,703	1,640 3 0	4,908	2,281 18 11	214 11 10	254 14 11	7,140 4 3
Darwin ..	5,554	365 15 11	519 10 5	118 7 0	6 18 0	6 6 0		722 13 7	0 14 0	3,540	1,670 8 0	7,801	3,598 15 1	955 14 9	642 2 10	13,025 10 8
Yarragon ..	12,265	1,133 4 0	587 13 4	179 13 2	5 6 3	2 19 3		7 13 0	0 0 3	1,030	478 5 7	1,881	375 3 11		5 18 2	1,192 7 11
Trafalgar ..	16,501	1,832 17 8	530 1 7	306 3 4	6 6 9	52 16 3		22 7 6		769	422 16 6	2,409	463 2 0	311 13 2	184 9 8	2,421 6 2
Moe ..	17,732	1,797 4 4	201 5 3	205 14 2	27 14 3	20 10 0		70 8 5		2,017	961 6 5	8,188	1,888 14 6	353 4 0	68 16 2	5,251 5 6
Morwell ..	27,905	2,380 14 8	177 0 3	302 2 4	44 6 3	58 2 9		165 1 3		7,571	3,061 3 11	5,902	2,345 6 7	774 11 5	203 6 1	9,283 14 10
Traalgon ..	29,988	4,440 12 2	394 0 1	550 5 5	83 6 0	94 7 0		38 14 1	0 4 6	875	574 8 9	1,977	1,201 6 11	143 18 9	154 2 2	4,375 3 2
Loy Yang ..	873	22 11 3	1 10 3	8 9 11	0 6 6	4 8 3		74 19 10		2,223	1,133 14 3	2,475	1,999 14 3	1,217 13 7	270 17 7	7,659 5 9
Flynn ..	1,802	193 7 3	9 4 10	24 8 1	14 1 3	2 10 0		280 14 11	1 2 9	3,035	2,005 15 8	4,965	4,079 2 2	2,412 13 11	367 7 5	14,709 7 6
Rosedale ..	10,453	1,124 0 11	61 18 11	203 18 5	30 14 0	89 7 5		11 16 0		173	78 16 2	20	11 18 3			129 16 7
Kilmany ..	3,454	274 11 1	13 7 6	48 16 2	2 10 9	0 12 0		12 4 0		550	274 19 1	149	64 2 4	589 12 3	21 5 1	1,205 14 2
Fulham ..	602	88 14 6	4 2 5	13 12 2	0 6 0	0 1 6		47 6 11		880	578 3 6	1,068	902 12 0	765 19 8	58 7 9	3,862 4 6
Salc ..	29,610	6,180 3 1	475 7 10	1,001 9 7	124 6 8	191 4 0		5 14 9		6,002	2,235 8 0	1,052	534 7 3	32 12 6	61 9 9	3,209 9 9
Montgomery ..	21	2 0 8		0 3 4				2 9 2		25	30 14 4	64	43 4 4			183 4 5
Stairford ..	11,765	1,534 3 2	93 4 11	205 17 4	19 2 9	20 11 0		185 1 10		9,948	5,907 18 8	11,033	5,482 19 4	2,689 11 9	186 5 10	22,424 8 7
								63 8 8		1,199	440 11 11	63	14 3 10	246 1 8	2 0 0	703 1 5
										990	798 11 3	2,578	1,168 8 7	807 15 3	29 7 10	4,754 16 6

MELBOURNE-BAIRNSDALE LINE—
continued.

Munro	3,222	186 16 11	6 4 11	22 13 10	0 10 0	0 10 0	..	8 0 1	..	1,708	357 0 4	156	81 13 4	..	4 3 0	667 12 5
Futcher's Siding .. .. .	..	..	..	..	..	..	..	..	..	1,071	127 13 2	36	9 18 0	..	..	137 11 2
Fernbank	4,434	456 6 10	10 1 8	66 1 4	0 14 6	1 2 6	..	8 11 9	..	1,733	971 1 8	456	357 15 11	145 0 0	12 7 0	2,029 3 2
Lindenow	10,280	1,033 8 2	49 14 9	133 17 9	39 0 6	24 19 6	..	13 2 7	0 1 0	3,887	1,788 7 4	1,120	794 19 0	401 18 3	34 7 1	4,313 15 11
Hillside	2,617	272 6 0	12 13 5	31 18 1	0 2 0	0 11 6	..	12 19 6	..	2,367	1,316 6 1	240	155 19 0	524 13 6	27 12 4	2,255 1 5
Bairnsdale	24,182	8,784 8 7	345 16 7	1,220 8 3	109 6 6	148 10 2	..	70 14 4	0 5 0	7,068	7,004 9 4	15,144	9,411 9 1	2,608 14 5	276 16 5	20,180 18 8

ORBOST LINE.

*Mossface .. .. .	..	..	..	..	..	..	..	..	..	342	145 9 1	53	17 11 8	..	..	163 0 9
*Bruthen .. .. .	..	..	..	..	..	..	..	..	..	522	270 5 3	404	127 13 3	21 5 2	..	419 3 8
*Nicholson .. .. .	..	..	..	..	..	..	..	..	..	..	..	3	0 8 6	..	..	0 8 6
*Bumberrah .. .. .	..	..	..	..	..	..	..	..	..	..	..	2	0 5 0	..	..	0 5 0

NEERIM SOUTH LINE.

Lilloo	1,003	16 16 10	0 3 5	1 10 6	..	0 1 0	..	5 1 1	..	352	120 6 1	270	53 19 2	..	..	197 18 1
Bulo Bulo	2,974	74 11 6	6 13 5	56 9 8	0 15 0	0 8 6	..	10 13 11	..	4,078	1,300 7 4	993	405 6 10	32 5 11	5 9 9	1,893 1 10
Bravington	610	15 5 2	0 1 9	3 5 0	..	..	..	10 8 6	..	129	49 15 1	67	18 3 6	..	..	96 19 0
Rokeby	1,976	57 5 6	1 11 9	34 19 5	..	0 4 0	..	0 14 3	..	712	246 14 3	279	119 3 10	50 17 0	6 3 8	517 13 8
Crossover	2,197	66 19 6	1 14 6	30 7 1	..	0 2 9	..	6 2 7	..	5,826	1,754 0 0	394	124 17 3	..	4 9 3	1,988 12 11
Neerim South	5,889	678 0 5	67 0 11	166 3 1	7 4 0	2 7 0	..	63 2 2	..	7,024	2,634 4 1	1,434	1,074 16 1	413 6 4	132 19 7	5,239 3 8

THORPDALU LINE.

David .. .. .	..	..	0 6 10	1 18 5	..	0 1 0	..	..	..	4	6 9 0	5	3 5 2	..	..	11 15 5
Coalville	1,166	56 6 4	10 7 0	40 14 8	2 17 0	0 19 6	..	32 0 8	..	690	268 6 1	131	100 0 5	10 2 6	6 9 6	523 3 8
Narracan	1,995	168 8 9	16 17 3	78 5 8	1 17 9	2 17 6	..	15 8 8	..	1,415	504 16 0	494	243 18 10	45 9 9	17 16 1	1,095 7 3
McColl's Siding .. .. .	..	..	..	..	..	..	..	1 9 4	..	2,672	915 16 2	..	..	..	..	917 5 6
Thorpdale	2,207	364 10 8	29 17 5	149 3 8	4 6 9	2 9 3	..	56 3 2	..	1,061	590 5 10	1,123	663 13 3	270 8 3	71 18 3	2,193 17 4

WALHALLA LINE.

Gooding	68	1 11 9	..	..	0 0 9	0 0 9	..	..	..	..	..	..	..	..	..	1 13 3
Tyer's River .. .. .	..	..	..	..	..	..	..	2 17 2	..	..	..	..	..	..	..	2 17 2
Gould	587	33 4 2	3 1 6	18 17 5	0 1 6	0 3 0	..	10 3 6	..	96	50 13 7	66	48 7 6	..	0 7 10	160 0 0
Moondarra	741	49 2 4	4 7 10	23 14 0	..	0 2 3	..	1 10 0	..	46	50 15 8	97	52 4 8	6 19 9	0 19 4	194 15 10
Watson	313	33 9 3	3 2 9	10 14 1	..	..	..	..	..	63	30 16 11	70	55 3 3	..	..	133 6 3
Harris	1,632	150 12 0	9 12 4	63 7 8	..	0 1 0	..	40 0 2	..	10,833	1,976 13 8	452	335 15 8	5 17 0	1 16 2	2,638 15 8
*Knott's Siding	26	0 17 4	0 0 3	0 17 10	..	..	..	..	..	2	0 7 4	21	14 17 5	..	..	17 0 2
Murie	71	3 12 10	..	0 12 2	..	..	..	..	..	..	0 0 6	..	..	..	..	4 5 6
Platina	841	74 2 11	3 5 6	24 18 0	..	0 0 9	..	6 12 5	..	2,836	1,271 6 1	160	127 0 8	..	..	1,507 6 4
Thomson	186	7 2 7	..	0 6 11	..	..	..	..	..	..	..	..	0 3 9	..	..	7 13 3
Walhalla	5,176	720 9 10	54 4 11	230 2 2	0 17 9	2 10 6	..	5 10 0	..	734	743 7 0	9,416	2,836 12 3	2 6 0	12 10 0	4,658 10 5

NORTH MIRBOO MINE.

Hazelwood	61	4 2 4	0 8 1	1 15 9	..	..	..	0 14 4	..	348	143 0 10	30	5 10 3	2 15 2	..	158 6 9
Yinnar	3,618	298 11 5	27 10 8	105 8 11	1 8 6	10 2 9	..	13 15 1	..	2,026	933 18 5	853	657 2 8	213 14 6	19 8 8	2,290 1 7
Boolarra	8,135	704 5 8	59 18 3	147 2 9	8 5 0	10 2 9	..	44 17 11	..	1,620	874 9 1	1,216	1,023 1 7	517 12 6	57 14 5	3,447 9 11
Darlhurla	2,299	66 16 5	7 7 6	31 8 3	0 5 0	0 5 6	..	1 3 0	..	890	177 4 4	81	61 15 9	..	8 10 2	354 15 11
North Mirboo	5,666	1,031 16 11	89 0 0	195 13 10	29 19 6	33 11 6	..	93 14 9	..	956	804 10 7	2,531	1,734 12 6	1,475 9 2	316 13 0	5,810 1 9

TRARALGON-STRA-
FORD LINE.

Glengarry	3,339	329 15 8	27 10 1	59 9 3	21 13 9	1 7 6	..	12 6 5	..	2,396	1,058 10 8	496	359 0 9	616 6 9	9 18 4	2,525 19 2
Toongabbie	4,489	357 14 0	30 19 8	71 3 4	5 18 9	24 14 6	..	14 16 6	0 0 3	760	432 8 10	262	308 13 3	2 10 8	3 14 0	1,252 16 6
Cowwarr	4,592	654 0 1	40 9 10	106 12 11	8 11 9	15 1 9	..	6 7 8	..	1,387	768 6 8	853	733 15 11	613 19 2	93 16 9	3,041 2 6
Dawson	355	41 0 6	1 12 3	9 9 4	0 3 0	0 9 9	..	0 9 0	..	177	74 5 5	11	20 14 11	..	6 1 0	154 5 2
Heyfield	6,933	1,134 8 7	137 14 1	210 6 10	42 6 6	19 18 8	..	55 14 3	..	3,268	1,681 8 11	2,461	1,799 8 7	1,511 10 5	57 8 5	6,650 5 3
Tinamba	3,089	701 15 3	34 16 5	117 8 7	31 4 0	8 18 3	..	33 1 1	..	2,437	1,243 17 4	834	673 10 4	2,070 3 8	51 3 5	4,970 18 4
Maflra	11,068	2,370 9 0	521 10 5	520 17 4	43 13 0	87 19 6	..	86 12 5	..	6,043	3,511 11 5	13,758	6,014 17 2	1,324 5 7	125 9 3	14,507 5 1

WONTHAGGI LINE— <i>continued.</i>																			
103301	Glen Forbes ..	3,242	943 8 6	26 19 2	55 15 1	5 4 6	2 12 0	..	8 17 0	..	2,065	427 10 7	587	230 8 3	22 0 1	42 6 8	1,165 1 10		
	Woolamai ..	2,996	305 1 1	81 8 3	76 12 4	10 4 0	9 10 3	..	27 0 0	..	553	182 15 11	978	261 12 6	548 9 3	31 2 0	1,533 15 7		
	Woolamai Quarry	
	Coy's Siding	
	Anderson ..	1,933	204 12 11	10 17 7	37 3 5	7 1 0	11 16 6	..	0 6 8	..	2,038	105 16 8	..	2 13 3	108 9 11		
	Co-operative Colliery	72	128 11 0	599	197 7 9	47 11 10	26 10 6	671 19 2		
	Coy's Siding	2,566	522 10 4	..	27 5 5	540 15 9		
	Mitchell's Siding	3,206	674 11 5	2	0 3 6	674 14 11		
	Kilconda ..	2,756	206 16 0	23 11 10	34 10 6	0 7 0	0 16 6	..	9 14 6	..	20	23 17 2	1,597	176 3 1	..	0 7 6	476 4 1		
	Dalyston ..	3,924	510 12 1	37 15 3	84 7 8	4 6 0	23 11 3	..	14 10 0	..	486	381 10 8	1,252	932 6 1	242 7 6	72 2 7	2,303 9 1		
	Powlett and North Woolamai Collieries	
	Coy's Siding	
	State Coal Mine	
	Wonthaggi ..	26,476	3,907 15 8	295 11 1	660 5 8	21 4 7	27 8 3	..	21 17 4	0 5 2	185,423	48,695 19 11	3,989	1,936 3 4	50,632 8 5		
..	..	..	..	..	..	..	..	..	..	723	754 9 1	9,738	5,926 9 5	40 8 6	204 3 6	11,859 13 1
OUTTRIM LINE.																			
Jumbunna ..	8,627	401 0 11	59 15 4	104 15 6	3 12 6	5 5 9	..	31 14 9	..	21,947	4,683 0 7	1,021	654 0 10	381 16 2	56 0 1	6,381 2 5			
North Outtrim ..	4,666	115 19 4	..	0 19 11	..	0 0 6	..	17 18 2	..	..	..	..	..	..	..	134 17 11
Outtrim ..	2,839	226 15 1	38 16 5	106 2 7	0 10 6	1 13 6	..	5 7 2	..	9,587	2,111 11 5	1,161	647 5 1	92 5 1	2 18 0	3,233 4 10			
FRANKSTON-STONY POINT LINE.																			
Glen Huntly ..	486,238	6,050 16 4	83 16 10	143 13 2	3 5 6	0 16 6	..	7 7 3	..	425	110 5 10	25,256	2,927 4 6	..	..	9,327 5 11	
Building ..	11,640	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	161,590	2,032 16 3	94 3 1	70 0 8	2 11 3	0 9 6	..	1 5 0	0 1 5	126	110 13 0	2,535	329 14 2	..	0 19 6	2,642 13 10			
Ormond ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Building ..	6,240	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	78,213	950 18 0	11 11 8	26 9 2	0 3 3	..	..	2 1 0	0 0 9	..	..	..	..	..	..	991 3 10
McKinnon ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Building ..	240	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	103,440	1,454 0 1	51 17 6	63 8 9	1 9 7	1 9 3	..	2 7 0	0 0 3½	480	83 15 8	6,505	988 7 2	2 4 6	4 1 9	2,653 1 6½			
Bentleigh ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Building ..	98,583	1,464 12 9	115 16 2	60 14 6	1 0 6	0 2 0	..	1 2 0	0 0 9	493	89 4 6	7,242	1,026 6 4	2 19 0	2 3 4	2,764 1 10			
Tickets (Free) ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Moorabbin ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Building ..	83,664	1,128 11 8	39 8 4	31 11 5	1 4 9	0 2 6	..	0 10 0	0 2 6	172	27 7 11	2,066	225 7 8	1 12 3	..	1,455 19 0			
Tickets (Free) ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cheltenham ..	255,369	4,329 9 6	264 9 5	327 3 3	2 19 6	1 8 9	..	15 14 10	0 5 0	1,319	182 9 5	12,421	1,841 8 0	17 15 10	8 12 11	6,991 16 5			
Building ..	1,920	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	326,946	6,302 19 3	154 19 10	319 1 6	126 18 8	183 18 6	..	11 2 4	..	858	151 0 6	10,581	1,709 14 11	18 1 8	30 2 0	9,007 19 2			
Mentone ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Building ..	5,280	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	324,209	6,883 13 2	338 12 10	491 11 4	503 5 8½	274 10 2½	..	103 12 8	0 4 6	3,140	425 17 5	9,486	1,661 14 4	31 0 4	22 13 3	10,736 15 9			
Mordialloc ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Building ..	6,360	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	125,534	2,859 4 6	87 18 4	183 10 1	3 9 7	148 19 10	..	3 10 0	..	205	40 3 11	8,453	1,404 5 9	1 6 9	7 9 9	4,739 18 6			
Aspendale ..	154,711	3,459 11 6	190 7 4	410 18 9	4 14 10½	0 16 11	..	3 15 0	..	..	..	..	0 1 0	..	0 7 6	4,010 12 10½
Chelsea ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Forsyth's Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Carrum ..	40,049	1,155 1 4	403 7 7	259 1 3	3 14 2	4 3 2	..	4 16 1	..	10,170	1,020 16 2	..	..	..	..	1,020 16 2
Battersea Siding ..	..	..	..	..	..	..	..	..	..	1,972	369 0 8	12,300	1,534 4 2	5 2 10	12 11 2	3,751 2 5
Seaford ..	..	..	..	..	..	..	..	..	..	12,978	1,263 8 11	223	14 8 5	..	..	1,277 17 4
Frankston Sand Sid- ing ..	6,622	186 18 10	83 6 3	23 19 4	0 9 0	0 4 6	..	0 2 4	..	94,130	9,040 6 1	260	63 6 3	..	..	9,308 12 7	
Frankston ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Building ..	67,739	3,218 19 0	359 3 4	561 11 7	35 9 1	9 16 10	..	44 0 0	0 2 6	65,781	5,781 16 7	..	..	..	..	5,781 16 7
Langvarrin ..	3,966	163 19 6	42 8 11	83 11 9	0 5 0	5 12 0	..	0 12 0	..	1,397	878 18 2	6,672	1,626 18 0	36 1 4	76 14 8	6,847 14 6			
Mornington Junction	4,541	232 7 2	52 0 11	33 5 6	0 7 0	1 6 3	..	11 14 7	..	289	77 7 9	869	192 10 10	8 11 0	8 10 6	583 9 3			
Somerville ..	10,185	690 17 10	131 6 11	160 4 3	0 11 3	1 9 9	..	22 17 0	..	1,722	325 14 8	633	148 19 1	3 2 4	36 11 10	845 9 4			
Tyabb ..	4,709	325 6 8	72 9 1	73 17 0	0 9 0	0 9 7	..	15 19 0	..	3,561	1,122 2 4	4,595	1,328 1 7	5 2 2	41 18 8	3,504 11 9			
Hastings ..	9,604	687 4 6	86 1 7	167 11 10	2 5 0	1 3 6	..	26 15 2	..	1,903	533 12 8	1,214	442 6 10	5 2 0	5 6 1	1,474 17 11			
Bittern ..	5,521	676 0 11	218 3 10	265 14 4	5 1 1	23 4 9	..	12 11 4	..	3,410	798 0 10	2,851	861 2 2	10 7 3	54 19 9	2,695 11 7			
..	..	..	..	..	..	..	..	..	..	1,680	444 8 10	5,723	1,002 13 3	159 19 2	87 9 3	2,895 6 9

APPENDIX No. 26.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTALS	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS)
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	
FRANKSTON-STONY POINT LINE—continued.																
Crab Point ..	7,128	744 13 9	22 5 6	95 3 2	0 19 0	0 18 6	..	9 8 11	2 1 9	31	60 16 3	12,119	2,659 4 8	..	1 13 3	3,606 4 9
Stony Point ..	4,031	432 4 2	222 16 2	259 3 6	3 12 3	2 10 6	..	28 16 0	..	668	344 17 2	797	330 13 8	14 16 9	16 0 6	1,655 10 8
MORNINGTON LINE.																
Moorooduc ..	2,058	118 1 8	21 17 7	25 8 2	..	0 13 1	..	4 1 5	..	771	351 6 8	1,802	250 6 0	92 12 3	142 18 5	1,007 5 3
Mornington ..	21,142	1,697 8 3	400 13 6	670 13 9	16 12 6	45 2 0	..	29 6 6	0 3 6	531	341 13 6	3,193	1,161 7 2	120 17 10	161 5 9	4,645 4 3
HEALESVILLE LINE.																
East Richmond ..	1,286,851	8,662 1 5	190 14 7	243 15 7	2 15 4½	0 8 6	..	6 0 1	0 5 0	..	..	..	..	..	..	9,106 0 6½
Euraley ..	1,378,783	9,747 7 9	245 0 11	459 13 9	5 15 7½	0 10 9	..	84 2 6	2 0 0	13,536	6,303 19 0	98,411	26,008 11 6	..	..	42,857 1 9½
Hawthorn ..	1,537,482	13,879 10 9	219 11 7	289 13 2	5 15 3½	1 5 6	..	104 15 10	0 8 0	851	494 8 3	21,751	4,439 2 1	..	..	19,434 8 5½
Glenferrie ..	2,530,962	25,902 14 9	799 3 0	960 6 9	8 13 8½	2 9 3	..	56 7 0	0 5 0	..	..	..	..	..	..	27,729 19 5½
Auburn ..	1,946,528	19,963 15 4	308 9 0	498 3 8	6 13 10	1 4 2	..	1 18 5	2 10 9	..	..	..	..	..	..	20,782 15 2
Building ..	4,320	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	1,949,049	23,341 4 7	437 19 0	847 17 10	12 12 10½	3 9 9	..	132 18 1	0 3 6	879	488 14 3	49,467	7,766 16 8	..	0 1 10	33,031 18 4½
Building ..	780	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	844,981	9,452 5 8	76 14 2	105 15 9	4 6 11	0 8 3	..	31 8 11	0 2 6	..	..	..	..	..	..	9,671 2 2
East Camberwell ..	1,276,666	15,370 10 6	336 2 3	475 11 5	19 14 9½	3 2 9	..	135 4 2	0 4 0	213	44 15 0	12,691	2,038 4 7	1 4 0	10 8 11	18,435 2 4½
Building ..	8,100	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	655,677	8,682 4 4	136 3 4	186 17 0	4 7 2	0 13 9	..	17 12 8	0 5 0	286	166 10 3	16,150	2,573 3 8	..	..	11,767 17 2
Building ..	4,260	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	281,146	3,472 3 2	34 12 4	63 11 4	1 11 3	0 2 9	..	1 13 6	0 1 6	..	..	..	..	..	..	3,573 15 10
Building ..	7,740	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	743,825	10,946 1 0	406 18 10	388 19 8	11 19 3	1 14 3	..	5 11 8	0 7 6	3,110	1,037 9 10	26,068	4,394 13 7	365 7 0	397 5 2	17,956 7 9
Building ..	11,580	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	190,946	2,740 13 3	142 16 9	126 3 1	6 14 0	1 16 3	..	7 10 0	0 2 6	489	180 7 3	5,571	819 15 3	0 18 3	4 1 3	4,030 17 10
Building ..	2,880	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	104,190	1,446 17 1	111 19 10	53 18 7	0 13 9	0 1 9	..	0 5 0	..	9	14 2 9	58	24 18 1	..	..	1,652 16 10
Building ..	1,320	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	129,155	2,198 18 9	153 5 11	173 17 3	1 15 2	0 11 6	..	1 17 3	0 0 6	4,547	1,073 1 8	12,829	2,045 2 4	..	4 3 0	5,652 13 4
Mitcham ..	181,015	3,563 11 5	277 19 2	272 13 3	22 3 0	1 12 9	..	32 3 10	0 2 6	1,056	320 14 10	8,207	1,572 13 7	4 11 6	15 0 6	6,083 6 4
Ringwood ..	78,565	2,268 4 10	472 1 0	282 14 5	3 4 0	1 16 7	..	65 0 11	..	2,759	652 9 0	5,550	1,167 7 1	0 13 0	11 18 0	4,925 8 10
Croydon ..	8,600	281 7 1	252 13 11	52 14 6	0 3 6	1 0 2	..	0 2 0	..	933	143 1 11	843	144 19 6	1 17 7	8 14 0	886 14 2
Mooroolbark ..	62,775	3,143 9 11	519 9 7	454 12 7	42 15 3	33 0 7	..	..	..	23,673	3,241 13 9	388	112 12 1	..	..	3,354 5 10
Cave Hill Siding ..	..	..	..	..	..	..	..	..	..	3,000	585 0 4	11,500	2,428 4 10	246 10 5	217 16 0	7,873 4 9
Lilydale ..	..	..	..	..	..	..	..	..	..	22,082	2,120 15 9	..	..	..	..	2,120 15 9
Black's Siding ..	3,451	168 16 11	333 14 2	60 13 4	2 10 6	4 12 6	..	1 19 2	..	540	90 0 7	637	184 2 6	3 19 3	116 17 2	967 6 1
Coldstream ..	4,096	241 16 7	1,000 12 2	146 11 11	7 15 0	17 18 4½	..	1 2 11	..	325	92 5 3	1,028	246 8 6	4 16 6	87 2 10	1,846 10 0½
Yering ..	13,267	867 1 5	416 13 11	236 8 8	12 18 3	66 18 4	..	30 10 6	..	5,675	1,167 4 11	2,271	730 1 8	229 8 1	185 16 5	3,943 2 2
Yarra Glen ..	1,458	79 1 1	38 0 0	16 12 1	4 14 6	0 4 6	..	2 7 9	..	29	9 10 8	20	13 3 4	3 19 10	4 2 10	171 16 7
Tarrawarra ..	21,329	2,430 19 11	453 1 9	765 3 9	20 3 6	13 13 0	..	57 0 2	0 3 0	5,157	1,174 5 4	5,649	2,266 18 2	19 2 0	170 12 7	7,371 3 2

APPENDIX No. 26—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSE MARRIAGES, AND DOGS.		MAILS, TELE-GRAPH, AND DINING CARS.	RENTALS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS)
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
WARBURTON LINE—continued.																
Millgrove ..	6,148	435 5 4	38 16 4	72 1 9	1 4 6	1 11 3	..	14 0 10	0 1 0	6,305	1,873 1 10	2,713	590 3 9	7 18 3	15 2 0	3,049 6 10
Warburton ..	19,915	2,755 4 6	161 10 6	484 14 1	8 14 6	6 18 0	..	104 10 3	29 12 10	7,980	2,130 19 9	9,740	3,932 18 11	22 3 6	151 18 5	9,739 5 3
La La Extension ..	..	..	..	..	..	..	..	..	..	28,311	6,843 19 8	76	41 18 5	..	..	6,885 18 1
HEIDELBERG-ELTHAM-HURSTBRIDGE LINE.																
Jolimont ..	220,851	1,695 8 9	62 15 11	66 5 8	0 13 3	0 2 0	..	2 0 0	0 2 6	..	..	..	..	..	..	1,827 8 1
West Richmond ..	781,827	5,650 17 1	223 10 3	143 13 3	3 17 11	0 7 0	..	253 12 0	0 2 6	..	..	..	..	..	..	6,276 0 0
North Richmond ..	786,604	6,226 6 7	313 13 8	133 19 4	5 6 10½	0 9 3	..	1 0 0	0 5 0	..	..	..	..	..	..	6,681 0 8½
Collingwood ..	683,267	5,309 9 8	176 19 6	180 11 2	2 11 9	0 3 6	..	3 12 6	0 5 0	..	..	..	..	..	..	5,673 13 1
Victoria Park ..	951,081	7,659 3 3	507 3 4	196 0 4	5 5 9	0 12 3	..	241 1 0	0 11 0	5,034	1,885 3 1	52,981	15,888 19 7	..	..	26,383 19 7
Clifton Hill ..	1,508,943	12,059 6 1	301 14 6	198 5 5	7 11 3½	0 16 6	..	37 5 4	0 7 6	..	0 1 0	..	0 1 0	..	..	12,605 8 7½
Westgarth ..	726,577	5,328 16 7	205 3 11	235 10 4	2 1 1½	0 6 9	..	31 15 4	0 2 6	..	..	..	..	..	..	5,803 16 6½
Building Tickets (Free) ..	840	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Fairfield Park ..	1,199,996	8,915 14 9	88 1 5	131 7 11	4 2 0	0 15 0	..	9 13 1	..	..	161	78 16 6	9,522	1,830 5 10	..	11,058 16 6
Alphington ..	259,935	2,462 12 1	24 16 11	40 9 1	1 18 6	0 9 6	..	1 2 11	..	23,003	2,026 7 3	1,323	271 5 5	..	..	4,829 1 8
Building Tickets (Free) ..	4,800	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ivanhoe ..	554,915	6,306 10 7	111 14 5	137 18 6	3 14 3	0 9 9	..	5 11 7	0 0 6	128	39 2 7	3,805	643 15 3	..	2 12 0	7,251 9 5
Building Tickets (Free) ..	42,060	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Heidelberg ..	360,266	5,093 0 5	166 3 8	193 18 2	9 9 3	13 19 3	..	28 8 1	0 10 3	370	120 2 10	5,798	1,111 7 0	58 3 8	27 8 8	6,822 11 3
Building Tickets (Free) ..	11,880	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Rosanna ..	9,749	125 8 4	..	0 2 9	..	..	..	1 0 0	..	..	..	..	..	..	..	126 11 1
Building Tickets (Free) ..	1,920	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Maccod ..	5,372	103 14 11	..	4 6 7	..	..	..	0 10 0	..	..	..	..	..	..	..	108 11 6
Building Tickets (Free) ..	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mont Park ..	..	..	..	0 0 9	..	..	..	..	..	7	22 5 0	724	213 5 0	..	..	235 10 9
Greensborough ..	54,633	1,195 15 0	25 5 10	64 6 0	..	0 4 3	..	1 5 10	..	272	75 17 6	849	277 7 0	..	..	1,640 1 5
Eltham ..	49,223	1,264 18 7	68 14 10	103 18 11	0 19 0	1 10 2	..	14 10 0	..	214	49 18 4	706	234 16 11	..	11 8 0	1,750 14 9
Building Tickets (Free) ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Diamond Creek ..	14,148	493 15 1	28 11 6	85 16 3	0 12 0	1 12 9	..	3 18 6	0 0 6	523	178 12 4	1,640	616 9 4	5 9 7	2 0 9	1,416 18 7
Balec ..	5,160	160 19 2	0 5 3	2 5 5	..	0 4 6	..	0 14 2	..	..	..	..	..	..	..	164 8 6
Hurstbridge ..	17,360	859 17 7	82 6 4	147 10 0	1 1 9	1 12 11	..	59 14 3	1 10 0	5,091	1,034 17 7	2,167	694 1 6	4 15 6	0 7 6	2,887 14 11
Melbourne—Flinders-street (Country) ..	1,268,228	98,892 17 1	22,358 5 3	14,808 5 4	164 16 4	452 0 3	..	10,794 4 1	588 18 10	154	5 10 0	730	518 0 0	0 11 9	0 11 9	148,584 0 8
Melbourne—Flinders-street (Suburban) ..	9,597,194	133,873 1 11	..	..	..	..	..	..	..	..	..	..	..	..	..	133,873 1 11
PORT MELBOURNE LINE.																
Montague ..	348,378	2,408 19 11	37 8 3	44 16 4	2 17 6	0 6 6	..	442 1 2	..	..	..	..	..	..	..	2,936 9 8
North Port ..	777,153	5,679 18 7	72 11 8	74 10 2	1 9 6	0 0 9	..	1 0 0	..	..	..	..	..	..	..	5,829 10 8
Graham ..	828,059	5,891 7 5	82 15 9	124 15 9	3 17 7½	0 13 11	..	1 12 0	..	..	..	..	0 18 11	..	..	6,106 1 4½
Por Melbourne ..	382,196	3,733 13 9	163 15 5	255 6 8	2 10 6	0 17 9	..	505 9 7	..	174,152	28,767 5 0	215,112	49,355 17 3	40 14 4	1,217 14 2	84,033 4 5

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ST. KILDA LINE— <i>continued.</i>																			
South Melbourne ..	1,268,449	9,027 18 5	463 9 1	258 13 3	4 10 0	0 7 6	..	143 16 5	0 2 6	..	0 5 0	..	5 18 0	9,905 0 2	
Albert Park ..	2,680,719	19,210 2 7	361 7 0	1,099 14 1	4 13 8	1 6 6	..	49 5 7	0 5 0	..	..	..	..	..	..	..	..	20,726 14 5
Middle Park ..	2,031,714	14,601 14 4	220 10 7	340 13 10	4 8 0	1 11 6	..	9 5 4	0 2 6	..	..	..	..	..	..	..	..	15,178 6 1
St. Kilda ..	2,771,620	23,659 4 4	355 11 9	608 18 2	7 11 3	2 0 0	..	199 14 7	0 5 8	406	175 9 2	24,122	3,684 19 6	..	..	..	..	28,693 14 5
BRIGHTON AND SAND- RINGHAM LINE.																			
Richmond ..	2,890,543	27,520 7 0	1,452 12 11	893 1 8	21 0 3	4 15 6	..	2 5 4	0 5 0	..	..	..	..	..	..	..	..	29,894 7 8
South Yarra ..	2,132,348	20,355 0 6	708 5 11	875 3 6	15 14 9	6 10 0	..	78 11 3	0 5 0	..	10 0 0	..	10 2 11	..	..	..	..	22,059 13 10
Prahran ..	1,643,862	14,778 12 4	1,521 15 9	540 15 4	10 0 3½	1 15 3	..	11 6 8	..	..	..	..	..	..	..	..	..	16,864 5 9½
Windsor ..	1,483,317	13,514 5 3	858 13 4	427 8 7	4 13 6	1 12 6	..	186 18 0	4 7 6	2,050	1,029 10 3	57,894	13,108 11 2	..	..	..	..	29,136 0 1
Balaclava ..	1,516,655	13,479 13 2	243 0 11	462 18 7	6 14 3	1 14 0	..	41 6 5	0 5 0	..	..	..	..	..	..	..	..	14,235 12 4
Bipponlea ..	752,166	7,453 8 4	147 8 8	124 8 6	6 12 11	0 7 0	..	..	..	..	..	..	..	..	..	..	..	7,732 5 5
Elsternwick ..	2,413,068	25,349 9 2	382 12 7	716 18 7	9 8 7	2 16 9	..	78 17 6	0 8 0	364	193 2 10	32,722	4,380 6 0	0 17 9	7 14 8	..	..	31,122 12 5
Building ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	1,440	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Gardenvale ..	480,672	5,317 15 8	51 17 10	94 19 6	2 2 1	0 6 0	..	1 5 0	0 2 6	..	..	..	..	..	..	..	..	5,468 8 7
Building ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	4,140	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Brighton ..	1,108,693	13,184 17 9	271 7 1	363 2 11	5 15 0	2 0 9	..	41 12 11	0 5 0	908	220 6 0	21,214	3,884 6 0	..	..	..	..	17,073 13 5
Building ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	180	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Middle Brighton ..	1,022,262	12,934 12 0	179 7 0	327 1 2	5 13 7	0 17 9	..	1 19 2	..	243	89 7 7	12,046	2,229 12 7	2 1 0	..	..	..	15,770 11 10
Building ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Brighton Beach ..	444,925	6,305 11 6	77 1 2	159 12 0	4 9 3	1 9 3	..	103 10 4	0 1 4	..	..	..	..	..	..	..	..	6,651 14 10
Building ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hampton ..	551,845	8,162 1 9	110 15 9	206 3 0	2 11 3	0 19 6	..	24 5 11	0 6 3	..	..	..	..	..	..	..	..	8,507 3 5
Building ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	28,140	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Sandringham ..	925,064	15,913 13 5	252 12 6	488 6 10	10 18 6	2 9 0	..	106 17 2	0 3 0	168	90 5 11	16,293	2,968 12 8	0 19 0	1 8 9	..	..	19,836 6 9
Building ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	21,960	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Traffic derived from Denilquin and Moama Stations ..	2,759	1,813 10 1	213 18 6	590 7 2	81 12 3	156 4 6	..	..	639 5 1	14,433	14,435 0 8	7,578	8,514 9 0	20,271 2	749 13 5	..	..	47,465 8 10
Traffic derived from South Australian Stations ..	44,607	48,238 7 4	4,158 2 0	9,436 14 2	58 8 5	370 11 2	..	..	1,976 12 6	5,629	5,332 2 11	18,156	11,851 6 7	4,575 9 11	3,376 6 11	..	..	89,374 1
Traffic derived from New South Wales Stations ..	113,707	63,439 10 9	4,229 17 7	6,906 14 8	883 4 3½	807 12 9	..	..	..	11,626	18,816 6 6	55,345	55,184 1 5	307 16 8	710 15 1	..	..	151,285 19 8½
Traffic derived from Queensland Stations ..	2,216	1,919 3 7	45 3 7	229 12 3	..	..	..	..	..	..	..	..	..	..	..	..	..	2,193 19 5
Government Tourist Bureau ..	179,685	79,617 17 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	79,674 13 9
Steamer ..	35,637	804 12 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	804 12 1
Thos. Cook and Sons to New South Wales, South Aus- tralia, &c. ..	8,796	2,532 14 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,532 14 7
Telegraph ..	..	..	..	..	..	..	..	5,165 19 10	..	..	..	..	..	..	..	..	..	5,165 19 10
Mails ..	..	..	..	..	..	..	..	79,772 5 7	..	..	..	..	..	..	..	..	..	79,772 5 7
Dining Cars ..	..	..	..	..	..	..	..	13,608 6 9	..	..	..	..	..	..	..	..	..	13,608 6 9
St. Kilda and Bright- on Electric Street Railway ..	2,390,949	20,459 13 11	0 11 10	0 11 10	..	..	..	0 10 0	55 9 2	..	..	..	..	..	..	..	..	20,516 16 9
Total ..	119,002,397	2,541,284 7 5½	232,577 8 8½	232,577 8 8½	21,922 9 11	21,922 9 11	98,546 12 2	73,040 13 9	10,687 0 2½	5,345,966	2,260,126 4 10½	5,345,966	2,260,126 4 10½	343,239 2 5	343,239 2 5	8,439,389 5 5	..	..
Less Parcels, Horses, Carriages, and Dogs, Goods, and Live Stock Traffic Revenue shown as Outwards and repeated as Inwards ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,857,915 5 11
Gross Revenue, Victorian Railways ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5,560,957 14 7
Gross Revenue, St. Kilda and Brighton Electric Street Railway ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	20,516 4 11
Total Gross Revenue ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5,581,473 19 6

* Stations open for only portion of the year.

DIAGRAM N° 1

AVERAGE MILEAGE OPERATED

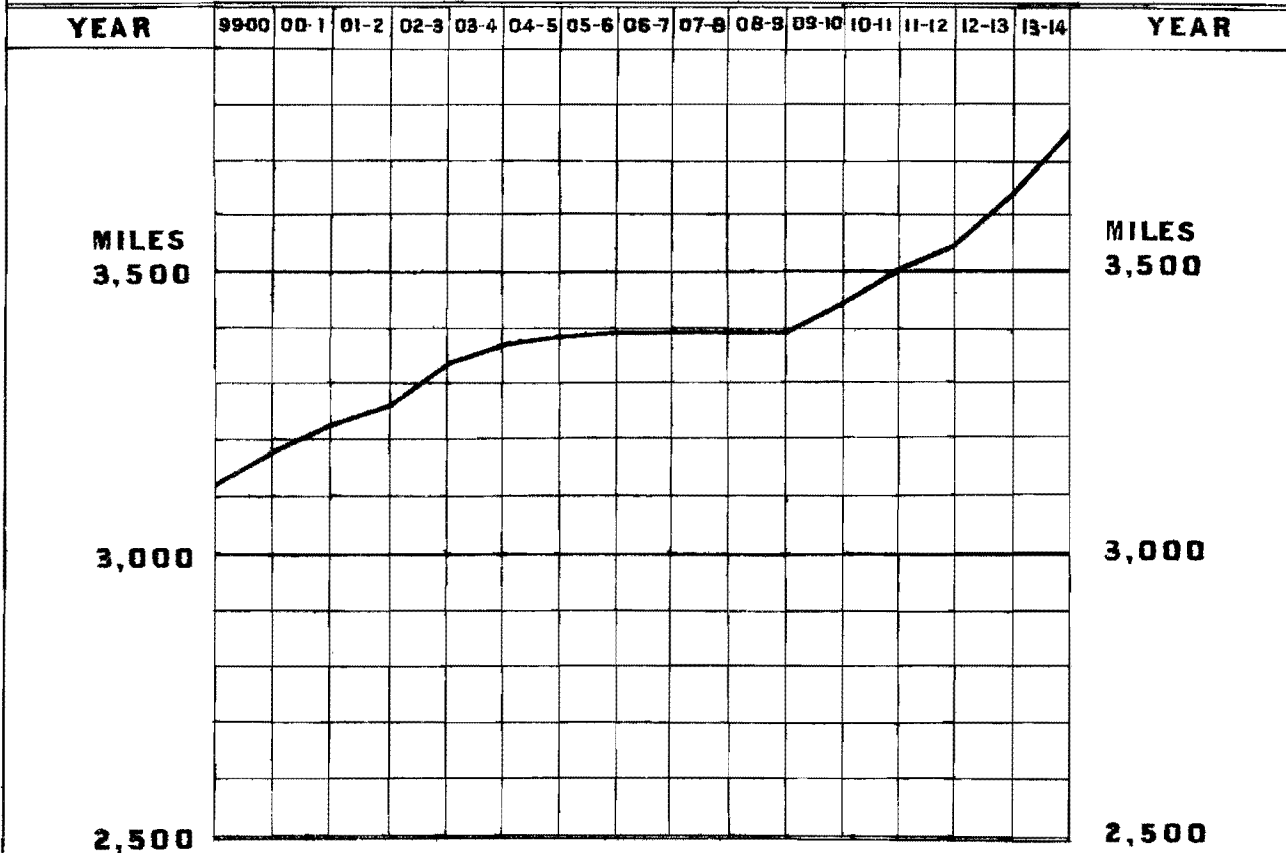


DIAGRAM N° 2

AVERAGE COST OF CONSTRUCTION PER MILE

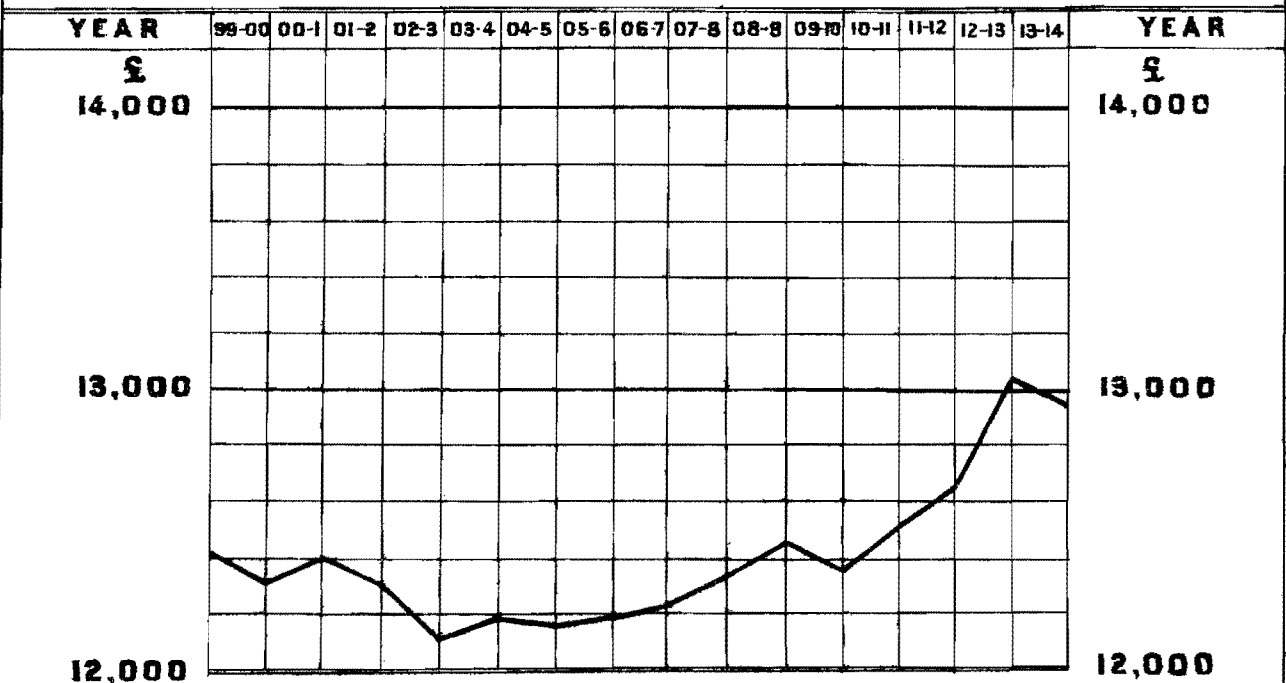


DIAGRAM N° 3

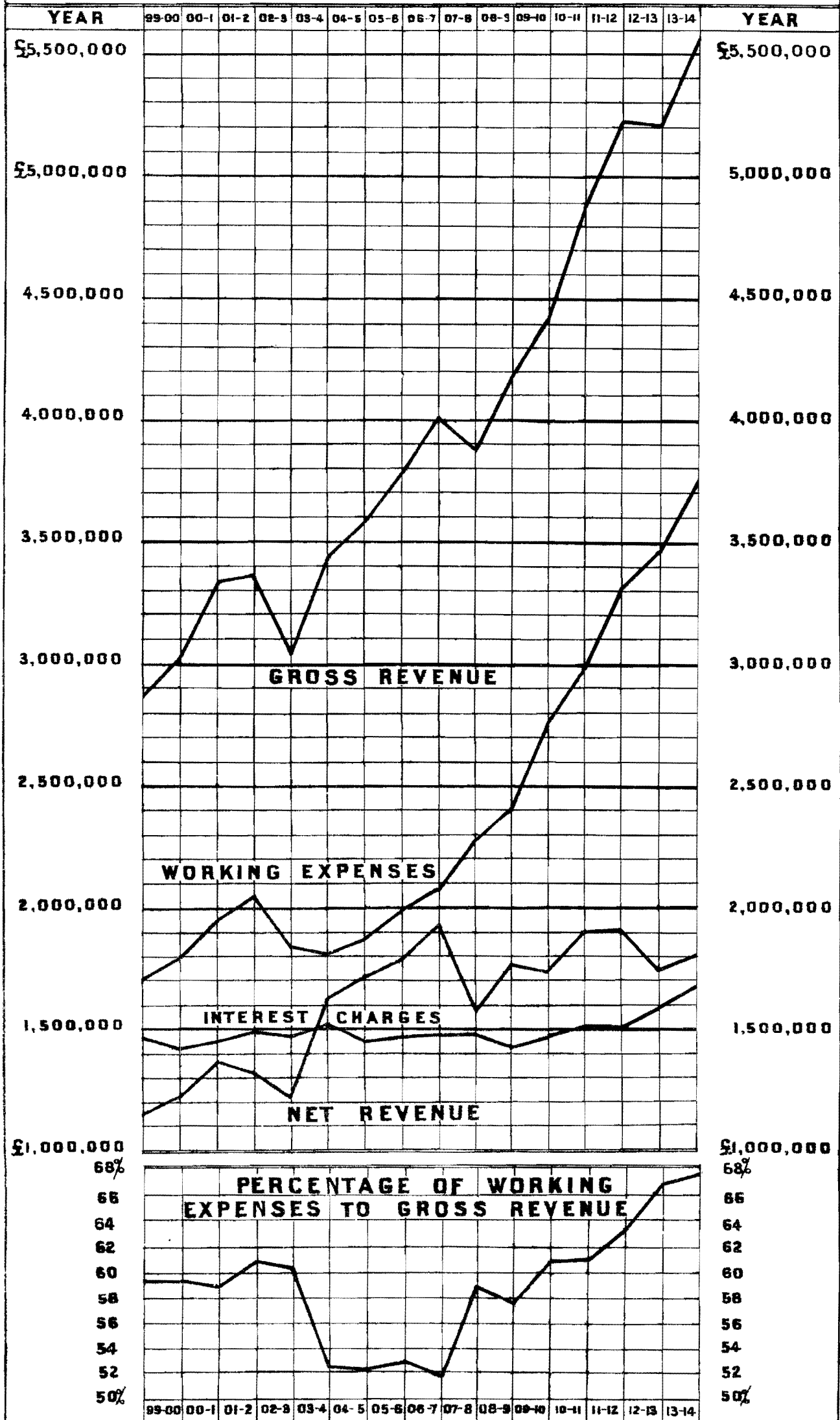
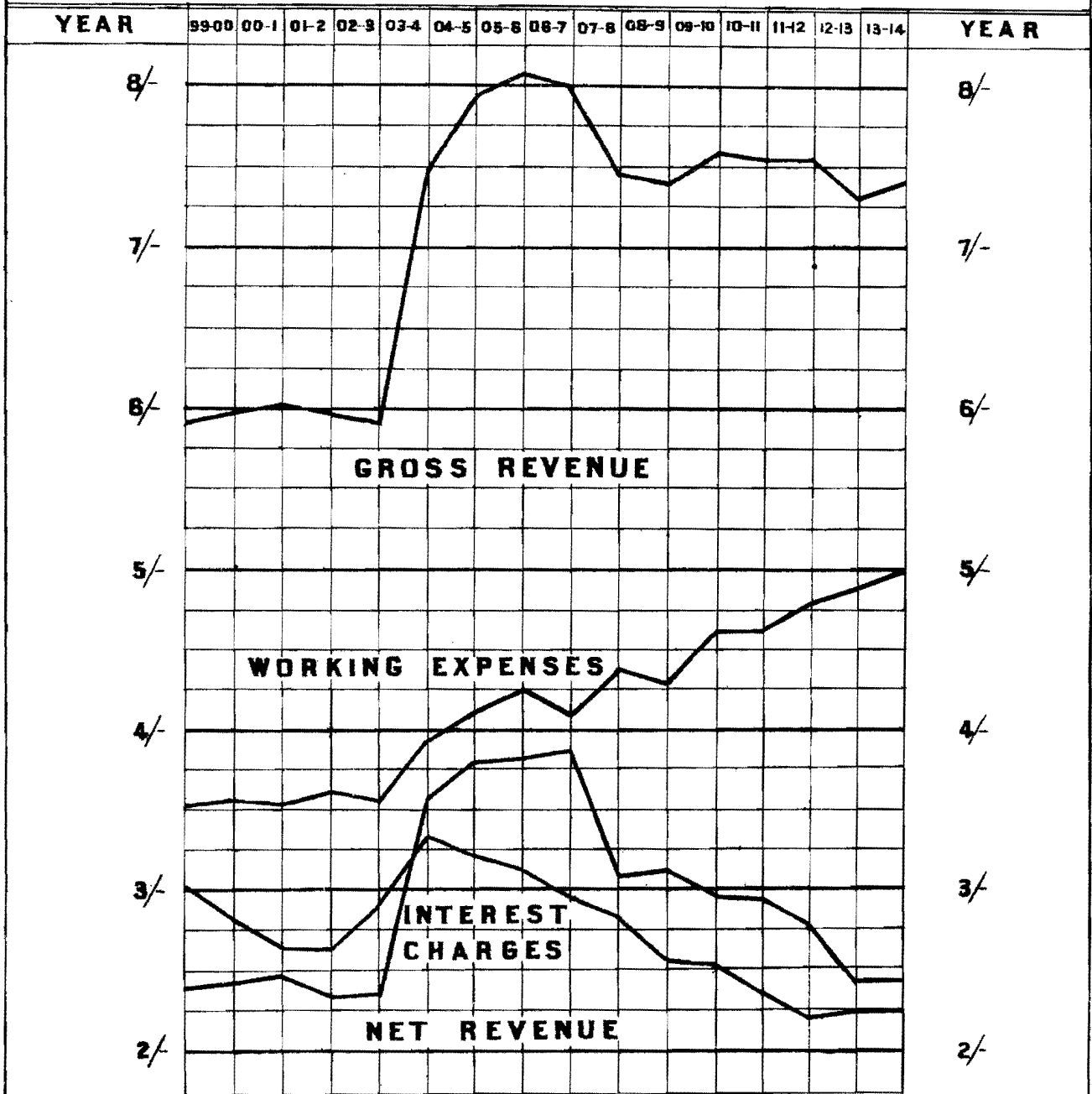


DIAGRAM N° 5

PER TRAIN MILE RUN



MILES
16,000,000

15,000,000

14,000,000

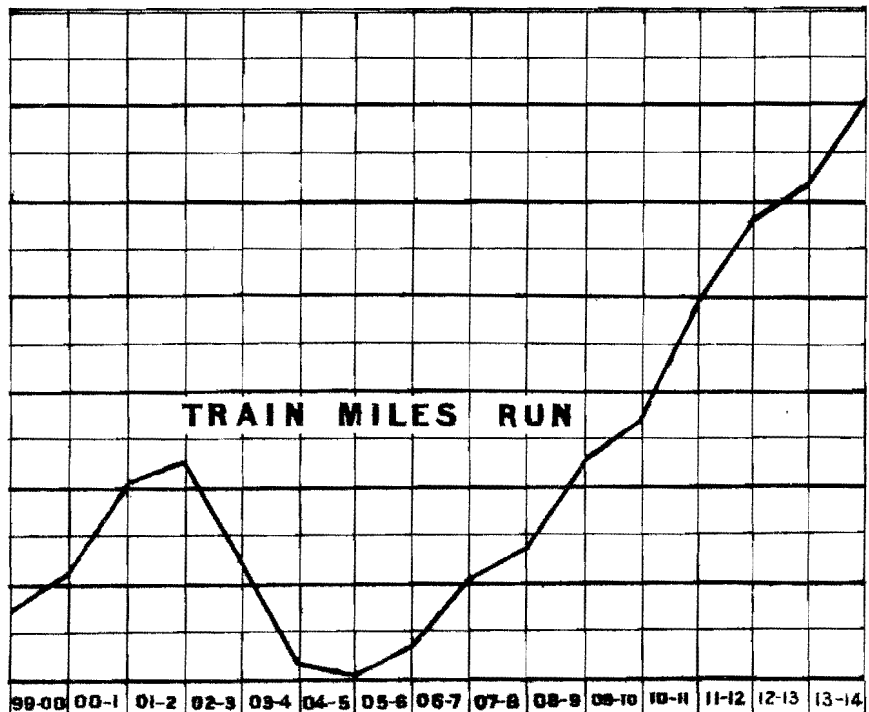
13,000,000

12,000,000

11,000,000

10,000,000

9,000,000



MILES
16,000 000

15,000,000

14,000,000

13,000,000

12,000,000

11,000,000

10,000,000

9,000,000



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 I N

MAP
OF
VICTORIA

Showing Victorian Government Railways

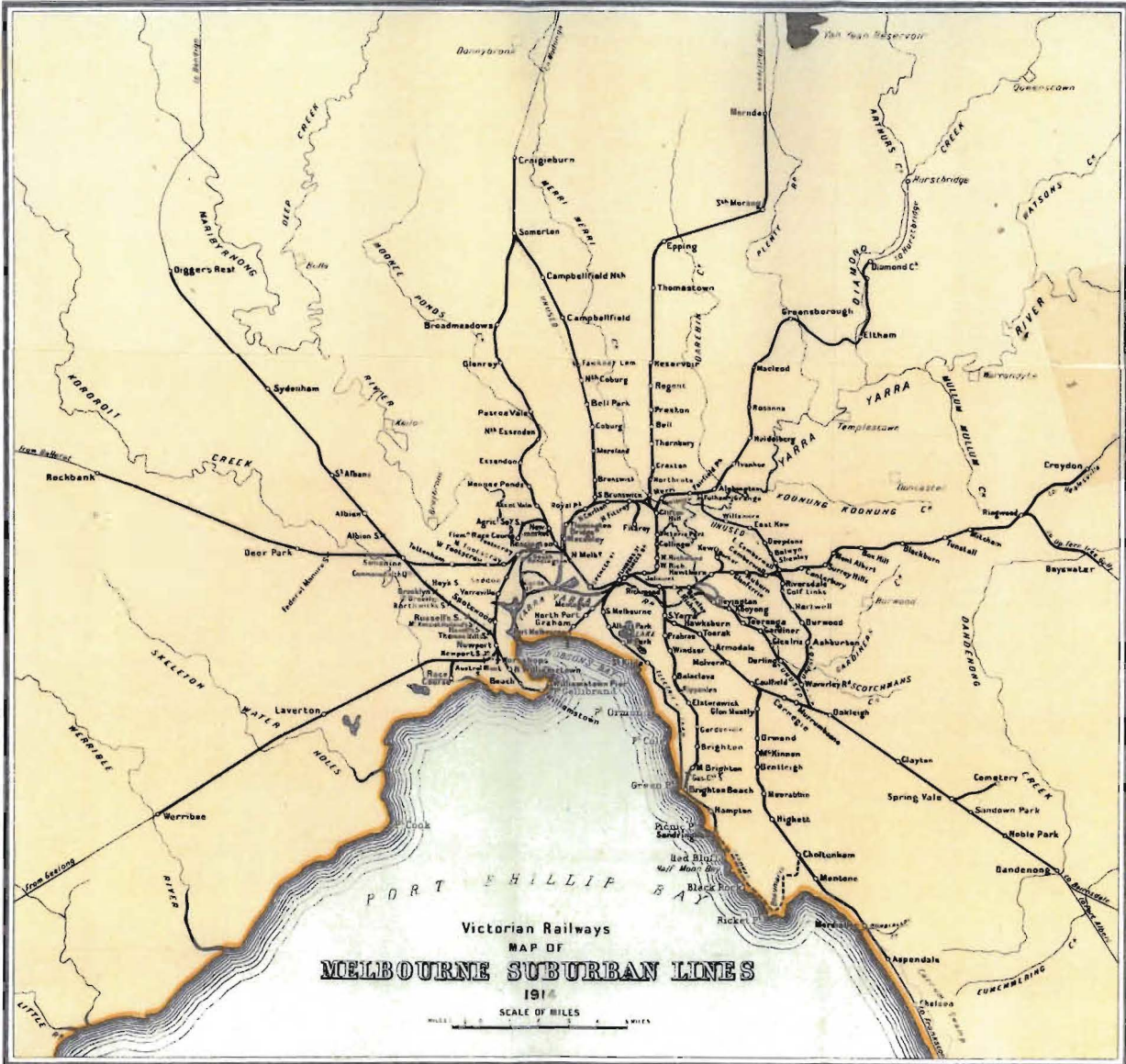
[in Red]

1914

SCALE OF MILES

BASS STRAIT

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





N. TERRITORY

SOUTH AUSTRALIA

NEW SOUTH WALES

QUEENSLAND

Railway Map
OF PART OF
AUSTRALIA
SHOWING THE THROUGH CONNECTIONS
from South Australia to Queensland
(in Red)

SCALE OF MILES
0 25 50 75 100

PACIFIC OCEAN

SOUTH OCEAN

TASMAN SEA

BASS STRAIT