

1915.
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VICTORIA

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDING 30TH JUNE, 1915.

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

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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS
FOR THE YEAR ENDING 30TH JUNE, 1915.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 27th September, 1915.

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, 1915.

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

	Railways.			St. Kilda and Brighton Electric Street Railway.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
GROSS REVENUE	5,161,072	12	0	22,614	3	4	5,183,686	15	4
WORKING EXPENSES (Ex- clusive of Special and Abnormal Charges)	3,755,425	15	10	19,904	12	11	3,775,330	8	9
NET REVENUE	1,405,646	16	2	2,709	10	5	1,408,356	6	7
SPECIAL and ABNORMAL CHARGES <i>(vide page 7)</i>	359,547	0	0	..	..	..	359,547	0	0
BALANCE OF NET REVENUE	1,046,099	16	2	2,709	10	5	1,048,809	6	7
INTEREST CHARGES and EXPENSES .. ..	..	..	..	£	s.	d.	..	..	..
	..	..	..	1,767,806	18	11	..	..	..
PENSIONS and GRATUITIES ..	..	..	..	123,438	0	5	..	..	..
DEFICIT .. ..	..	..	..	..	..	..	1,891,244	19	4
	..	..	..	..	..	..	£842,435	12	9

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

	Year 1913-14.	Year 1914-15.	Increase. (+) Decrease. (-)
	£ s. d.	£ s. d.	£ s. d.
Gross Revenue—			
Railways	5,560,957 14 7	5,161,072 12 0	- 399,885 2 7
St. Kilda and Brighton Electric Street Railway	20,516 4 11	22,614 3 4	+ 2,097 18 5
Total	5,581,473 19 6	5,183,686 15 4	- 397,787 4 2
Working Expenses (Exclusive of Special and Abnormal Charges)—			
Railways	3,745,692 4 9*	3,755,425 15 10*	+ 9,733 11 1
St. Kilda and Brighton Electric Street Railway	20,850 2 7	19,904 12 11	- 945 9 8
Total	3,766,542 7 4*	3,775,330 8 9*	+ 8,788 1 5
Net Revenue	1,814,931 12 2	1,408,356 6 7	- 406,575 5 7
Special and Abnormal Charges (<i>vide</i> page 7)	6,950 6 10	359,547 0 0	+ 352,596 13 2
Balance of Net Revenue	1,807,981 5 4	1,048,809 6 7	- 759,171 18 9
Interest Charges and Expenses ..	1,677,369 6 9	1,767,806 18 11	+ 90,437 12 2
Pensions and Gratuities	112,855 8 0	123,438 0 5	+ 10,582 12 5
Total Interest Charges and Expenses and Pensions and Gratuities ..	1,790,224 14 9	1,891,244 19 4	+ 101,020 4 7
Surplus	17,756 10 7	...	...
Deficit .. .. .	..	842,435 12 9	- 860,192 3 4

* Including Special Payment into the Rolling-Stock Replacement Fund

Year 1913-14.
£50,000

Year 1914-15.
£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 1911-1912.	Year 1912-1913.	Year 1913-1914.	Year 1914-1915.
Average Mileage of Railways operated ...	3,543	3,639	3,747	3,848
TRAFFIC TRAIN MILEAGE.				
Passenger—Country ...	2,679,590	3,184,804	3,567,211	3,338,345
" Suburban ...	3,633,144	3,779,461	3,959,171	4,068,903
Mixed ...	2,772,676	2,628,556	2,516,974	2,590,960
Goods (including Live Stock) ...	4,750,965	4,641,729	4,985,293	5,305,001
Total ...	13,836,375	14,234,550	15,028,649	15,303,209
Number of Passenger Journeys ...	104,234,732	111,513,908	116,611,448	117,259,926
Tonnage of Goods ...	4,886,001	4,738,984	5,345,966	4,694,524
Tonnage of Live Stock ...	411,684	411,420	470,122	715,521
GROSS REVENUE.				
Passenger, &c., Business.				
Passenger—Country ...	£ 1,347,774	£ 1,387,785	£ 1,423,938	£ 1,335,959
" Suburban ...	959,367	1,040,774	1,096,887	1,123,100
Dining Car Service ...	14,221	15,575	13,608	13,064
Parcels, &c. ...	207,307	218,450	232,577	223,212
Horses, Carriages, and Dogs ...	21,398	21,340	21,923	21,107
Mails ...	74,426	78,239	79,772	79,231
Goods, &c., Business.	2,624,493	2,762,163	2,868,705	2,795,673
Goods ...	2,085,488	1,948,593	2,171,789	1,724,400
Live Stock ...	320,831	507,870	343,289	456,210
Minerals ...	100,663	96,175	88,337	87,765
Rentals ...	71,437	72,268	73,040	74,135
Miscellaneous ...	16,055	18,373	15,798	22,890
Total ...	5,218,967	5,205,442	5,560,958	5,161,073
Per mile of Railway worked ...	1,473	1,430	1,484	1,341
Per traffic train-mile ...	7s. 6'53d.	7s. 3'77d.	7s. 4'81d.	6s. 8'94d.
WORKING EXPENSES.				
(Exclusive of Special and Abnormal Charges).				
Transportation Branch ...	£ 901,024	£ 947,868	£ 1,066,738	£ 1,081,816
Way and Works Branch ...	840,141*	876,631*	928,702*	838,014
Rolling-Stock Branch—Operating Expenses ...	842,438	914,709	1,003,621	1,025,934
" " Repairs and Renewals ...	497,940	501,023	582,859	640,861
" " Payment into Rolling-Stock Replacement Fund ...	50,000	50,000	50,000	50,000
General Expenses ...	74,237	80,937	85,968	92,996
Payment into Railway Accident and Fire Insurance Fund ...	25,095	26,027	27,805	25,805
Total ...	3,231,875*	3,397,195*	3,745,693*(a)	3,755,426(a)
Per mile of Railway worked ...	912*	934*	1,000*	976
Per traffic train-mile ...	4s. 8'06d.*	4s. 9'28d.*	4s. 11'82d.*	4s. 10'90d.
Percentage of Gross Revenue ...	61'93*	65'26*	67'36*	72'76
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES				
Per mile of Railway worked ...	£ 1,987,092*	£ 1,808,247*	£ 1,815,265*	£ 1,405,647
Per traffic train-mile ...	2s. 10'46d.*	2s. 6'49d.*	2s. 4'99d.*	1s. 10'04d.
SPECIAL AND ABNORMAL CHARGES				
Total Working Expenses and Special and Abnormal Charges ...	£ 3,310,484	£ 3,476,957	£ 3,752,643(c)	£ 4,114,973(c)
Per mile of Railway worked ...	934	955	1,001	1,069
Per traffic train mile ...	4s. 9'42d.	4s. 10'62d.	4s. 11'93d.	5s. 4'53d.
Percentage of Gross Revenue ...	63'43	66'79	67'48	79'73
Balance of Net Revenue				
Per mile of Railway worked ...	1,008,483	1,728,485	1,808,315	1,046,100
Per traffic train mile ...	2s. 9'11d.	2s. 5'15d.	2s. 4'88d.	1s. 4'41d.

* Adjusted to exclude Special and Abnormal Charges, mainly in connexion with relaying to release rails for construction purposes and payments into the Railway Accident and Fire Insurance Fund.

(a) For details see Appendix No. 6. —(b) As detailed on Page 7. —(c) For details see Appendix No. 6.

Gross Revenue of the Railways.

The Gross Revenue was £399,885, or 7·19 per cent., less than that of the preceding year, whilst the Gross Revenue per traffic train mile was 6s. 8·94d., by comparison with 7s. 4·81d. in the year 1913-14.

The decrease in the earnings per traffic train mile was chiefly attributable to the carriage—

- (a) of starving stock, fodder, and seed wheat at less than the schedule rates ;
 - (b) of men, horses, and equipment for the Expeditionary Forces at one-half of the full rates ;
 - (c) of increased quantities of material for road making purposes, the schedule rates for which are very low ;
- and also—
- (d) to the unusually large unproductive train mileage, owing to the abnormal conditions occasioned by the drought, the failure of water supplies, and the use of inferior water ; and
 - (e) to the reduction in the tonnage of goods in the higher classes, and of goods which admit of practically the maximum loading per truck.

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

	Increase.		Decrease.		Net Decrease.	
	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.
	£		£		£	
Passenger Traffic—						
Country ... ..	...	...	87,979	6·18	} 61,766	2·45
Suburban	26,213	2·39	...	...
Dining Car Service ... ..	...	...	544	4·00	...	...
Parcels, &c. ... ..	...	...	9,365	4·03	...	...
Horses, Carriages, and Dogs ... ..	...	...	816	3·72	...	...
Mails ... ..	...	...	541	0·68	...	...
Goods ... ..	...	...	447,389	20·60	...	...
Live Stock	112,921	32·89	...	...	...	...
Minerals ... ..	...	...	572	0·65	...	...
Rentals	1,095	1·50	...	...	...	...
Miscellaneous	7,092	44·89	...	...	...	...
Total	147,321	...	547,206	...	399,885	7·19

and an analysis of the various items included under the heading of Goods may be shown thus :—

Item.	Tonnage.		Revenue.	
	Increase.	Decrease.	Increase.	Decrease.
	Tons.	Tons.	£	£
Wool ... ..	...	22,131	...	24,347
Wheat ... ..	...	638,348	...	287,416
Agricultural Produce other than Wheat	97,916	...	48,598	...
Firewood and Timber ... ..	...	124,711	...	30,605
Butter and other Dairy Produce ... ..	...	18,812	...	19,457
Fertilizers	4,168	...	474	...
Stone, Gravel, and Sand	181,190	...	15,575	...
Fish, and Fruit ... ..	...	21,630	...	9,961
Wine ... ..	...	146	436	...
"A," "B," "C," 1, and 2 ... ..	...	64,250	...	102,277
Miscellaneous	41,730	...	5,499	...
All other Goods ... ..	...	95,451	...	35,200
Haulage, Storage, Demurrage, &c. ... ..	...	...	...	8,7c8
Total	325,004	985,479	70,582	517,971
Net Decrease under the preceding year	660,475		£447,389	

Working Expenses of the Railways.

The percentage of Working Expenses to Gross Revenue was 72·76, by contrast with 67·36 in the year 1913-14.

There was an increase of £9,733 in the ordinary Working Expenses, distributed as follows :—

	£	Decrease. £
Transportation Branch	15,078	
Way and Works Branch ... ..	...	90,688
Rolling-stock Branch	80,315	
General Expenses	7,028	
Payment into Railway Accident and Fire Insurance Fund...	...	2,000
Total	102,421	92,688
Net Increase	£9,733	

mainly due to—

- (a) The increase in the train mileage owing to the considerable volume, and the exceptional nature, of the traffic in starving stock, fodder, &c., occasioned by the drought;
- (b) The increased rates of pay to certain supernumerary employees in accordance with the provisions of Wages Boards Determinations ;
- (c) The operation and maintenance of the new line of railway from Rushworth to Colbinabbin;
- (d) The maintenance of additional locomotives and other rolling-stock.

Details of the expenditure by comparison with the preceding year are disclosed in Appendix No. 6.

Special and Abnormal Charges Against Working Expenses.

The adverse conditions occasioned by the drought and the war, and the provision and acceleration of works for the purpose of minimising unemployment, in accordance with the wishes of the Government, operated in a serious manner against the achievement of satisfactory financial results, and together with other factors of an exceptional character contributed towards the increase in the working cost. The following statement shows in detail the Special and Abnormal charges incurred during the year:—

(1) Reduction in train loads and a consequent increase in train mileage, owing to inability to obtain adequate water supplies in many districts and increase in the cost of running trains owing to the derangement of traffic generally on each line concerned...	£	42,947
(2) Fitting up trucks for the carriage of water for locomotive purposes and for settlers, and obtaining special water supplies, &c.		5,809
(3) Protection of important bridges and other structures against the enemies of the Empire		23,332
(4) Provision and acceleration of works for the purpose of minimising unemployment,		140,000
(5) Suspension of coal contracts in consequence of strikes and substituted supplies of coal at higher rates owing thereto and to the war		20,101

(6) Alterations to rolling-stock and to bridges, &c., in connexion with the electrification scheme, and in respect of which a debit of only £876 occurred in the year 1913-14	£
(7) Additional insurance, freights and exchange incurred in respect of stores and materials, owing to the war ...	37,944
(8) Relaying of lines with heavier rails, in order to release serviceable rails for the construction of new lines	4,140
(9) Interest on special advances to the Department for the relaying of lines with heavier rails, in order to release serviceable rails for the construction of new lines	75,000
Total	<u>10,274</u>
	<u>£359,547</u>

Live Stock Traffic.

The following comparison of the number of trucks of live stock dealt with in the years ending 30th June, 1903 (when the last drought of a serious character occurred), 1913, 1914, and 1915, respectively, will serve to show the volume of the traffic during the year under review :—

Year ending 30th June.	Number of Sheep Trucks loaded with Sheep and Pigs.	Number of Open Goods Trucks loaded with Sheep.	Number of Cattle Trucks loaded with Cattle and Horses.	Total.	Percentage of increase over the year 1902-3.
1903 ...	31,037	8,729	34,531	74,297	...
1913 ...	51,588	1,101	38,335	91,024	22'51
1914 ...	56,457	3,731	41,902	102,090	37'54
1915 ...	74,467	23,112	49,573	147,152	98'0

Percentage of Net Revenue to Capital Liability.

The Net Revenue after providing for the payment of the Ordinary Working Expenses, the Special and Abnormal Charges, and the Pensions and Gratuities was equivalent to 1'76 per cent. of the total loan liability.

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

In conformity with the provisions of Section 14 of Act No. 1439, an amount of £9,062 16s. 2d. was appropriated by Parliament and paid to the Department to make good the decrease in revenue occasioned by the carriage at reduced rates of Victorian Coal purchased by the general public.

Railway Accident and Fire Insurance Fund.

The total amount credited to the Railway Accident and Fire Insurance Fund, inclusive of a contribution of £113 in respect of the St. Kilda and Brighton Electric Street Railway, was £25,918, but the money at the credit of the fund was not sufficient to cover the payments made thereout (*vide* Appendix No. 7), and it was accordingly necessary, as prescribed by Section 7 of Act No. 2119, to secure a temporary advance of £1,795 from the Public Account.

The scope of the Railways Accident and Fire Insurance Fund has been considerably enlarged since the enactment of the legislation under which the payments thereto were fixed at 10s. per cent. of the Gross Revenue, and we are satisfied that that contribution will not in future be sufficient to cover the charges against the Fund, and that in order to obviate advances from the Public Account, the contribution to the Fund should be increased from 10s. to 20s. per cent. of the Gross Revenue.

Pensions and Gratuities.

The amounts paid in pensions and gratuities (to ex-officers and ex-employees or to their dependent relatives) were £105,685 and £17,753 respectively, or a total of £123,438, as compared with £103,190 and £9,665 respectively, or a total of £112,855, in the preceding year.

The number of officers and employees in the Service on 30th June, 1915, and entitled to either pension or compensation, was 1,317, by contrast with 1,419 at 30th June, 1914, *vide* Appendix No. 8.

Capital Expenditure.

The total expenditure charged to Capital Account at 30th June, 1914, was £ 49,724,556 s. 3 d. 10
and during the year the expenditure so charged was as follows
(for details see Appendix No. 9):—

	£	s.	d.
Construction of New Lines and Surveys... ..	535,609	18	11
Electrification of Melbourne Suburban Lines	751,980	5	8
Additions and Improvements to—			
Way and Works	700,845	13	4
Rolling-stock	726,209	0	8
Total Increase in Expenditure on Capital Account	<u>2,714,644</u>	<u>18</u>	<u>7</u>
so that the total expenditure charged to Capital Account at 30th June, 1915, was	<u>52,439,201</u>	<u>2</u>	<u>5</u>

Loan Funds.

The total liability, at 30th June, 1914, in respect of Current Loans, was £ 48,121,467 s. 13 d. 3
and during the year under review the additional amount allocated was as follows :—

	£	s.	d.
For Construction Works	4,276,533	3	2
For Redemption Purposes	501,050	0	0
	<u>4,777,583</u>	<u>3</u>	<u>2</u>
Less Amount redeemed	501,050	0	0
Net Increase for the year	<u>4,276,533</u>	<u>3</u>	<u>2</u>
so that the total liability, at 30th June, 1915, in respect of Current Loans was (<i>vide</i> Appendix No. 10)	<u>£52,398,000</u>	<u>16</u>	<u>5</u>

The proceeds of Loans, after deducting Discounts and Expenses (less Net Premiums received), amounted at 30th June, 1914, to	46,451,848 7 2
and as this amount was increased during the year ending 30th June, 1915, by	4,275,411 6 9
the total proceeds of Loans at 30th June, 1915, were ...	<u>£50,727,259 13 11</u>
The difference between the increase in the proceeds of Loans and the net increase in the total amount of Current Loans allocated which represents the Net Discount and Expenses for the year was	<u>£1,121 16 5</u>

Interest Account.

	£	s.	d.
The Interest Charges on Current Loans (<i>vide</i> Appendix No. 10) amounted during the year to	1,750,988	8	10

And in addition the following debits were incurred—

	£	s.	d.
Expenses incurred by the Treasury in connexion with Payment of Interest	5,047	9	7
Interest on Temporary Advances pending Loans	11,771	0	6
	<u>16,818</u>	<u>10</u>	<u>1</u>

The debit for Interest Charges and Expenses for the year 1914-15 was therefore £1,767,806 18 11 which represents an increase of **£90,438** as compared with the debit for the previous year.

Non-Interest Bearing Funds.

	£	s.	d.
The amount provided out of Consolidated Revenue for Railway Construction, Equipment, Stores, &c., and on which interest is not charged, was at 30th June, 1914	3,894,951	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	2,788	15	0
The total amount so provided as at 30th June, 1915 (<i>vide</i> Appendix No. 5), was therefore	<u>3,897,740</u>	<u>11</u>	<u>6</u>

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

Lines Closed for Traffic.	Miles.	Approximate Capital Cost.
		£
Dunkeld to 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 for lines not constructed ...	...	400,885
Grand Total ...	...	£793,626

The interest charges upon such Capital, which is borne by the Railways and is wholly non-reproductive, would, at the rate of 4 per cent. amount to **£31,745** per annum.

Non-reproductive Charges.

The additions and improvements made to existing lines each year necessarily involve certain interest charges, which have no compensating advantages until the works have been completed, and during the past year the debit on this account was greater than usual because of the number of works of considerable magnitude; and on the basis of 4 per cent. upon the expenditure at the end of each month the debit would amount to £29,122 for the year, as detailed hereunder:—

	Interest Charges.
	£
Duplication and regrading of the line from South Yarra to Caulfield ...	7,379
Construction of Workshops, Ballarat ...	1,223
Construction of Workshops, Bendigo ...	1,049
Electrification of Suburban Lines ...	19,471
Total ...	£29,122

In addition, the interest charges debited against the Railways include the interest on the cost of lines in course of construction, of surveys for lines not constructed, and of lines which have either been dismantled or closed for traffic; and the debits in respect of these items for the year were as under:—

	Interest Charges.
	£
<i>New Lines—</i>	
Bairnsdale to Orbost ...	13,084
Cavendish to Toolondo ...	263
Elmore to Cohuna ...	1,961
Hamilton to Cavendish ...	534
Heywood to Mumbannar ...	2,441
Linton to Skipton ...	706
Lorquon to Yanac-a-Yanac ...	5
Neerim South to Toorongo River ...	114
Swan Hill to Piangil ...	1,398
Tallangatta to Cudgewa ...	3,206
Surveys for Lines not constructed ...	23,712
Lines dismantled or closed for traffic ..	16,035
Total ...	55,457

These interest charges, of course, affect the financial results, and although we feel that it is not inequitable for the management to have to bear the interest on the cost of works, such as the Electrification of the Suburban Lines, and the Regrading and Duplication of the Caulfield line, because they are properly within the classification of additions and improvements to existing lines, we are of opinion that the interest on the cost of—

- (a) Lines in course of construction ;
- (b) Surveys for lines not constructed ; and
- (c) Lines closed for traffic

should *not* be charged against the revenue derived from the working of the lines under our control.

In some States the management of the Railways is debited with the interest on the capital cost of a new line only from the date on which the line is opened for traffic, whilst in private railway companies the interest is debited against the capital cost ; and as the present arrangement is neither reasonable nor logical, we beg to recommend that legislative authority be obtained to treat such charges as portion of the capital cost of the lines, or that they be defrayed from a Special Appropriation.

In addition, we would urge that the cost of surveys for lines which are not constructed should not be regarded as a charge against Capital, as it obviously represents a liability without any tangible asset, and that arrangements should accordingly be made for the redemption out of revenue of the amount of £400,885 which has already been incurred upon such surveys, and of £392,741 for the construction of lines which have been dismantled or closed for traffic.

St. Kilda and Brighton Electric Street Railway.

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

	Year 1913-14.	Year 1914-15.
Number of Passengers	2,390,949	2,718,972
	£	£
Gross Revenue	20,516	22,614
Working Expenses	20,850	19,905
Net Revenue	334 (Loss)	2,709 (Profit)
Interest Charges and Expenses	3,333	3,428
Net Loss	3,667	719

It will thus be seen that whilst there was an increase in the Gross Revenue of £2,098 there was a decrease in the Working Expenses of £945, so that the actual improvement in the Net Revenue was £3,043.

	£
The Capital Expenditure at 30th June, 1915, on account of the construction of the line was	75,103
and of rolling stock	26,623
or a total of	£101,726

The Capital Expenditure incurred during the year amounted to £6,232, and was mainly occasioned by the duplication of the line between St. Kilda and the Power House (£4,325), improvements to the Power Station Plant (£466) and the provision of new Rolling Stock (£1,021).

Abolition of "Local Rates."

For many years it was customary, in accordance with statutory enactments, to impose "local rates" in respect of the traffic over a new line until the total revenue became sufficient to pay the Working Expenses and Interest Charges from the date of opening, but from time to time the provision was objected to on the grounds that it retarded progress and placed the users of the lines at an unfair disadvantage by comparison with people resident near lines which were constructed prior to the inception of "local rates," and which may not have been returning sufficient revenue to cover both working expenses and interest charges. In addition it was claimed that, although a loss may result from the working of a line during the earlier years of its operation, its value as an auxiliary in the development of the country is of material importance, and that the pioneers of the localities should not, therefore, be penalized by the imposition of additional freight charges; and in response to such representations Parliament authorized the withdrawal of "local rates" as from 1st July, 1914 (*vide* Act No. 2527).

It is estimated that the abolition of "local rates" involves an immediate loss of Revenue of £10,000 per annum.

Reconciliation with Treasury Figures.

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

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

New Lines of Railways.

During the year 40·14 miles of new railways were opened for traffic, and at 30th June, last, 304·50 miles were in course of construction. The details of the different lines are shown in Appendix No. 13.

Mileage of Railways and Tracks Open for Traffic.

The route mileage open for traffic and the mileage of the main tracks and of sidings are shown in Appendix No. 14 and compare thus with the corresponding mileages for the year 1913-14 :—

	At 30th June.		Average for Year.	
	1914.	1915.	1913-14.	1914-15.
	Miles.	Miles.	Miles.	Miles.
Route Mileage	3834·85	3875·06	3746·98	3848·22
Main Tracks	4177·15	4217·36	4089·28	4190·52
Siding	710·18	743·58	...	...
St. Kilda and Brighton Electric Street Railway—				
Main track	7·84	7·84	...	...
Sidings... ..	0·97	0·97	...	...

Electrification of the Suburban Railways System.

The progress of the Electrification of the Suburban Railways has been considerably retarded by the abnormal conditions created by the war, and in consequence it will not be practicable to electrically operate the line between Sandringham and Essendon in about December, 1915. In some instances the workshops of Contractors for the supply of machinery and equipment have been requisitioned by the Imperial Government for the production of munitions of war, and although every endeavour has been, and will continue to be, made to expedite the scheme, the vital needs of the Empire are paramount, and everything must naturally be subordinate thereto, and it is not therefore possible to give any indication of the probable date of the introduction of electric traction.

The erection of the main buildings, the switchgear and transformer house, and the offices and other structures at the Newport Power House has, however, been actively proceeded with, and considerable sections of the boiler-house equipment and portions of the condensing plant and of the first 10,000 k.w. turbo-alternator set have been installed.

Several sections of the Jolimont car repair shed have been completed, and arrangements have been made for the installation of the electric overhead travelling cranes, machine tools, and other accessories required for the periodical overhaul of the rolling-stock.

The sub-stations at Princes Bridge, Newmarket, Middle Brighton, Glenroy, and Newport are sufficiently advanced to admit of the installation of the electrical apparatus, the first shipment of which is expected to shortly reach Melbourne.

The High Tension Cables for the transmission of electric current are being placed in position as rapidly as the supplies of materials will admit, and the Contractors have already commenced to install the electrical equipment in the carriage stock.

Arrangements have been made for the local manufacture of the latticed steel masts and the bridging and accessories for the overhead equipment of the permanent way.

Facilities have been partially provided for the training of the employees who will be required to operate the electric trains, and it is proposed to equip the line between Newmarket and the Flemington Racecourse as early as practicable, so that the staff may acquire, under competent supervision, the requisite skill and experience to enable them to operate the trains in an efficient manner.

The commitments under the respective contracts as at 30th June, 1915, amounted to approximately £2,440,000, exclusive of those in respect of automatic signalling and the subsidiary schemes for the electrical operation of the plant of the various Metropolitan workshops, whilst the actual expenditure incurred in connexion with the scheme during each of the years 1912-13, 1913-14, and 1914-15, exclusive of the Capital Expenditure in respect of the construction and structural alterations of Rolling Stock, was as shown hereunder :—

Year.	Working Expenses.			Capital.	Total.
	Way and Works Branch.	Rolling Stock Branch.	Total.		
	£	£	£	£	£
1912-13 ...	181	...	181	27,976	28,157
1913-14 ...	876	...	876	151,618	152,494
1914-15 ...	19,944	18,000	37,944	751,980	789,924
Total ...	21,001	18,000	39,001	931,574	970,575

The total number of employees engaged on the work within the State at 30th June, 1915, was 2,361.

Automatic Signalling.

The electrification of the suburban lines will admit of the provision of an increased service during the busy periods of the day, by the adoption of a closer interval between trains, but in order to obviate difficulty in maintaining the more frequent service, it is proposed to introduce an automatic system of signalling, with various safe-working appliances, as has been done in the case of the majority of the electrically operated suburban railways of any magnitude in other parts of the world.

The system will provide for a closer spacing of signals and for the electric control of the line in such a manner as will prevent the exhibition of a clear signal when the section in advance is occupied, whilst the automatic stops will, if a signal be passed at danger, cause a suspension of the power and the application of the brakes, and the installation generally will not only increase the carrying capacity of the lines, but will also afford the maximum safety to the travelling public.

The introduction of the scheme will involve a considerable expenditure, but it is anticipated that, apart from the factors of greater safety and the more convenient method of signalling, the savings arising mainly from the abolition of signal boxes will enable the change to be effected at only a slight increase in the annual expenditure.

It was originally intended that Mr. Merz should submit a complete automatic signalling scheme, and that he should be responsible for its installation, but with his concurrence it was subsequently decided to undertake with our own staff the performance of a large portion of the work, which it is considered can be more advantageously dealt with locally, and the services of Mr. C. W. Prescott, an expert signalling engineer, who was sent out from England by Mr. Merz in connexion with the work, have been secured to assist our engineering staff in the preparation of the details of the scheme.

Newport Workshops.

In our Report for the year 1913-14 we drew attention to the fact that the increased number of locomotives, carriages, and trucks, together with the expanded programme of construction, had, despite the extensions which had been made from time to time, completely outgrown the accommodation at the Newport Workshops, and that, whilst the provision of new workshops at Ballarat and Bendigo will afford a measure of relief, additional accommodation at Newport is essential for the efficient and economic performance of the work.

The Workshops were established in 1888, and the following comparison of the rolling stock then in use with the stock in existence at 30th June last will be of interest:—

Year.	Number of Locomotives.	Number of Carriages, Vans, &c.	Number of Trucks.
1888	364	1,168	6,242
1915	791	2,370	18,268

The number of officers and employees engaged in the Workshops has been increased from 918 in the year 1888 to 4,563 in the year 1915.

A scheme for the re-modelling and enlargement of the Workshops has been prepared, but some years must necessarily elapse before the work will be completed.

Good progress has, however, been made with the earth formation, and during the current year it is intended to complete this portion of the scheme and to proceed with the laying down of additional tracks and the erection of a new boiler shop.

New Locomotive Workshops at Ballarat and Bendigo.

The main workshop buildings are approaching completion, and the out-buildings, offices, tracks, &c., will be completed within the next few months, but the war has occasioned considerable delay in securing the requisite machinery and plant, and it is impracticable to indicate when such equipment will be available for installation.

Regrading of the Camberwell Line.

The question of regrading the Camberwell line, in order to abolish the level crossings between Richmond and East Camberwell, was investigated in 1911 by the Parliamentary Standing Committee on Railways, whose conclusions coincided with the opinions expressed by the then Commissioners that the line should be regraded, and preparations were accordingly made for the formulation of the necessary scheme.

The interruptions to the road traffic at the different crossings have since been intensified by the running of additional trains, and as electric traction would result in increased delays and inconvenience to the public in consequence of further additions to the train service, it was decided to proceed with the regrading of the section between Hawthorn and East Camberwell, whilst plans are in course of preparation for the section between Richmond and Hawthorn.

The work between Hawthorn and East Camberwell involves the rearrangement and rebuilding of the stations at Glenferrie, Auburn, and Camberwell, the raising of the lines from the down end of the Hawthorn station to beyond the Auburn Station, the lowering of the lines between Auburn and East Camberwell Stations, and the substitution of bridges for the level crossings at Glenferrie-road, William-street, John-street, Henry-street, Auburn-road, Albert-street, Turwood-road, and Burke-road.

Regrading and Duplication of the Caulfield Line.

The work in connexion with the regrading and duplication of the lines from South Yarra to Caulfield is approaching completion, and it is expected that the four lines of way on the altered grade will be available for traffic by the middle of October next.

Flinders-street Viaduct.

The duplication of the Flinders-street Viaduct has been completed between Market-street and King-street, and the traffic has been diverted to the new lines, but progress with the section between King-street and Spencer-street has been considerably retarded by the difficulty experienced in obtaining the requisite steel work, &c.

The work of the renewal and strengthening of the existing Viaduct, which is demanded by the heavier locomotives, was commenced, and the demolition of the section between Market-street and King-street is well in hand, and contracts have been arranged for the supply of the necessary girders, &c.

New Shipping Shed.

The duplication of the Flinders-street Viaduct, the consequent rearrangement of the lines of way radiating therefrom, and the provision of an additional island platform, have necessitated the removal of the existing Shipping Shed from Spencer-street. It has therefore been decided to erect a new shed, with the requisite track connexions, platform and other accommodation, on a site at Montague, which, after exhaustive consideration, was selected as the most suitable place available, and a contract has been let for the erection of the main building.

The new shed will be 1,470 feet in length, and 150 feet in width, with three lines of way down the centre, and two inside platforms, each 50 feet wide, and two outside platforms, each 6 feet wide, covered by a verandah. A platform 1,400 feet long and 25 feet wide will also be provided in the yard, and the shed will be equipped with modern facilities for the expeditious and economical handling of the traffic.

The land needed for the purpose has been acquired, and overhead footbridges have been provided at Doran and Boundary Streets, whilst the construction of a bridge for vehicular traffic over the railway at Montague Street and the removal and re-erection at another site of the Montague Station and other work associated with the scheme have been commenced.

Improved Accommodation at Country Stations.

The gradual yet appreciable development of business during recent years has outgrown the accommodation at a number of the principal depôts and junction stations and the facilities have accordingly become inadequate for the economical and efficient handling of the traffic, and additions and improvements of a more or less important character have been effected at several stations. It has, however, been necessary to undertake the complete re-modelling and enlargement of the station, yard, and other accommodation at Ararat, Geelong, Korong Vale, and Warragul, and the magnitude of the work at each place may be gauged by a scrutiny of the following statement, which embodies the total estimated expenditure of the contemplated work, and the outlay actually incurred during the year under review:—

	Estimated Cost.			Total Expenditure incurred up to 30th June, 1915.		
	Working Expenses.	Capital.	Total.	Working Expenses.	Capital.	Total.
	£	£	£	£	£	£
Ararat	11,193	37,359	48,552	1,865	14,016	15,881
Geelong	22,483	94,749	117,232	3,316	28,178	31,494
Korong Vale ...	10,614	33,549	44,163	10,203	28,685	38,888
Warragul... ..	11,101	32,899	44,000	1,665	5,762	7,427

whilst the nature of the improvements, which it is anticipated will be sufficient to provide for the efficient conduct of the traffic for many years, is as briefly described hereunder:—

- (a) *Ararat*.—Complete re-arrangement and extension of the station and yard accommodation, including the construction of an island platform with new station buildings, additional sidings, the substitution of a bridge for the level crossing at Queen-street, the provision of a sub-way in lieu of the level crossing at Vincent-street, and the installation of a 70-ft. turntable.
- (b) *Geelong*.—Provision of additional siding accommodation and an extension of the passenger platforms, involving the substitution of a vehicular subway for the level crossing at Railway Terrace, and removal of the Locomotive Depot to another site in order to provide for the proper conduct of the goods business and to make available adequate facilities for the housing, coaling, &c., of engines.
- (c) *Korong Vale*.—General re-arrangement and improvement of the station, yard, and other accommodation, the provision of an island platform with new station buildings, and an overhead footbridge, additional siding accommodation, improvement of the live stock trucking yards, the erection of an engine shed, the provision of a

70-foot turntable, and the establishment of a water supply for locomotives. The work is approaching completion, and considerable benefit has already been derived from the increased facilities in connexion with the despatch of trains to and from the respective lines radiating from Korong Vale.

- (d) *Warragul*.—Re-arrangement and improvement of the station, yard, and other accommodation, the construction of an island platform, with new station buildings and refreshment rooms of a more commodious type, the provision of additional sidings, which will give about 100 per cent. more accommodation than is at present available, the extension and re-construction of an overhead bridge which has been arranged to enable vehicles to reach the island platform, and the provision of an overhead footbridge to connect the island platform with the town side of the station.

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 policy of re-laying lines with heavier rails, in order to release light rails for the construction of new lines was continued, and during the year 265·5 miles of track were re-laid with steel rails, as follows:—

Description of Rails.	Miles of track relaid.
New 100 lb.	3·3
New 80 lb.	202·7
Serviceable 100 lb. and 80 lb.	1·3
Serviceable 75 lb., 66 lb., and 60 lb., released from other lines by the substitution of heavier rails	58·2
Total	<u>265·5</u>

of which 242 miles were relaid in order to provide serviceable steel rails for the construction of new lines of railway and new sidings.

The tracks were strengthened by 43,537 additional sleepers, whilst 294,577 sleepers were renewed, and 241 miles of fencing were rebuilt.

Three hundred and thirty-three interlocked levers were installed at 38 places, making the total number of interlocked levers in use at 30th June last 9 879 at 765 places, and the proportion of interlocked places 75·97 per cent.

One hundred and thirty-two sets of staff or Annett lock gear were provided at 83 intermediate non-staff stations, and 47 sets of plunger locking gear were installed at 25 staff stations.

Satisfactory progress was made with the installation of track-locking on the Suburban Lines, as during the year the lines from the Maribyrnong River signal box to the Footscray "B" signal box and to West Footscray, Dudley-street to Spencer-street (Goods Yard), Flinders-street to St. Kilda, Graham-street to the New Pier at Port Melbourne, and the Oakleigh Platform Roads; also a number of isolated sections at Flinders-street were provided with this additional safeguard.

The proposed signalling arrangements at South Yarra will involve the provision of an electro-mechanical interlocking frame, which is now in process of manufacture, and the design of a considerable amount of special apparatus and fittings required for Electrification purposes was accomplished during the year.

In addition to the extensive works which have already been specially referred to, a number of other important works are in progress throughout the State. For instance the stations at Gheringhap and Maroona are being re-modelled and extended in order to accommodate the increased traffic, and the work of re-arranging and enlarging the station yards at Balmattum and Clyde is in hand, whilst the accommodation at Benalla, Birregurra, Castlemaine, Crowland, Dalmore, Flinders-street, Irrewarra, Lilydale, South Geelong, Sunshine, Toolamba, and Woomelang was similarly improved during the year.

A new station was opened at Tresco, which will serve a recently settled area of agricultural country between Mystic Park and Lake Boga, on the Bendigo-Swan Hill line.

New station buildings were erected at Alphington, Golden Square, Ivanhoe, Lilydale, Mortlake, Oakleigh, Sea Lake, Ultima, Woomelang, and Yarra Junction, and are in course of erection at Yarra Glen, and a number of passenger platforms were extended.

The strengthening of bridges to carry heavier locomotives was continued, especially along the main country lines; and the construction of a new double-track bridge over the River Yarra at Hawthorn, and the renewal and strengthening of the bridge over the Maribyrnong River, near Footscray, were completed, but the work of strengthening the Moorabool Viaduct has been delayed owing to the difficulty experienced in obtaining necessary material.

Longer and stronger turntables for reversing the larger types of locomotives now in use were provided at a number of depôts, and similar provision is being made at other stations.

The grades of the line between Ararat and Maroona have been reduced to facilitate the increasing traffic from the Gheringhap-Marroona line, and between Sandown Park and Tooradin and Nyora and Woodleigh to meet the requirements of the coal traffic from the State Mine.

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, 1915, based on numbers and capacity, respectively, are embodied in Appendices Nos. 15 and 16.

In addition to the removal from the register of the Rolling Stock which was broken up, &c., during the year (*vide* Appendix No. 16), one Workman's Sleeping Car and twenty old locomotives were written down to the internal floor area and tractive power respectively, represented by their value as scrap materials.

The policy of constructing additional Rolling Stock, in order to meet the increasing demands of both the passenger and goods business, was actively proceeded with, as indicated by the following statement, which also shows the anticipated output for the year 1915-16 :—

Description.	Output during 1914-15.		Estimated Output during 1915-16.	
	At Newport.	By Contractors.	At Newport.	By Contractors.
LOCOMOTIVES.				
"A2" class, for heavy passenger service	30	..	30	..
"DD" class, for passenger and goods service	18	11	12	29
Narrow-gauge	2	..	1	..
Wreckage crane	1	..	2	..
Total	51	11	45	29
CARRIAGE STOCK.				
Corridor vestibule cars (58 feet long) for country services	..	..	15	..
Narrow-gauge cars	9	..	..	..
Sliding-door suburban car-vans	32	..	72	..
(i.e. motor coaches for electric service)				
Electric street railway cars .. .. ..	..	..	10	..
Total	41	..	97	..
VAN AND SUNDRY STOCK.				
Goods vans	26	..	..	..
Narrow-gauge vans	2	..	..	..
Workmen's sleeping cars	30	..	..	..
Total	58	..	..	..
TRUCK STOCK.				
Fifteen-ton open goods trucks	491	200	229	300
Fifteen-ton coal hopper trucks	2	..	48	..
Sheep trucks	75	..	75	..
Cattle trucks	19	..	56	..
Bogie flat trucks	20	..	5	..
Bogie open goods trucks	6	..	94	..
Louvre trucks	72	..	100	..
Water trucks	40	..	15	..
Refrigerator trucks .. .. ..	..	..	50	..
Total	725	200	672	300

A further contract has been entered into with Messrs. Thompson and Coy., of Castlemaine, for the manufacture of twenty locomotives of the "DD" class, and contracts to the value of £72,182 were let during the year to a number of Victorian firms for the supply of parts of Rolling Stock.

The work of effecting alterations to existing suburban bogie stock to enable it to be utilized in electric service has also been well advanced, and the position is as shown hereunder :—

	Output during 1914-15.	Total No. of Coaches Completed at 30th June, 1915.	Estimated Output during 1915-16.
Motor Coaches—			
Bodies altered	70	81	72
New Underframes and Bogies made	33	33	72
Trailers and Driving Trailers—			
Bodies altered	97	116	120

Experiments have been conducted with a "DD" Class locomotive fitted with a superheater in comparison with a locomotive of the same type not so equipped, and the results obtained confirm the opinion expressed in our last Annual Report that a saving of from 15 to 20 per cent. in fuel will be realized in all-round working by the use of superheaters.

Prior to the outbreak of war, arrangements were made to secure 50 superheaters of the "Schmidt" type and one pattern set of the "Robinson" type, and it is proposed to fit the whole of these appliances to engines under construction.

Apart from some minor differences in design, the "Robinson" and the "Schmidt" types of superheaters are practically similar, and in view of the fact that there is not likely to be any appreciable variation in economy as between the two types and that the company controlling the "Robinson" superheater is wholly British, it has been decided to adopt the "Robinson" as the standard superheater, and an additional 60 locomotives are to be equipped with superheaters of that type.

In view of the increasing demand for locomotive power in connexion with goods traffic on our principal main lines, it is considered that locomotives of the consolidation type can now be employed with advantage and economy, and it is intended to construct a pattern locomotive at the Newport Workshops.

Replacement of Rolling Stock.

For some years past different sums of money have been specially allocated for the renewal and replacement of Rolling Stock which has reached the limit of economic usefulness; but the arrangement has not been governed by sound principles, and we have accordingly deputed the Chief Mechanical Engineer and the Chief Accountant to make an exhaustive investigation of the whole question, and it is intended to submit the results of the investigation for review by an Actuary so that payments towards the renewal and replacement of the Rolling Stock may be made on an actuarial basis, and so obviate the undue inflation of the working expenses in any one year, and the consequential disarrangement of the finances.

Stores Branch.

The value of the Stock of Stores at 30th June, 1915, as per the certificate of the Chief Storekeeper (*vide* Appendix No. 4) was £956,159, or £46,967 in excess of the value of the Stock at 1st July, 1914.

The increase is chiefly due to the higher prices of stores and materials and the necessity for maintaining additional supplies of Lubricating Oils, Steel, Iron, &c., in order to safeguard against possible shortages arising in consequence of the war.

Dining Car and Laundry Services.

The Dining Car Service has been maintained to a satisfactory standard, but the adverse conditions prevailing as a result of the drought and the war have had an effect upon the patronage, as will be observed from the following comparison of the earnings from this source:—

—				Year 1913-14.	Year 1914-15.	Decrease.
				£	£	£
Sydney Express	...	...	...	8,155	8,132	23
Adelaide Express	...	...	...	4,442	3,953	489
Mildura Line	...	...	...	1,011	979	32
Total	...	...	...	13,608	13,064	544

The Laundry is still working efficiently and giving satisfactory results.

The Staff.

The revision of the general classification of the Clerical Staff in the Head Offices and at the principal metropolitan and country centres was undertaken during the year, and resulted in the raising of the maximum salaries of an appreciable number of positions, especially in the lower classes.

During the year 149 new appointments were made to the permanent staff, but as the loss resulting from retirements, deaths, resignations, dismissals, etc., amounted to 308, the net decrease was 159.

At 30th June, 1915, there were 27,030 employees in the service, of whom 13,493 were attached to the permanent staff, whilst 13,537 were engaged in temporary capacities.

The number of temporary employees is abnormal, and is due to the fact that, in order to minimise unemployment, work was provided for a considerable number of men whose services would not otherwise have been utilized, and to the postponement of appointments to the permanent staff. It was intended in the early part of the year to increase the permanent staff by about 1,500 employees, and to effect a corresponding decrease in the supernumerary staff, but owing to the drought and the war we deemed it advisable to defer the proposal until normal conditions again prevailed. Since then the Government has decided to give preference to returned soldiers for employment in the Railway and Public Service, and it will consequently be impracticable to make other than limited additions to the permanent staff until after the conclusion of the war, and the number of temporary employees will accordingly be abnormal in the interim.

Apart, however, from the foregoing phase of the question, it is essential to maintain a fairly large temporary staff in order to meet requirements as determined by the fluctuations of work and of traffic, and the following statement indicates the principal works and the number of men who were engaged thereon at 30th June, 1915:—

Work	No. of Men.
Additions and alterations to Station buildings, strengthening of bridges, &c.	230
Duplication of St. Kilda and Brighton Electric Street Railway	115
Electrification of the suburban lines	2,361
Erection of Shipping Shed at Montague	54
Extension of Newport Workshops	195
Gravitation Yard at Tottenham	87
Improvements at Geelong Station	110
Improvements at Warragul Station	110
Improvements at Ararat Station and regrading of line	99
Regrading of Camberwell line	220
Regrading and Duplication of Caulfield line	757
Relaying lines with heavier rails in order to release rails for new lines	576
Renewal and Duplication of the Viaduct	66
Workshops at Ballarat	25
Workshops at Bendigo	68
Total	5,073

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 as shown hereunder:—

Year ending 30th June.	Amount of—		Total Salaries and Wages.
	Salaries.	Wages.	
	£	£	£
1913	428,980	2,591,628	3,020,608
1914	477,118	2,864,337	3,341,455
1915	518,577	3,148,674	3,667,251

The Staff and the War.

Since the decision of the Government of the Commonwealth to send troops to assist in the war, the Staff of the Victorian Railways have responded in an admirable manner to the call of the Empire, and so far 2,073 employees have enlisted for active service, and we regret to say that 55 of them have been killed in action or have died of wounds, &c.

There are 16,725 employees within the prescribed age limits, so that the number of volunteers for active service represents 12·39 per cent. of the total number eligible, and we feel sure that a spirit of loyalty and patriotism will still continue to inspire the members of the staff to respond to the needs of the Nation.

All the employees who have joined the Expeditionary Forces have been granted leave of absence until the date of their discharge by the military authorities, and their rights have otherwise been conserved by the provision—

- (1) That on their return to duty they shall be granted the rate of pay which they would have received if they had continued without intermission in the performance of their departmental duties ;
- (2) That they shall be reinstated in the positions which they occupied as at the date of ceasing work, or granted the benefit of any promotion which they would ordinarily have gained ;
- (3) That service with the Expeditionary Forces shall be regarded as service in the ordinary departmental position in respect of the computation of pension or compensation or annual leave, or the right to promotion, seniority, &c. ; and
- (4) That the premiums on life assurance policies issued in accordance with the departmental regulations shall be paid by the Department.

The names and avocations of the employees who have joined the Expeditionary Forces are embodied in this Report, and it is proposed to exhibit a "Roll of Honour" at the principal depôts and stations throughout the State.

Patriotic and Red Cross, &c., Funds.

We desire to place on record our appreciation of the splendid generosity which has characterized the efforts of employees to supplement the contributions to the different funds for patriotic and other purposes which have been established since the advent of the war.

So far the subscriptions of employees to Departmental Funds amount to £25,491, and the money has been allocated as under—

Belgian Relief Fund	...	...	...	£3,345
Unemployment Fund	...	...	...	9,135
Red Cross Purposes	...	...	...	13,011
Total	...	...	...	£25,491

and a portion of the money subscribed for Red Cross purposes has been utilized in the provision of—

- (a) A Motor Hospital Car ;
- (b) Three Motor Ambulances ; and
- (c) A Travelling Kitchen for the use of the Australian Expeditionary Forces,

The Motor Hospital Car, which is in reality a portable operating theatre, and is the first of the kind to be built in the world, is the outcome of a conversation with Colonel Fetherston as to the most appropriate and useful manner in which employees could contribute to the welfare and health of their kindred in arms, and it was designed by our staff in co-operation with the military authorities. It was manufactured at the Newport Workshops, and is thoroughly equipped with a complete set of surgical instruments, and medical and "first aid" accessories.

The Travelling Kitchen, which was designed to overcome defects which experience has disclosed in other Camp Kitchens, was also manufactured in the Newport Workshops, whilst the Motor Ambulances were constructed by local manufacturers.

In addition to the actual contributions to the Departmental Funds, employees have readily responded during their leisure hours to calls on behalf of the Red Cross, and by the utilization of the Departmental Workshops and machinery, which we have gladly placed at their disposal, employees have undertaken the manufacture of the following articles in their own time, and without expense to the Red Cross:—

Australia Day Emblems	...	...	...	7,500
Ambulance Stretchers	...	...	...	250
Spinning Wheels	...	...	...	100
Cup Spittoons	...	...	...	2,000
Bed Pans	...	...	...	100

whilst a number of men are assisting in the equipment of the Rest House for Soldiers.

Motor Workshops, &c.

At the request of the Commonwealth, and in consultation with the Military Authorities, six portable Motor Workshops were designed by our Staff and constructed at the Newport Workshops. These vehicles are self-contained, and are provided with all the equipment necessary for routine maintenance of motor transport in the field.

A similar Motor Workshop, together with one arranged for wood-working repairs in connexion with aeroplanes, and a motor store car, to act as tenders for the Half Flight supplied to the Government of India, were also designed by our staff and constructed at the Newport Workshops.

Munitions of War.

With the authority of the Government, experiments have been conducted at the Newport Workshops in order to determine whether shrapnel and high explosive shell cases could be manufactured in a shop equipped with an ordinary engineering plant, and the tests have proved highly successful, and have served to demonstrate that both types of shell cases can be manufactured in this State. The results of the experiments have been published in pamphlet form, and it is anticipated that a description of the procedure adopted in the various operations, and information as to the different machines and tools, will prove of value to outside engineering firms who may desire to undertake the work.

In the absence of definite information as to whether it is the desire of the Imperial Authorities that the manufacture of Munitions should be regarded as a matter of urgent necessity, demanding the subordination thereto of every enterprise and function likely to retard manufacture and lessen output, we have recommended that, for the present at least, the activities of the Department should be confined to the establishment of a "model" shop:—

- (1) For the conduct of experiments for the guidance of manufacturers;
- (2) For the manufacture of gauges;
- (3) For the manufacture or completion of such portions of shells as cannot be satisfactorily undertaken in any other shop; and
- (4) For the production of, say, 250 shell cases per week of one shift, and which, on the installation of certain Gisholt Lathes now under order from America, can immediately be increased by approximately another 250 shell cases per shift.

The shop is in process of equipment, the manufacture of gauges is in progress, and a commencement will be made with the manufacture of shell cases as soon as the necessary steel can be procured.

Ambulance Organization and Equipment.

Continued encouragement has been given to the acquirement of knowledge in "First Aid," and 200 additional men obtained certificates during the year, and there are now 3,800 employees qualified in First Aid. Hospital Cars are stationed at Spencer-street and Ballarat, and additional First Aid equipment was provided at different places, and the number of Stretchers, Medical Chests, &c., available on 30th June, 1914 and 1915 respectively, was as indicated hereunder:—

Item.	At 30th June, 1914.	At 30th June, 1915.	Increase.
Stretchers ...	1,230	1,258	28
Medical Chests ...	74	78	4
Ambulance Boxes ...	670	678	8
Hand Litters ...	10	10	...
Fire Extinguishers ...	899	969	70

The annual competitions between corps and individual employees respectively, from all parts of the State, were conducted as usual with gratifying results, and the men displayed a keen interest in their work and exhibited a healthy rivalry, which demonstrated conclusively the value of the competitions as an inducement to the staff to become proficient in First Aid.

Workers' Compensation Act.

Under the Departmental Regulations any employee who is incapacitated for work in consequence of an injury sustained whilst in the active discharge of his duty is granted *full* pay in every instance—

- (a) In which the avocation is of a hazardous nature, and the accident has not been due to the negligence of such employee;
- (b) In which the accident has not in any way been due to the negligence of such employee, irrespective of the nature of the avocation; or
- (c) In which the injury has been sustained in consequence of the negligence or fault of a fellow employee;

whilst *half* pay is granted to any employee so incapacitated and who is adjudged as partially to blame for the accident, and pay is entirely withheld from any employee who is regarded as guilty of gross carelessness.

The Workers' Compensation Act provides for the payment of not more than *half* pay with a maximum payment of £1 10s. per week, but pay can only be withheld if the accident is due to the serious and wilful misconduct of the individual (including drunkenness), and the observance of the provisions of the Act virtually means that, subject to the prescribed maximum, the equivalent of at least half pay must be granted in every case, because the number of accidents due to serious and wilful misconduct is negligible. A legal liability has thus been established for the payment of half pay in a limited number of instances in which under past practice it would have been customary to deny any pay, but on the other hand the Department has no legal responsibility for the grant of more than half pay (with a maximum of £1 10s. per week) in cases in which it has been usual to concede full pay.

In view, however, of the risk attached to employment in certain avocations, and of the necessity for promptness by men engaged in train operations, we are of opinion that whilst there would be a nominal saving by a strict observance of the provisions of the Workers' Compensation Act, such advantage would, in the event of a limitation of the existing payments, be more than counterbalanced by the disinclination of employees to accept risks which, generally speaking, are more pronounced in railway work than in private employment, and we, therefore, decided to avail ourselves of the provisions of Section 13 of the Act, and formulate a scheme for the approval of the Government and of a Judge of the County Court, and which we feel will on the whole be more advantageous both to the staff and to the Department.

The liability to pay compensation in respect of partial or complete disablement has hitherto been governed mainly by the provisions of the Employers and Employees Act, and each case has been dealt with on its merits, and in the light of all the surrounding circumstances, but the Workers' Compensation Act provides that any individual who sustains an injury involving either partial or permanent disablement arising out of, and in the course of, his employment becomes, *ipso facto*, entitled to the payment of compensation, and we are convinced from the limited experience so far acquired that it will be necessary to subject applicants for temporary employment to a thorough medical examination in order to properly safeguard the interests of the Department.

State Coal Mine.

A profit of £10,639 resulted from the operation of the State Coal Mine during the year, after making allowance for depreciation and a contribution to the sinking fund.

The gross output of coal for the year amounted to 567,057 tons, of which quantity 343,021 tons were consumed by the Railway Department, 12,593 tons were disposed of to other public departments, and 195,867 tons of slack coal were sold to the public. The balance of 15,576 tons is accounted for by local consumption, sales to miners, waste, &c.

The Mine furnished employment to an average number of 1,130 employees, and the total sum expended in wages for the year was £178,086, the net average earnings of the miners amounting to 13s. 11'64d. per day.

The Past and the Future.

In the annual reports of the years 1912-13 and 1913-14, we deemed it our duty to direct attention to the influence which the reductions in the *Revenue* due to concessions in fares and freights, and the increase in *Working Expenses* owing to the payment of higher wages to the staff, and other unavoidable charges occasioned by the expansion of business, would exercise on the financial affairs of the Department; and in a memorandum dated 17th June—which is incorporated in Appendix No. 28 of this Report—we pointed out that unless the fares and freights were increased the Railways could not under existing and prospective conditions continue to be self-supporting, and recommended the imposition of certain higher charges, which are to be brought into operation on 1st October.

In framing the new schedule of fares and freights, we endeavoured to distribute the additional charges equitably as between—

- (a) The residents of the metropolitan and suburban area ; and
- (b) The residents of the country area,

and it is estimated that the amounts which will be borne by the respective sections of the Community will be as indicated hereunder:—

	Total Increase.	Amount borne by Metropolitan and Suburban Area.	Amount borne by Country Area.
	£	£	£
(1) PASSENGER FARES—			
Suburban lines—			
(a) Daily Tickets	35,500	34,000	1,500
(b) Periodical Tickets	18,200	18,200	...
Country lines—			
(a) Ordinary single and return fares ...	41,000	13,666	27,334
(b) Holiday Excursion fares	18,500	6,166	12,334
(c) All Lines fares	10,500	8,750	1,750
(d) Other Periodical fares	12,500	10,417	2,083
(2) PARCELS RATES	23,000	12,504	10,496
(3) GOODS RATES—			
Classes "C," "1" and "2"	21,800	1,837	19,963
Agricultural produce... ..	42,000	...	42,000
Potatoes	3,000	1,383	1,617
Imports and exports between piers and Melbourne	10,000	4,610	5,390
(4) "SMALLS" TRAFFIC	4,000	811	3,189
(5) LIVE STOCK TRAFFIC	20,000	...	20,000
TOTALS	£260,000	£112,344	147,656

The population of the Metropolitan and Suburban area is 46·1 per cent. of that of the State, *vide* page 206 of the *Victorian Year Book*, 1913-14, and the amount which will be borne by the residents of that area is equivalent to 43·2 per cent. of the whole.

The gradual, yet appreciable, increase in the percentage of working expenses to gross revenue which has occurred during the past few years has apparently led to the erroneous conclusion that the operations of the Department are not at present conducted as economically as in earlier years ; but a comparison of the results of working of any two years is obviously not only fallacious, but valueless, unless the conditions are substantially alike in both periods, and in any contrast all the essential factors should obviously be taken into consideration in order to reach a logical conclusion.

The exceptional conditions which prevailed during the year 1914-15 in consequence of the drought and the war render it useless to compare the results of that year with any other period, and we accordingly append a comparison between the results of working in the year 1913-14 and of the year 1905-6 in respect of—

- (1) The revenue per train mile ; and
- (2) The percentage of working expenses to gross revenue,

and which may be regarded as items which furnish a reasonable criterion of the economic administration of the Railways.

(1) REVENUE PER TRAIN MILE.

In the year 1905-6 the traffic train mileage was	...	9,392,069 miles
and the revenue amounted to	... ..	£3,787,619
so that the revenue per traffic train mile was	... ..	8/0·7d.
whilst in the year 1913-14 the traffic train mileage was	... ..	15,028,649 miles
the revenue amounted to	... ..	£5,560,958
and the revenue per traffic train mile was	... ..	7/4·8d.
or a decrease by contrast with 1905-6 of	... ..	7·9d.

If, however, the business of the year 1913-14 had been conducted with the same fares and freights as existed in 1905-6, the revenue for the year 1913-14 would have been increased by ... £421,000 and would thus have amounted to ... £5,981,958 and on this basis the revenue per traffic train mile would have been ... 7/11·5d. or a decrease by comparison with the year 1905-6 of only ... 1·2d. notwithstanding that, in fulfilment of a direction of the Government, each town in the country with a population of not less than 2,000 inhabitants was provided with a passenger train service of at least one train per day to and from Melbourne, and the passenger train mileage was increased to an appreciable extent, without any commensurate increase in traffic.

(2) PERCENTAGE OF WORKING EXPENSES TO GROSS REVENUE.

In the year 1905-6 the working expenses were	... ..	£1,999,023
and the percentage of working expenses to gross revenue was	... ..	52·7
whilst in the year 1913-14 the working expenses were	... ..	£3,752,643
and the percentage of working expenses to gross revenue was	... ..	67·4
so that the percentage of working expenses to revenue in the year 1913-14 increased by contrast with 1905-6 to the extent of	... ..	14·7

The working expenses of the year 1913-14 were, however, increased by the following items which were not operative in the year 1905-6:—

Increased rates of pay and improved working conditions of the staff	... ..	350,000
Higher cost of and altered conditions of obtaining coal	... ..	100,500
Higher cost of rails and sleepers	... ..	14,000
Contribution to the Rolling Stock Replacement Fund	... ..	50,000
or a total of	... ..	£514,500
which should be deducted from the working expenses of 1913-14, viz.	... ..	£3,752,643
thus leaving for comparative purposes a sum of	... ..	£3,238,143

On the basis of this figure (£3,238,143) for working expenses, and of a revenue of £5,981,958, which would have been earned in the year 1913-14 from the fares and freights which were operative in 1905-6, the percentage of working expenses to gross revenue in 1913-14 would have been 54·1
by contrast with the percentage in 1905-6 of 52·7
or an increase of only 1·4

Moreover, other items exercising an adverse influence have not been taken into consideration in the above calculations, because their exact value cannot readily be calculated, viz. :—

- (1) The higher prices of stores and materials, other than coal, rails and sleepers ;
- (2) The loss sustained in the working of certain lines constructed during years past, and which, in the majority of instances, is unlikely to be removed until the lines in question have been in operation for some years at least ; and
- (3) The more than proportionate increase in the cost of maintenance and repair of rolling stock by comparison with the business transacted owing to the provision of a more adequate supply of rolling stock ;

and there is no doubt that if these factors were taken into account, the comparison would be in favor of the year 1913-1914.

On the other hand, the comparison does not place the two years in question upon an entire equality, because improvements conducive to economy in working, such as the provision of more powerful locomotives and of more capacious trucks, and the rearrangement and extension of the goods yards at a number of stations should have admitted of a more favorable contrast, but the advantage derivable from the use of more powerful locomotives has in some measure been off-set by the increased weight of recent and more commodious types of carriage, and by an increase in the tare weight allowed for high-sided trucks in the computation of train loads, and which has had the effect of increasing the train mileage in proportion to the tonnage carried ; whilst the improved yard accommodation has been rendered essential by the continued growth of the traffic, and the economic advantages to be gained therefrom would not exercise any influence on a comparison with the year 1905-6, because the accommodation was then equally sufficient for the traffic.

The mileage of new railways which have been opened for traffic and the amount of money expended out of capital on surveys and in the construction of new lines each year since 1906 are as indicated hereunder :—

Year ending 30th June.	Capital Expenditure upon New Lines and Surveys.	Mileage of Railway Opened.
	£	
1906	31,657	..
1907	34,250	..
1908	38,125	..
1909	129,976	17·45
1910	197,928	80·96
1911	253,882	32·52
1912	355,959	99·00
1913	397,915	24·92
1914	481,459	187·57
1915	535,610	40·14
Total	£2,456,761	482·56

We are heartily in accord with the provision of railway facilities for the purpose of accelerating the development of the resources of the State, because we realize that the observance of a sound policy of construction must ultimately be productive of beneficial results, both to the State and to the railways, and that an immediate loss is not too great a price for the subsequent advantages; but we do feel that in reviewing the operations of the Department the influence which the working of new and comparatively new lines exercises on the financial results is frequently lost sight of or ignored.

The reductions in the Fares and Freights were made in fulfilment of the then Governmental policy, whilst the increased expenditure occasioned by the concessions to the staff is mainly attributable to an increase from 6s. to 8s. per day of the standard wages of men in labouring avocations—which is the basis of the classification of the pay of the whole of the staff—and we are of opinion that the existing scale of wages is thoroughly warranted by the conditions which have prevailed for some time.

The increase in the operating costs of the Railways are not limited to this State, because the conditions, which are exercising an influence in Victoria, prevail in the other States and elsewhere, and the gradual increase in the percentage of Working Expenses to Gross Revenue of Railway Systems of the other States is as indicated hereunder:—

	Year 1910-11.		Year 1913-14.
Victoria	61.10	...	67.48
New South Wales ...	61.9	...	69.87
Queensland	57.25	...	64.78
South Australia ...	60.66	...	64.42
Western Australia ...	65.95	...	69.65

In any scrutiny of the financial results, the influence of certain fixed charges, viz., Interest Charges, Repayments of Advances for Rails, Pensions and Gratuities, and Contribution to Accident Fund must not be ignored, and it is reasonable to assume that for some years to come the percentage which each of those items will bear to the gross revenue will be approximately as follows:—

	Percentage to Gross Revenue.
Interest Charges	30
Repayment of Advances for Rails ...	2
Pensions and Gratuities... ..	2
Contribution to Accident Fund	1
	—
Total	35

so that the prospects of achieving any surplus will be governed by the practicability of keeping the Working Expenses (apart from the above items) within 65 per cent. of the gross Revenue.

Acknowledgment of Services of Staff.

We have pleasure in recording the fact that the Officers and Employees continued to perform their duties in a satisfactory manner, and we desire to express our appreciation of the valued assistance and good service which they have rendered.

Changes in the Personnel of the Commissioners.

On 5th April, Mr. W. Fitzpatrick, C.M.G., retired from the office of Chairman of the Victorian Railways Commissioners, after a long and honorable career extending over a period of forty-seven years, and Mr. C. E. Norman was appointed his successor, whilst the vacancy thus created in the office of Commissioner was filled by the appointment of Mr. E. B. Jones, Acting Secretary for Railways.

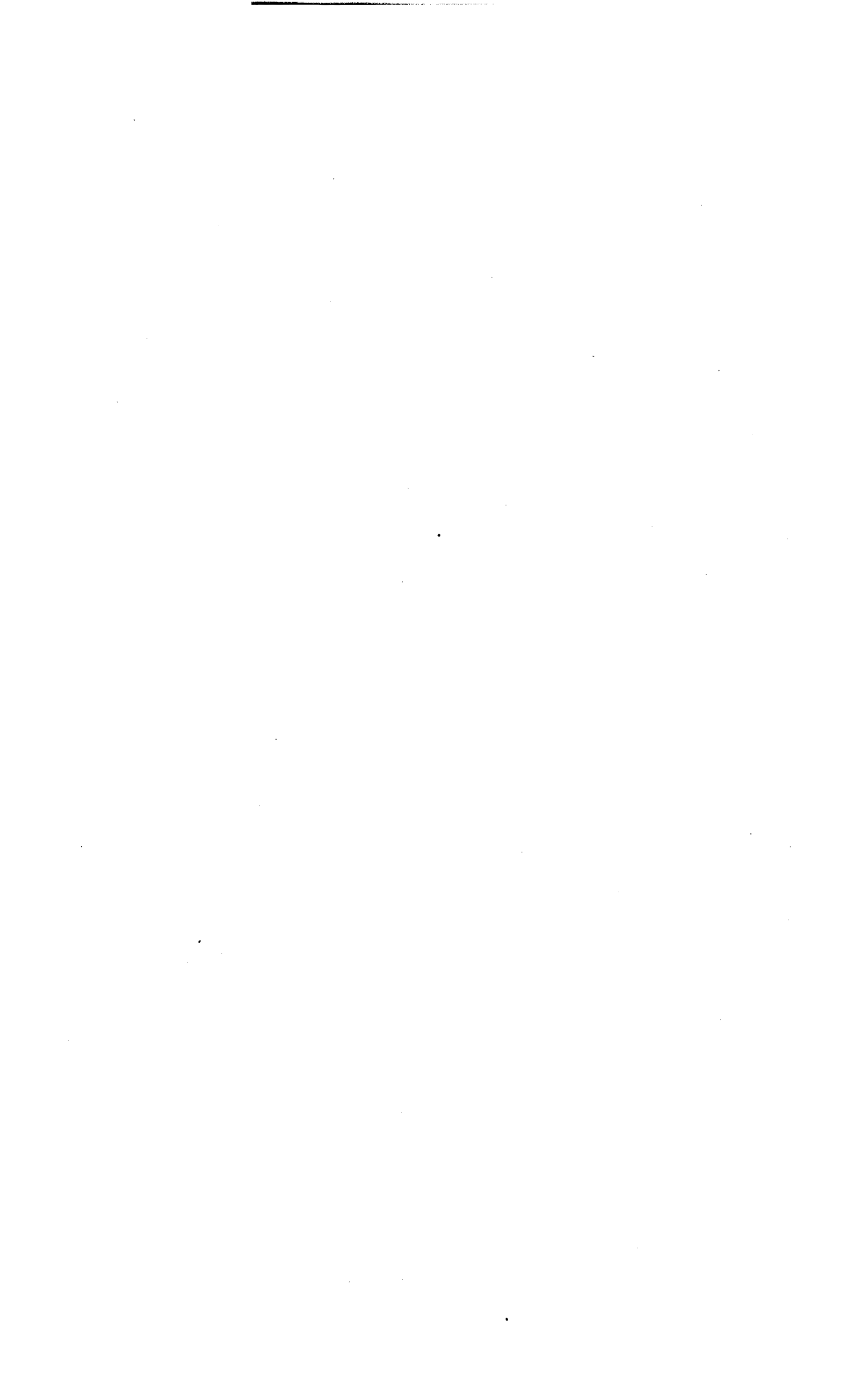
Appendices.

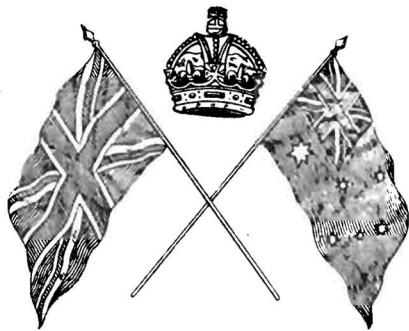
The Balance Sheet for the year, and Capital, Revenue, and Expenditure Accounts and Statements, as well as Statistical and other information, Statistical Diagrams and Maps, are embodied in the Appendices, a list of which is given on page 49.

We have the honour to be, Sir,

Your obedient Servants,

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





ROLL OF HONOUR.

NAMES OF EMPLOYEES WHO JOINED THE EXPEDITIONARY FORCES
IN THE RESPECTIVE MONTHS SHOWN.

AUGUST, 1914.

Apprentice—

Buchanan, W. A.
Carless, J. N.
Cobbin, E. A.
Cock, C. M.
Coleman, H. F.
Corrigan, T. J.
Davis, N. W. J.
Glenister, R. C.
Goodman, P.
Moore, J. E.
Neale, J. B.
Tijou, A. G. H.
Vaughan, S. P.
Walsh, J. P.
Williams, G. J.
Willian, H. A.

Blacksmith—

Blair, H.
Hooper, R. M.
Robertson, T.
Shingles, J.
Stubbs, J.

Block Recorder—

Holbrook, S. H. H.

Boilermaker—

Barber, H. L.

Boilermaker's Help—

Martin, R.
Pulford, L. E.

Car-cleaner—

Carwardine, F.
Edwards, R.
Farley, J.
Hall, R. J.
McEwan, J.
O'Grady, R.
Paterson, B.

10318.—C

Car and Waggon Builder—

Ford, H.
Morrison, W.
Price, J. O.
Skidmore, E.

Carpenter—

Dibble, J.
Simmons, G. P.
Waring, R. W.

Clerk—

Allan, A. T.
Annand, V. W. J.
Austin, A. C.
Ayers, A. E. W.
Baxter, H. E.
Billings, H. D.
Campbell, C. H.
Campigli, G. M.
Chapman, A. F.
Crooks, D. R.
Cruickshank, H. J.
Dalton, C. M.
Davies, B. I.
Eastwood, R.
Eva, J. R.
Foster, A. E.
Freeman, G. A.
Friend, R. W.
Gilder, F. N.
Goble, N. F.
Harding, J.
Harding, L. T.
Hooppell, P. S.
Inglis, G. R.
Keleher, J. S.
Killingbeck, G. E.
Kinsman, H. S.
Lambden, G. I. H.
Letch, H. A.
McAleese, G. H.
McQueen, F.
Montfort, H. M.
Nicol, A. J.
Nimon, J.
Philpott, F. R.
Powell, E. W.

Clerk—continued.

Ranson, H.
Renehan, F.
Ross, J. W.
Scott, G. N.
Sissons, H.
Smith, P. W.
Stephens, R. C.
Stephens, T. M.
Taylor, H. G. L.
Tolmie, R. C.
Wells, R. W.
Wilson, F.

Cook—

Price, A.

Draughtsman—

Adency, T. W.
Noakes, S. C.

Driller—

Scott, R. T.

Electrical Fitter—

Harden, H.
Holloway, C. M.

Electrical Mechanic—

Vale, A. W.

Engine-cleaner—

Allen, A. E.
Allen, J. G.
Ayers, F. W.
Baker, H. W.
Booth, L. W.
Burns, T. R.
Butters, C. R. A.
Collins, D. D.
Davidson, S.
Foran, D. T.
Frewin, F. L.

NAMES OF EMPLOYEES WHO JOINED THE EXPEDITIONARY FORCES—*continued.*August, 1914—*continued.**Engine-cleaner—continued.*

Flynn, J. P.
Glenister, V.
Greene, A. C.
Guyatt, H. A.
Jessup, C. J.
Jude, D. H.
Kennerley, T. G.
Kissack, J.
McGrillen, F. A.
McPherson, A. G.
Potter, T. A.
Speed, S.
Thompson, R. W.
Trahair, W. A.
Waters, P.
Woolcock, R. C.
Wright, S. J. K.

Engine-driver—

Bond, J. H.
Nankervis, H.

Fireman—

Brogan, S. F.
Brunton, R. W.
Duncan, K. D.
Hennessey, J. R.
Kilworth, G. E. B.
Lester, J. McL.
Lord, N. J.
Minifie, P. C.
Norman, P. C.
Phillips, H. A. P. T.

Fitter and Turner—

Cock, B. P.
Crampton, A. J.
Davis, L. L.
Gray, W. V.
Johnston, J. A. K.
O'Bern, W. H.
Pozzi, L. L.
Pretty, F.
Richards, J. F.
Tindle, F.
Whitaker, F.

Gardener—

Stewart, St. C.

Goods Checker—

Illman, G. J.

Guard—

Crockford, E. H.

Hammerman—

Charlton, J.

Instrument-maker—

Hicks, C. W.

Iron Machinist—

Collinson, R. A.
Greenwood, H.

Labourer—

Adams, A.
Audley, W. H.
Barrie, R.
Borrowdale, B. W.
Burkett, W.
Clarke, F. M.
Clarkson, A. V.
Cook, J. S.
Daniels, T. W.
Day, T.
De Carteret, A. C.
Dowie, A.
Duff, A. M. B.
Duggan, D.
Dunn, M.
Dyson, F. W. H.
Edwards, J.
Emphield, M.
Erfurth, F. G.
Everest, P. J.
Fletcher, S. G.
Fredericks, H. J.
Gills, W.
Goode, R.
Harrison, A.
Harry, J.
Hogg, T.
Hooley, A.
Hosking, B. P.
Hutt, A.
Junner, D.
Kerr, M. B.
Kiernan, W.
Kiuby, H.
Lemon, R.
Lewis, G.
Mills, W.
Monaghan, M.
Morrisey, M.
Morrison, E.
Murphy, E.
McAuliffe, J. J.
McDonald, L.
Nicol, A.
Norman, E. W.
Normington, W.
O'Neill, J.
O'Rourke, J. A.
Petterson, W.
Rabey, E. G.
Radcliffe, A. E.
Roach, W.
Robertson, R.
Ross, J. A.
Sanson, A.
Saunders, A.
Scott, A.
Searle, H.
Smith, W. C.
Swinton, T. T.
Tesseyman, G.
Thomas, S. G.
Tierney, A. J.
Tilley, R. J.
West, C.
Williams, F.
Wilson, J. W.

Lad Labourer—

Beith, J. H.
Bettles, H. W.

Lad Labourer—continued

Cobb, W. G.
Disher, L. J.
Games, J. B.
Matthews, C. B.
Morrison, R. A.
Robinson, W.
Sandford, C. W.
Sheridan, H.
Taylor, R. J. C.
Walker, T.

Lad Porter—

Bird, A. C.
Hobbins, A. A.
Hunt, C. S.
Looney, J. M.
Marks, P. T.
Newey, C. C.
Pattinson, A. O.
Paull, O.
Pendergast, J. L.
Perkins, C. E.
Robertson, J.
Tippet, P. A.
Tolliday, L. H.
Wardley, G.
Wightman, H. J.

Machine Feeder—

Ring, W.

Messenger—

Fossett, E. W.
Gibson, R. A.
Williams, R. J.

Number Taker—

Morgan, W. J. P.

Oiler—

Humphreys, A.

Operating Porter—

Auckland, H.
Dunstan, H. J.
Gregory, A. J.
Turner, C. A. F.

Operator (Junior)—

Bucknall, N.
Greaves, C. O.

Painter—

Murphy, J.

Porter—

Bainbridge, J. S.
Barrett, R. A.
Bottomley, O. G.
Burgess, H. J.
Judd, C. C.
Leslie, V.
Lillis, F. L.
Morrow, H.
Murrells, E. L.
Mustard, E. A.
McKenzie, J.
Onley, E. F.
Parker, F.

NAMES OF EMPLOYEES WHO JOINED THE EXPEDITIONARY FORCES—*continued.***August, 1914—*continued.****Porter—continued.*

Samers, C. R.
Stillman, C. W.
Vagg, C. E. H.

Puller-out—

Curran, W.

Repairer—

Crouch, J.
Everet, A. E.
Groves, D.
Pettigrew, J. M.

Shedman—

Beams, W. L. T.

Shunter—

McDonald, N.
McKinstey, C. M.
Sheehan, S. J.
Smith, C. H.
White, W. A.

Signalman—

Reid, J. H.

Skilled Labourer—

Anthony, W. E.
Brine, A.

Skilled Labourer—continued.

Davie, J.
Demery, J.
Dermody, W.
Hill, W. A.
Jones, W. T.
Miller, S.
Mootham, C.
O'Neill, D.
Picking, W. H.
Reynolds, R.
Ryan, V. C. M.
Stamp, J. B. R.
Stewart, J. W.
Young, G.

Special Inquiry Officer—

Anderson, E. J.
Glendinning, W. T.

Springmaker—

Rankin, J. W.

Stationmaster (Assistant)—

Donaldson, J.

Striker—

Finlay, L. G.
Knox, J. G.

Striker—continued.

Masters, C.
Rowbottom, E. J.

Ticket Sorter—

Tytherleigh, J.

Train Examiner—

Bonnett, W.
Hook, W. W.

Typewriter Mechanic—

Kennard, C.

Upholsterer—

Bailey, J. H.

Waiter—

Douglas, J. C.

Wood Machinist—

Boyland, T. A.
Daly, F. M.
Enders, E.
Reid, H. G. T.
Scott, D.
Smith, J.

SEPTEMBER, 1914.*Apprentice—*

Brislin, B.
Madden, R. T.
Muirson, F. L.
Stones, E. A.

Artisans' Assistant—

Hoffman, W.
Meatcham, T. H.

Boilermaker—

Lycett, W. D.
Newington, T. R.

Boilermaker's Help—

McPherson, J. R. A.

Car and Waggon Builder—

Olsen, J. A.

Clerk—

Bain, L. W.
Barklamb, J. M.
Brewer, E. W.
Cone, L. K.
Conroy, J.
Donaldson, C.
Doran, R. G.
Garner, V. G.
Johnston, C. S.
Maskell, R.
Nicholson, R. H. B.

Clerk—continued.

Owens, L. J.
Powell, N.
Reid, R. A.
Thomson, D. G.

Engine-cleaner—

Croft, J.
Dell, O. T.
Gillies, R.
Helsham, J. G. D.
Heyme, E. C.
Love, J. E.
Prendergast, P.
Rennolds, A. E.
Wigley, C. R.

Engine-driver—

Brand, W. H.

Fireman—

Killey, W.

Fitter and Turner—

Oldham, E.
Smith, C. B.

Labourer—

Andrews, R. E.
Arrell, T.
Augustine, E. J.
Bonning, E.
Christie, H. L.
Chubb, E. R.

Labourer—continued.

Clark, W. H.
Cope, R.
Daley, W. J.
Dudley, W.
George, F. R.
Hennessy, J.
Lehane, T.
Lewis, A. H.
Manton, A.
Murphy, G. E.
McCallum, J.
McConnell, J.
McCormack, P.
Nicholson, W.
Robson, G. C.
Rogers, F.
Scott, S.
Sheehan, E.
Townsend, E.
Waugh, W. A.
Whitelaw, W.

Lad Labourer—

Drayson, H. J.
Greenaway, W. G.
Stirling, D. R.
Willison, A.

Lad Porter—

Clarke, P. D.
Inman, F.
McMaster, E. J. D.
O'Sullivan, C.
Wheildon, A. W.

NAMES OF EMPLOYEES WHO JOINED THE EXPEDITIONARY FORCES—*continued.***September, 1914—continued.**

<i>Lampman—</i> Knight, W. E.	<i>Porter—</i> Carling, A. L. C. Dunkley, H. E. Graves, F.	<i>Skilled Labourer—continued.</i> Tweedie, J. Twomey, F. P. Westwood, L.
<i>Messenger—</i> Turner, W.	<i>Repairer—</i> Conroy, J. P. Forbes, R. Towers, G. W.	<i>Spaller—</i> McIntyre, S.
<i>Metal Polisher—</i> Perry, F.	<i>Skilled Labourer—</i> Brander, D. Grant, A. Grant, K.	<i>Stationmaster (Assistant)—</i> Jones, C. B.
<i>Operating Porter—</i> Cousin, R. Glanfield, W. D. Morrow, F. G. Tobin, A. J. P.		<i>Wood Machinist—</i> Thornton, W. H.

OCTOBER, 1914.

<i>Clerk—</i> Tilson, J. C.	<i>Labourer—</i> Clarke, C. Dickson, C. Driscoll, A. Edwards, A. Murphy, J. McNamara, J. O'Brien, P. J. Philip, G. Russell, R. Simmons, W.	<i>Operating Porter—</i> McCristal, M.
<i>Clerk (Acting)—</i> Clarke, A. A. Stanley, A. V.		<i>Porter—</i> Jones, A. E. Sheldrick, A. E.
<i>Clerk (Junior)—</i> Brand, L. R. C.		<i>Shedman—</i> Murphy, J. F. N.
<i>Engine-cleaner—</i> Casson, J. H. Healy, T. J.	<i>Lad Labourer—</i> Breese, J. Dyall, F. Prest, H. T. Young, S. C.	<i>Shunter—</i> Kirby, D. Suter, J.
<i>Fireman—</i> Chisholm, W. B.		<i>Striker—</i> Crowley, W. J.
<i>Fitter and Turner—</i> Grainger, W. B. Ward, N. F.	<i>Lad Porter—</i> Bishop, S. J. Rennie, A. J.	<i>Train Examiner—</i> Harvey, P. Matthews, L.

NOVEMBER, 1914.

<i>Block Recorder—</i> Hogan, J. P.	<i>Engine-cleaner—</i> Harper, J. Horsley, R. T.	<i>Lad Porter—</i> Connelly, J. T. Ward, J. M.
<i>Clerk—</i> Crowley, R. F. Frawley, F. W. Healy, L. W. Murphy, F. J. Rayment, G. L. Stanistreet, R. F. Thompson, O. J.	<i>Fireman—</i> Kilgour, W.	<i>Porter—</i> Booley, J. Chandler, B. Kelly, W. P. Macfie, D. H.
<i>Draughtsman—</i> Doig, S.	<i>Labourer—</i> Evans, A. Hoare, H. Patterson, G. Welsh, W. J. M.	<i>Shunter—</i> Edwards, B. J. Pedler, L. T. O.
	<i>Lad Labourer—</i> Dawes, L. J. G.	<i>Skilled Labourer—</i> Dell, W.

DECEMBER, 1914.

<i>Apprentice—</i> Hornby, L. L.	<i>Carpenter—</i> Bonning, L.	<i>Clerk—</i> Hemming, W. R. Newsome, W. Walsh, J. H.
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NAMES OF EMPLOYEES WHO JOINED THE EXPEDITIONARY FORCES—*continued.***December, 1914—*continued.***

<i>Fireman—</i>	<i>Lad Labourer—</i>	<i>Repairer—</i>
Barry, C. S.	Chambers, A.	Arkins, J.
Gilbert, E. W.	Plant, L.	Ingham, C. E.
Morgans, J. S.		
<i>Guard—</i>	<i>Lad Porter—</i>	<i>Shunter—</i>
Collier, A. R.	O'Rourke, L. J.	Hunt, G.
<i>Labourer—</i>		Robertson, A.
Bannon, P. J.	<i>Porter—</i>	
Fawkner, B.	Delahenty, R. J.	<i>Skilled Labourer—</i>
Sutcliffe, R.	Norton, J. McL.	Dryburgh, W. J.
Thompson, W.		
Urquhart, W.		
Walker, S.		

JANUARY, 1915.

<i>Apprentice—</i>	<i>Hammerman—</i>	<i>Messenger—</i>
Abbott, J. F.	Davis, C. R.	Dunstan, A.
Stapleton, J. R. D.		Smith, G. S.
<i>Blacksmith—</i>	<i>Labourer—</i>	<i>Operating Porter—</i>
Pilcher, H.	Bartlett, E.	Kennedy, L.
<i>Boilermaker—</i>	Bennett, R.	
Humphries, A.	Bingham, G.	<i>Operator—</i>
<i>Car and Waggon Builder—</i>	Burke, E. P.	Haining, T. E.
Hatty, J. H.	Burtonclay, A.	Pope, W. S.
<i>Clerk—</i>	Christopherson, C. C.	Westerman, S. A.
Beith, G.	Corbett, W.	
De Chaneeet, V. G. A.	Cunningham, D.	<i>Painter—</i>
Duncan, A. A.	Davie, A.	Kent, H. W.
Gordon, J. D.	Ellis, F.	
Harrison, H. A.	Ennis, J.	<i>Porter—</i>
McFadyen, A. R.	Gibbs, G.	Boldiston, O. J.
McInroy, C. B.	Gouder, J.	Morrow, H.
O'Dea, F. P.	James, F.	Rowe, F.
Walker, G.	Lane, F.	
<i>Engineering Assistant—</i>	Mellor, W.	<i>Repairer</i>
Ahlston, A. C.	McColl, R. E.	George, S. L.
<i>Engine-cleaner—</i>	McKenzie, C.	Irwin, E. M.
Broadbent, C. W.	McFhee, K.	
Bullock, A.	O'Neill, J.	<i>Shunter—</i>
Dixon, J. A.	O'Sullivan, D.	Carlyon, S. E.
Neems, D. H.	Robertson, F.	Taylor, R. H. G. R.
Reynolds, L.	Swindells, I.	
Robertson, N. L.	White, J. W.	<i>Signalman—</i>
Taylor, A.	Wing, R.	Darby, R. J.
Verdon, W.		
Wilson, G. G.	<i>Lad Labourer—</i>	<i>Skilled Labourer—</i>
<i>Fireman—</i>	Cronin, P. F.	Burke, T.
Faulds, A. E. L.	Cumming, J. J.	Coyle, H.
Fitzpatrick, E.	Davies, C. R.	Donohue, W.
<i>Fitter and Turner—</i>	Gray, W.	
Hilliard, J.	Henderson, R. E. D.	<i>Striker—</i>
Lowery, E.	Stone, E. J.	Scanlon, J.
	<i>Lad Porter—</i>	
	Allan, A. E.	<i>Vanman—</i>
	Bennetts, N. M.	Thomas, W. J.
	Beritta, J.	
	Ker, W. H.	
	Postance, A. H.	
	Willcocks, A. H.	
	<i>Machine Feeder (Quarry)—</i>	
	Cook, H.	

NAMES OF EMPLOYEES WHO JOINED THE EXPEDITIONARY FORCES—*continued.*

FEBRUARY, 1915.

Apprentice—

Ashby, H. G.
Ault, V. A.
Proud, H.
Wallace, A. M.

Armature Winder—

Martin, F. A.

Blacksmith—

Bunn, G. A.

Block Recorder—

Boase, E. A.
Walters, L. E.

Boilermaker—

Hamilton, R.

Car and Waggon Builder—

Hollis, A.

Clerk—

Bennett, G. H.
Boyle, J. C.
Bragg, W. A. E.
Carnsew, E. J. W.
Holmes, C. H.
Kent, F. S.
Linton, G.
Mitchell, A. R.
McDonald, H. R.
Orton, M. C.
Roach, A. F.
Upfill, J. A.

Draughtsman—

Matthew, J. M.

Driller—

Cooper, S.

Engine-cleaner—

Drew, G. E.

Fireman—

Goode, L. J.
Morey, L. C.
O'Shannassy, R. E.
Steen, J.

Labourer—

Bailey, A.
Briggs, H.
Cason, R.
Catchpole, G. H.
Dwyer, D. J.
Glew, G.
Kavanagh, F.
Lambert, L. S.
Pellett, B.
Pennell, G.
Thompson, J.
White, J. G.

Lad Labourer—

Baker, S. C.
Dixon, R. O.
Elsam, A. J.
Hill, W. J.
Maddrell, L.
Withers, H. A.

Lad Porter—

Bottomley, H.
Doherty, J. J.
Gegan, C. F.

Lad Porter—continued.

Langan, W. E.
Meagher, T.
Miller, H. J.
Robertson, W. H.

Lineman—

Tenni, J. C.

Messenger—

Cane, J. B.
Cherry, H. N.

Number Taker—

Kelly, A. C.
Mullen, E.

Platelayer—

Kennelly, L. P.

Porter—

Maidment, H.

Shunter—

Eaton, G. L.
Welsh, T. H.

Skilled Labourer—

Bray, W. F.
Taylor, T. C.
White, H. J.

Striker—

Bräschler, G. T.
Furnell, W.

Ticket Sorter—

Parker, N.

MARCH, 1915.

Apprentice—

Davies, D. W.
Knowles, L. N.
Richards, C. R.

Blacksmith—

Morgan, R. A.

Bricklayer—

Ashworth, F.

Caller-up—

O'Loughlin, F. A.

Car and Waggon Builder—

Bowen, T. E.

Clerk—

Ellis, E.
Fielding, G. G.
Has ett, H.
Jennings, H. C.

Clerk—continued.

Le Maitre, A. C.
Luscombe, L. H.
Mulcahy, G. P.
McDowell, W. L.
Petty, T. J. B.
Williamson, L. J.

Draughtsman—

Snape, H. J.

Conductor—

Lacey, B. J.

Engine-cleaner—

George, A.
Heyde, W. J.
O'Brien, W.

Fireman—

Heron, W. C.
Hitchcock, A.
Spain, W. I.

Fitter's Assistant—

Smith, W. R.

Labourer—

Allan, J. P.
d'Angri, N.
Fennelly, T. J.
Gordon, S. J.
Jordan, J.
Lynch, J.
Soame, H.

Lad Labourer—

Atkinson, C. A.
Bourne, A. H.
Duncan, J. G.
Maher, W.
Patterson, W.

Lad Porter—

Frost, E. N.

Porter—

Boyce, G.
Hughes, L. V.

NAMES OF EMPLOYEES WHO JOINED THE EXPEDITIONARY FORCES—*continued.***March, 1915—*continued.****Porter—continued.*

Johnston, V.
Townsend, A. E.

Repairer—

O'Donoghue, T.
Riley, W. N.

Shunter—

Robinson, A.

Skilled Labourer—

Benjamin, A. L.

Survey Assistant (Junior)—

Foreman, G. W.

Truck Metaller—

Arbuthnot, J.

APRIL, 1915.*Apprentice—*

Booth, E. R.
Densham, R. P.
Dowling, W. T.
Hollis, R. C.
Lucke, A. J.
Noonan, M. W.
Richards, H. R.

Blacksmith—

Furnell, G. J.

Boilermaker—

Michaelson, E. J.
Wade, W.

Boilermaker's Help—

Blair, J. McT.
Miller, N. C. L.
Stewart, A.

Car and Waggon Builder—

Hewett, A. T.
King, E.

Clerk—

Barker, A. R.
Benzley, H. R.
Cussen, J.
Miles, G. H.
O'Connor, T.
Rydar, M. S.

Clerk—continued.

Schwennesen, A.
Spencer, F.
Watt, R. C.

Draughtsman—

Fowler, J.

Engine-cleaner—

Floyd, W.
Taylor, J.

Engine-driver—

McNamara, F. T.

Fireman—

Hynes, J.
Reid, A. F.

Labourer—

Casey, G.
Ellerton, J.
Finney, W.
Jones, S. N.
Loftus, G.
Lonie, H.
Morrison, R. J.
Slater, T. H.
Walker, C. F.

Lad Labourer—

Burgess, R.
Collins, J. M.
Stevens, L. H.

Lad Porter—

Andrews, J. H.
Lewis, R. H.

Operating Porter—

Gardiner, J. J. C.

Painter—

Tait, A. S.

Porter—

Cassidy, H. T.
Martin, L. G.
Rush, J.

Repairer—

Smith, T. G.

Shunter—

Morrison, D.

Skilled Labourer—

Howard, F. M.
Peach, T.

Striker—

Cleeve, F.
Ellis, D. C.

Storeman—

Ferguson, D. McB.

MAY, 1915.*Apprentice—*

Bell, F. G.
Fraser, W. J.

Artisans' Assistant—

Robertson, E. G. H.

Block Recorder—

O'Toole, L. J.

Boilermaker—

Tindle, H.

Caller-up—

O'Loughlin, F. A.

Car-cleaner—

Teagle, E.

Clerk—

Austin, R. L.
Beith, D.
Connell, J. J.
Keating, J.
Naylor, D.
Scott, W. L.
Stewart, D. F.
Telford, A. L.
Thornton, G. A. R.
Townsend, E. L.
Westle, G.

Cook—

Gamil, J.

Engine-cleaner—

Fuhrstrom, R.
Hyat, E. J.
Perry, F. E.

Fireman—

Bellesini, A.

Laboratory Attendant—

Allen, E. L.

Labourer—

Broadhurst, W.
Cameron, J.

NAMES OF EMPLOYEES WHO JOINED THE EXPEDITIONARY FORCES—*continued.***May, 1915—*continued.****Labourer—continued.*

Giblett, E. W.
Irvine, R.
Laland, G. G.
Ross, H. W.
Sheedy, W. F.
Whitty, J.

Lad Labourer—

Clyde, D.
Foote, I.
Haxby, H.
Lenny, A.
Morris, A. E.
McInnes, G. A.

Lad Porter—

Carlson, A.
Slevison, F. J.

Messenger—

Castledine, F. R.
Cotter, A. B.
de Grandi, A. H.

Operator—

Haining, G. S.

Operator (Junior)—

Jones, H. H.
Sheahan, D. O.

Porter—

Asker, A. W.
Clasby, J.
Hulse, R. E.

Shunter—

Kidd, N.
Pollard, B. B.

Signalman—

Hall, W. G.

Stationmaster—

Goble, S. J.

Storeman—

Orr, A. C.

Stower—

Anderson, A. G.

Ticket Sorter—

Eggins, F. S.

JUNE, 1915.*Apprentice—*

Anderson, D. C.
Bright, W. L.
Canning on, P. H.
Edwards, V. C.
Kiernan, E. J.
Mackley, W. G.
McMillen, J. J.
Oliver, E. C.

Block Recorder—

Ebbott, W. H.

Boilermaker—

Gribbin, J.

Boilermakers' Help—

Moodie, G. D.

Car-cleaner—

Durham, A.

Car and Waggon Builder—

Archer, A. C.

Carpenter—

Higgins, M. F.

Chainman—

Bain, A. P.

Clerk—

Bett, M.
Blackie, H. J.
Cook, W. M.
Davis, H. R.
Davis, H. T.
Gleeson, D. J.
Harley, W. C.
Houlihan, J. V.
Hulme, W.
Johnston, G. F.
Jeffs, A. R.

Clerk—continued.

Pund, G. W.
Scouller, A. J.
Stewart, J.
Wallace, W. H.
Young, N. J.

Compositor—

Ross, H.

Coppersmith—

Holland, A. F.

Engine-cleaner—

Horgan, R.
Marr, R.
Rowell, H. E.

Fireman—

Lowe, A. R.
Morris, C. F.
Peel, H.

Guard—

Cartmell, I. C.

Labourer—

Aggar, A.
Bray, A. E.
Cale, T.
Carson, E.
Cunningham, G. F.
Deegan, G. R.
Devereux, J.
Donahoe, J.
Francis, E.
Gullick, V.
Heales, T.
Hocking, E.
Johnson, L. J.
Keane, T.
Kerr, W. J.
Lewis, H. J.
Lynch, E.
Malone, J. J.
Morris, J.
McBain, D.
O'Loughlin, J. H.
O'Shea, T. J.
Pool, R. J.
Ross, R.

Labourer—continued.

Shannon, H. B.
Taylor, W.
Wemyss, G.

Lad Labourer—

Butler, G.
Carley, E. H.
Davies, J. F.
Hughes, D.
McGregor, E.
Norris, L.
Orchard, O. W. T.
Phillips, E. M.
Porter, J. D.

Lad Porter—

Burge, A. V.
Coxhill, L.
Kinsella, M. C.
Matthews, J.
O'Grady, A. M.
Waugh, L. A.

Machine-feeder—

Gray, L.

Metal Polisher—

Clack, E.

Operating Porter—

Slevison, I. C.

Operator—

Gleeson, S.

Painter—

Hope, R.

Porter—

Brown, H.
Saxton, W. J.

Repairer—

Brady, J. S.

Shunter—

Boyce, B. A.
Harvey, A. J.

Skilled Labourer—

Coates, W.
Diamond, M.
Dunkley, C. J.

NAMES OF EMPLOYEES WHO JOINED THE EXPEDITIONARY FORCES—*continued.***June, 1915—*continued.****Skilled Labourer—continued.*

Grace, W.
Loughman, G. R.

Steam Hammer Driver—

Bannister, R.
Moran, J. J.

Striker—

Hogg, G.
Stenhouse, J. A. J.

Stationmaster (Assistant)—

Dawson, L. R.
Knight, A. E.

Stower—

Reynolds, H. G.
Wilson, H. W.

Truck Weigher—

Harrison, V. L.

JULY, 1915.*Apprentice—*

Archbold, E.
Bourke, E. C.
Cruickshank, A. J.
Davies, J. H.
Day, M.
Deller, R. B.
Fleming, W. C.
Girdwood, W.
Greenland, G. T.
Hale, W. A.
Hobbs, E. A. V.
Hulme, C. E.
Jones, H. W.
Lehmann, E. H.
Martin, R.
Morgan, A. J.
Morwick, H. F.
McKay, E. P. R.
Parker, S.
Rilen, M.
Saker, H. F.
Scott, R. W.

Boilermakers' Help— con.

McNeill, W.
Northam, J.
Sullivan, F.

Bricklayer—

Vallance, R.

Cable Layer—

Dryburgh, W.
Truman, W.

Car Cleaner—

Buchan, F.
Buckingham, R.
Clarke, J.
Donald, G. C.
Jordan, R.
Lenowry, R.
Robertson, J. K.
Twomey, J.
Walters, P.

Car and Waggon Builder—

Bean, R. A.
Berry, L. H.
Cook, D.
Cullen, T.
Gardner, M.
Haldane, G.
Tucker, C. E.

Carpenter—

Daly, R.
Frencham, H. F.
Macaulay, W. L.
Watson, A. E.
Wilson, C.

Casting Dresser—

Gammon, S.

Chainman—

Sanday, W. H.

Clerk—

Abrahams, J. J. A.
Addicoat, A. L.
Anderson, H. F.
Andrews, D.
Arblaster, F.
Bird, P.
Binns, C. W.
Black, R.

Clerk—continued

Bowles, A. E.
Brewster, A.
Brophy, J. J.
Brown, A.
Brown, L. O.
Cameron, E. J.
Campigli, F. L.
Challis, G.
Cobon, L. A.
Coleman, S.
Considine, M. P.
Coughlan, E.
Courtney, T. J.
Crabtree, W. J.
Crisp, J. W.
Davidson, J. L.
Davies, D. R.
Deacon, G. W. L.
Dobney, G.
Donovan, P. C.
Emmerson, H. J.
Ennis, F. J.
Errington, W. J.
Ewert, A. S.
Everson, A. W.
Fargher, P.
Frayne, W.
Fullerton, A. E.
Gale, H. T.
Gallin, F. H.
Gibson, H. S.
Goad, W. J. B.
Goldby, W.
Grant, E. T.
Groening, N. A.
Griffin, V.
Gullick, G. H. D.
Hannan, N. L.
Hawkins, A. G.
Hoatson, W. V.
Horsburgh, J. F.
Hunt, J.
Hussey, J. H.
Irwin, E. C.
James, W. J. S.
Jaques, R.
Johannsen, P. N.
Johnson, E. W.
Jordan, N.
Kelsey, E. B. W.
Kennedy, G. G.
Lawler, P.
Lemon, D. L.
Lewis, L.
Lilley, C. H.
Lonsdale, C. M.
Lucas, W. F.
Matthews, N.

Artisans' Assistant—

Collins, J. J.

Batteryman—

Grieves, J.
Hoad, F. J. S.
Murphy, D.

Blacksmith—

Cooper, S.
Smith, S.

Block Recorder—

Maher, R. H.
Martin, R. L.
O'Neill, J. F. J.
Ross, H. H.
Squares, H. W.
Thomas, G.

Boilermaker—

Baldwin, T.
Dickson, J.
Dooley, J. A.
Miller, J.
Willis, E. R.

Boilermakers' Help—

Corless, J.
Holtz, H. D.
Kitchen, W. H.
Krygger, T. W.
Mannion, G. L.

NAMES OF EMPLOYEES WHO JOINED THE EXPEDITIONARY FORCES—*continued.*July, 1915—*continued.**Clerk—continued*

Maynard, E. A.
 McComb, B. E.
 McCormack, J. F.
 McErva, J. R.
 McIntosh, F. R.
 McPherson, W. J.
 McQuiggan, A. J.
 McQuvillan, J. L.
 Moore, R. S.
 Nicholls, F. I.
 Nugent, J. C.
 O'Donnell, T. J.
 O'Meara, M. M.
 Onley, E. R.
 Opie, N.
 Orchard, A. M.
 Orpen, H. R.
 Palmer, F. H.
 Peel, C.
 Perrin, G.
 Price, W. P.
 Regan, C. G.
 Roberts, L. M.
 Scholes, C. W.
 Scorer, W. D.
 Sealie, W.
 Sexton, W. V.
 Shannahan, H. J.
 Shearwood, E. N.
 Smith, R. Y.
 Stephens, R. A.
 Stone, A. G.
 Stuart, J. M.
 Sutton, J. F.
 Taylor, H. W.
 Thomas, R. G.
 Terrell, V. E. J.
 Thompson, M. C.
 Towns, S.
 Townsend, W. E.
 Viccars, A. C.
 Vinning, J. H.
 Walsh, N.
 Ward, J. L.
 Wardley, T. W.
 Warmald, J. L.
 White, W. G. B.
 Wilson, S. R.
 Winter, L. J.
 Zeis, W. A.

Conductor—

Hickey, W.
 Josephs, J. J.

Cook—

Stephens, W.

Coppersmith—

Runciman, D. J.

Driller—

Carey, F. W.
 Chandler, S. A.
 Cox, R.
 Hollings, W. J.
 Saker, E.

Electrical Fitter—

Fisher, G. F.
 Incoll, J. N.
 Unsworth, I.

Engineering Assistant

Thorpe, F. G.

Engine-cleaner—

Aspinall, C.
 Barham, F. W.
 Brown, W. A.
 Burch, A. S.
 Collas, B. M.
 Cook, T. H. V.
 Cook, W. J.
 Cotter, G.
 Coward, L.
 Davilson, R.
 Deeble, W. S.
 Donaldson, D.
 Donohue, A.
 Ford, C. W.
 Fowler, J.
 Harbourd, C. S.
 Heathcote, A.
 Hocking, P.
 Jones, F. J.
 Jones, V. H.
 Keighley, R. E.
 Maclure, J. N.
 Moodie, E.
 Moore, B. H.
 McShane, H.
 O'Brien, W.
 Orr, J. W. L.
 Parkin, J.
 Payne, W. B.
 Pearse, W. W.
 Roe, A. T.
 Rogers, H.
 Rolle, J. C.
 Ryan, V.
 Shaw, C. V.
 Sinn, C.
 Smith, W. D.
 Sutherland, J.
 Trott, W. H.
 Villiers, J. C.
 Ware, C.
 Welsh, J. T.
 Whitworth, A. G.
 Wilson, J. E.
 Wood, G.

Engine-driver—

Bunnett, H.
 Collins, J. O.
 Kellett, S. A.
 Larkins, F. H.
 Lock, A. S. F.
 Maynard, H. W.
 Watchorn, F. R.
 Wilson, H. F.

Engine-metaller—

Ferns, W. M.

Fireman—

Allan, T.
 Arthur, T. W.
 Bull, E. L.
 Callaghan, T. J.
 Calway, F. G.
 Clifton, N. L.
 Edwards, G.
 Fleet, A. G.
 Friend, F. M.
 Gardiner, C.
 Gordon, E. J.
 Gorman, T.
 Greaves, J.
 Hale, F. T.
 Hansen, C. J.
 Harper, H. J. C.
 Henderson, L. W.
 Hicks, H. L.
 Hinchin, R. J.
 Hindley, H.
 Jacks, E.
 Lord, J. E.
 Ludwig, F.
 McCann, V. J.
 McFadden, T. J.
 Nitchie, W. C.
 Palmer, R. S.
 Pike, S. P.
 Rodda, B.
 Rogers, F. T.
 Splatt, T.
 Sunderman, L. A.
 Walker, H.
 White, J. H.
 Wilkinson, W. A.
 Wyllie, J.

Fitter and Turner—

Benson, J.
 Bott, W. V.
 Brown, F. E.
 Cards, M. R.
 Douglas, J. S.
 Farrer, F.
 Feely, J. T.
 George, R. W.
 Hawthorn, W.
 Hearn, E. S.
 Highett, T.
 Marsh, E.
 Mitchell, W. J.
 Monar, J.
 Moor, E. E.
 Newsome, F. J.
 Pascoe, J. H.
 Soundy, D.
 Wilson, J. H.

Fitters' Assistant—

Harney, J.
 Thompson, A. L.

Gasmaker—

Lindsay, N.

Goods Checker—

Carey, L. G.
 Hennett, A. J.
 Kidd, W.
 Wroughton, N.

NAMES OF EMPLOYEES WHO JOINED THE EXPEDITIONARY FORCES—*continued.*July, 1915—*continued.**Guard—*

Cobon, A.
Corlett, J.
Ellis, S. T.
Rashleigh, W. C.
Waters, J. B.

Instrument Fitter—

Crellin, A. C.

Labourer—

Ahearn, J.
Anderson, J.
Anderson, H.
Andrews, D.
Angus, L.
Begbie, C.
Bell, L. M.
Blake, G. A.
Bolden, A. F.
Borthwick, A. W. V.
Boyle, A.
Brown, E. F.
Brown, W. L.
Buchanan, F.
Burgess, H. J.
Bush, C.
Calway, L. S.
Cameron, A.
Cameron, H.
Carmody, L.
Carmody, W.
Coleman, T. T.
Conley, J.
Cook, E.
Corley, J.
Corr, J.
Cotter, S.
Couzens, W.
Cowling, T. H.
Cox, B.
Curran, M. L.
Dalby, W.
Darlington, G. S.
Davitt, J.
Delaney, C.
Duncombe, A. W.
Duncombe, V. G.
Dunn, M. F.
Durkin, W.
Epstein, M.
Fergus, W. H.
Files, G.
Findlay, E.
Fletcher, J. T.
Forrest, M.
Gafford, H.
Gandy, J. F.
Gillett, J. M.
Greenlees, R.
Gregson, T.
Grieves, J.
Groves, H. A.
Halliday, P.
Harrison, W. F.
Harry, S.
Hill, W.
Hince, W. W.

Labourer—continued

Holland, W.
Hughes, W. F.
Humphreys, J. W.
Hutt, G.
Jenkins, A.
Johnston, A. P.
Jordan, C. L.
Juliff, W. J.
Kelsall, J.
Kennedy, P.
Kenney, S. W.
Kenny, W. F.
Kiddle, A.
King, C.
Lancaster, G. R.
Le Suer, D.
Lockwood, G. L.
Mackay, J.
Maddams, G.
Maitland, W.
Malone, J.
Martin, R.
Mason, E. R.
Mason, J.
Massey, J.
Matthews, A.
Maxwell, G.
Mayer, R.
Merlin, H.
Miller, P.
Moore, G.
Morgan, W.
McArthur, T.
McCarthy, J. E.
McCoy, L.
McGill, J. R.
McLeod, N. J.
Nelson, J. P.
Newland, A. F.
Norman, C.
Ogilvie, L.
Oliver, C.
O'Brien, A.
Parker, N.
Pender, J. R.
Pincott, J. D.
Platts, R. G.
Pool, H.
Prideaux, J.
Pring, B.
Randall, H.
Reeves, A.
Reid, W.
Renfry, G. M.
Renfry, W. J.
Roberts, H.
Sandner, E.
Sawyers, C. V.
Scott, J.
Sharples, R.
Shields, J.
Silver, L.
Smith, L. A.
Stabell, G.
Stephens, F.
Street, W. G.
Swanwick, A.
Thomas, A.
Tobitt, J.
Toohey, W.
Tregurtha, M. V.

Labourer—continued.

Trengrove, V. S.
Trewin, H.
Waddell, A.
Warry, E.
Waters, E.
Westwood, J.
Whitney, R. J.
Wiggins, R. T.
Williams, H. G.
Willis, H. G.
Wilson, E.
Wishart, R. H.
Yardley, W.
Yates, G. F.
Yeoman, E.

Lad Labourer—

Auld, H.
Berry, E.
Bolitho, W.
Brimwell, A. E.
Burke, H. A.
Byrne, J.
Charles, A.
Clancy, J.
Claxton, P. J.
Coe, H.
Cogley, J. B.
Cogley, W. C.
Cross, H.
Fordham, A. E.
Fraser, W. E.
Galbraith, A.
Grandin, N. H.
Hadler, J. H.
Hahn, A. W.
Hall, E. W.
Henderson, A. McG.
Herbert, P. C.
Hewat, R.
Hughes, G. J.
Jamieson, R.
Kells, W.
Livingstone, D. McC.
Lowday, B. F.
Muir, J.
McCarthy, V.
McInnes, D.
McInnes, R.
McMillen, W. D.
McNamara, T. H.
Nickson, A. J.
O'Brien, J.
O'Mara, M.
Phillips, W. G.
Rowe, W. C. H.
Sampson, B.
Stevenson, W. D.
Thomas, C. J.
Thyme, H.
Walsh, W.
Walters, E. C.
Wells, W.
Welsh, C. J.
Wilkie, G. R.
Wilson, J.

Lad Porter—

Anderson, F. A.
Baldock, W. J.
Barnes, R. J.

NAMES OF EMPLOYEES WHO JOINED THE EXPEDITIONARY FORCES—*continued.*July, 1915—*continued.**Lad Porter—continued.*

Boyle, R. H.
 Brindle, J. H.
 Bristow, W. D.
 Butler, D. J.
 Butterworth, A.
 Carlson, C. J.
 Carter, D. J.
 Droop, H. A.
 Edwards, W. S.
 Frost, L. J.
 Gale, E. A.
 Gaywood, E. A.
 Gordon, W. R.
 Grant, J.
 Green, W.
 Greene, B. L.
 Haddon, J. R.
 Hubble, R. A.
 James, S. W. E.
 Jessup, S. B.
 Jones, G. R.
 Kealy, R. T. P.
 Keele, W. H.
 Kelly, W. P.
 Liddy, A.
 Lindon, P.
 Lodington, K. W.
 MacKinlay, W. A.
 Meredith, J. C.
 Murphy, V. S.
 McGhee, D. M.
 Pearse, D. McP.
 Power, W. M.
 Pratt, L. W.
 Purcell, G. V.
 Rickard, W. J.
 Snow, J. S.
 Thomas, J. H. A.
 Thomas, W. T.
 Twose, W. G.
 Vance, W. J.
 Whitely, E. C.
 Wilson, L. E.
 Young, A.

Lampmaker—

Holskamp, D.

Lampman—

Gray, S. J. C.

Lands Officer—

Mitchell, C. A.

Lighter-up—

McHale, R.

Lineman—

Craigie, J. J.
 Palmer, A. J.

Lux Lamp Mechanic—

Radcliffe, J. B.

Machine Feeder—

Kersley, T.
 Lancaster, V.

Messenger—

Bruce, J. K.
 Gegan, T. R.
 Hall, W. J.
 Hughes, A. J.
 Lynch, H.
 Mateer, L.
 Phelan, G.
 Price, S. T.

Metal Polisher—

McDonald, R.

Motorman—

Scott, W. H.
 Wynne, S. G.

Moulder—

Hall, F. G.
 Lawson, P. F.
 Miller, J. C.
 Wilmot, H.

Number Taker—

Coombes, G. R.
 Harrigan, J. E.

Operating Porter—

Alford, G. T.
 Arthur, F. G.
 Burne, J.
 Collier, T. R.
 Crowe, D. M.
 Faull, W. J.
 Greaves, N. L.
 Knight, L. T.
 Mackay, F. C.
 Mummery, T. H.
 Parker, H. R.
 Ray, A. W.
 Rich, C. E. O.
 Roberts, G. L. R.
 Sporle, J. H.
 Wanless, T. G.
 Wilson, R. A.

Operator—

Fogarty, P.
 Smith, D. E.
 Sweetman, A. J.

Operator (Junior)—

Coldwell, C. E.
 Sullivan, J. G.

Padder—

Rampling, H.

Painter—

Aldred, C. A.
 Brown, W.
 Fraser, H.
 Hulse, W. A.
 Thomas, G. S.
 Wetton, F. St.C.

Pintsch Gas Fireman—

Lawry, W. S.
 Smith, V. W.

Pipe-jointer—

Thornton, W. J.

Porter—

Barnes, W. H.
 Barnett, J.
 Baxter, R. H.
 Callender, P. J.
 Callender, O. C.
 Claughton, J. G.
 Cook, T. J.
 Cornille, J.
 Cornwell, J. L.
 Cullen, L. C.
 Curow, A.
 Devine, T.
 Dewsnap, J. W.
 Draper, G. L.
 Evans, B.
 Falla, H. B.
 Fullard, H.
 Grace, T. J.
 Gray, G. G.
 Greene, E. J.
 Harrison, W. A.
 Henderson, V. W.
 Hill, W. S.
 Hogan, M.
 Hurley, T. R. R.
 Iddles, E.
 Isabel, F.
 Kennedy, J.
 Lancaster, P. A. H.
 Lynch, H. J.
 Malcott, W. F. J.
 Meredith, W. H.
 Montiford, L. S.
 Morrissey, J. A.
 Murphy, W. D.
 McCrickard, R.
 McDonald, G.
 McDonald, H. S.
 McDonough, W. H.
 McLay, F. W. H.
 Newbigin, A. E.
 Nicholson, L. R.
 Porter, W. A.
 Quirk, A.
 Richardson, H.
 Shaw, F.
 Stewart, J. E.
 Swift, E. E.
 Welch, J. C. M.
 Western, R. W.
 Williams, C. F.
 Young, L. H.

Puller-out—

Matthews, R.
 Robinson, W.
 Saul, H.
 Warner, A. E.

Repairer—

Bath, L.
 Birch, J. E.
 Broughton, W. R.
 Cantwell, W. J.
 Castles, D.
 Collins, C. A.
 Donohue, J. W.

NAMES OF EMPLOYEES WHO JOINED THE EXPEDITIONARY FORCES—*continued.*

July, 1915—*continued.*

Repairer—*continued.*

Duell, A.
Dunse, G.
Fraser, W.
Grey, W. B.
Halvey, J. P.
Landers, A.
Lowne, F. W. M.
Martell, H. H.
Martin, L. E.
McIntosh, R.
O'Connor, E.
O'Connor, T. H.
O'Neill, E.
O'Reilly, T.
Turnbull, A. J.
White, J.
Woodhead, A. G.
Young, F. G.

Shunter—

Burke, E. J.
Clancy, P. J.
Deady, G. P.
Fargher, P. A.
Game, A. E.
Giroud, H. A.
Jackson, W.
Jenkins, A. J.
Joseph, F. H.
Leary, P.
Lynch, H.
Mitchell, J. S.
McDonald, C. P.
Owens, W. P.
Pollard, H. R.
Quinlivan, A. B.
Ramsay, G. A. S.
Ryan, C. T.
Sedgman, T. E.
Sleigh, S.
Smart, G.
Smith, L. J.

Signalman—

Laidlaw, R. C. G.
Williamson, R. J.

Skilled Labourer—

Barty, D.
Batten, F.
Beyer, H. S.
Boucher, R.
Buers, D. G.

Skilled Labourer—*continued.*

Burke, T. A.
Carter, R.
Case, R. A.
Chrystal, J.
Collins, J.
Cross, J. R.
Edwards, G.
Elliott, G.
Ellson, F.
Gibson, A. J.
Gibson, I.
Gilbee, J.
Grams, G. C.
Henderson, G.
Jackson, L.
Locke, J. A.
Mann, E. E.
Mayhew, T.
Maynard, W.
Murphy, H.
Rae, H. L.
Russell, I. H. J.
Sellars, D.
Smith, R.
Stuckey, E.
Warren, E.
Whelan, J.
Wood, S. A.

Special Ganger—

Kirk, T. E.

Stationmaster—

Ferguson, J. R.
Ross, C. F.

Stationmaster (Assistant)—

Belcher, H.
Blake, W. H.
Fricker, R. E.
Gullick, W. T. S.
Keane, J.
O'Brien, H. J.
Sechtig, W. H.
Smith, F.

Storeman—

Molyneux, F.
Renton, G.

Stower—

Pittard, E. C.
Thomson, J.

Striker—

Bate, R. A. B.
Bensley, E. H.
Brown, V.

Striker—*continued.*

Daly, J. M.
Dunn, W. H.
Harrison, J. G.
Hatch, A.
McDonnell, L. A.
Pomeray, W. J.
Spear, R.
Worley, W. W.

Survey Assistant (Junior)—

Kennedy, D. W.
Smail, E.

Ticket Collector—

Ellis, S. A.
Thompson, R. E.

Ticket Sorter—

Lindsay, W.
Miller, D. J.

Train Examiner—

Nelson, A.
Rattle, F. B.
Simpson, C. O.

Travelling Crane Attendant—

Davies, W. W.

Trucker—

Latham, J.
Walker, A. E.

Tuber—

Cumming, G.
McInnes, N. J.

Under-gear Repairer (Assistant)—

Ditchburn, N. J.

Upholsterer—

Clulow, S.
Quinn, E.

Vannan—

Atkinson, G. S.
Dunn, W.
Fielden, L. W.
Tulley, J. F.

Van Stower—

McCormack, J.

Wood Machinist—

Archbell, W. W.
Bell, T. H.
Busch, F. J.
Greig, S. A.
Rollason, C.

Wood Machinist (Learner)—

Asher, H. E.

AUGUST, 1915.

Apprentice—

Ebdon, A. C.
Martin, A.

Block Recorder—

Cumming, H. R.
Luckie, F.

Boilermakers' Help—

Jones, W. A.

Car-cleaner—

Grennell, E.
Moloney, E.

Car and Waggon Builder—

Roberts, D. O.
Timbs, E.

Carpenter—

Dowling, G.

Clerk—

Anthony, M. H.
Bell, C. T.
Bishop, V. R.
Burgess, J. H.
Downing, F.
Drake, J. P.
Eastwood, F.
Farnell, F.
Gray, J. M.

NAMES OF EMPLOYEES WHO JOINED THE EXPEDITIONARY FORCES—*continued.*August, 1915—*continued.*

<i>Clerk—continued.</i>	<i>Gatekeeper (Assistant)—</i>	<i>Painter—</i>
Grigsby, H. J.	Farrelly, M.	Blanchard, P. H.
Gullick, R. C.		
Hodge, W. E. G.	<i>Goods Checker—</i>	<i>Plasterer—</i>
Holland, J. E.	Dick, W. D.	Bourne, A.
Johns, F. E.		
Jolly, E.	<i>Guard—</i>	<i>Porter—</i>
Loveluck, H.	Ross, P. H.	Barrett, R. A.
Lyndon, H. R.		Boyce, P.
Macdonald, J. B.	<i>Labourer—</i>	Brown, J.
Murray, A. W.	Ashton, J.	Gibbons, D. T.
McCartney, L.	Clark, G. M.	Graham, R. H.
McNamara, T. F.	Clark, J.	Jones, P. A.
Reilly, J. J.	Creek, C.	McGillivray, M.
Roscholler, C. N.	Davis, E.	McLaine, L.
Rosman, N. E.	Forrester, J. W.	Price, J. T.
Scorer, H. R. L.	Hayes, J. C.	Robinson, H. J.
Sinclair, A.	Hindson, W. M.	Skewes, J. H.
Smith, G. S.	Holmes, W. F.	Smith, P. D.
Thompson, A. M.	Horwood, W.	Stevens, A. M.
Trevan, S. G.	Knight, O. L.	Torpey, H. A.
Walsh, W. R. M.	Lockhart, J. A.	Tozer, J. A. S.
Whittles, E. R.	McAfee, E.	Wood, R. A.
Williams, E. G.	Scott, R.	
Youlden, L. P.	Stone, H.	<i>Repairer—</i>
Young, R. H.	White, L.	Blackshaw, D.
	Wilmett, N. R.	Burke, M.
<i>Draughtsman—</i>		Lyne, R. E.
Pyke, W. E.	<i>Lad Labourer—</i>	McLean, H. J.
Rowe, C. L. E.	Congdon, L. S.	
	Donohue, S.	<i>Shunter—</i>
<i>Electrical Mechanic—</i>	Hare, G. P.	Allan, G.
Sutherland, G. W.	Keane, J. V.	Davis, A. J.
	McMillen, W. D.	Pattison, A. J.
<i>Engineering Assistant—</i>	Nelson, A.	Rowe, R. E. H.
Pestell, W.	Nugent, E.	
	Pigott, P.	<i>Signalman—</i>
<i>Engine-cleaner—</i>	Robinson, W.	Bartley, J.
Brain, A. W.	Stephens, J. A.	
Copeland, L. G.	Tatwell, W. J.	<i>Skilled Labourer—</i>
Foster, E.		Price, E.
Milburn, J.	<i>Lad Porter—</i>	Rennie, T.
Paul, H. M.	Bellingham, S.	
Plim, J.	Butler, C. J. H.	<i>Stationmaster—</i>
Ray, A. W.	McKenna, C. T.	Perry, H. H.
Sutton, P.		
<i>Engine-driver—</i>	<i>Lampman—</i>	<i>Stationmaster (Assistant)—</i>
McFaul, T.	Hall, J. H.	Anderson, H. G.
		Clarke, J.
<i>Fireman—</i>	<i>Lineman—</i>	Collins, A. W.
Cullinan, T. A.	James, H. L.	
Fitzhenry, R.	<i>Messenger—</i>	<i>Steam Hammer Driver—</i>
Francis, A. R.	McAnulty, G. A.	Russell, G. K.
Pyne, T.	Sherman, J. D.	
Reeve, E. S.		<i>Storeman—</i>
Rickets, L. A.	<i>Number Taker—</i>	Gordon, P.
Ryan, P. T.	Goonan, J.	
Splatt, J. R.	<i>Operating Porter—</i>	<i>Striker—</i>
Thomas, H.	Butler, J. L. R.	Fletcher, F.
Wood, J. R.	Kirk, J. A.	
	Lord, A. R.	<i>Survey Assistant (Junior)—</i>
<i>Fitter and Turner—</i>	Sharry, D. L.	Bryan, C. S.
Bennett, J.	Stear, H. E.	Tevlin, J. T.
Hodgson, G.	<i>Padmaker—</i>	
Lobb, S. F.	Galbraith, G. S.	

NAMES OF EMPLOYEES WHO JOINED THE EXPEDITIONARY FORCES—*continued.*
SEPTEMBER, 1915.

Boilermaker—

Boyd, V.
Laird, J.

Car and Waggon Builder—

Anderson, L.
Corey, T.
Heathcote, R.

Clerk—

Davis, J.
de Ross, A. G. S.
Gillingham, G.
Mertens, L. A.
Missen, L. K.
Morecombe, R. H.
O'Toole, T.
Stevens, G. L.

Electroplater—

George, R. L.

Fireman—

Danks, A. B.

Gasfitter—

Coe, C. E.

Iron Machinist—

O'Mallay, T. J.
Pearson, J.

Labourer—

Hall, G.
Mackie, A.
Mayo, G. A.
Nelson, J. W.
Olsen, M.
Ross, J. D.

Lad Labourer—

Minett, C. A.
Richards, M. C.
Thomas, S. G.

Lad Porter—

Buttifiant, J. T.
Clark, P. C. D.

Operating Porter—

Beddoe, J. S.
Cannon, B. H.
Kearney, J. E.

Patternmaker—

Law, D. A.

Porter—

Duff, G. A.
Gray, T. J.
Statham, G. W.

Shunter—

Carlton, T.

Striker—

Gordon, R. J.

OCTOBER, 1915.

Clerk—

Campbell, F. C.
Davis, C.

OBITUARY.

It is with deepest regret that we have to record the death of the undermentioned Officers and Employees, some of whom were killed in action, whilst others died of wounds, and several met their death through natural causes :—

ANNAND, V. W. J.	HOOPPELL, P. S.	PRETTY, F.
BAINBRIDGE, J. S.	JAMES, F.	PRICE, J. O.
BAKER, H. W. A.	JOHNSTON, J. A. K.	RING, W.
BAXTER, H. E.	JUDE, D. H.	SLATER, T. H.
BEITH, J. H.	KENNELLY, L. P.	STEWART, J.
BENNETT, R.	KISSACK, J.	SWINTON, T. T.
BOND, J. H.	LESLIE, V.	TAYLOR, H. G. L.
BOTTOMLEY, O. G.	MARTIN, R.	TIERNEY, A. J.
CARLESS, J. N.	MATTHEWS, L.	TIPPET, P. A.
CARWARDINE, F.	MELLOR, W.	TOLMIE, R. C.
COLLIER, A. R.	MCDONALD, L.	TOWNSEND, A. E.
COLLINSON, R. A.	MCCRILLEN, F. A.	TYTHERLEIGH, J.
DALTON, C. M.	MORGAN, W. J. P.	VAUGHAN, S. P.
DOUGLAS, J. C.	NICHOLSON, R. H. B.	WALKER, T.
DRISCOLL, A.	O'CONNOR, E.	WELLS, R. W.
FLYNN, J. P.	O'MALLAY, T. J.	WILLIAMS, F.
GUYATE, H. A.	PHILIP, G.	WING, R.
HELSHAM, J. G. D.	POZZI, L. L.	YOUNG, G. F.
HOOPER, R. M. F.		

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APPENDIX No. 1.

HEADS OF BRANCHES.

Secretary (Acting)	Mr. G. H. SUTTON.
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	" T. F. BRENNAN.
Deputy General Passenger and Freight Agent	" W. E. KEAST.
Telegraph Superintendent	" W. A. HOLMES.
Chief Storekeeper (Acting)	" C. W. J. COLEMAN
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 1914-15, 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 1914-15, maintained in good working order 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, 1915, was £956,159 7s. 10d.

C. W. J. COLEMAN,
Acting Chief Storekeeper.

<i>Dr.</i>	GENERAL BALANCE-SHEET AT						
	Reference.	£	s.	d.	£	s.	d.
	Appendix. No.						
To face value of Bonds and Stock allocated to the Railways	10	52,398,000	16	5			
Less Discounts and Floating Charges £2,124,669 17 0	10						
Less Premiums 453,928 14 6	10						
	...	1,670,741	2	6			
Net Proceeds	10				50,727,259	13	11
„ 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 ...	...	447,196	3	4			
					3,897,740	11	6
„ Advances from Public Account (to be recouped)	17	...			382,837	18	4
„ Special Funds ... ..	...	...			73,522	2	8
„ Sundry Creditors ... ..	...	300,435	3	10			
„ Balance at debit of the Railway Accident and Fire Insurance Fund ... ..	...	1,794	15	11			
					302,229	19	9
„ Suspense Account—Amount to be subsequently repaid to Consolidated Revenue ...	...	...			5,885	9	7
„ Interest Charges and Expenses and Pensions and Gratuities ... ..	...	1,891,244	19	4			
Less Net Revenue for the year after providing for working expenses and special and abnormal charges and payment of £50,000 into the Rolling Stock Replacement Fund...	...	1,048,809	6	7	842,435	12	9
Total ... ..	...	...			56,231,911	8	6

Audited and found correct,

F. H. BRUFORD,

Auditor-General.

No. 5.

30TH JUNE, 1915.

Cr.

	Reference.	£	s.	d.	£	s.	d.
	Appendix. No						
By Cost of Way, Works, Buildings, and Equipment	23	41,734,393	1	10			
„ Cost of Rolling-Stock	23	10,303,923	4	4			
„ Cost of Surveys for proposed Railways ...	...	52,038,316	6	2			
		400,884	16	3	52,439,201	2	5
„ Advances from Public Account —Balance of Expenditure carried forward ...	17	...			382,837	18	4
„ Stores and Materials on hand ...	18	956,159	7	10			
Less amount at credit of Stores Deprecia- tion Account	18	12,336	10	4	943,822	17	10
„ Balance (Cash) at credit of Railway Stores Suspense Account	18	89,842	1	4			
„ Balance (Cash) in hands of Agent-General, London and in transit	18	196,982	18	6	286,824	19	10
„ Balance (Cash) in hands of Agent-General on account of the Electrification of the Melbourne Suburban Lines... ..	...	...			2,438	18	0
„ Balance (Cash) at credit of Special Funds:— Rolling Stock Replacement Fund ...	16	73,522	2	8			
Railway Loans Repayment Fund ...	...	3,986	13	2			
Trust Fund—Surplus Railway Land	...	5,283	13	7	82,792	9	5
„ Railway Accident and Fire Insurance Account	7	...			1,794	15	11
„ Balances (Cash and Securities) at credit of the following Accounts:— Sundry Repayments to Treasury ...	...	19,716	12	11			
Preliminary Deposits ... ..	...	5,531	16	9			
Bills Receivable... ..	...	406	12	3			
Trust Funds—Cash and Securities ...	...	99,592	0	3	125,247	2	2
„ Sundry Debtors ... ..	...	...			18,713	0	11
„ Unexpended Balance of Loan Moneys ...	...	...			1,105,802	11	3
„ Balance—Deficit ... ..	...	...			842,435	12	9
Total ... ..	...	...			56,231,911	8	6

T. F. BRENNAN,
Chief Accountant.

APPENDIX No. 6.

DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1914-15 COMPARED WITH
THE YEAR 1913-14, EXCLUSIVE OF THE ST. KILDA AND BRIGHTON ELECTRIC
STREET RAILWAY.

	1913-14.	1914-15.
TRANSPORTATION BRANCH.		
General Superintendence and Staff	£67,809	74,602
Stationery, Printing, and Advertising	36,188	35,174
Stores Expenses	3,310	3,897
STATION, YARD, AND SIGNAL SERVICE—		
Salaries, Wages, and Expenses of Staff	£723,027	745,043
Fuel	3,334	2,247
Light	21,909	19,968
Uniforms	7,337	6,871
Other Supplies	28,066	27,936
Sanitary and Other Expenses	6,155	6,632
TOTAL COST OF STATION, YARD, AND SIGNAL SERVICE	£789,828	808,697
Guards and Conductors—Wages and Expenses	£124,871	132,908
" " Uniforms and Supplies	4,041	3,753
Gatekeeping	23,426	23,241
Loss and Damage to Property and Goods	<i>Cr.</i> 964	<i>Cr.</i> 1,632
Other Expenses	3,457	3,578
Dining Car Service	14,772	14,808
TOTAL EXPENSES OF TRANSPORTATION BRANCH	£1,066,738	1,099,026
<i>Less Special and Abnormal Charges</i>	<i>.. .. .</i>	<i>17,210</i>
Balance of Working Expenses	£1,066,738	1,081,816
Percentage of Gross Revenue	19.18	20.96
Per Traffic Train Mile	17.03 <i>d</i>	16.97 <i>d</i>
WAY AND WORKS BRANCH.		
General Superintendence and Staff	£48,333	56,565
Stationery, Printing, and Advertising	7,773	8,488
Stores Expenses	6,521	4,036
	£62,627	69,089
MAINTENANCE OF WAY—		
Superintendence and Staff	£19,743	21,070
General Labour	337,594	370,609
Track Materials	98,651	159,966
Fences, Gates, Cattle Guards, Roadways, Signs, &c.	46,158	44,620
Tools and Supplies	17,308	17,938
Flood Claims	15	..
Other Expenses .. .. .	..	..
TOTAL COST OF MAINTENANCE OF WAY	£519,469	614,203
Per Mile of Railway worked	£139	158
" " Track (exclusive of Sidings)	£127	147

APPENDIX No. 6—*continued.*DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1914-15, ETC.—*continued.*

	1913-14.	1914-15.
WAY AND WORKS BRANCH—<i>continued.</i>		
MAINTENANCE OF WORKS—		
Superintendence and Staff	£17,513	19,857
Bridges, Culverts, and Drains	63,475	99,295
Piers and Wharfs	Cr. 478	279
Weighbridges, Scales, Lifting Cranes, Turntables, Traversers, Grain Conveyors, &c.	11,361	11,022
Buildings, Platforms, and Fixtures	125,291	136,042
Stock Yards	10,135	8,081
Water Supply	15,559	16,916
Signals and Interlocking	50,090	64,428
Telegraph Lines	35,315	38,217
Machinery, Tools, and Supplies	21,019	25,767
Other Expenses	780	824
Gardens, Plantations, &c.	3,496	3,290
TOTAL COST OF MAINTENANCE OF WORKS	£353,556	424,018
TOTAL EXPENSES OF WAY AND WORKS BRANCH	£935,652	1,107,310
<i>Less</i> Special and Abnormal Charges	6,950	269,296
Balance of Working Expenses	£928,702	838,014
Percentage of Gross Revenue	16.70	16.24
Per Mile of Railway worked	£248	£218
Per Traffic Train Mile	14.83 <i>d</i>	13.14 <i>d</i>
ROLLING STOCK BRANCH.		
General Superintendence and Staff	£20,216	20,770
Stationery, Printing, and Advertising	5,592	5,119
Stores Expenses	7,743	8,488
LOCOMOTIVE WORKING—		
Superintendence and Staff	£19,932	20,879
Running Sheds (Staff	61,919	60,240
Supplies	4,454	3,666
Drivers and Firemen	373,172	388,493
Coal, Wood, and Kindlers for Locomotives	340,104	394,675
Handling and Inspection of Coal, Wood, and Kindlers for Locomotives	30,474	31,467
Water for Locomotives and Running Sheds	22,401	24,929
Oil, Tallow, Waste, and other Running Supplies for Locomotives	17,305	17,502
Other Expenses	108	119
McKeen Motor Cars	1,830	1,376
TOTAL COST OF LOCOMOTIVE WORKING	£871,699	943,346
Locomotive Miles Run	18,097,078	18,449,516
Per Locomotive Mile.. .. .	11.56 <i>d</i>	12.27 <i>d</i>
Per Traffic Train Mile	13.92 <i>d</i>	14.79 <i>d</i>
INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS—		
Labour	£70,383	73,322
Supplies	2,502	2,518
Lubricants	2,385	2,419
Light	22,079	22,840
Ice	1,022	1,151
Other Expenses .. .. .	..	..
TOTAL COST OF INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS	£98,371	102,250
Per 1,000 Car Miles.. .. .	131.91 <i>d</i>	128.26 <i>d</i>
TOTAL COST OF WORKING ROLLING STOCK BRANCH	£1,003,621	1,079,973

APPENDIX No. 6—continued.

DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1914-15, ETC.—continued.

	1913-14.	1914-15.
ROLLING STOCK BRANCH—continued.		
REPAIRS AND RENEWALS OF ROLLING STOCK—		
Superintendence and Staff	£14,443	15,262
Repairs and Renewals of Locomotives	217,013	232,040
" " Passenger Cars and Vans	142,204	179,155
" " Trucks	111,929	127,513
" " Covers	24,303	25,607
" " Machinery and Tools	16,538	17,503
Power, Heat, Light, &c., for Shops	51,785	57,065
Sundry Charges	3,779	5,035
Other Expenses	281	251
McKeen Motor Cars	584	432
Payment into Rolling Stock Replacement Fund	50,000	50,000
TOTAL COST OF REPAIRS AND RENEWALS OF ROLLING STOCK	£632,859	709,863
Per Traffic Train Mile	10·11 <i>d</i>	11·13 <i>d</i>
TOTAL EXPENSES OF ROLLING STOCK BRANCH	£1,636,480	1,789,836
Less Special and Abnormal Charges .. .. .	..	73,041
Balance of Working Expenses	£1,636,480	1,716,795
Percentage of Gross Revenue	29·43	33·26
Per Traffic Train Mile	26·14 <i>d</i>	26·92 <i>d</i>
GENERAL EXPENSES.		
Salaries and Expenses, Commissioners' and Secretary's Offices	£17,113	18,336
" " Chief Accountant's Office	25,527	27,572
" " Auditor of Receipts' Office	25,761	28,868
Estate Office	1,478	1,703
General Office Expenses	2,474	2,378
Flinders-street Station Buildings General Expenses	1,627	1,560
Legal and Medical Expenses	5,711	5,431
Stationery, Printing, and Advertising (General)	3,652	3,702
Other General Expenses	2,625	3,446
TOTAL GENERAL EXPENSES	£85,968	92,996
Percentage of Gross Revenue	1·55	1·80
Per Traffic Train Mile	1·37 <i>d</i>	1·46 <i>d</i>
PAYMENT INTO RAILWAY ACCIDENT AND FIRE INSURANCE FUND	£27,805	25,805
Percentage of Gross Revenue	·50	·50
Per Traffic Train Mile	·45 <i>d</i>	·40 <i>d</i>
TOTAL WORKING EXPENSES	£3,752,643	4,114,973
Less Special and Abnormal Charges	6,950	359,547
Balance of Working Expenses	£3,745,693	3,755,426
Percentage of Gross Revenue	67·36	72·76
Per Traffic Train Mile	59·82 <i>d</i>	58·90
Per Mile of Railway Worked	£1,000	976

APPENDIX No. 7.

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT 7 EDWARD VII. No. 2119—AT 30TH JUNE, 1915.

Receipts.	Amount.	Expenditure.	Amount.
	<i>£ s. d.</i>		<i>£ s. d.</i>
To Balance at 30th June, 1914	360 1 5	By Expenditure for the year ending 30th June, 1915 (Section No. 6)— Clause—	
„ Payment to Fund during the year ending 30th June, 1915 (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	25,918 8 9	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employés of the Commissioners	2,759 3 10
„ Balance at 30th June, 1915	1,794 15 11	(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employés of the Commissioners	3,815 13
		(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation shall be paid to persons referred to in Clause (b)	776 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	7,007 17 9
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	4,413 3 11
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	9,073 10 10
		(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.	227 10 0
	28,073 6 1		28,073 6 1

APPENDIX No. 8.

NUMBER OF OFFICERS AND EMPLOYEES IN THE SERVICE OF THE COMMISSIONERS AT 30TH JUNE, 1914, AS COMPARED WITH THE NUMBER AT 30TH JUNE, 1915, ENTITLED TO PENSION OR COMPENSATION ON RETIREMENT.

Branch.	At 30th June, 1914.	At 30th June, 1915.	Decrease.
Secretary's	10	9	1
Rolling Stock	493	446	47
Way and Works	350	327	23
Transportation and Traffic ...	506	477	29
Chief Electrical Engineer's ...	3	3	...
Accountancy and Audit of Receipts	27	26	1
Telegraph and Stationery ...	17	17	...
Stores	13	12	1
Total ...	1,419	1,317	102

APPENDIX No. 9.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING
30TH JUNE, 1915.

	Loan Application Acts, &c.			Construction Branch Vote.			Total.			Total Amount.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
SURVEYS AND CONSTRUCTION OF NEW LINES.												
*Alberton to Won Wron	70	3	4	...	...	...	70	3	4	...	...	...
Bairnsdale to Orbost	104,990	12	2	530	0	0	105,520	12	2	...	...	...
Beeae to Newtown	1,637	10	4	3	0	0	1,640	10	4	...	...	...
Benalla to Tatong	2,729	15	1	59	0	0	2,788	15	1	...	...	...
Cavendish to Toolondo	28,984	7	0	144	10	0	29,128	17	0	...	...	...
Chillingollah to Manangatang	107	11	1	14	0	0	121	11	1	...	...	...
Crowland to Navarre	1,343	8	3	27	0	0	1,370	8	3	...	...	...
Elmore to Colusa	75,642	12	0	538	0	0	76,180	12	0	...	...	...
Gheringhap to Maroona	7,060	0	5	126	0	0	7,186	0	5	...	...	...
Hanilton to Cavendish	28,853	15	1	129	0	0	28,982	15	1	...	...	...
Heywood to Mumbannar	42,513	13	0	168	0	0	42,681	13	0	...	...	...
Jeparit to Lorquon	1,037	13	3	8	0	0	1,045	13	3	...	...	...
*Koo-wee-rup to McDonald's Track	148	7	11	...	...	...	148	7	11	...	...	...
Kow Plains to Murrayville	1,052	10	9	17	0	0	1,069	10	9	...	...	...
Linton to Skipton	36,942	14	6	151	0	0	37,093	14	6	...	...	...
Lorquon to Yanac-a-Yanac	1,238	11	3	14	0	0	1,252	11	3	...	...	...
Neerim South to Toorougo River	15,933	9	6	253	0	0	16,186	9	6	...	...	...
Noradjuha to Toolondo	203	3	1	7	0	0	210	3	1	...	...	...
Ouyen to Kow Plains	403	2	0	17	0	0	420	2	0	...	...	...
Rainbow towards Nypo	1,150	16	9	49	0	0	1,199	16	9	...	...	...
Rushworth to Colbinabbin	3,759	8	11	62	0	0	3,821	8	11	...	...	...
Sandringham to Black Rock Electric Street Railway	359	3	10	...	...	...	359	3	10	...	...	...
Sea Lake towards Pier-Millan	3,294	17	7	60	0	0	3,354	17	7	...	...	...
South Australian and Victorian Border Railways	1,096	8	7	2	0	0	1,098	8	7	...	...	...
Swan Hill to Piangil	44,686	13	9	131	5	0	44,817	18	9	...	...	...
Tallangatta to Cudgewa	116,382	11	2	279	0	0	116,661	11	2	...	...	...
Surveys	11,198	3	4	...	...	...	11,198	3	4	...	...	...
Totals	532,821	3	11	2,788	15	0	535,609	18	11	535,609	18	11
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	60,080	19	2	...	...	...	60,080	19	2	...	...	...
Additions and improvements to accommodation for locomotives and cars, including shops, sheds, tracks, ash-pits, turn-tables, water supply, coaling plants, and other works	10,711	19	1	...	...	...	10,711	19	1	...	...	...
Additions and improvements to signalling, interlocking, and other safety appliances for traffic working	13,714	12	4	...	...	...	13,714	12	4	...	...	...
Additions and improvements to and strengthening of bridges	14,946	10	2	...	...	...	14,946	10	2	...	...	...
Additions and improvements to various lines by relaying with heavier rails and providing extra sleepers and ballast	67,683	0	6	...	...	...	67,683	0	6	...	...	...
Additions and improvements to level crossings, including cattle-pits and stops	2,524	13	2	...	...	...	2,524	13	2	...	...	...
Additional and improved dwelling accommodation for employees	19,080	4	3	...	...	...	19,080	4	3	...	...	...
Additional electric lighting, power, &c.	1,774	16	4	...	...	...	1,774	16	4	...	...	...
Additional Pintsch gas plant	939	4	4	...	...	...	939	4	4	...	...	...
Additional telegraph and telephone lines	2,971	14	5	...	...	...	2,971	14	5	...	...	...
Ararat—Towards improved yard and other accommodation	13,629	5	7	...	...	...	13,629	5	7	...	...	...
Ararat to Maroona—Regrading line	9,309	11	10	...	...	...	9,309	11	10	...	...	...
Ballarat—Towards construction of locomotive workshops and tracks in connexion therewith	26,151	14	0	...	...	...	26,151	14	0	...	...	...
Benalla—Improved station, yard, and other accommodation	2,832	1	2	...	...	...	2,832	1	2	...	...	...
Bendigo—Towards construction of locomotive workshops and tracks in connexion therewith	22,305	10	1	...	...	...	22,305	10	1	...	...	...
Bendigo—Towards improved yard and other accommodation	1,503	18	4	...	...	...	1,503	18	4	...	...	...
Castlemaine—Improved yard and other accommodation	3,076	15	9	...	...	...	3,076	15	9	...	...	...
Chelsea—Siding accommodation	3,236	4	3	...	...	...	3,236	4	3	...	...	...
Colac—Towards improved station, yard and other accommodation	3,221	6	5	...	...	...	3,221	6	5	...	...	...
Dalmore—Improved station, yard, and other accommodation	2,770	17	0	...	...	...	2,770	17	0	...	...	...
Electric cranes and capstans at Ballarat, Bendigo, and Geelong	2,554	6	8	...	...	...	2,554	6	8	...	...	...
Flemington Racecourse line—Additional siding accommodation and works in connexion therewith	2,083	17	10	...	...	...	2,083	17	10	...	...	...
Fire protection of railway buildings and other property	928	9	6	...	...	...	928	9	6	...	...	...
Carried forward	288,031	12	2	...	...	...	288,031	12	2	...	...	...

* Preliminary expenses.

APPENDIX No. 9—continued.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING
30TH JUNE, 1915—continued.

	Loan Application Acts, &c.			Construction Branch Vote.			Total.			Total Amount.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
TOTAL SURVEYS, ETC. (Brought forward) ...	288,031	12	2				288,031	12	2			
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES— <i>continued.</i>												
Geelong—Towards extension of both passenger platforms by about 250 feet and provision of a subway for vehicular and passenger traffic underneath the line at Railway terrace, including extension of tracks ...	6,847	16	7				6,847	16	7			
Geelong—Towards improved shelter and coaling accommodation for engines and tracks in connexion therewith ...	13,555	0	4				13,555	0	4			
Gheringhap—Junction station accommodation ...	7,591	12	10				7,591	12	10			
Golden Square—New station buildings ...	2,382	14	5				2,382	14	5			
Irrewarra—Improved station, yard, and other accommodation ...	1,146	13	0				1,146	13	0			
Korong Vale—Improved station, yard, and other accommodation ...	10,041	8	11				10,041	8	11			
Lilydale—Improved station, yard, and other accommodation, including engine shed ...	4,012	0	2				4,012	0	2			
Longwood—Additional siding accommodation and works in connexion therewith ...	1,654	6	2				1,654	6	2			
Maroona—Towards junction station accommodation and water supply ...	6,828	0	4				6,828	0	4			
Melbourne (Flinders-street)—Towards duplication of viaduct ...	46,375	19	2				46,375	19	2			
Melbourne (Flinders-street)—Towards renewal and strengthening of viaduct ...	383	6	0				383	6	0			
Melbourne (Flinders-street)—Re-arrangement and extension of station yard, including additions and alterations to tracks, signals and interlocking, water supply, &c. ...	8,034	6	10				8,034	6	10			
Melbourne (Flinders-street Yard)—New carriage shed, sidings, and works in connexion therewith. (Towards proportion of cost thereof which is not chargeable to Electrification of the Melbourne Suburban Lines) ...	5,801	6	0				5,801	6	0			
Melbourne (Spencer-street)—Additional passenger accommodation in East Yard ...	2,337	9	6				2,337	9	6			
Melbourne (Spencer-street) and North Melbourne Yards—Additional accommodation and facilities for and in connexion with goods traffic ...	2,132	14	0				2,132	14	0			
Melbourne (Spencer-street) and North Melbourne—Towards enlargement and equipment of Way and Works Shops ...	1,488	16	0				1,488	16	0			
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 ...	2,394	12	6				2,394	12	6			
Melbourne—Towards provision of a new shipping shed and accommodation in connexion therewith ...	52,827	8	10				52,827	8	10			
Melbourne and Footscray (between)—Towards purchase of land and other preliminary work in connexion with proposed locomotive depôt ...	10,825	13	6				10,825	13	6			
Melbourne Suburban Lines—Towards the installation of Power Signalling ...	4,163	16	6				4,163	16	6			
Mooroopna—Additional siding accommodation and other works in connexion therewith ...	1,444	12	5				1,444	12	5			
Newport Workshops—Towards additions and extensions to shops, sidings, and other works including fire protection ...	17,573	12	5				17,573	12	5			
North Melbourne (near)—New goods train sorting yard and works in connexion therewith ...	3,743	14	4				3,743	14	4			
North Melbourne—Towards additional accommodation for and in connexion with repairing and painting rolling stock ...	9,959	5	2				9,959	5	2			
Oakleigh—New station buildings, platform, and other works ...	2,942	11	0				2,942	11	0			
Port Melbourne—Towards provision of track connexions with new pier ...	16,285	8	6				16,285	8	6			
Richmond to East Camberwell—Towards regrading the lines ...	29,083	3	9				29,083	3	9			
Rockbank—Provision of facilities for crossing trains ...	1,054	10	4				1,054	10	4			
Sandown Park and Tooradin (between)—Towards regrading line ...	6,466	0	1				6,466	0	1			
South Geelong—Improved station, yard, and other accommodation ...	2,577	0	6				2,577	0	6			
South Yarra to Caulfield—Towards duplication and regrading of lines ...	69,875	7	9				69,875	7	9			
Carried forward ...	639,862	0	0				639,862	0	0			

APPENDIX No. 9—*continued.*EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING
30TH JUNE, 1915—*continued.*

	Loan Application Acts, &c.		Construction Branch Vote.		Total.		Total Amount.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
TOTAL SURVEYS, ETC. (Brought forward) ...	639,862	0 0			639,862	0 0		
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES— <i>continued.</i>								
Stawell—Improved station, yard, and other accommodation ...	2,638	7 11	...		2,638	7 11		
St. Kilda to Brighton Electric Street Railway— Duplication of the line from the Power Station, Elwood, to Brighton terminus ...	4,325	8 5	...		4,325	8 5		
St. Kilda to Brighton Electric Street Railway— Improvement of power plant, extension of car shed, &c. ...	504	16 0	...		504	16 0		
Toolamba—Additional siding accommodation and other works in connexion therewith ...	2,963	19 5	...		2,963	19 5		
Tottenham—Towards the provision of a gravitation goods yard ...	20,633	2 7	...		20,633	2 7		
Warragul—Towards improvements to station, in- cluding tracks, buildings, &c. ...	5,709	1 4	...		5,709	1 4		
Wonthaggi Line—Towards regrading line, including widening formation ...	8,454	12 1	...		8,454	12 1		
Workshops Machinery—								
Newport Workshops ...	£11,463	17 7						
Newport Signal Shops ...	1,421	11 0						
North Melbourne Engine Shed ...	70	17 6						
North Melbourne—Car and Waggon Shops ...	284	9 0						
Ballarat Workshops ...	550	19 4						
Bendigo Workshops ...	264	6 4						
Country Depôts ...	964	16 0						
	15,020	16 9	...		15,020	16 9		
Sundry other expenditures ...	3,848	3 11	...		3,848	3 11		
	703,960	8 5			703,960	8 5		
Less credits on account of sales of land, materials, &c., originally charged to Capital Account ...	...		...		Or. 3,114	15 1	700,845	13 4
TOWARDS THE ELECTRIFICATION OF THE MELBOURNE SUBURBAN LINES EXCLUDING THE CONSTRUCTION AND STRUCTURAL ALTERATIONS OF ROLLING- STOCK BUT INCLUDING THE ELECTRICAL EQUIP- MENT THEREOF ...								
	751,980	5 8	...		751,980	5 8	751,980	5 8
ROLLING STOCK.								
Carriage stock ...	238,823	16 9	...		238,823	16 9		
Locomotives ...	209,416	4 0	...		209,416	4 0		
St. Kilda to Brighton Electric Street Railway— Rolling-stock ...	1,021	9 9	...		1,021	9 9		
Truck stock ...	257,173	12 8	...		257,173	12 8		
Van and sundry stock ...	19,743	6 1	...		19,743	6 1		
Other equipment ...	30	11 5	...		30	11 5		
	726,209	0 8	...		726,209	0 8	726,209	0 8
Net Expenditure charged to Capital Account for the year ...	...		...		...		2,714,644	18 7

APPENDIX No. 10.

STATEMENT OF LOANS AT 30TH JUNE, 1915, AND OF THE INTEREST CHARGES AND EXPENSES INCURRED DURING THE YEAR.

Act.	Rate of Interest per cent.	Principal.			Interest Charges.			Expenses in connexion with Payment of Interest.			Total Interest Charges and Expenses.			Date Redeemable.		Where Redeemable.
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	Earliest.	Latest.	
48 Viet. No. 805 ...	4	3,251,172	4	3	130,046	17	9	564	9	8	130,611	7	5	1st October, 1919	...	London
49 Viet. No. 845 ...	4	4,610,110	6	11	184,404	8	3	686	16	0	185,091	4	3	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	4,914,615	13	0	172,011	10	11	732	9	6	172,744	0	5	...	1st October, 1923	London
54 Viet. No. 1196 ...	3½													1st January, 1921	1st January, 1926	
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	436	1	7	92,847	15	2	1st January, 1929	1st January, 1949	Melbourne
62 Viet. No. 1560 ...	3½	3,718,478	14	3	130,146	15	1	604	2	5	130,750	17	6	1st October, 1929	1st October, 1949	London
62 Viet. No. 1560 ...	4	965,681	4	0	38,627	4	11	165	13	10	38,792	18	9	...	...	...
60 Viet. No. 1468 ...	3	1,130,372	18	0	33,911	3	9	...	...	...	33,911	3	9	...	...	...
62 Viet. No. 1564 ...	3	24,426	18	10	732	16	2	...	...	...	732	16	2	...	30th September, 1917	Melbourne
63 Viet. No. 1623 ...	3	257,701	0	0	7,731	0	7	...	...	...	7,731	0	7	...	...	...
64 Viet. No. 1659 ...	3	500,000	0	0	15,000	0	0	...	...	...	15,000	0	0	1st July, 1921	1st July, 1930	Melbourne
1 Edw. VII. No. 1753 ...	3	313,438	14	4	9,403	3	3	...	...	...	9,403	3	3	1st January, 1923	1st January, 1932	Melbourne
4 Edw. VII. 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	70,988	1	10	...	...	...	70,988	1	10	...	...	...
6 Edw. VII. No. 2041 ...	4	3,549,158	18	9	124,023	1	8	509	15	8	124,532	17	4	30th September, 1917	24th October, 1946	Melbourne
	3½	411,555	0	0	14,375	1	2	...	...	...	14,375	1	2	30th September, 1917	1st October, 1930	Melbourne
7 Edw. VII. No. 2116 ...	4	318,445	0	0	11,979	7	6	...	...	...	11,979	7	6	30th September, 1917	1st October, 1929	Melbourne
7 Edw. VII. No. 2167 ...	3½	1,000,000	0	0	5,250	0	0	...	...	...	5,250	0	0	30th September, 1917	1st January, 1929	Melbourne
9 Edw. VII. No. 2161 ...	3	1,000,000	0	0	35,000	0	0	171	19	4	35,171	19	4	1st October, 1929	1st October, 1949	London
9 Edw. VII. No. 2163 ...	3	300,000	0	0	8,919	19	5	...	...	...	8,919	19	5	30th September, 1917	...	Melbourne
1 Geo. V. No. 2286 ...	3½	275,000	0	0	9,625	0	0	...	...	...	9,625	0	0	1st August, 1913	1st October, 1944	Melbourne
1 Geo. V. No. 2308 ...	3½	1,308,000	0	0	45,761	18	4	...	...	...	45,761	18	4	30th September, 1917	1st June, 1922	Melbourne
2 Geo. V. No. 2323 ...	4	351,502	15	8	14,039	14	7	...	...	...	14,039	14	7	1st June, 1931	...	Melbourne
3 Geo. V. No. 2428 ...	3½	1,650,000	0	0	57,750	0	0	...	...	...	57,750	0	0	30th September, 1917	1st October, 1946	Melbourne
3 Geo. V. No. 2428 ...	4	2,000,000	0	0	80,000	0	0	348	11	7	80,348	11	7	1st April, 1940	1st April, 1960	London

APPENDIX No. 10—continued.

STATEMENT OF LOANS AT 30TH JUNE, 1915, AND OF THE INTEREST CHARGES AND EXPENSES INCURRED DURING THE YEAR—continued.

Act.	Rate of Interest per cent.	Principal.		Interest Charges.		Expenses in connexion with Payment of Interest.		Total Interest Charges and Expenses.		Date Redeemable.		Where Redeemable.
		£	s. d.	£	s. d.	£	s. d.	£	s. d.	Earliest.	Latest.	
3 Geo. V. No. 2429 ...	3	5,400	0 0	162	0 0	...	...	162	0 0	30th September, 1917	...	Melbourne
3 Geo. V. No. 2429 ...	3 $\frac{1}{2}$	380,433	17 11	13,315	3 9	...	...	13,315	3 9	30th September, 1917	1st July, 1923	Melbourne
3 Geo. V. No. 2429 ...	3 $\frac{1}{4}$	10,000	0 0	375	0 0	...	...	375	0 0	17th February, 1915	17th February, 1918	Melbourne
3 Geo. V. No. 2429 ...	4	4,166	2 1	1	7 4	...	...	1	7 4			
4 Geo. V. No. 2480 ...	4 $\frac{1}{2}$	1,313,000	0 0	...	...	...	...	...	...
4 Geo. V. No. 2481 ...	3 $\frac{1}{2}$	110,303	0 7	1,771	9 10	...	...	1,771	9 10			
4 Geo. V. No. 2481 ...	4	395,196	19 5	7,336	17 9	...	...	7,336	17 9			
4 Geo. V. No. 2481 ...	4 $\frac{1}{8}$	575,000	0 0	11,859	7 6	...	...	11,859	7 6			
4 Geo. V. No. 2481 ...	4 $\frac{1}{2}$	34,500	0 0	317	6 8	...	...	317	6 8			
4 Geo. V. No. 2531 ...	4 $\frac{1}{4}$	985,000	0 0	2,062	10 0	...	...	2,062	10 0			
4 Geo. V. No. 2531 ...	4 $\frac{1}{2}$	845,760	0 0	394	12 8	...	...	394	12 8			
42 Vic., No. 617 Melbourne and Hobsons Bay Railway Debentures	...	1,000	0 0	...	...	...	...	...	...
Deduct amount redeemed— Act No. 2026 by Act No. 1982 and Act No. 2026	...	52,899,050	16 5	1,750,988	8 10	5,047	9 7	1,756,035	18 5			
	...	501,050	0 0	...	...	...	...	...	...
	...	52,398,000	16 5	1,750,988	8 10	5,047	9 7	1,756,035	18 5			
Add interest on temporary advances	...	...	...	11,771	0 6	...	...	11,771	0 6			
Total amount of current loans at 30th June, 1915	...	52,398,000	16 5	1,762,759	9 4	5,047	9 7	1,767,806	18 11			
Less Discount and Expenses on the Sale of Debentures ... £2,124,669 17 0												
Deduct Net Premiums on Debentures ... 453,928 14 6												
Total Net Proceeds of Current Loans at 30th June, 1915	...	1,670,741	2 6									
	...	50,727,259	13 11									

APPENDIX No. 11.

DETAILED STATEMENT OF RESULTS OF WORKING OF THE ST. KILDA AND
BRIGHTON ELECTRIC STREET RAILWAY FOR THE YEAR 1914-15, COMPARED
WITH THE YEAR 1913-14.

	1913-14.	1914-15.
Average Mileage of Railway Worked	5.16	5.16
Car Mileage	541,449	577,468
Number of Passengers carried	2,390,949	2,718,972
Average Fare paid per Passenger	2.05d	1.99d
GROSS REVENUE—		
Passengers	£20,460	£22,562
Parcels	1	1
Rentals	...	...
Miscellaneous	55	51
TOTAL GROSS REVENUE	£20,516	£22,614
Per Passenger Car Mile	9.09d	9.40d
Per Mile of Single Track	£2,617	£2,884
ORDINARY WORKING EXPENSES—		
Transportation Account	£8,283	£8,980
Way and Works Account	4,250	2,737
Rolling Stock Account	3,990	3,578
Power Account	3,710	3,985
General Expenditure	515	512
Payment into Railway Accident and Fire Insurance Fund	102	113
TOTAL WORKING EXPENSES	£20,850	£19,905
Per cent. of Gross Revenue	101.63	88.02
Per Passenger Car Mile	9.24d	8.27d
Per Mile of Single Track	£2,659	£2,539
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	(Loss) £334	(Profit) £2,709
INTEREST ON THE TOTAL CAPITAL COST	£3,333	£3,428
NET LOSS, AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES	£3,667	£719

APPENDIX No. 12.

RECONCILIATION OF THE RAILWAY AND TREASURY FIGURES RELATING TO
REVENUE AND WORKING EXPENSES (*VIDE* PAGE 11).

REVENUE.			
The Revenue of the Railways, as indicated in this Report, was	...	...	£5,161,072 12 0
And of the St. Kilda and Brighton Electric Street Railway	...	...	22,614 3 4
Making a total of			£5,183,686 15 4
This sum includes the net amount of unpaid accounts due as at 30th June, 1915, which is not included in the Treasury figures because it was not received on that date, viz.	...	...	£47,922 0 1
			£5,135,764 15 3
Whilst on the other hand it excludes the net amount of accounts outstanding at 30th June, 1914, paid in the year 1914-15, and therefore included in the Treasury figures, viz	...	...	£34,254 15 5
			£5,170,019 10 8
WORKING EXPENSES.			
The Working Expenses of the Railways, as indicated in this Report, amounted to	...	...	£4,114,972 15 10
And of the St. Kilda and Brighton Electric Street Railway to	...	...	£19,904 12 11
Making a total of			£4,134,877 8 9
In order to bring this sum into agreement with the Treasury figures the following amounts must be deducted :—			
(1) Amount of wages and accounts unpaid at 30th June, 1915, which will be debited by the Treasury in the year or years in which they are paid	...	...	2,073 17 3
(2) Amounts paid in 1914-15 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 1914-15, but not in the Railway Working Expenses	...	...	3,338 15 9
(3) Amount paid by Public bodies in respect of works to be constructed in 1915-16	...	...	495 4 3
			£5,907 17 3
			£4,128,969 11 6
And on the other hand the following amounts must be added :—			
(1) Amount of wages and accounts unpaid at 30th June, 1914, and charged in the Treasury to the year 1914-15, but debited by the Railways in previous years	...	...	£2,011 7 2
(2) Amount incurred, and defrayed from the Vote of 1914-15, in providing works, sidings, &c., for public bodies, such expenditure not having been recouped to the Vote at 30th June, 1915, and not charged to the Railway Working Expenses	...	...	6,967 8 10
(3) Amount paid by sundry persons in 1912-13, 1913-14, and credited in the Treasury figures for these years, in respect of works carried out in 1914-15, the cost of such works not being chargeable to Railway Working Expenses	...	...	513 18 6
			£9,492 14 6
The Working Expenses as shown by the Treasury are :—	£4,138,462 6 0		
Division 96, subdivision 1 of the Appropriation Act 1914-15	...	...	£3,981,441 11 8
Division 96, subdivision 1A (Life Assurance Premiums of Employees serving with Australian Expeditionary Forces)	...	...	411 6 1
Division 96, subdivision 2 (Rolling Stock Replacement Fund)	...	...	50,000 0 0
Division 96, subdivision 2 (Railway Accident and Fire Insurance Fund)	...	...	25,918 8 9
Division 96, subdivision 3 (Recoup to the Public Account, account Relaying)	...	...	75,000 0 0
Act No. 1825 (Commissioners' Salaries)	...	...	5,690 19 6
			£4,138,462 6 0

APPENDIX No. 13.

NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDING 30TH JUNE, 1915.

Line.	Miles.	Date Opened for Traffic.
Rushworth to Colbinabbin	12.75	26.8.14
Swan Hill to Piangil	27.39	27.5.15

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1915.

Line.	Miles.
Bairnsdale to Orbost	60.00
Heywood to Mumbannar	39.50
Tallangatta to Cudgewa	42.50
Elmore to Cohuna	57.50
Hamilton to Cavendish	15.75
Linton to Skipton	12.75
Cavendish to Toolondo	44.00
Neerim South to Toorong River	14.00
Lorquon to Yanac-a-Yanac	18.50
Total	304.50

NEW LINES AUTHORIZED, BUT NOT COMMENCED AT 30TH JUNE, 1915.

Line.	Miles.
Part of Woomelang to Mildura and Yelta	9.75
Koo-wee-rup to McDonald's Track... ..	30.75
Alberton to Won-Wron	12.25
Sandringham to Black Rock	2.375
Total	55.125

The whole of these lines (with the exception of the line from Sandringham to Black Rock, 4 ft. 8½ in.) are of 5 ft. 3 in. gauge.

APPENDIX No. 14.

MILEAGE OF RAILWAYS AND TRACKS.

Mileage open for Traffic at 30th June.										
	Railways.						Tracks.			
	Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Main Tracks.	Sidings.	Total.	
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	
Year 1914-15	5' 3" gauge ...	3'15	2'22	2'43	315'03	3430'33	3753'16	4095'46	735'12	4830'58
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	8'46	130'36
	Total ...	3'15	2'22	2'43	315'03	3552'23	3875'06	4217'36	743'58	4960'94
	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	3554'71	3880'22	4225'20	744'55	4969'75	

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 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	
Year 1914-15.	5' 3" gauge ...	3'15	2'22	2'43	315'03	3403'49	3726'32	4068'62	705'00	4773'62
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	8'45	130'35
	Total ...	3'15	2'22	2'43	315'03	3525'39	3848'22	4190'52	713'45	4903'97
	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	3527'87	3853'38	4198'36	714'42	4912'78	

NOTE.—The mileage of Sidings as shown does not include 77'00 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 30'67 miles is repaid to the Department.

APPENDIX No. 15.
INVENTORY OF ROLLING STOCK AT 30TH JUNE, 1915.—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	% 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
In existence, as per Register of Rolling-stock, at 30th June, 1915	10	15	20	125	2	1	20	190	58	67	9	7	14	1	1	19	16	5	64	18	16	13	15	25	31	7	3	3	16	791

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.

CARRIAGE STOCK.

Class Letter ...	Carriages.																		Carriages and Vans combined.																
	1st Class.									Composites.									1st Class.				2nd Class.												
	Vestibule, Corridor.	Vestibule, Express.	Vestibule, Corridor.	6 wheels.	Sliding door Subr'n.	Sleeper.	Pass. Dining.	Dining & Sleep. ing.	Dining.	Parlor & Obser- vation.	Special.	Corridor.	Vestibule, Express.	Vestibule, Corridor.	6 wheels.	Sliding Door S'br'n.	6 wheels.	Vestibule, Corridor.	Vestibule, Express.	Vestibule, Corridor.	6 wheels.	4 wheels.	Sliding Door S'br'n.	1st Class, 2nd Class, and Van com- bined.	6 wheels.	6 wheels.	4 wheels.	Sliding Door S'br'n.	2nd Class and Mail Sorters.	Vestibule 2nd Class and Mail Sorters.					
In existence as per Register of Rolling-stock at 30th June, 1915 ...	(1)									(3)								(1)			(2)														
Joint Stock ...	36	32	23	85	79	62	1	1	1	3	2	7	59	16	42	62	34	62	124	26	33	35	10	149	92	64	143	10	12	45	4	42	34	2	10

CARRIAGE STOCK
continued.

VAN STOCK.

SUNDRY STOCK.

Class Letter	Narrow-Gauge.				Mail Vans.										Luggage Vans.										Horse Boxes.										ELECTRIC STREET RAILWAY STOCK.		
	Carriages.		2nd Class, 1st and 2nd Class.	2nd Class Carriages and Vans and Combined.	Total.	Sorting.	Bulk.	Sorting.	C	Z	Cv	Cw	Ce	Nc	Total.	Hospital Cars, 6 wheels.	Hearse Cars.	6 wheels.	FF	Workmen's Sleeping Cars.		Dynamograph Car, 4 wheels.	Total.	Combination Motor Cars.	Open Trailer Cars.	Closed Trailer Car.											
	2nd Class.	1st and 2nd Class.																		W	WW																
In existence, as per Register of Rolling-stock at 30th June, 1915 ...	23	4	7	1,476	2	1	1	46	494	3	7	15	21	5	595	2	4	63	6	4	6	3	1	272	20	6	1										
Joint Stock ...	...	...	...	20	...	1	2	...	...	...	...	4	...	7	...	...	...	...	...	...	...	...	...	...	...	...	...
				1,496										602																							

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

APPENDIX No. 15—continued.

TRUCK STOCK.

Class Letter	BROAD-GAUGE.																	NARROW-GAUGE.					PRIVATE STOCK.											
	Goods Covered, 4 wheels.	Goods Open, 4 wheels.	Goods No sides, 4 wheels.	Sheep, 4 wheels.	Cattle, 4 wheels.	Ballast, 4 wheels.	Ballast Hopper.	Hopper Coal, 4 wheels.	Breakdown.	Powder, 4 wheels.	No sides.	Roller and Timber.	Combination Trucks for Rails and Sleepers, and Ballast Hoppers.	Goods open Movable sides.	Goods Open.	Refrigerator.	Meat.	Carriage, 4 wheels.	Water Tank.	Liquid Fuel.	Weightbridge Testing.	Live Stock.		Goods covered.	Goods open.	Refrigerator	Meat.	Total.	Oil Tank, 4 wheels.					
	H	I	K	L	M	N	N _X	O	Late O _o	P	Q	QB	QN	QR	R	T	Th	Tt	U	G	4 wheels.	6 wheels.	4 whls.	4 whls.	6 whls.	NMM	NH	NQR	NTt	NUU				
In existence, as per Register of Rolling-stock, at 30th June, 1915 ..	95	14,087	141	950	596	96	46	150	6	24	61	11	91	277	11	191	101	11	31	560	281	17	175	7	2	2	5	9	1	218	1	14	18,268	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. 16.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1915.—CAPACITY, ETC.

	Built or purchased and charged to Capital from the inception of the Railways up to 30th June, 1915.	In existence at 30th June, 1915.	Deficiency.	Surplus.	Cost of making good Deficiency.	Value of Surplus.
Locomotives (tractive power)	14,087,251 lbs.	13,720,969 lbs. (a)	366,282 lbs.	...	£ 82,414	£ ...
Carriage Stock (floor area)	523,558 sq. ft.	513,746 sq. ft. (b)	9,812 sq. ft.	...	39,248	...
Van Stock (floor area)	147,052 sq. ft.	152,985 sq. ft. (c)	...	5,933 sq. ft.	...	17,799
Sundry Stock (floor area)	31,575 sq. ft.	32,368 sq. ft. (d)	...	793 sq. ft.	...	1,586
Truck Stock (carrying capacity)	223,045 tons	225,360 tons (e)	...	2,315 tons	...	30,095
					- 121,662	49,480
						£72,182
						73,522

- Excess of cost of making good Deficiency over Value of Surplus £72,182
Amount at Credit of Rolling-Stock Replacement Fund at 30th June, 1915, available for replacement of Rolling-Stock 73,522
- (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, 1915.
94 locomotives have been written down to the tractive power represented by their value as scrap materials.
- (b) 96 vehicles have been written down to internal floor area represented by their value as scrap materials, and 240 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) 127 vehicles have been written down to internal floor area represented by their value as scrap materials.
- (e) 516 "I," 96 "N," 40 "K," 22 "H," 11 "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. 17.

STATEMENT SHOWING FUNDS ADVANCED TO 30TH JUNE, 1915, FROM THE PUBLIC ACCOUNT UNDER THE PROVISIONS OF THE RAILWAYS ADVANCES ACTS 1910, 1912, AND 1914, 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, 1915.	Amount Repaid to 30th June, 1915.	Balance Outstanding at 30th June, 1915.	
				Amount.	How Repayable.
2268	£ s. d. 200,000 0 0	£ s. d. Year 1910-11 ... 98,518 11 5 ,, 1911-12 ... 99,244 4 10 ,, 1912-13 .. 2,237 3 9 <hr/> 200,000 0 0	£ Year 1910-11 ... 50,000 ,, 1911-12 ... 50,000 ,, 1912-13 ... 50,000 ,, 1914-15 ... 25,000 <hr/> 175,000	£ s. d. 25,000 0 0	Out of Railway Revenue, in accordance with the provisions of Act No. 2501, during the financial year beginning :— 1st July, 1915 £25,000
2432	200,000 0 0	Year 1912-13 ... 82,457 17 0 ,, 1913-14 ... 117,542 3 0 <hr/> 200,000 0 0	Year 1914-15 ... 25,000	175,000 0 0	Out of Railway Revenue, in accordance with the provisions of Act No. 2501, during the financial year beginning :— 1st July, 1915 £25,000 1st July, 1916 50,000 1st July, 1917 50,000 1st July, 1918 50,000
2550	200,000 0 0	Year 1913-14 ... 19,632 15 7 ,, 1914-15 ... 180,367 4 5 <hr/> 200,000 0 0	Year 1914-15 ... 25,000	175,000 0 0	Out of Railway Revenue, in accordance with the provisions of Act No. 2550, during the financial year beginning :— 1st July, 1915 £25,000 1st July, 1916 25,000 1st July, 1917 25,000 1st July, 1918 25,000 1st July, 1919 25,000 1st July, 1920 25,000 1st July, 1921 25,000
Treasurer's Advance	*7,837 18 4	Year 1914-15 ... 7,837 18 4	Nil	7,837 18 4	
	607,837 18 4	607,837 18 4	225,000	382,837 18 4	

* This amount was subsequently transferred to The Railways Advances Act 1915, No. 2585 (passed on 6th July, 1915), under which an amount of £150,000 is to be issued and applied temporarily out of "The Public Account," and is repayable from railway revenue in six instalments of £25,000 each, one of such instalments to be refunded in each of six consecutive financial years, whereof the first shall commence on the first day of July, One thousand nine hundred and fifteen.

APPENDIX No. 18.

<i>Dr.</i>		RAILWAY STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1915.				<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			
„ Advances from Loan Funds		580,000	0	0			
„ Sundry Outstanding Accounts at 30th June, 1915		141,207	1	2			
		1,280,647	17	4			
	By Stores issued for Belated Repairs (in accordance with Act 1820, Section 3)					50,000	0 0
	„ Cash in Treasury				89,842		1 4
	„ Cash with Agent-General in London and in Transit				196,982	18	6
					286,824	19	10
	„ Stores and Materials on hand at 30th June, 1915				956,159	7	10
	Less Amount at Credit of Stores Depreciation Account				12,336	10	4
					943,822	17	6
					1,280,647	17	4

APPENDIX No. 19.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS ENDING 30TH JUNE, 1914 AND 1915.

Class.	Year ending 30th June, 1914						Year ending 30th June, 1915.					
	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 ...	1,356,241	5,748,977	7,105,218	395,443	887,698	1,283,141	1,259,074	5,519,674	6,778,748	355,335	849,562	1,204,897
Periodical Tickets ...	1,155,908	655,345	1,811,253	117,431	23,366	140,797	1,086,617	673,380	1,759,997	108,635	22,426	131,061
Total ...	2,512,149	6,404,322	8,916,471	512,874	911,064	1,423,938	2,345,691	6,193,054	8,538,745	463,970	871,988	1,335,958
METROPOLITAN (within 20 miles of Melbourne)—												
Single and Return Tickets ...	26,089,814	30,961,809	57,051,623	396,265	317,834	714,099	25,392,139	32,959,983	58,352,122	393,507	350,658	744,165
Race and Special Picnic Tickets ...	695,645	616,998	1,312,643	22,584	14,627	37,211	590,000	533,829	1,123,829	18,344	12,642	30,986
Periodical Tickets ...	27,345,816	14,401,196	41,747,012	214,523	75,730	290,253	26,783,206	15,096,401	41,879,607	212,491	79,873	292,364
Do. (Free Building Tickets) ...	276,180	...	276,180	...	...	...	175,500	...	175,500	...	...	...
Weekly Workmen's Tickets ...	...	7,307,519	7,307,519	...	55,324	55,324	...	7,190,123	7,190,123	...	55,585	55,585
Total ...	54,407,455	53,287,522	107,694,977	633,372	463,515	1,096,887	52,940,845	55,780,336	108,721,181	624,342	498,758	1,123,100
GRAND TOTAL RAILWAY PASSENGER TRAFFIC ...	56,919,604	59,691,844	116,611,448	1,146,246	1,374,579	2,520,825	55,286,536	61,973,390	117,259,926	1,088,312	1,370,746	2,459,058
ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY ...	...	...	2,390,949	...	...	20,460	...	...	2,718,972	...	...	22,562

APPENDIX No. 20.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE
FOR YEARS ENDING 30TH JUNE 1914 AND 1915.

Class	Year ending 30th June, 1914.		Year ending 30th June, 1915.	
	Tons carried.	Revenue. £	Tons carried.	Revenue. £
2nd Class	80,076	159,141	77,602	137,529
1st Class	102,791	143,551	89,756	116,610
"C" Class	101,514	109,127	80,097	86,313
"B" Class	161,591	128,499	151,309	113,751
"A" Class	163,288	111,384	146,246	95,222
Miscellaneous	222,420	50,117	264,150	55,616
Fish	3,866	5,456	3,882	5,406
Fruit	65,979	37,816	44,333	27,905
Butter	29,580	29,731	20,790	19,274
Other Dairy Produce	29,653	24,190	19,631	15,190
Wine	4,426	3,752	4,280	4,188
Wool	80,526	118,498	58,395	94,151
Flour, Bran, Sharps, and Pollard	230,194	74,583	139,272	48,671
Wheat	812,219	338,501	173,871	51,085
All other Agricultural Produce	361,155	127,457	380,524	133,752
Hay, Straw, and Chaff	304,544	75,623	474,013	143,838
Fertilizers	191,089	45,776	195,257	46,250
Minerals (including Coal, Coke, Ores, &c.)	373,200	88,337	382,233	87,765
Firewood	502,566	117,945	451,556	108,801
Timber	313,881	97,583	240,180	76,122
Stone, Gravel, and Sand	674,644	65,337	855,834	80,912
All other Goods	536,764	280,856	441,313	245,656
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, and Weighing ... ..	...	26,866	...	18,158
Total Tonnage of Goods carried, and Total Revenue derived therefrom	5,345,966	2,260,126	4,694,524	1,812,165
Live Stock	470,122	343,289	715,521	456,210
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom	5,816,088	2,603,415	5,410,045	2,268,375

Numbers of Live Stock—

	Year ending 30th June, 1914.	Year ending 30th June, 1915.
Calves	49,609	55,736
Cattle	374,326	496,964
Horses	45,187	113,759
Pigs	281,345	262,955
Sheep	6,435,663	10,438,319

APPENDIX No. 21.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1900, TO 30TH JUNE, 1915.

Year.	Mileage of Railways Open for Traffic at end of Year.	Average Mileage of Railways Open for Traffic during the Year.	COST OF CONSTRUCTION.		ROLLING-STOCK.				Total Traffic Train Miles.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock conveyed.	GROSS REVENUE.				
			Capital Cost, including Rolling-stock.	Average Cost per Mile open.	Locomotives.	Passenger Cars.	Trucks.	Vans, &c.				Passenger, Parcels, Rentals, &c.	Goods and Live Stock.	Total.	Per Average Mile open.	Per Traffic Train Mile.
			£	£	Number.	Number.	Number.	Number.				£	£	£	s. d.	
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
1914-15	3,875	3,848	52,337,475	13,506	791	1,496	18,268	874	15,303,209	117,259,926	5,410,045	2,892,698	2,268,375	5,161,073	1,341	6/8.94

* The estimated value of services performed for the State for which no payment was received, in each of the years—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. 21—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1900, TO 30TH JUNE, 1915.

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES (INCLUDING COMPENSATION TO YEAR 1907-8 INCLUSIVE).			EXPENDITURE: WAY AND WORKS BRANCH.				EXPENDITURE: ROLLING-STOCK BRANCH.						GENERAL EXPENSES.			RAILWAY ACCIDENT AND FIRE INSURANCE FUND.		
	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	WORKING.			REPAIRS AND RENEWALS.			Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.
								Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.						
£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	s. d.		£	s. d.		
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	17'05	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	753,312	215	1/1'94	15'38	756,802	1/2'00	15'46	† 507,056	0/9'38	10'35	† 65,987	0/1'22	1'35	* 91,386	0/1'69	1'87
1911-12 ...	901,024	1'3'63	17'26	840,141	237	1/2'57	16'10	842,438	1/2'62	16'14	† 547,940	0/9'50	10'50	† 74,237	0/1'29	1'42	26,095	0/0'89	'99
1912-13 ...	947,868	1/3'98	18'21	876,631	241	1/2'78	16'84	914,709	1/3'42	17'57	† 551,023	0/9'29	10'59	† 80,937	0/1'37	1'55	26,027	0/0'88	1'00
1913-14 ...	1,066,738	1/5'03	19'18	928,702	248	1/2'83	16'70	1,003,621	1/4'03	18'05	† 632,899	0/10'11	11'38	† 85,968	0/1'37	1'55	27,805	0/0'45	0'50
1914-15 ...	1,081,816	1/4'97	20'96	838,014	218	1/1'14	16'24	1,025,934	1/4'09	19'88	† 690,861	0/10'84	13'38	† 92,996	0/1'46	1'80	25,805	0/0'40	0'50

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

† Includes payment into Rolling Stock Replacement Fund, year 1909-10, £170,000, year 1910-11, £100,000, year 1911-12, £50,000, year 1912-13, £50,000, year 1913-14, £50,000, and year 1914-15, £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.; 1914-15, £31,531 0s. 3d.

The figures in respect of the years 1910-11, 1911-12, 1912-13, and 1913-14 have been adjusted to exclude the special and abnormal charges in order to secure uniformity.

Exclusive of St. Kilda and Brighton Electric Street Railway.

APPENDIX No. 21—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1900, TO 30TH JUNE, 1915.

Year	TOTAL WORKING EXPENSES.				NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.					SPECIAL AND ABNORMAL CHARGES PAID OUT OF THE YEAR'S RAILWAY REVENUE.	Balance of Net Revenue after Payment of Working Expenses and Special and Abnormal Charges.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.	NET INTEREST CHARGES AND EXPENSES.	AMOUNTS PAID FOR PENSIONS AND GRATUITIES.	DEFICIT.	SURPLUS.
	Amount	Per Average Mile open.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.								
	£	£	s. d.		£	£	s. d.	£	£	£	£	£	£	£	£	£	£
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	90,443	202,251	...
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	93,744	290,971	...
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	93,507	458,761	...
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	100,536	100,017	...
1904-05 ...	1,871,138	553	4/1.77	52.23	1,711,128	506	3/9.51	4.15	4.34	248,485	1,462,643	3.54	3.71	1,461,994	102,656	102,007	...
1905-06 ...	1,999,023	589	4/3.08	52.78	1,788,596	527	3/9.71	4.32	4.51	117,542	1,671,362†	4.03†	4.22†	1,472,397†	99,637	...	99,328†
1906-07 ...	2,076,673	612	4/1.66	51.75	1,935,968	570	3/10.30	4.66	4.88	165,749	1,762,417†	4.24†	4.44†	1,483,284†	110,881	...	168,252†
1907-08 ...	2,285,897	673	4/4.84	59.02	1,587,471	468	3/0.69	3.79	3.98	47,058	1,536,488†	3.66†	3.85†	1,483,807†	103,064	50,383†	...
1908-09 ...	2,409,439	709	4.3.22	57.67	1,768,685	521	3/1.59	4.16	4.35	...	1,770,551†	4.16†	4.35†	1,430,093†	105,415*	...	235,043†
1909-10 ...	2,711,545	788	4/7.59	61.02	1,732,318	503	2/11.52	4.02	4.19	...	1,734,343†	4.02†	4.20†	1,472,916†	106,330*	...	155,097†
1910-11 ...	2,941,327	839	4.6.42	60.07	1,954,883	558	3/0.16	4.43	4.60	50,346	1,907,570†	4.32†	4.49†	1,516,764†	107,831*	...	282,975†
1911-12 ...	3,231,875	912	4.8.06	61.93	1,987,092	561	2/10.41	4.34	4.50	78,609	1,910,212†	4.16†	4.33†	1,513,102†	131,319*	...	265,791†
1912-13 ...	3,397,195	934	4/9.28	65.26	1,808,247	496	2/6.49	3.80	3.98	79,762	1,729,506†	3.64†	3.81†	1,595,020†	112,236*	...	22,250†
1913-14 ...	3,745,693	1,000	4/11.82	67.36	1,815,265	484	2/4.99	3.66	3.77	6,950	1,807,981†	3.64†	3.76†	1,677,369†	112,855*	...	17,757†
1914-15 ...	3,755,426	975	4/10.90	72.76	1,405,647	365	1/10.04	2.69	2.68	359,547	1,048,809†	2.00†	2.00†	1,767,807†	123,438*	842,437*	...

* Prior to 1st July, 1908, Pensions and Gratuities were not debited against 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, £7,302, 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. Year 1914-15, Net Revenue, £2,709.

Special and Abnormal Charges have been excluded in respect of the first nine columns for the years 1910-11, 1911-12, 1912-13, and 1913-14.

APPENDIX No. 22.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDING 30TH JUNE, 1915.

Year ending 30th June.	New Lines and Surveys.	Additions and Improvements on Existing Lines.	Rolling-Stock.	Total.
	£	£	£	£
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†
1915	535,610	†1,452,826†	726,209†	2,714,645†
Total ...	3,482,426	5,920,163	5,114,407	14,516,996

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

† Includes St. Kilda and Brighton Electric Street Railway.

‡ Includes an amount of £751,980 towards Electrification of the Melbourne Suburban Lines.

APPENDIX No. 23—*continued.*

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

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.		
	Double and over	Single.	Total.	Highest	Lowest.		Total.	Average Per Mile.	
Brought forward	Miles. 247.17	Miles. 2,996.07	Miles. 3,243.24	Feet.	Feet.	Feet.	£ s. d.	£	
Springhurst to Wahgunyan	...	13.95	13.95	623	454	1 in 50	75,843 12 3	5,437	
Wodonga to Tallangatta	...	25.71	25.71	726	530	1 " 40	192,233 15 9	7,477	
Tallangatta to Cudgewa	...	...	...	...	...	...	142,709 7 1	In progress
Spencer Street to Flinders Street	0.76	...	0.76	33	17	1 in 40	242,328 11 8	316,222	
Hobson's Bay Lines (Flinders Street to Port Melbourne, St. Kilda, Brighton, Hawthorn, and including works, Prince's Bridge to Chapel Street, and pier at Port Melbourne)	16.33	...	16.33	53	9	1 " 66	2,625,805 8 8	160,796	
Prince's Bridge to Collingwood	2.22	...	2.22	85	23	1 " 62	200,177 16 8	90,170	
Collingwood to Heidelberg	2.92	2.57	5.49	196	68	1 " 50	244,088 12 4	44,461	
Heidelberg to Eltham	...	8.35	8.35	303	110	1 " 40	62,515 12 9	7,487	
Eltham to Hurst's Bridge	...	6.64	6.64	248	116	1 " 50	43,973 9 5	6,622	
Brighton Beach to Sandringham	2.20	...	2.20	58	20	1 " 97	81,254 19 10	36,934	
South Yarra to Oakleigh	7.05	...	7.05	184	22	1 " 50	559,904 9 6	79,419	
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	1,181,215 0 4	9,992	
Sale to Stratford (Junction)	...	8.97	8.97	64	33	1 " 66	45,294 13 9	5,050	
† Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines)	0.20	10.10	10.30	249	72	1 " 50	297,473 17 9	28,881	
‡ Caulfield to Frankston	19.65	0.23	19.88	166	10	1 " 50	268,566 14 8	13,509	
Frankston to Stony Point (including cost of sidings to pier at Stony Point)	...	18.85	18.85	327	10	1 " 50	113,324 15 3	6,012	
Mornington Junction to Mornington	...	7.67	7.67	194	60	1 " 50	67,957 18 11	8,860	
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	1,028,085 11 10	8,766	
Koo-wee-rup to McDonald's Track	...	...	...	...	...	...	148 7 11	In progress
Nyora to Woolamai	...	16.79	16.79	410	58	1 in 50	71,998 9 3	4,288	
Woolamai to Powlett Coal Field (including sidings, Wonthaggi)	...	13.75	13.75	233	14	1 " 60	113,529 2 4	8,257	
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	20,726 16 6	5,542	
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	
Alberton to Woomera	...	...	...	...	...	...	70 3 4	In progress
Warragul to Neerim South	...	13.49	13.49	681	349	1 in 40	124,404 4 4	9,222	
Neerim South to Toorong River	...	...	...	...	...	...	16,206 6 6	In progress
Moe (Junction) to Thorpdale	...	10.67	10.67	798	219	1 in 40	116,375 10 0	10,907	
¶ Moe to Walhalla	...	26.06	26.06	1,323	174	1 " 30	107,221 10 5	4,114	
Morwell to North Mirboo	...	20.16	20.16	784	184	1 " 40	152,923 14 10	7,286	
Traralgon to Heyfield	...	22.06	22.06	262	93	1 " 50	124,511 6 4	5,644	
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0.52	49.30	49.82	296	9	1 " 50	284,978 5 10	5,720	
Bairnsdale to Orbost	...	...	...	...	...	...	383,896 0 5	In progress
Maffra to Briagolong	...	11.79	11.79	238	109	1 in 50	61,733 12 0	5,236	
Burnley to Waverley Road	...	5.23	5.23	111	33	1 " 60	173,379 9 9	33,151	
Hawthorn to Lilydale	11.82	8.20	20.02	484	41	1 " 40	455,400 4 1	22,747	
Lilydale to Healesville	0.26	15.11	15.37	351	230	1 " 40	223,412 11 11	14,536	
Hawthorn (Kew Junction) to Kew	...	0.96	0.96	119	41	1 " 40	76,383 9 5	79,566	
Ringwood to Upper Ferntree Gully	...	7.44	7.44	436	314	1 " 40	68,966 18 1	9,270	
¶ Ferntree Gully to Gembrook	...	18.22	18.22	1,057	412	1 " 30	60,644 13 3	3,328	
Lilydale to Warburton	...	23.97	23.97	738	289	1 " 37½	127,184 17 1	5,306	
St. Kilda and Brighton Electric Street Railway, St. Kilda Station to Brighton Beach	2.68	2.48	5.16	59	7	1 " 21½	75,102 19 7	14,555	
Sandringham to Black Rock Electric Street Railway	...	...	...	...	...	...	359 3 10	In progress
Total mileage of lines constructed §	325.71	3,602.47	3,928.18	...	...	...	37,230,163 5 2	
Less mileage closed for traffic at 30th June, 1915.									
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, 1915	325.51	3,554.71	3,880.22						
Carried forward	325.51	3,554.71	3,880.22						

† See lines closed for traffic. § Including portion dismantled. § Gauge of lines constructed—miles 5 ft. 3 in., 3,758'32; miles 2ft. 6in., 121'90. ¶ 2ft. 6in. gauge.

APPENDIX No. 23—*continued.*STATEMENT SHOWING THE TOTAL COST, ETC., OF EACH LINE, ETC.—*continued.*

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low water mark.		Steepest Gradient.	Total.		Average Per Mile.
	Double and over	Single.	Total.	Highest.	Lowest.				
	Miles	Miles.	Miles.	Feet.	Feet.		£	s. d.	
Brought forward	325'51	3,554'71	3,880'22	...	...	...	37,230,163	5 2	
Works, Melbourne to Essendon Junction	1,941,049	7 0	
Railway Offices, Spencer Street	192,968	4 9	
Sheds and Workshops, Williamstown	154,054	10 9	
Sheds and Workshops, Newport (including cost of Machinery and Equipment)	561,887	7 1	
Sheds and Workshops, Country Depôts (including cost of machinery)	28,310	12 10	
Workshops, Bendigo	39,152	8 6	
Workshops, Ballarat	44,964	16 11	
General Construction Account (Capital Expenditure common to all lines)	610,268	13 7	
rolling-stock, Broad-gauge...	10,156,817	13 0	
Rolling-stock, Narrow-gauge	101,011	3 9	
Rolling-stock, Electric Street Railway	26,623	4 6	
McKeen Motor Cars	15,078	0 8	
Steam Motor Car (Great Western type)	4,393	2 5	
Electrification Melbourne Suburban Lines	931,573	15 3	
Grand Total	325'51	3,554'71	3,880'22	...	...	...	52,038,316	6 2	

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

APPENDIX No. 24.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.	
				Number.	
1854—Sept. 13	Flinders Street	Port Melbourne	16.33	Hobson's Bay Lines	20.1.53
1857—May 13	Flinders Street	St. Kilda			
1859—Feb. 8	Prince's Bridge	Richmond			
" Dec. 12	Richmond	Cremorne			
" " 19	Windsor	North Brighton			
1860—Sept. 24	Richmond	Pic-nic Station			
" Dec. 22	Cremorne	Windsor ...			
1861—April 13	Pic-nic Station	Hawthorn...			
" Dec. 21	North Brighton	Brighton Beach			
1857—June 17	Williamstown Junction	Geelong ... ..				38.51		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)}	11.75		606 671
			Carried forward		1193.81

* Trains run only as required for traffic.
† Dismantled 28th May, 1909.

APPENDIX No. 24—continued.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.	
				Number.	
		Brought forward ...	1193·81		
1881—June 7	Lancefield Junction ...	Lancefield ...	14·50	660	
" Aug. 11	Waubra Junction ...	Ballarat Race-course	2·10	682	
" Sept. 1	Shepparton ...	Numurkah ...	20·74	682	
" Dec. 19	Caulfield ...	Mordialloc ...	9·85	682	
1882—Jan. 26	St. 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	
" No. 13	Traralgon ...	Heyfield ...	22·06	682	
" " 16	Tallarook ...	Yea ...	23·69	682	
" Dec. 17	Everton ...	Myrtleford ...	16·56	682	
1884—Feb. 12	Mitiamo ...	Pyramid Hill ...	12·59	682	
" " 15	Branxholme ...	Henty ...	23·19	682	
" April 2	Braybrook Junction ...	Melton ...	15·64	682	
" June 16	Castlemaine ...	Maldon ...	10·24	682	
" Sept. 1	Henty ...	Casterton ...	8·90	682	
" " 9	North Melbourne ...	Coburg ...	5·07	682	
" Oct. 25	Pyramid Hill ...	Kerang ...	24·54	682	
1885—April 6	Race-course Junction ...	*Williamstown Race-course	0·69	860, 889, 962 & 1381	
" " 10	Morwell ...	Boolarra ...	12·11	682	
" Sept. 8	Boolarra ...	Darlimurla ...	4·44	682	
1886—Jan. 1	Lal Lal Station ...	*Lal Lal Race-course	2·00	821 and 1381	
" " 7	Darlimurla ...	North Mirboo ...	3·61	682	
" April 1	Melton ...	Parwan ...	6·00	682	
" May 6	St. James ...	Yarrowonga ...	19·86	821 and 1381	
" " 12	Murtoa ...	Warracknabeal ...	31·20	821 " 1381	
" Nov. 15	Ballarat Cattle-yards Junction ...	*Ballarat Cattle-yards	2·92	821 " 1381	
" Dec. 22	Gordon ...	Ballan ...	7·37	821 " 1381	
1887—Jan. 19	Dimboola ...	Serviceton ...	63·19	821 " 1381	
" " 19	North Creswick ...	Rocky Lead ...	12·65	821 " 1381	
" Feb. 16	Parwan ...	Bacchus Marsh ...	2·54	821 " 1381	
" March 18	Heyfield ...	Maffra ...	10·92	821 " 1381	
" April 21	Wedderburn Junction ...	Wedderburn ...	4·86	821 " 1381	
" " 23	Camperdown ...	Terang ...	13·87	821 " 1381	
" June 1	Rocky Lead ...	Daylesford Junction ...	10·46	821 " 1381	
" " 1	Lubeck ...	Rupanyup ...	9·77	821 " 1381	
" Aug. 19	Tatura ...	Echuca ...	34·07	821 " 1381	
" " 25	Horsham ...	Noradjuha ...	19·95	821 " 1381	
" Sept. 2	Brighton Beach ...	Sandringham ...	2·20	821 " 1381	
" " 24	Braybrook Junction ...	*Newport ...	4·29	821 " 1381	
" Nov. 8	Maffra ...	Stratford ...	6·11	821 " 1381	
" Dec. 19	Hawthorn ...	Kew ...	0·96	821 " 1381	
1888—May 8	Royal Park Junction ...	Clifton Hill ...	2·39	821 " 1381	
" " 8	Nicholson street ...	Fitzroy ...	0·95	821 " 1381	
" " 8	Clifton Hill ...	Collingwood ...	0·90	821 " 1381	
" " 8	Clifton Hill ...	Alphington ...	2·35	682	
" " 8	Alphington ...	Heidelberg ...	2·24	821 and 1381	
" " 8	Moe Junction ...	Thorpdale ...	10·67	821 " 1381	
" " 8	Sale Junction ...	Stratford Junction ...	8·97	821 " 1381	
" " 8	Stratford ...	Bairnsdale ...	32·79	821 " 1381	
" " 15	Lilydale ...	Yarra Flats ...	7·35	821 " 1381	
" Oct. 1	Numurkah ...	Nathalia ...	13·79	821 " 1381	
" " 1	Numurkah ...	Cobram ...	21·65	821 " 1381	
" " 1	Shepparton ...	Dookie ...	14·84	821 " 1381	
" " 1	Kilmore Junction ...	Kilmore ...	9·51	821 " 1381	
" " 1	Bendigo ...	Heathcote ...	27·64	821 " 1381	
" " 1	Pisgah Junction ...	Waubra ...	13·74	821 " 1381	
" " 1	Frankston ...	Mornington Junction ...	5·02	821 " 1381	
" " 1	Dandenong (Great Southern Junction)	Tooradin ...	15·91	821 " 1381	
" Nov. 20	Inglewood ...	Dunolly ...	24·24	821 " 1381	
" " 20	Hamilton (Coleraine Junction) ...	Coleraine ...	23·01	821 " 1381	
		Carried forward ...	2179·32		

* Trains run only as required for traffic.

APPENDIX No. 24—continued.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.
				Number.
		Brought forward...	2179'32	
1889—March	1	Yarra Flats	Healesville ...	821 and 1381
"	Aug. 7	Maffra	Briagolong ...	821 " 1381
"	" 7	Irrewarra	Beeac	821 " 1381
"	Sept. 10	Mornington Junction	Mornington ...	821 " 1381
"	" 10	Mornington Junction	Hastings	821 " 1381
"	" 10	Wodonga	Huon-lane ...	821 " 1381
"	" 12	Ballarat East	Buninyong ...	821 " 1381
"	Oct. 8	Whittlesea Junction	Preston Reservoir ...	821 " 1381
"	" 8	Coburg	†Somerton ...	821 " 1381
"	Nov. 12	Yea	Molesworth ...	821 " 1381
"	Dec. 3	Heathcote	Tooborac	821 " 1381
"	" 4	Bacchus Marsh	Ballan	821 " 1381
"	" 4	Ringwood	Upper Fern Tree Gully	821 " 1381
"	" 17	Hastings	Stony Point ...	821 " 1381
"	" 23	Preston Reservoir	Whittlesea ...	821 " 1381
1890—Feb.	4	Terang	Mortlake	821 " 1381
"	" 4	Terang	Warrnambool ...	821 " 1381
"	" 4	Koroit	Warrnambool ...	821 " 1381
"	" 4	Koroit	Port Fairy ...	821 " 1381
"	March 17	Mount Moriac	*Wensleydale ...	821 " 1381
"	" 24	Burnley	†Oakleigh	821 " 1381
"	May 12	Warragul	Rokeby	821 " 1381
"	" 30	Kerang	Swan Hill... ..	821 " 1381
"	" 30	Camberwell	†Waverley Road ...	821 " 1381
"	June 17	Molesworth	Cathkin	821 " 1381
"	July 18	Huon-lane	Bolga	821 " 1381
"	Aug. 22	Kilmore	Tooborac	821 " 1381
"	" 22	Dunkeld	†Koroit	821 " 1381
"	" 22	Hamilton	Penshurst	821 " 1381
"	Sept. 1	Murchison East	Rushworth	821 " 1381
"	" 16	Cathkin	Alexandra Road ...	821 " 1381
"	Oct. 10	Scarsdale	Linton	821 " 1381
"	" 17	Myrtleford	Bright	821 " 1381
"	Nov. 10	Cathkin	Merton	821 " 1381
"	" 11	Tooradin	Loch	821 " 1381
"	" 18	Ararat	Avoca	821 " 1381
1891—Jan.	15	Kyneton (Redesdale Junction) ...	Redesdale	821 " 1381
"	March 24	Fairfield Park	†Riversdale (including ‡Canterbury loopline)	821 " 1381
"	" 24	Maldon (Laanecoorie Junction) ...	Shelbourne	821 " 1381
"	May 7	Merton	Maldanple	821 " 1381
"	June 2	Loch	Korumburra	821 " 1381
"	" 5	Birregurra	Forrest	821 " 1381
"	July 23	Beechworth	Yackandandah ...	821 " 1381
"	" 24	Bolga	Tallangatta	821 " 1381
"	Oct. 6	Maldanple	Mansfield... ..	821 " 1381
"	Nov. 23	Spencer Street	§Flinders St. (Viaduct)	821 " 1187
"	Dec. 17	Korumburra	Leongatha	821 " 1381
1892—Jan.	13	Leongatha	Port Albert	821 " 1381
"	March 18	Rokeby	Neerim South ...	1030 " 1300
"	April 5	Curdie's River Junction	Timboon	821 " 1381
"	" 6	Lancefield	†Kilmore	821 " 1381
"	Oct. 28	Korumburra	Coal Creek	1240 " 1255
"	Nov. 22	Dookie	Katamatite	1529
1893—Jan.	5	Warracknabeal	Beulah	1273
"	March 28	Donald	Birchip	1273
1894—March	6	Beulah	Hopetoun	1316
"	May 7	Korumburra (Jumbunna Junction) ...	Jumbunna	1240 and 1294
"	" 14	Bendigo Cattle-yards Junction ...	*Bendigo Cattle-yards	1030 " 1381
"	June 1	Korumburra (Strezlecki Junction) ...	Strezlecki... ..	1240 " 1294
"	" 19	Dimboola	Jeparit	1312
"	July 31	Natimuk (East Natimuk)	Goroke	1292
"	Aug. 7	Boort	Quambatook ...	1312
1895—March	8	Wycheproof	Sea Lake	1383
1896—Feb.	5	Jumbunna	Outtrim	1371 and 1420
"	Dec. 15	Nathalia	Picola	1293
1899—March	14	Wangaratta	¶Whitfield... ..	1492
"	Sept. 18	Birchip	Woomelang	1550
"	Nov. 2	Jeparit	Rainbow	1558
1900—March	1	Quambatook	Ultima	1555
"	Dec. 18	Upper Fern Tree Gully	¶Gembrook	1549
"	" 26	Bungaree	*Race-course	1682
1901—Oct.	21	Melbourne	Collingwood	1590
"	Nov. 13	Lilydale	Warburton	1586
1902—March	1	Colac	¶Beech Forest ...	1594 and 1760
"	June 5	Heidelberg	Eltham	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. 24—continued.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.
				Number.
		Brought forward ...	3299'78	
1903—Jan. 15	Woomelang	Hattah	68'79	1679
" May 25	Hattah	Nowingi	11'94	1679
" Sept. 30	Nowingi	Yatpool	16'19	1679
" Oct. 27	Yatpool	Mildura	13'23	1679
" Dec. 21	North Geelong Loop Line	"	0'22	1884
1904—Jan. 1	Burrumbeet Race-course Junction	*Burrumbeet Race-course	1'14	1879
" Feb. 7	Springvale Cemetery Line	*	1'60	1763
" Dec. 5	Northcote Loop Line	"	0'13	1904
1905—Feb. 28	Strathmerton	Towards Tocumwal ...	8'20	1958
" June 26	Welshpool	¶ Welshpool Jetty ...	3'23	1911
	Stawell	*Grampians	15'84	
1906—May 7	St. Kilda	† Park Street, Middle Brighton	4'07	1956 and 1973
" Dec. 22	Park Street, Middle Brighton ...	† Brighton Beach ...	1'06	2035
1908—July 9	Strathmerton	Tocumwal Extension ...	2'07	2078
1909—June 15	Rupanyup	Marnoo	15'38	2124
" July 1	Ultima	Chillingollah	20'14	2144
" Oct. 28	Alexandra Road	Alexandra	4'32	2104
1910—May 3	Moe	¶ Walhalla	26'06	1691 and 2180
" " 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	"	'03	
" Aug. 8	Gheringhap	Maroona	99'76	2220
1914—Jan. 28	Chillingollah	Manangatang	18'59	2418
" May 28	Crowland	Navarre	22'87	2351
" June 26	Rainbow	Nypo (towards)	10'59	2441
" " 29	Sea Lake	Pier-Millan (towards) ...	17'68	2419
" " 30	Benalla	Tatong	18'08	2349
" Aug. 26	Rushworth	Collinabbin	12'82	2350
1915—May 27	Swan Hill	Piangil	27'39	2417
		Total mileage ...	3,928'18	
		Less mileage closed for Traffic at 30th June, 1915—	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, 1915 ...	3,880'22	

* 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. 14.

APPENDIX No. 25.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1st JULY, 1905, TO 30th JUNE, 1915.

Year.	Passengers.						Number of Passengers Killed and Injured per Million carried due to causes beyond their own Control.	Employés while in the Execution of their Duty.						Employés proceeding to or from Duty within the Railway Boundary.	Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.				
	Through causes beyond their own Control.		Through Contributory Negligence.		Solely through their own Action or Negligence.			Through causes beyond their own Control.		Through Contributory Negligence.		Solely through their own Action or Negligence.			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.												
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	1	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	..	33	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	167	..	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	..	3	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	
1914-15	..	40	..	3	6	182	·000	·341	2	36	4	51	4	53	2	2	9	18	18	7	3	17	48	409	
Totals ..	57	1,683	1	100	55	1,394	·005	1·655	4	310	23	606	67	1,248	9	23	76	109	164	92	28	133	484	5,698	

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. 26.

STATEMENT SHOWING PLACES AT WHICH THE WATER SUPPLY FAILED DURING THE YEAR AND THE MONTH IN WHICH SUCH FAILURE OCCURRED.

Station.	Month of Failure.	Station.	Month of Failure.
Cope Cope ...	July, 1914	Chiltern ...	January, 1915
Lethbridge ...	"	Cressy ...	"
Meredith ...	"	Myrtleford ...	"
Mornington Junction ...	"	Wangaratta ...	"
Ouyen ...	"	Beaufort ...	February, 1915
Wycheproof ...	"	Benalla ...	"
Everton ...	August, 1914	Branxholme ...	"
Whitfield... ..	"	Camperdown ...	"
Casterton... ..	September, 1914	Dandenong ...	"
Heathcote ...	"	Dingee ...	"
Mitiamo ...	"	Elphinstone ...	"
Serviceton ...	"	Foster ...	"
Dunolly ...	October, 1914	Korong Vale ...	"
Inglewood ...	"	Miram ...	"
Maryborough ...	"	Moriac ...	"
Bealiba ...	November, 1914	Nyora ...	"
Frankston ...	"	Pakenham ...	"
Hatlah ...	"	Raywood... ..	"
Lal Lal ...	"	Winchelsea ...	"
Cowangie ...	December, 1914	Glenthompson ...	March, 1915
Portland ...	"	Katamatite ...	"
St. Arnaud ...	"	Kilmore ...	"
Tallarook ...	"	Numurkah ...	"
Tatyoan ...	"	Sunbury ...	"
Ararat ...	January, 1915	Tungamah ...	"
Beech Forest ...	"	Wychitella ...	"
Condah ...	"	Diapur ...	April, 1915
Charlton ...	"	Kiata ...	"
		Sea Lake... ..	"
		Warracknabeal ...	"
		Werribee... ..	"

The water needed for locomotive purposes at Ballarat had to be pumped from mines, commencing in February, 1915, and the supply thus obtained was naturally mineralized to a considerable extent, which had a very serious effect upon the boilers of all the locomotives concerned; whilst the supplies available in the districts served by such lines as from Maryborough to Mildura, Korong Vale to Chillingollah, and Bendigo to Swan Hill, contained so much salines that they were also similarly injurious.

APPENDIX No. 27.

RETURN OF TRAFFIC AT EACH STATION.

DAYLESFORD LINE.

Table with 2 columns: Station names and numerical values.

Main data table for the Daylesford Line, containing multiple columns of numerical data representing various metrics for each station.

REDESDALE LINE.

Table with 2 columns: Station names and numerical values.

Main data table for the Redesdale Line, containing multiple columns of numerical data for each station.

SHELBOURNE LINE.

Table with 2 columns: Station names and numerical values.

Main data table for the Shelbourne Line, containing multiple columns of numerical data for each station.

CASTLEMAINE—MARY-BOROUGH LINE.

Table with 2 columns: Station names and numerical values.

Main data table for the Castlemaine-Maryborough Line, containing multiple columns of numerical data for each station.

MARYBOROUGH-MILDURA LINE.

Table with 2 columns: Station names and numerical values.

Main data table for the Maryborough-Mildura Line, containing multiple columns of numerical data for each station.

NAVARRE LINE.

Table with columns for station names and numerical data. Stations include Crowland, Joel, Landsborough, Tulkara, Navarre.

BALLARAT-MARYBOROUGH LINE.

Table with columns for station names and numerical data. Stations include Waubra Junction, Sulky, Bald Hills, Creswick, North Creswick, Tonnello, Clunes, Talbot, Daisy.

WAUBRA LINE.

Table with columns for station names and numerical data. Stations include Pisgah, Midas, Blowhard, Learmonth, North Learmonth, Addington, Waubra.

DUNOLLY-INGLEWOOD LINE.

Table with columns for station names and numerical data. Stations include Painswick, Laurie, Tarnagulla, Llanely, Arnold, Bullabul.

MURRAYVILLE LINE.

Table with columns for station names and numerical data. Stations include Tlega, Galah, Walpeup, Nyang, Underbool, Linga, Boinka, Tutyc, Cowangie, Danyo, Murrayville.

MURRAYVILLE-PINAROO LINE.

Table with columns for station names and numerical data. Station: *Panitya.

BENDIGO-ECHUCA LINE.

Table with columns for station names and numerical data. Stations include White Hills Siding, Epsom, Huntly.

APPENDIX No. 27.—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. s.	£ 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.	
PORTLAND LINE—<i>continued.</i>																
Portland Freezing Coy.'s Siding ..										579	241 17 4	..	..	815 4 7	1,057 1 11	
Portland North ..	1,263	286 0 4	..	..	..	..	..	..	..	..	..	..	..	240 9 10	240 9 10	
Portland ..	8,193	2,387 17 3	1,007 9 1	536 8 3	37 13 9	40 3 6	..	17 1 4	2 10 6	7,907	6,649 0 5	9,291	5,979 2 4	247 14 7	452 0 2	17,357 1 2
COLERAINE LINE.																
Bochara ..	36	1 6 8	2 10 0	0 8 3	..	..	..	2 0 4	..	186	83 12 2	47	12 12 3	..	47 9 4	149 19 0
Wannon ..	1,184	83 7 1	8 16 10	59 4 0	0 4 0	0 1 6	..	12 1 0	..	889	542 8 8	491	182 19 5	2 7 6	3 14 6	895 4 6
Gritjurk ..	140	11 0 2	1 9 9	2 15 6	..	0 1 6	..	1 1 4	..	..	1 6 10	37	25 6 0	0 7 10	2 18 10	46 7 9
Coleraine ..	6,118	1,494 19 6	129 9 0	379 13 0	40 7 3	18 2 5	..	87 5 0	0 2 6	2,468	2,873 10 0	3,985	3,807 12 0	2,608 10 10	1,139 12 10	12,579 4 4
CASTERTON LINE.																
Miakite ..	19	1 9 1	..	0 3 3	..	0 0 6	..	9 16 0	..	..	0 1 9	..	0 10 6	..	..	12 1 1
Grassdale ..	1,565	234 9 11	6 10 6	32 18 0	0 7 0	0 16 9	..	13 17 4	..	261	368 15 9	732	403 16 5	1,026 8 2	79 12 1	2,167 11 11
Merino ..	4,741	780 9 3	50 17 2	143 8 3	17 10 6	30 10 0	..	63 12 6	..	707	913 18 9	2,350	1,641 4 8	1,088 16 10	114 14 11	4,825 2 10
Henty ..	1,160	191 0 11	13 9 4	32 12 2	5 7 0	0 11 9	..	13 1 1	..	161	216 9 0	582	351 12 8	764 0 0	17 8 6	1,628 12 5
Sandford ..	4,024	408 13 6	17 2 11	42 2 7	8 4 9	6 8 6	..	27 17 6	..	346	351 18 3	575	392 8 5	3,937 9 9	1,253 11 8	6,445 17 10
Casterton ..	7,736	2,445 6 4	181 3 7	558 7 1	74 10 6	108 6 0	..	127 16 8	0 9 0	4,892	4,751 9 0	7,626	5,649 15 8	62 16 4	160 11 11	14,120 12 1
HEYWOOD—MUMBANAR LINE.																
*Lyons ..	..	..	..	..	..	..	..	..	..	298	103 13 0	8	1 14 3	1 5 0	..	106 12 3
*Greenwald ..	..	..	..	..	..	..	..	..	..	2	0 10 8	11	4 2 8	..	..	4 13 4
*Drik Drik ..	..	..	..	..	..	..	..	..	..	490	226 14 8	124	50 9 4	..	..	277 4 0
GRAMPIANS LINE.																
Fyan's Creek ..	..	..	..	..	..	..	..	0 0 1	..	1,074	218 17 9	135	24 1 11	..	..	242 19 9
Grampians ..	..	..	..	..	..	..	..	..	..	217	64 8 8	9	0 12 6	..	..	65 1 2
MARNOO LINE.																
Jackson ..	20	0 12 6	..	0 8 2	..	..	..	..	..	..	..	99	28 7 7	..	..	29 8 3
Rupanyup ..	2,716	722 7 11	67 10 2	196 7 3	4 17 6	2 14 6	..	50 17 5	..	4,956	2,078 5 2	4,356	2,015 6 11	749 9 0	168 14 2	3,056 10 0
Burru ..	133	3 9 6	0 14 0	2 11 4	..	0 0 6	..	..	..	75	15 0 7	559	115 5 0	..	..	137 0 11
Banyena ..	541	22 6 8	3 7 5	31 15 10	0 2 0	2 4 6	..	2 5 0	..	71	69 6 9	1,351	552 16 0	1 11 6	84 6 9	770 2 5
Marnoo ..	1,004	226 17 3	19 5 7	90 16 9	9 13 9	5 3 9	..	40 5 7	..	2,498	1,056 5 9	2,589	1,578 10 4	565 17 6	321 17 10	3,914 14 1

GEELONG-BALLARAT LINE.

Table with 18 columns for station names and various numerical values. Stations include Moorabool, Gheringhap, Bannockburn, Lethbridge, Lethbridge Quarry, Siding, Meredith, Elaine, Lignite Siding, Lal Lal Race-course, Lal Lal, Yendon, and Navigator.

GHERINGHAP-MAROONA LINE.

Table with 18 columns for station names and numerical values. Stations include Murgheboluc, Inverleigh, Doroc, Wingcel, Poorac, Duvernoy, Berrybank, Gnarket, Lismore, Derrinalium, Vite Vite, Pura Pura, Nerrin Nerrin, Westmere, Minnera, and Tatyoon.

QUEENSCLIFF LINE.

Table with 18 columns for station names and numerical values. Stations include South Geelong, Cheetham Salt Siding, Moolap, Leopold, Curlewis, Drysdale, Mannerim, Marcus, and Queenscliff.

WENSLEYDALE LINE.

Table with 18 columns for station names and numerical values. Stations include Layard, Gherang, Wornbete, and Wensleydale.

FORREST LINE.

Table with 18 columns for station names and numerical values. Stations include Whoorel, Dean Marsh, Pennyroyal, Murroon, Barwon, Geraugamete, Yaughter, and Forrest.

APPENDIX No. 27.—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.	Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	
	£ s.	£ 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.	
BEECH FOREST LINE.																
Tulloch	101	3 18 7	0 0 9													
Coram	650	15 8 10	0 5 7	0 16 6												3 19 4
Barongarook ..	1,069	31 15 9	0 14 10	11 15 1												18 4 5
Kawarren	1,583	76 7 1	2 4 0	37 4 9												259 1 1
*Hitt's Siding ..																1,207 11 1
Lovat	873	50 17 10	2 12 9	20 2 2												396 8 7
Gellibrand	3,521	266 13 9	14 0 5	62 18 2	0 15 9	0 0 6										229 7 8
Banoole	542	38 6 6	1 9 11	9 13 8												1,596 7 8
Wimba	475	30 2 4	2 19 0	4 2 4		0 0 9										129 14 5
MacDevitt	280	18 9 3	0 2 2	4 11 6												78 0 8
Diamond	294	18 17 1	0 12 9	5 11 7		0 0 9										48 18 7
Ditchley	114	12 9 10		0 1 0												109 4 10
Beech Forest ..	7,998	949 18 10	136 4 0	119 11 2	2 8 9	2 3 9										13 9 8
Ferguson	1,752	44 14 5	2 17 0	18 15 8	0 2 9	0 1 9										4,642 14 11
Weaprainah ..	1,411	63 18 7	1 8 9	13 15 11		0 13 0										2,976 17 7
Kincaid Siding ..	2,050	95 1 2	1 4 9	17 8 11		0 0 6										549 7 8
Wyanglata	3,436	171 5 7	3 13 2	56 17 10	0 9 6	0 15 6										1,877 12 11
Smith's Siding ..																2,504 0 7
Stalker	2,551	195 11 6	3 15 7	39 16 4	0 1 6	0 12 3										1,923 8 6
Laver's Hill ..	2,372	348 13 11	19 18 4	68 15 7	1 9 0	1 17 6										1,573 2 7
Crowe's	828	115 9 3	13 11 10	48 8 9	0 10 6	0 11 0										2,005 5 7
																980 10 1
TIMBOON LINE.																
Naroghid	38	2 3 3	4 19 9	2 10 8												
Cobden	1,822	160 8 7	69 4 0	163 8 2	1 6 3	13 0 9										55 10 7
Ellinhamite Siding ..				0 1 7												4,187 6 11
Glenlyne	431	41 16 4	6 16 11	17 5 4		0 2 0										381 8 6
Brucknell																564 19 10
Curdie	2,925	193 0 2	25 0 6	49 10 11		0 3 9										0 0 2
Timboon	2,688	457 11 2	42 12 3	146 2 6	2 5 0	2 13 6										4,869 1 6
																2,526 2 11
MORTLAKE LINE.																
Mortlake	5,884	1,402 17 2	144 19 11	307 6 10	52 16 6	28 15 9										8,933 18 8
KOROIT-HAMILTON LINE.																
Warrong	167	14 11 8	0 5 5	1 0 4		1 18 6										469 11 4
Woolthorpe	216	21 8 10	0 14 0	6 1 8		0 6 6										199 9 7
Hawkesdale	2,705	351 14 10	26 12 11	86 10 7	2 14 6	5 8 6										5,419 1 10
Minhamite	430	66 7 0	3 1 1	23 3 5	2 4 3	1 0 0										491 1 1
Pardet	732	100 4 0	1 2 10	18 18 11	0 10 0	0 5 6										663 3 10
Penhurst	7,709	1,062 6 2	142 4 9	255 5 11	22 10 6	93 2 6										8,037 5 11
Tabor	490	29 1 1	0 17 9	8 13 10	0 1 6	0 1 6										518 9 1
Yatchaw	633	30 16 10	0 6 0	9 8 11		0 0 6										1,185 9 7

MELBOURNE-
WODONGA LINE.

Table listing stations (e.g., Kensington, Newmarket, Essendon) and their corresponding financial or operational data across multiple columns.

WALLAN-BENDIGO
LINE.

Table listing stations (e.g., Leslie, Bylands, Kilmore) and their corresponding financial or operational data across multiple columns.

RUSHWORTH LINE.

Murchison	2,039	111 7 9	34 6 11	105 11 0	..	9 10 6	..	9 16 8	..	868	372 16 0	1,542	1,040 15 4	..	4 16 0	1,689 0 2
Hammond	..	9 1 6	..	..	..	..	..	1 15 0	..	6	0 15 0	6	3 4 0	..	..	5 15 6
Waranga	528	33 1 2	5 6 3	17 0 6	..	0 2 0	..	6 18 6	..	5,887	2,021 2 7	226	88 13 7	..	..	2,172 4 7
Rushworth	5,029	1,021 16 1	119 0 5	320 15 8	6 19 9	4 2 0	..	30 12 0	0 3 6	14,904	5,727 17 9	4,278	3,171 15 11	709 3 2	134 7 0	11,246 13 3

COLBINABBIN LINE.

Erwen	49	1 10 4	..	0 5 4	..	..	..	..	..	3,288	1,087 18 11	380	0 3 5	..	..	1 19 1
Wanalta	140	16 9 8	5 16 5	7 13 2	..	..	..	15 0 2	..	1,221	236 18 3	900	122 11 2	..	..	1,255 9 6
Colbinabbin	437	99 6 4	7 3 11	24 7 6	0 2 6	0 9 0	..	20 5 9	..	..	..	..	308 7 2	268 17 7	26 14 6	692 12 6

TOOLAMBA-BOHCUA LINE.

Tatura	7,660	1,373 8 7	149 13 10	276 11 0	61 18 4	57 13 9	..	95 18 8	0 11 0	2,970	1,214 9 2	3,797	2,286 16 0	1,115 9 9	334 18 2	6,967 8 3
Byrneside	809	155 10 9	9 16 11	19 13 8	15 5 4	1 7 9	..	12 14 3	..	358	168 18 4	235	133 13 2	166 9 0	26 12 3	710 1 5
Merrigum	3,226	483 14 7	40 7 11	80 3 0	13 19 6	9 4 3	..	38 15 4	..	2,057	1,166 8 8	1,850	1,069 16 3	357 14 6	27 7 4	3,287 11 4
Kyabram	9,944	2,167 15 7	230 15 5	453 9 6	50 11 9	44 0 0	..	58 16 2	0 3 0	4,324	2,380 6 11	7,599	5,214 6 5	1,847 11 4	599 14 5	13,047 10 6
Tongala	3,954	730 18 0	53 18 1	167 10 0	25 3 0	3 17 9	..	75 12 10	..	1,316	610 7 6	2,411	1,620 0 2	700 6 2	229 12 11	4,217 6 5
Koyuga	936	105 13 0	6 1 10	35 17 1	0 3 0	0 12 0	..	11 2 2	..	234	134 18 2	661	256 19 8	330 2 5	35 4 4	916 13 8

KATAMATITE LINE.

Pine Lodge	307	11 18 7	2 18 7	13 2 10	..	0 3 3	..	3 19 0	..	137	53 17 1	501	151 13 3	..	..	237 12 7
Lamrock	..	..	..	0 2 3	..	..	..	0 12 5	..	16,848	1,832 13 10	84	10 17 5	..	..	1,844 5 11
Cosgrove	1,018	125 6 6	14 4 7	49 0 0	2 9 0	14 13 0	..	13 19 0	..	4,433	1,450 5 7	1,239	566 1 4	239 7 0	62 9 1	2,537 15 1
Dookie	3,188	719 12 3	75 9 4	194 2 9	22 5 9	4 3 3	..	51 19 6	0 1 6	1,028	734 14 8	2,696	1,817 18 9	408 17 10	106 16 8	4,136 2 3
Yabba South	36	3 2 11	0 1 3	0 4 9	..	4 18 4	..	8 0 8	..	142	56 2 1	114	29 12 11	..	..	102 2 11
Yabba North	392	43 11 5	3 13 9	27 8 3	..	..	..	12 5 9	..	2,930	1,198 5 11	756	288 1 3	135 15 0	9 2 9	1,718 4 1
Youanmitte	315	54 14 8	6 19 7	34 14 8	..	0 6 0	..	13 10 0	..	2,973	1,241 0 2	670	331 15 9	4 4 0	5 4 6	1,692 9 4
Katamatite	1,062	238 5 1	36 5 11	83 4 10	16 3 6	7 2 0	..	27 7 4	1 0 0	1,471	741 0 2	1,994	1,107 2 1	584 2 2	96 5 6	2,937 18 7

TOCUMWAL LINE.

Mywee	138	5 18 5	0 14 0	4 9 6	..	0 1 6	..	3 10 0	..	118	53 10 2	107	33 18 4	..	..	102 1 11
Tocumwal	4,719	2,273 6 0	128 15 8	382 16 4	49 5 3	43 10 9	..	20 12 3	1 14 8	15,049	13,805 18 11	7,966	9,214 2 3	12,830 17 8	4,165 17 3	42,916 17 0

PICOLA LINE.

Waaiia	902	49 19 5	8 18 8	53 16 9	1 14 3	0 17 9	..	3 13 3	..	2,026	865 7 2	1,770	659 7 10	232 1 10	79 19 0	1,955 15 11
Nathalia	4,309	1,198 16 10	101 19 0	259 2 9	31 2 0	6 5 6	..	44 16 10	0 1 6	2,929	1,625 14 5	6,573	3,792 2 5	708 12 2	297 19 5	8,066 12 10
Barwo	31	2 1 4	..	0 1 6	..	..	..	0 12 0	..	..	..	..	..	..	..	2 14 10
Picola	1,389	369 17 8	42 11 9	131 5 11	4 3 3	4 16 0	..	32 13 1	..	2,700	1,541 16 8	4,071	2,056 2 5	609 6 6	507 10 10	5,000 4 1

YARRAWONGA LINE.

Chesney	21	1 8 8	0 0 6	0 8 9	..	..	..	6 0 0	..	3,389	1,306 0 5	77	20 5 3	..	..	1,324 3 7
Goorambat	4,455	497 17 7	25 15 6	123 2 11	6 14 6	4 8 0	..	27 5 1	..	2,475	1,119 16 2	1,182	687 12 3	226 9 0	6 10 9	2,725 11 9
Nooramunga	936	72 15 3	2 0 4	11 19 10	0 4 0	0 4 6	..	1 10 0	..	76	29 3 4	104	43 4 6	4 4 6	..	165 6 3
Devonish	4,531	454 2 0	57 13 0	92 1 10	3 17 6	3 11 3	..	6 19 9	0 1 0	1,577	712 11 4	1,398	806 14 7	235 15 6	40 2 11	2,413 15 8
St. James	5,227	760 13 2	44 1 3	148 1 3	4 13 6	7 7 3	..	52 2 4	..	1,564	779 7 4	1,905	1,171 9 4	637 15 0	97 12 0	3,763 2 5
Tungamah	4,554	965 12 0	64 6 4	178 0 7	19 1 3	3 6 0	..	42 12 3	0 1 0	7,413	3,407 15 9	3,275	1,838 6 5	942 12 9	106 9 6	7,568 4 7
Telford	1,339	240 0 1	5 19 9	22 7 7	0 14 0	0 3 6	..	22 16 2	..	1,869	843 3 4	351	140 6 0	244 6 1	42 13 6	1,562 10 0
Yarrawonga	11,191	3,232 19 9	198 10 5	563 7 2	112 13 0	74 15 6	..	66 5 1	0 2 3	9,095	5,599 16 0	6,923	6,743 7 7	6,070 12 3	879 15 3	23,542 4 3

TATONG LINE.

Karn	79	4 3 0	0 2 0	0 13 0	..	..	..	6 0 0	..	2,003	717 14 7	67	27 13 1	..	..	756 5 8
Lima	738	56 6 7	5 2 3	27 9 9	3 8 6	1 0 0	..	0 11 8	..	840	404 10 2	477	434 11 1	427 18 4	33 6 3	1,394 4 7
Mallum	58	2 8 0	0 3 6	1 18 10	..	0 0 6	..	..	..	..	1 6 8	14	12 14 11	..	..	18 12 5
Tatong	633	80 3 1	10 2 6	33 13 2	0 12 9	0 5 3	..	12 15 8	..	2,366	620 4 2	328	162 10 11	86 19 8	60 1 5	1,067 8 7

APPENDIX No. 27.—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 OF PASSENGERS).
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.		Revenue.	Revenue.		Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	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.	
WHITFIELD LINE.																	
Targoora	25	1 6 1															1 6 1
Lacey	28	2 2 9			0 3 6												2 6 3
Oxley	963	40 3 5	0 12 2		7 2 4	0 0 6	0 4 6	15 9 4		150	51 7 8	107	42 18 5				157 18 4
Skahan	76	3 17 7															3 17 7
Docker	1,943	49 10 0	1 19 8		10 9 3		0 0 6			247	80 7 0	230	84 5 4				228 12 3
Byrne	818	46 8 10													2 0 6		46 8 10
Moyhu	5,621	379 13 4	15 18 4		85 8 4	2 11 6	1 19 3	8 9 2		1,708	817 19 5	1,060	726 10 4	264 16 10	45 17 11		2,349 4 5
AngleSide	629	21 4 8															21 4 8
Claremont	189	11 18 3															11 18 3
Dwyer	423	30 3 3															30 3 3
Edi	1,809	178 7 7	4 8 7		18 10 11		0 11 3	11 0 0		342	124 0 5	164	116 5 11	21 15 7	6 12 8		481 12 11
Hyem	572	24 3 11															24 3 11
King Valley	931	89 13 4	2 2 6		11 2 3		0 3 9			553	177 18 3	96	75 13 6	3 12 7	3 8 6		363 14 8
Jarrott	375	35 7 10															35 7 10
Ploper	552	51 17 2			0 1 3												51 17 2
Whitfield	4,633	446 14 4	20 16 9		85 6 0	0 14 0	2 7 3			1,303	587 18 11	587	498 16 11	193 15 6	51 18 2		1,888 7 10
WANGARATTA-YACKANDANDAH LINE.																	
Londrigan	1,179	51 6 8	7 0 9		41 7 10	0 1 6	7 6 6	1 0 8		354	163 11 10	678	512 12 3	8 16 6	13 6 9		806 11 3
Tarrawingee	2,031	237 1 4	10 14 9		74 6 9	5 13 6	0 16 3	8 12 5		1,196	455 15 5	690	602 16 5				1,395 16 10
Everton	4,529	468 6 0	22 7 4		45 6 11	1 15 6	1 13 9	35 10 7		1,518	497 4 9	204	131 6 6	174 0 9	4 6 9		1,381 18 10
Baarumtha	355	5 15 9						2 3 9									7 19 6
Beechworth	13,320	2,981 17 4½	260 11 8		549 4 11	13 5 0	26 8 0	67 14 1	0 5 0	3,092	1,972 7 10	5,926	5,940 11 2	64 17 7	83 5 8		11,960 8 3½
Wooragee	141	6 19 3	0 12 6		7 5 7			26 17 9		314	128 12 2	60	36 13 3				207 0 6
Yackandandah	3,074	494 1 1	42 13 8		166 6 10	1 15 6	1 15 6	15 14 11		1,259	888 0 11	1,292	1,815 2 1	45 17 9	7 10 0		3,478 18 3
BRIGHT LINE.																	
Brookfield	244	20 1 8	0 12 7		1 3 10												26 18 4
Bowman	1,594	205 3 2	11 12 3		54 15 2	13 5 3	4 14 0	4 11 2		1,230	575 17 0	892	600 17 2	571 16 5	8 4 0		2,050 15 7
Palmerston	863	36 18 10	5 2 3		19 17 10	0 1 6	0 0 9	13 16 4		573	225 0 11	96	56 8 8	5 4 6	10 0 9		372 12 4
Myrtleford	4,847	942 1 8	68 11 6		169 5 9	2 0 3	12 19 9	53 10 10	0 1 6	2,763	1,646 6 6	1,232	1,532 14 9	1,978 13 5	112 15 1		6,519 1 0
Ovens	566	29 7 11	4 8 3		21 1 10		0 6 9	5 10 11		633	358 1 7	117	153 12 8	5 10 6	7 15 0		585 15 5
Eurobin	568	48 15 4	5 0 3		14 16 11		0 4 0	8 1 11		631	289 13 10	102	97 3 8	19 5 8	2 19 7		486 1 2
Porepunkah	1,880	461 10 10	26 9 11		99 11 6	0 17 0	0 18 6	5 4 10		504	374 13 4	785	1,062 14 8	6 3 11	18 3 7		2,056 8 1
Bright	4,909	1,674 5 9	125 15 4		375 1 4	3 16 6	14 15 2	33 18 6	0 1 6	565	654 17 3	3,095	3,925 11 8	167 4 11	84 18 6		7,060 6 5
WAHGUNYAH LINE.																	
Lilliput	1,003	22 7 5			2 3 11	0 1 0	0 2 0	2 2 0		98	37 9 10	911	201 2 0		2 4 4		267 12 6
Rutherglen	14,957	2,850 18 5	186 2 11		486 16 4	44 16 3	55 19 3	37 4 3	0 3 6	2,977	2,413 7 8	5,305	5,369 5 4	495 3 11	151 7 8		12,091 5 6
Wahgunyah	14,850	3,989 2 6	164 9 7		583 15 1	134 8 5	91 16 9	138 6 6	0 2 6	22,440	14,505 7 4	12,129	13,063 13 9	5,047 8 4	1,708 19 11		39,427 10 8
TALLANGATTA LINE.																	
Bandiana	215	3 9 9			0 2 10						0 2 0						3 14 7
Bonogilla	251	6 17 9			1 1 2		0 0 9	4 10 0					5				14 11 1

Ebden	2,881	268 2 6	22 4 9	93 12 1	13 19 0	12 8 3	..	37 14 0	0 1 0	1,262	1,058 17 9	1,792	1,712 4 11	5,233 1 11	1,188 18 6	9,641 5 5	
Huon	4,509	501 16 4	23 10 6	124 9 3	1 2 3	1 8 0	..	12 18 10	..	1,686	807 7 11	1,117	1,358 9 1	2,618 8 0	226 6 4	5,680 16 6	
Boiga	515	72 2 10½	1 15 9	19 10 9	..	0 13 9	..	4 14 4	..	308	95 5 2	60	39 6 9	8 0 0	33 5 7	274 14 1½	
Tatonga .. ..	..	..	..	..	..	..	..	..	..	..	..	..	..	877 4 6	0 12 0	677 16 6
Tallangatta ..	11,709	3,530 6 5½	139 1 9	558 19 1	76 15 7	64 19 4	..	72 17 2	..	2,353	2,428 5 1	12,888	10,270 19 9	13,177 19 11	2,649 0 1	32,969 4 2½	
WILLIAMSTOWN LINE.																	
South Kensington ..	294,710	1,964 12 1	16 17 10	18 13 1	5 1 6	0 3 0	..	3 13 10	0 0 9	18,734	4,991 1 7	31,715	35,614 17 2	..	..	42,615 0 10
Angliss' Siding ..	..	..	..	..	..	..	..	..	..	22,319	2,440 19 6	640	86 4 10	..	..	2,527 4 4
Pootsray ..	2,835,213	28,219 6 9	988 9 11	915 1 4	44 13 6	18 8 6	..	136 16 11	1 5 6	8,934	4,442 12 8	39,999	10,064 7 11	..	..	44,831 3 0
Seddon ..	1,201,085	9,952 13 5	69 7 7	97 10 11	4 19 8	1 0 3	..	14 6 5	..	..	..	..	..	..	..	10,193 18 3
Yarraville ..	1,276,317	10,835 14 2	126 11 10	187 14 8	15 7 3	5 19 9	..	21 13 4	0 3 0	134,734	49,728 18 5	31,520	5,499 12 9	..	..	66,421 15 2
Spotswood ..	285,361	2,573 0 8	167 16 0	52 10 7	1 9 6	0 11 3	..	0 5 0	..	7,468	1,758 7 3	64,138	8,000 4 6	..	..	12,554 4 9
Newport ..	1,172,773	11,879 9 8	129 0 1	165 9 4	16 18 6	4 12 0	..	657 9 7	1 14 7	7,962	1,696 16 10	42,769	8,103 7 7	16 16 2	1,108 4 8	23,779 19 0	
Altona Bay Siding ..	..	..	..	..	..	..	..	..	..	..	..	15	2 13 2	..	..	2 13 2
Austral Meat Siding ..	..	..	..	..	..	..	..	..	..	..	..	27	2 16 4	..	..	5 268 5 7
North Williamstown ..	815,103	11,095 7 1	158 4 9	385 10 10	9 19 8	1 5 0	..	69 1 4	0 5 0	8,198	861 0 0	805	102 13 9	..	4,404 9 3	13,672 13 3	
Williamstown Beach ..	503,829	6,700 1 5	73 4 0	104 15 7	2 8 3½	0 3 6	..	19 14 5	0 11 3	..	..	..	..	..	..	6,900 18 1½
Williamstown ..	486,194	7,048 12 2	126 13 9	201 13 3	7 3 8	5 5 10	..	184 3 6	0 5 0	..	..	..	..	..	..	7,573 17 2
Williamstown Pier ..	62,443	1,110 7 9	45 13 2	57 4 7	0 2 6	..	..	1,660 3 5	22 13 2	67,282	21,183 7 3	80,769	16,942 14 8	1 0 0	54 5 0	41,077 11 6
NEWPORT-SUNSHINE LINE.																	
Thomas' Siding ..	..	..	..	..	..	..	..	..	..	7,929	1,175 7 4	316	75 17 10	..	..	1,251 5 2
Hasell's Siding ..	..	..	..	..	..	..	..	..	..	2,890	683 13 6	1,328	120 10 11	..	..	804 4 5
McKenzie and Holland's Siding ..	..	..	..	..	..	..	..	..	..	75	15 15 4	..	..	..	..	15 15 4
Russell's Siding ..	..	..	..	..	..	..	..	..	..	26,849	2,341 14 5	9	1 2 6	..	..	2,342 16 11
Anguss' Quarry Siding ..	..	..	..	..	..	..	..	..	..	48,108	5,222 10 2	..	0 0 9	..	..	5,222 10 11
Borthwick's Siding ..	..	..	..	..	..	..	..	..	..	9,150	809 6 0	209	37 11 3	..	1,551 11 4	2,398 8 7
Little Brooklyn Siding ..	..	..	..	..	..	..	..	..	..	5,217	542 2 2	..	..	..	..	542 2 2
Prosser Siding ..	..	..	..	..	..	..	..	..	..	..	..	196	39 10 7	0 7 6	3,420 17 7	3,460 15 8
Brooklyn Siding ..	..	..	..	..	..	..	..	..	..	54,676	5,358 0 5	880	153 8 6	..	..	5,511 8 11
Prahan City Council Siding ..	..	..	..	..	..	..	..	..	..	..	..	24	0 18 0	..	..	0 18 0
Commonwealth Quarry Siding ..	..	..	..	..	..	..	..	..	..	54,997	4,535 9 3	13	1 13 10	..	..	4,537 3 1
COBURG LINE.																	
Macaulay ..	178,929	1,225 1 0	43 14 11	37 4 2	11 12 3	16 0 9	..	19 0 11	..	..	0 6 0	34	0 13 7	..	..	1,353 13 7
Flemington Bridge ..	245,946	1,687 5 9	36 5 9	31 3 8	1 7 3	0 2 3	..	18 2 11	..	..	..	..	..	..	..	1,774 7 7
Royal Park ..	85,393	631 17 11½	26 0 3	36 3 5	7 8 4	1 8 0	..	17 16 2	..	..	..	..	..	..	1 10 0	722 4 1½
South Brunswick ..	473,827	2,784 16 4	224 0 0	130 3 5	3 17 9	1 6 0	..	69 1 0	1 1 6	26,582	5,658 15 2	20,602	4,371 7 10	..	..	13,244 9 0
Brunswick ..	686,163	3,892 9 9	340 10 6	256 3 4	7 14 2	1 12 9	..	72 11 6	0 7 6	862	673 13 3	12,324	2,512 1 7	..	..	7,757 4 4
Moreland ..	716,024	3,918 7 4	173 3 3	176 4 9	4 15 2	1 0 9	..	68 5 2	0 12 6	6,060	1,296 19 8	12,928	2,772 15 5	1 6 0	..	8,413 10 0	
Coburg ..	1,060,647	7,751 14 1½	174 11 5	150 4 6	7 7 9	3 12 6	..	47 11 4	0 6 6	1,201	411 15 2	8,633	2,336 8 10	..	0 9 4	10,884 1 5½	
Coburg Building Tickets (Free) ..	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
*Batman ..	5,792	42 5 7	..	..	..	..	..	1 10 8	..	..	..	..	..	..	..	43 16 3
*North Coburg ..	6,104	58 8 1	1 12 2	0 6 5	..	..	..	5 0 10	..	..	..	..	..	..	..	65 7 6
Fawkner Cemetery ..	6,932	92 3 9	..	2 6 4	..	..	..	15 18 5	..	..	..	..	..	..	..	110 8 6
PRESTON-WHITTLESEA LINE.																	
North Carlton ..	11,261	251 3 8	16 16 1	33 5 4	1 19 3	0 13 3	..	10 16 1	0 2 0	3,591	270 13 10	13,516	3,542 8 6	..	..	4,127 18 0
North Fitzroy ..	443,862	3,376 17 5	339 2 6	653 2 8	6 6 6	1 13 0	..	96 19 11	0 12 0	1,129	415 17 7	13,151	3,101 0 9	70 0 0	..	8,061 12 4	
Fitzroy ..	..	..	..	..	..	..	..	448 1 0	..	3,825	922 9 11	56,467	14,033 1 10	..	..	15,403 12 9
Merri ..	443,773	3,007 1 4½	56 18 0	58 10 11	3 19 6	0 9 9	..	14 5 0	..	..	..	..	..	..	..	3,141 4 6½
Northcote ..	664,020	4,610 19 6½	136 4 3	150 12 8	5 1 9	1 2 0	..	6 17 6	0 4 3	20,054	3,280 0 2	9,910	1,855 7 0	..	..	10,046 9 1½
Croxton ..	1,030,625	6,973 10 9	90 6 8	135 16 4	3 17 6	0 15 9	..	6 4 6	..	124	49 18 6	8,614	1,782 19 10	..	..	9,043 9 10
Thornbury ..	806,940	5,954 10 1	59 1 9	93 7 8	4 17 9	0 14 9	..	5 4 2	..	32,844	2,286 6 7	316	31 1 10	..	..	8,435 4 7
Bell ..	423,611	3,585 9 11	151 17 3	85 3 2	6 6 9	0 18 0	..	1 17 0	..	..	..	..	..	..	..	8,402 19 11
Preston ..	320,367	2,664 5 0	49 11 11	56 10 3	1 16 9	0 18 0	..	3 18 3	..	3,314	856 14 10	7,000	1,548 17 4	29 13 6	2,136 2 2	2,777 0 2	
*Preston Building Tickets (Free) ..	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

APPENDIX NO. 27.—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.	Revenue.	Revenue.	Revenue.	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.	
PRESTON-WHITTLESEA LINE—<i>continued.</i>																
Regent	294,759	2,693 1 3	36 1 0	69 6 1	7 19 9	0 11 0	..	5 3 1	..	1,804	234 7 3	2,820	497 3 10	10 4 0	50 0 7	2,812 2 2
Reservoir	86,902	947 10 10	37 4 11	39 1 1	69 17 9	9 10 6	..	4 3 8	..	..	..	..	..	..	..	1,899 4 5
Reservoir Building Tickets (Free) ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Thomastown	12,494	167 4 0	3 16 7	11 4 11	5 2 8	0 5 0	..	5 1 10	..	231	62 1 8	202	53 6 1	..	15 14 3	323 17 0
Epping	16,759	349 10 8	38 13 7	44 8 3	2 4 3	16 15 6	..	16 19 1	..	544	134 8 11	1,453	278 18 7	11 11 5	78 6 6	971 16 9
South Morai g ..	12,685	323 5 10	97 18 6	59 1 3	15 16 6	12 17 7	..	11 18 3	..	658	203 4 4	2,731	314 12 9	12 12 10	47 0 0	1,098 7 10
Mernda	15,249	494 15 5	294 4 5	109 18 5	2 18 6	11 5 3	..	0 19 4	..	2,276	629 13 8	923	239 17 10	102 15 7	89 19 3	1,976 7 8
Yan Yean	7,571	304 5 8	108 10 9	66 4 3	3 0 9	3 4 8	..	2 13 4	..	1,924	401 19 11	5,419	600 12 7	74 13 0	68 19 6	1,634 4 5
Whittlesea	17,295	964 17 11	581 11 3	270 18 11	7 16 6	9 18 5	..	53 18 3	..	7,815	1,555 1 10	3,262	802 18 3	237 14 1	119 2 1	4,606 17 6
Melbourne — Prince's-bridge—Country ..	131,337	10,220 18 0	1,087 7 8	649 3 7	19 11 8	0 15 6	..	314 5 0	83 7 3	..	..	..	..	..	..	12,375 8 8
Melbourne — Prince's-bridge—Suburban ..	1,250,198	15,182 2 5	..	..	..	..	..	..	..	..	..	..	..	..	..	15,182 2 5
MELBOURNE-BAILENSDALE LINE.																
Hawksburn	1,872,170	15,506 6 8	428 8 5	7,700 14 5	15 1 6	5 7 0	..	26 15 10	0 5 0	..	..	..	..	..	..	17,691 18 10
Toorak	972,027	9,814 19 7	377 14 2	896 8 11	9 10 0	1 16 0	..	252 0 1	0 5 0	1,634	775 14 0	58,117	8,924 13 10	..	..	21,053 1 7
Armadale	1,679,436	18,374 14 34	366 12 4	373 5 0	12 7 9	3 4 6	..	3 15 5	0 14 6	..	..	..	..	..	..	19,134 13 94
Malvern	2,102,683	24,824 3 5½	462 7 6	515 8 5	13 17 4	3 10 6	..	3 18 7	0 10 0	674	121 17 3	48,727	6,323 9 3	..	..	32,269 2 3½
Caulfield	1,510,112	22,744 4 9	652 13 5	3,133 13 8	2,523 14 4	1,126 9 10	..	13 10 8	0 19 4	539	169 15 6	31,654	4,422 12 10	239 18 7	477 17 7	35,505 10 6
Caulfield Building Tickets (Free) ..	2,400	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Carnegie	473,485	5,501 3 10	74 3 1	121 17 0	2 5 6	0 10 3	..	15 4 0	..	..	..	..	..	..	..	5,715 3 8
Carnegie Building Tickets (Free) ..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Murrumbena	435,380	5,138 3 9	78 1 3	163 14 5	1 11 6	0 11 0	..	45 13 10	..	187	13 7 11	8,064	1,178 14 4	..	1 10 9	6,621 8 9
Murrumbena Building Tickets (Free) ..	2,880	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Oakleigh	888,614	12,985 9 2	357 19 5	402 10 6	141 5 11	31 8 10	..	189 0 9	1 2 7	7,617	878 8 10	29,653	3,731 17 4	29 17 9	65 1 1	18,814 2 2
Oakleigh Building Tickets (Free) ..	6,780	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Clayton	77,093	1,276 2 2	259 16 11	137 11 0	3 9 0	0 16 6	..	1 11 9	..	283	77 17 9	4,608	557 16 5	4 3 10	4 14 11	2,324 0 3
Spring Vale	111,491	1,953 11 6	375 14 5	178 4 6	3 5 6	4 14 3	..	18 1 7	0 2 6	471	152 11 4	7,198	881 3 4	11 1 9	41 7 11	3,619 18 7
Spring Vale Cemetery	..	..	..	67 7 6	..	..	..	2 0 0	..	..	..	..	..	..	..	69 7 6
Sandown Park Race-course	384	12 10 11	0 0 3	..	0 6 8	264 4 7	..	1 2 6	..	..	..	6	0 8 8	..	..	278 13 7
Noble Park	39,384	562 15 11	25 1 7	23 10 1	0 5 6	0 1 9	..	2 3 9	..	50	12 3 4	79	15 0 0	..	..	641 1 11
Dandenong	244,190	8,198 3 2	1,256 8 5	715 15 9	160 12 1	54 11 9	..	293 8 5	0 5 6	5,742	1,668 11 4	13,167	2,361 19 6	2,219 13 11	3,731 18 4	21,161 8 2
Hallam	4,120	177 14 1	465 6 8	77 2 9	3 17 6	3 8 9	..	..	..	437	102 11 2	499	126 19 5	..	..	957 0 4
Narre Warren	9,428	451 4 0	676 15 6	154 16 5	8 2 6	1 18 0	..	13 2 4	..	2,383	574 13 0	2,044	624 3 1	200 3 2	124 5 10	2,729 3 10
Berwick	18,493	1,182 14 11	388 5 1	247 3 10	9 11 6	20 13 0	..	9 6 10	..	35,136	3,651 6 10	1,627	558 16 10	225 13 9	388 19 7	6,682 12 2
Beaconsfield	11,178	762 9 6	173 1 2	189 0 5	5 1 0	10 3 2	..	3 15 0	..	439	125 13 9	1,447	530 5 4	3 18 7	16 0 8	1,819 8 7
Hargreave's Siding ..	..	..	..	..	..	..	..	0 2 8	..	12,480	959 7 1	..	0 1 2	..	..	959 10 11
Officer	6,134	406 4 0	333 8 7	129 13 10	5 18 6	4 3 3	..	3 12 0	..	1,056	279 9 1	867	277 4 4	120 5 3	341 4 9	1,951 3 7

Pakenham	18,820	1,584 14 1	529 2 4	320 5 11	13 6 0	8 16 10	..	34 13 5	..	3,964	1,198 2 9	5,356	1,428 1 8	855 10 8	705 10 1	6,678 3 9	
Nar-Nar-Goon	7,732	759 6 1	333 13 10	164 6 6	4 3 3	6 9 0	..	42 14 4	..	8,029	1,985 0 4	1,874	616 2 4	612 14 9	268 1 10	4,792 12 3	
Tynong	6,001	577 13 0	143 11 0	108 4 8	1 4 3	0 17 9	..	7 16 11	..	7,927	2,144 3 4	1,249	502 9 7	2 3 0	217 9 2	3,705 12 8	
Garfield	10,493	1,010 10 8	203 9 1	166 2 8	2 13 0	24 19 6	..	16 8 8	..	4,710	1,370 4 6	2,234	802 1 6	512 8 3	238 10 10	4,347 8 8	
Jefferson's Siding	..	..	..	..	..	..	..	0 15 7	..	284	39 4 3	..	..	..	..	39 19 10
Bunyip	11,464	1,177 5 0	126 5 11	263 17 7	5 6 0	4 1 0	..	39 10 7	..	8,650	2,547 12 11	2,122	1,085 9 1	7 13 8	452 7 6	5,659 9 3	
Longwarry	10,623	748 17 6	114 14 4	138 13 6	2 13 2	3 6 3	..	78 10 5	..	8,003	1,999 7 9	3,344	790 5 7	812 3 11	1,107 5 10	5,795 18 4	
Drouin	18,002	1,915 8 9	415 12 9	384 9 8	29 0 6	41 9 7	..	104 11 11	53 0 3	3,918	1,779 6 11	8,499	2,649 9 3	597 11 3	659 8 2	8,629 9 0	
Warragul	42,756	4,717 17 8	697 5 7	571 15 8	28 5 9	83 3 8	..	778 16 6	1 12 6	4,313	2,040 0 0	9,842	3,942 5 8	1,787 5 4	1,195 9 1	15,843 17 5	
Nilma	6,312	251 10 0	90 10 6	49 17 4	0 6 6	0 4 11	..	6 4 4	..	1,247	546 3 6	4,234	780 14 5	1 3 0	6 16 11	1,742 11 5	
Darroum	4,677	350 19 11	318 11 7	92 8 10	9 5 0	2 2 10	..	27 18 4	0 0 3	2,347	1,078 5 5	3,694	578 8 2	472 6 2	538 16 4	3,469 2 10	
Yarragon	11,196	1,195 1 9	1,173 17 3	262 15 1	3 19 9	2 13 3	..	72 13 9	..	3,559	1,483 7 8	7,385	1,773 16 1	500 15 9	395 12 5	6,864 12 9	
Trafalgar	16,120	1,920 1 3	531 19 8	313 16 10	7 9 3	74 13 9	..	221 13 3	..	10,942	4,382 8 4	11,075	3,089 17 5	1,113 0 11	619 8 8	12,274 9 4	
Moe	16,615	1,767 16 3	266 4 10	195 11 11	16 10 6	8 5 9	..	38 19 3	0 4 9	1,087	682 16 6	2,257	1,200 2 5	281 12 2	374 10 2	4,832 14 6	
Morwell	17,432	2,386 6 11	209 14 6	304 4 9	37 15 1	63 15 0	..	73 10 5	..	2,631	1,277 6 8	2,094	1,641 12 5	2,724 0 9	2,161 7 3	10,879 13 9	
Traralgon	29,039	4,522 1 2	401 0 11	522 10 0	102 11 1	106 1 7	..	281 17 8	0 5 0	3,145	2,049 5 1	7,020	4,533 7 8	3,611 13 11	2,812 9 7	18,943 3 8	
Loy Yang	720	22 3 2	1 5 0	8 14 11	0 0 9	..	..	1 16 0	..	68	41 16 11	8,098	1,079 9 4	0 8 3	..	1,155 14 4
Flynn	1,544	166 12 8	9 5 1	22 14 3	8 2 6	6 5 0	..	12 4 0	..	539	264 4 0	165	96 17 8	981 19 8	350 18 8	1,919 3 6	
Rosedale	10,353	1,133 8 11	67 15 5	211 1 2	49 15 9	146 11 6	..	48 7 8	..	1,453	775 18 2	1,105	948 0 8	1,055 6 10	665 19 11	5,102 6 0	
Ingle	..	..	..	..	..	..	..	..	..	1,116	339 5 1	2	2 5 5	..	..	341 10 6
Kilmany	3,847	337 13 11	16 3 8	51 12 1	6 6 9	7 2 6	..	0 12 6	..	6,794	2,508 8 4	790	463 19 3	456 10 5	399 8 7	4,247 18 0	
Fulham	585	85 4 3	3 14 4	8 2 11	0 7 0	0 8 6	..	1 12 2	..	285	101 19 5	40	36 14 3	..	..	238 2 10
Salé	28,168	5,814 7 2	423 8 1	912 14 2	152 6 0	112 12 10	..	201 3 9	0 16 9	8,217	5,421 12 7	9,419	4,870 7 7	2,883 7 7	840 0 5	21,032 16 11	
*Eckhard's Siding	..	..	..	..	..	..	..	..	..	551	157 18 9	708	150 13 10	..	..	308 12 7
Montgomery	14	0 15 9	..	0 3 5	..	5 7 9	..	..	..	530	236 8 5	113	25 0 1	377 6 10	35 16 10	680 19 1
Stratford	10,668	1,471 7 6	83 6 6	188 17 6	12 3 3	23 3 0	..	63 11 10	16 0 0	1,342	1,011 19 1	1,384	849 13 6	1,767 13 7	207 17 7	5,695 13 4	
Munro	2,507	172 4 7	5 14 11	18 1 0	0 14 6	0 7 9	..	8 1 4	..	1,454	364 5 1	133	67 1 10	..	0 10 0	637 1 0	
Futcher's Siding	..	..	..	..	..	..	..	..	..	901	126 11 6	2	0 9 11	..	..	127 1 5
Fernbank	4,382	451 1 7	18 12 1	73 16 6	3 0 0	1 19 6	..	13 9 11	..	1,305	659 13 2	354	256 15 1	211 2 7	47 5 7	1,736 16 0	
Lindonow	9,552	1,043 8 5	52 5 8	130 3 8	76 18 6	43 3 0	..	28 13 5	1 1 6	5,162	2,869 3 9	1,130	691 15 9	1,144 19 9	92 2 1	6,173 15 6	
Hillside	2,646	263 17 5	15 11 11	36 10 1	0 2 6	1 2 3	..	14 4 0	..	3,845	1,887 13 0	310	184 16 3	1,293 12 10	525 0 2	4,622 10 5	
Bairnsdale	23,729	8,461 3 4	497 12 3	1,194 7 10	133 8 3	113 10 10	..	69 5 4	0 9 6	9,910	7,842 11 9	10,958	6,952 18 10	6,198 19 4	3,552 8 11	35,016 16 2	
ORBOST LINE.																	
Bumbarrah	..	..	..	..	..	..	..	..	..	94	50 10 9	9	0 7 3	..	..	50 18 0
Mosiface	..	..	..	..	..	..	..	..	..	1,295	725 11 8	99	23 6 6	..	144 11 0	893 9 2
Bruthen	..	..	..	..	..	..	..	..	..	974	388 14 5	905	305 2 2	631 13 0	51 3 2	1,376 12 9
*Colquhoun	..	..	..	..	..	1 2 0	..	..	..	45	7 13 4	2	0 16 11	..	..	9 12 3
*Nowa Nowa	..	..	..	..	..	..	..	..	..	366	239 14 9	101	90 16 11	364 3 2	225 7 5	920 2 3
*Portreece	..	..	..	..	..	..	..	..	..	1,289	1,004 10 6	121	142 8 1	256 10 9	226 1 6	1,633 6 1
*Waygara	..	..	..	..	..	..	..	..	..	1,176	921 9 2	240	309 2 8	695 10 9	48 15 8	1,974 18 3
NEERIM SOUTH LINE.																	
Lilloo	1,016	15 12 1	0 11 1	1 4 8	..	0 1 6	..	5 4 2	..	354	137 5 10	519	60 13 1	..	..	220 12 5
Burn Bula	2,732	67 5 11	5 11 4	49 9 2	..	0 4 6	..	15 4 8	..	1,888	621 19 11	808	291 6 5	20 9 8	1 16 0	1,073 7 7	
Brayington	542	14 6 0	0 6 10	4 10 4	..	..	..	10 8 6	..	91	36 17 7	36	13 2 1	..	..	79 11 4
Rokeby	1,660	50 2 0	1 12 2	31 19 7	..	0 7 6	..	0 14 4	..	856	336 7 11	292	128 3 7	41 12 6	..	590 19 7	
Crossover	1,997	59 17 5	6 8 10	20 12 11	..	0 0 6	..	5 9 5	..	3,005	874 12 5	259	97 9 0	..	3 13 6	1,065 4 0	
Neerim South	6,497	831 15 0	96 19 5	184 4 7	3 18 6	10 19 9	..	62 17 2	..	5,432	2,026 4 5	2,558	1,406 6 1	664 5 3	475 0 8	5,762 10 10	
THORPDALE LINE.																	
David	..	..	0 13 2	1 2 5	..	..	..	..	..	5	8 7 9	1	0 18 3	..	..	11 1 7
Coalville	1,129	51 3 0	14 10 7	38 11 2	2 10 0	0 17 6	..	30 10 10	..	896	365 8 8	109	87 17 11	..	38 14 6	630 4 2	
Narracan	1,788	181 6 3	22 13 5	68 9 3	2 19 0	2 16 6	..	15 3 6	..	1,089	479 10 4	484	296 15 8	81 1 8	57 3 0	1,207 18 7	
McCull's Siding	..	..	..	..	..	..	..	1 14 8	..	664	191 14 4	3	0 4 3	..	..	193 13 3
Thorpdale	1,715	297 13 1	43 16 3	124 6 2	5 2 0	2 17 9	..	55 14 9	..	1,440	823 0 9	870	636 14 9	553 8 5	259 10 11	2,802 4 10	
WALHALLA LINE.																	
Gooding	72	2 9 9	..	0 1 2	2 10 11
Tyer's River	3 12 0
Gould	705	36 11 2	3 19 4	15 6 4	..	0 2 9	..	3 12 0	..	135	73 0 7	55	23 11 0	..	2 3 6	164 19 3	
Moonarra	672	49 15 9	4 6 0	26 16 1	..	0 2 0	..	1 10 0	..	71	42 6 3	84	43 12 3	1 13 2	4 0 7	174 2 1	
Watson	380	37 10 7	3 1 0	9 3 4	..	0 3 9	..	..	..	122	89 8 10	19	16 4 4	..	4 2 4	109 14 2
Erica	1,590	148 17 10	9 16 1	45 8 3	0 0 6	0 7 9	..	40 18 4	..	5,353	1,457 14 1	320	265 9 0	33 5 0	12 14 4	2,014 11 2	
Knott's Siding	190	17 17 4	0 18 2	5 19 6	..	0 0 6	..	0 5 0	..	2,659	965 9 4	57	35 14 4	..	..	1,026 4 2
Platina	411	36 16 11	2 4 2	24 1 6	..	0 2 0	..	3 6 8	..	2,666	1,141 16 3	441	182 11 4	..	..	1,390 18 10
Thomson	15	0 2 6	0 2 6
Walhalla	4,600	540 3 2	50 7 1	113 4 10	1 12 3	0 13 6	..	2 10 0	0 0 3	932	1,081 6 6	3,601	1,327 18 4	4 0 10	2 13 0	3,124 9 9	

APPENDIX No. 27.—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.		Revenue.	Revenue.	Revenue.													
NORTH MIRBOO LINE.																																
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.											
Hazelwood ..	77	4	3	0	42	17	7	2	6	0	0	0	6	..	448	186	18	0	75	29	7	9	6	16	3	..	273	8	1			
Yinnar ..	3,467	378	0	10	60	4	3	106	14	3	2	12	9	..	1,668	830	17	2	719	620	11	0	367	15	7	195	11	4	2,600	0	0	
Boolarra ..	5,310	757	17	2	59	1	1	156	9	3	13	8	6	..	1,101	623	8	11	1,211	1,023	5	2	1,517	3	1	1,272	8	9	5,482	8	3	
Darlimurla ..	1,842	69	16	5	3	0	2	31	0	0	0	2	6	..	99	69	17	5	71	62	4	5	4	2	3	11	10	4	257	18	3	
North Mirboo ..	4,984	945	4	11	108	8	5	206	19	8	42	0	3	..	675	698	5	6	2,464	1,690	8	8	2,442	12	2	942	16	2	7,190	19	4	
TRARALGON—STRATFORD LINE.																																
Glengarry ..	4,211	334	19	3	46	8	2	58	8	1	7	7	3	..	1,470	779	8	10	1,489	533	5	0	584	14	6	44	12	7	2,400	16	11	
Toongabbie ..	4,816	371	12	6	24	7	10	55	19	6	20	5	6	..	720	320	11	10	460	296	15	9	5	5	2	18	12	9	1,137	14	8	
Cowwarr ..	4,417	623	19	2	135	4	3	106	10	11	15	19	9	..	1,711	963	1	6	725	612	14	3	630	4	0	286	7	2	3,383	15	6	
Dawson ..	338	47	6	7	9	16	6	9	8	0	..	..	..	..	77	29	3	0	13	17	15	11	..	..	..	..	..	114	0	0	
Heyfield ..	6,504	1,061	16	6	249	2	5	204	6	11	22	2	9	..	3,177	1,676	15	5	1,965	1,661	9	2	1,403	3	10	401	12	11	6,754	3	8	
Tinamba ..	3,011	697	19	10	75	1	5	119	4	5	16	14	6	..	2,326	1,102	2	0	916	733	14	5	2,121	14	2	971	15	10	5,887	4	0	
Maifra ..	9,501	2,057	12	2	941	16	3	459	5	2	37	6	9	..	5,665	3,348	17	8	12,601	4,407	12	4	1,145	5	11	535	18	10	13,106	15	3	
Powerscourt ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6,287	705	11	11	2	0	17	0	..	..	..	..	..	706	8	11	
BRIAGOLONG LINE.																																
Boisdale ..	597	157	5	4	17	15	5	59	13	3	0	4	0	..	2,558	1,234	11	7	491	271	13	6	412	3	3	91	1	8	2,284	11	2	
Bushy Park ..	1	0	0	10	0	6	5	13	7	11	..	..	..	..	245	121	2	8	69	46	18	0	..	..	..	8	8	11	211	1	0
Briagolong ..	987	297	2	10	21	13	10	100	18	7	..	..	..	..	965	539	16	7	630	593	18	1	699	10	7	38	15	6	2,294	3	7
PORT ALBERT LINE.																																
Lyndhurst ..	3,284	157	0	7	558	19	11	101	16	6	2	12	6	..	2,451	413	10	8	1,152	265	14	2	28	15	8	39	2	10	1,590	3	10	
Cranbourne ..	13,416	794	10	9	659	16	11	248	18	5	37	18	9	..	5,001	973	2	9	2,856	750	19	0	476	8	10	344	14	6	4,380	6	7	
Clyde ..	8,691	607	1	1	319	6	11	110	19	8	4	9	3	..	1,763	436	1	6	1,128	362	18	4	3	4	0	183	5	0	2,083	12	0	
Tooradin ..	5,012	426	15	2	135	19	6	109	17	2	4	9	9	..	3,119	869	13	2	1,494	470	3	7	287	11	5	349	1	2	2,687	12	11	
Dalmore ..	1,397	122	9	2	10	1	0	24	12	9	0	9	0	..	2,899	685	19	5	1,371	300	17	4	34	12	10	23	9	1	1,203	13	1	
Koo-wee-rup ..	10,330	1,113	13	11	293	17	10	212	16	7	3	1	0	..	16,028	3,843	13	0	4,696	1,369	17	6	175	8	0	158	1	7	7,222	6	5	
Monomeith ..	1,823	168	17	6	39	7	4	29	5	7	11	1	0	..	363	141	18	8	336	118	13	9	958	5	4	327	19	7	1,819	0	9	
Caldermeade ..	2,924	275	13	7	555	9	1	65	5	4	1	0	0	..	586	195	17	6	697	349	4	9	311	2	0	352	12	11	2,120	10	8	
Lang Lang ..	8,724	923	3	7	155	4	0	157	10	6	11	16	1	..	1,486	610	14	3	2,081	1,032	10	5	333	13	8	523	8	8	4,322	1	9	
Nyora ..	11,628	1,348	12	11	110	13	8	162	2	8	4	2	0	..	2,013	1,345	19	11	6,121	1,845	19	11	326	13	3	667	1	2	4,886	19	4	
Loch ..	11,644	985	11	7	197	8	2	166	3	3	4	0	9	..	1,892	670	3	11	1,741	732	4	4	1,492	19	11	1,422	5	10	5,727	9	9	
Jeetho ..	3,390	237	11	6	248	3	4	36	10	10	1	7	9	..	347	168	12	8	302	109	13	8	391	16	0	190	10	4	1,391	11	6	
Bena ..	4,606	377	10	5	273	2	5	58	18	1	15	16	11	..	694	359	8	4	889	424	0	1	1,364	13	9	1,139	3	8	4,076	1	8	
Whitelaw ..	344	23	19	3	0	2	11	5	5	2	..	..	..	..	63	18	17	8	259	33	19	9	..	..	..	..	..	82	6	3	
Korumburra ..	38,765	3,798	4	8	655	0	11	477	12	8	49	2	2	..	761	7	4	0	15,493	3,960	2	1	7,372	3,699	5	2	920	7	0	1,698	3	4
Kardella ..	4,787	189	14	5	89	5	8	49	10	0	0	13	6	..	1,604	839	19	3	325	232	16	1	..	..	..	21	3	4	1,244	0	1
Ruby ..	4,225	228	4	0	64	7	4	26	8	10	1	3	9	..	836	406	14	3	429	233	17	3	328	8	10	273	15	9	1,583	15	7	
Leongatha ..	20,346	3,297	5	7	443	7	10	475	10	5	61	13	8	..	19,704	4,049	3	11	4,857	3,115	12	4	2,502	19	1	2,459	6	4	16,622	14	5	
Rumpf's Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	188	12	13	11	..	..	..	..	..	..	..	..	..	12	13	11	
Koonwarra ..	1,172	110	1	6	36	12	6	52	5	0	0	9	6	..	1,707	667	17	0	221	153	8	8	169	15	3	261	9	5	1,462	11	4	
Tarwin ..	2,411	268	16	4	36	0	6	107	6	1	1	7	6	..	996	272	9	1	755	616	9	4	354	14	9	354	14	9	2,040	13	9	
Meenyan ..	5,598	807	1	8	65	15	3	143	3	5	26	1	3	..	1,558	810	6	5	1,116	953	12	5	1,008	11	7	767	13	10	4,624	11	6	
Stony Creek ..	3,226	503	3	3	37	8	2	82	11	11	9	3	9	..	1,403	655	17	4	8,801	1,208	13	3	1,114	11	4	1,049	5	5	4,096	14	4	

Buffalo	2,073	283 12 11	25 9 2	70 10 7	3 1 6	0 19 3	..	0 10 0	..	321	185 19 8	225	212 3 8	362 15 4	1,610 10 2	2,755 12 3
Boys	248	30 2 6	0 13 4	15 0 2	..	0 0 6	..	6 10 0	..	2,456	684 3 11	49	32 18 11	..	1 15 6	771 4 10
Fish Creek	4,143	603 3 6	68 7 7	137 9 9	1 15 9	6 7 0	..	26 11 5	1 0 0	1,708	902 15 5	993	727 17 8	2,089 2 4	1,267 0 6	5,831 10 11
Hodde	1,044	79 3 5	15 9 11	32 10 9	0 3 0	0 2 6	..	6 8 10	..	743	371 7 1	123	65 15 5	..	80 9 7	651 10 6
Foster	5,822	974 13 3	104 15 11	219 0 4	9 7 0	29 14 1	..	61 7 7	..	2,604	1,202 16 8	1,998	1,450 7 4	1,054 5 6	739 17 7	5,846 5 3
Bennison	2,159	137 8 5	73 19 10	61 4 10	0 0 6	0 7 0	..	2 12 0	..	404	407 3 3	556	389 10 10	..	11 12 5	1,083 19 1
Toora	5,183	975 12 1	84 11 9	223 6 10	13 2 6	4 19 6	..	49 0 11	..	930	718 1 6	1,838	1,589 13 4	1,223 17 8	731 4 7	5,613 10 8
Agnes	346	10 18 1	8 19 6	8 13 6	..	0 2 6	..	1 4 0	..	8	22 5 5	76	42 7 4	1 0 0	8 19 3	104 9 7
Welshpool	5,294	559 1 8	63 8 7	121 7 11	3 7 6	15 8 9	..	52 7 3	..	383	333 19 4	1,049	727 12 3	506 7 0	643 14 7	3,026 14 10
Welshpool Jetty	1,940	46 13 0	94 13 0	39 14 6	..	..	..	4 19 0	3 0 0	556	809 10 7	180	74 9 5	..	..	1,072 19 6
Hadley	1,172	92 9 2	34 3 0	30 3 9	0 7 3	8 2 0	..	1 7 0	..	224	111 16 10	137	90 1 7	237 19 0	119 1 9	725 11 4
Gelliondale	1,962	523 18 3	23 19 0	61 8 10	1 8 0	4 8 0	..	9 7 10	..	831	393 6 6	763	458 18 9	1,126 10 7	741 14 8	3,345 0 5
Alberton	6,386	2,277 1 5	143 9 7	387 15 7	14 4 6	43 0 8	..	28 14 8	..	2,196	2,100 0 8	2,780	3,094 1 7	3,740 16 3	811 4 2	12,640 9 1
Port Albert	1,500	253 5 7	73 13 0	82 0 5	0 12 0	0 18 6	..	66 3 0	0 0 3	5,704	2,855 17 7	702	457 10 11	..	..	3,790 1 3
WONTHAGGI LINE.																
Woodleigh	2,543	239 5 6	389 18 11	45 2 2	0 19 0	1 7 9	..	35 0 4	..	681	154 19 9	878	199 11 3	1 0 0	45 4 8	1,112 9 4
Kernot	3,047	414 16 2	401 19 3	65 15 7	4 9 5	8 10 3	..	4 17 8	..	689	175 12 10	430	207 18 7	887 8 11	487 14 3	2,659 2 11
Almurta	2,695	328 4 3	28 1 2	79 9 8	3 12 0	1 9 0	..	0 7 0	..	2,595	354 15 11	2,038	379 7 10	43 9 0	152 0 10	1,370 16 8
Glen Forbes	3,079	318 15 9	27 18 11	41 7 3	2 17 0	2 17 0	..	7 17 6	0 1 5	1,354	258 2 6	431	209 15 8	23 19 7	120 12 4	1,014 4 11
Woolamai	3,355	333 3 9	189 9 4	83 14 4	4 12 9	18 7 6	..	25 6 5	..	1,867	395 1 7	797	350 11 0	780 4 11	479 15 3	2,660 6 10
Woolamai Quarry	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Coy's Siding .. .. .	..	..	..	..	..	..	..	..	..	38	42 7 9	..	..	..	..	42 7 9
Anderson	1,541	184 18 11	15 1 5	28 16 11	23 5 6	22 5 6	..	17 4 3	..	94	144 14 2	255	205 2 9	177 13 3	137 12 8	956 15 4
Co-operative Colliery	..	..	..	..	..	..	..	..	..	2,694	510 2 10	..	..	..	..	510 2 10
Coy's Siding .. .. .	..	..	..	..	..	..	..	..	..	908	161 2 2	..	..	..	..	161 2 2
Mitchell's Siding .. .. .	..	..	..	..	..	..	..	..	..	86	52 0 3	147	89 7 4	..	23 11 9	404 7 4
Kileunda	2,055	171 12 2	27 4 8	31 1 10	0 2 0	1 4 6	..	8 2 10	..	..	..	..	..	..	..	..
Dalyston	4,152	470 13 9	32 18 0	88 8 8	2 8 0	16 9 6	..	15 3 4	..	474	323 0 3	1,338	778 14 8	721 8 4	406 12 1	2,855 16 7
Powlett and North	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Woolamai Collieries	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Coy's Siding .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
State Coal Mine .. .. .	..	..	..	..	..	..	..	..	..	28	5 16 3	..	..	..	..	5 16 3
Wonthaggi	28,129	4,452 3 1	302 13 11	742 6 7	25 11 5	27 15 3	..	0 7 6	..	214,347	54,278 12 7	9,398	2,846 3 11	..	..	57,125 4 0
.. .. .	..	..	..	..	..	..	..	35 1 6	..	984	1,510 18 9	13,894	7,901 14 9	137 11 7	484 11 2	15,620 8 0
OUTTRIM LINE.																
Jumbunna	6,422	276 13 7	59 4	98 19 9	8 0 3	..	..	33 12 1	..	22,009	4,678 0 8	792	584 0 4	315 17 1	85 8 9	6,139 13 10
North Outtrim	4,037	104 8 4	..	..	..	..	..	18 16 6	..	..	..	..	..	..	..	123 4 10
Outtrim	1,833	160 8 1	36 13 3	74 10 0	0 4 0	1 0 3	..	5 14 8	..	8,506	1,971 19 5	478	392 1 2	92 13 6	6 19 6	2,742 4 8
FRANKSTON-STONY POINT LINE.																
Glen Huntly	521,169	6,491 10 3	85 4 2	150 6 7	2 14 10	1 17 3	..	8 17 9	..	436	99 11 0	18,812	2,175 14 4	..	..	9,015 16 2
Glen Huntly Building	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free)	7,020	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ormond	170,379	2,097 9 4	86 14 9	65 10 11	2 14 0	0 16 6	..	1 5 5	0 2 6	191	118 5 5	2,037	299 12 3	..	..	2,672 11 1
Ormond Building Tick-	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
ets (Free)	3,840	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
McKinnon	84,959	1,042 8 8	16 10 9	18 5 0	0 4 6	0 1 3	..	1 14 4	..	..	..	..	..	..	..	1,079 4 6
Bentleigh	108,604	1,506 12 0	57 19 7	68 17 7	2 6 4	0 7 6	..	2 6 5	0 2 6	862	107 9 0	4,726	679 6 3	1 8 6	4 5 3	2,430 18 11
Moorabbin	98,814	1,483 16 1	70 6 4	56 5 3	1 3 0	0 0 6	..	1 10 2	..	215	64 6 4	9,507	1,111 6 2	7 1 3	11 1 7	2,806 16 8
Highbett	83,715	1,141 10 10	25 7 3	30 2 8	1 17 9	0 2 6	..	0 10 0	0 2 6	103	20 12 9	5,285	508 19 6	..	5 18 6	1,735 4 3
Cheltenham	255,722	4,495 7 9	305 0 10	303 15 5	4 16 7	1 7 9	..	17 16 6	0 3 9	1,245	199 6 2	16,201	2,094 3 10	7 4 11	26 18 7	7,456 2 1
Cheltenham Building	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free)	660	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
FRANKSTON-STONY POINT LINE.																
Mentone	335,643	6,372 10 2	147 6 6	292 10 10	149 1 5	201 4 5	..	25 3 4	0 2 6	1,016	197 4 6	15,017	2,018 8 4	8 10 9	18 5 3	9,430 8 0
Mentone Building	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free)	4,500	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mordialloc	388,410	7,293 16 4	319 17 6	482 18 5	526 16 7	292 1 1	..	102 12 0	1 4 2	5,656	691 16 4	9,214	1,468 11 1	26 15 9	34 10 9	11,241 0 0
Mordialloc Building	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free)	2,220	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

APPENDIX NO. 27.—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.	Revenue.			Revenue.	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.						
FRANKSTON-STONY POINT LINE—continued.																								
Aspendale ..	134,738	2984	10 0	99	18 7	196 9 5	6 14 2	146	19 4	..	5 2 6	..	617	67	4 9	5,185	847	5 11	..	12 4 10	4,366	9 6		
Chelsea ..	188,036	4,082	3 0	99	16 6	353 5 10	9 5 0	1 16 1	..	..	3 12 6	..	114	31	14 3	6,744	784	13 10	0 15 0	0 7 6	5,367	9 6	
Forsyth's Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	9,394	944	12 3	..	..	..	..	..	944	12 3	..
Carrum ..	41,610	1,205	14 4	441	19 8	236 17 7	5 17 3	4 16 5	..	..	..	..	2,467	408	15 1	6,607	923	10 4	8 0 0	58 14 1	3,294	4 9	
*Monolyte Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	2,295	197	10 7	45	..	..	..	..	..	210	3 1
Battersea ..	..	..	..	..	..	..	..	..	..	..	..	..	..	0	2 8	..	..	..	..	..	..	0	5 4
Seaford ..	13,817	407	0 4	182	16 8	55 8 9	1 6 0	1 18 10	..	..	12 16 2	..	101,952	9,059	0 5	10,318	970	1 8	..	7 3 11	10,697	12 9	
Frankston Sand Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	45,583	4,332	9 5	..	..	..	..	..	..	4,332	9 5
Frankston ..	73,543	3,483	18 8	320	3 0	545 3 10	29 8 10	20 0 6	..	..	42 4 2	0 3 9	1,483	325	8 1	14,454	2,176	8 4	27 15 7	110 6 0	7,081	0 9	
Langwarrin ..	7,504	362	15 10	45	5 0	245 14 9	0 5 9	3 13 3	..	..	0 12 0	..	200	54	3 11	1,802	402	6 10	..	4 19 8	1,119	17 0	
Mornington Junction ..	5,451	273	8 5	54	18 0	42 16 7	1 6 0	0 11 6	..	..	12 19 6	20 15 0	2,345	515	0 2	9,813	1,026	16 7	2 7 6	76 14 4	2,027	13 7	
Somerville ..	9,785	714	0 10	144	5 11	165 1 0	1 14 6	1 17 9	..	..	22 17 5	0 0 3	4,610	1,280	19 3	4,088	1,187	11 5	2 13 7	48 4 7	3,569	6 6	
Tyabb ..	5,071	338	2 2	76	5 10	65 15 4	0 4 0	0 18 0	..	..	12 9 0	..	2,026	576	18 8	1,439	458	8 4	8 17 3	31 13 9	1,569	12 4	
Hastings ..	8,638	649	19 11	81	2 3	153 3 8	2 1 0	2 0 9	..	..	15 17 10	..	2,943	785	13 11	1,782	666	7 9	0 16 3	72 11 2	2,429	14 6	
Bittern ..	6,520	761	9 11	216	4 6	261 16 0	15 7 6	47 6 6	..	..	7 9 0	..	2,154	622	7 4	10,232	1,465	0 11	455 14 4	589 10 9	4,442	6 9	
Crib Point ..	8,189	943	10 1	20	13 0	167 3 4	0 7 0	1 8 6	..	..	1 11 10	0 0 3	64	175	10 4	15,001	3,835	11 3	..	0 7 4	5,146	2 11	
Stony Point ..	4,221	519	15 8	241	8 10	235 15 11	3 16 9	5 1 3	..	..	28 11 10	..	837	407	16 10	957	371	17 1	4 8 0	54 14 6	1,873	6 8	
MORNINGTON LINE.																								
Moorooduc ..	2,303	137	4 5	26	12 4	30 8 5	0 0 6	0 13 6	..	..	11 3 4	..	1,136	408	13 3	1,977	238	16 3	268 17 0	339 19 1	1,462	8 1	
Mornington ..	21,492	1,922	12 1	366	1 0	628 11 9	42 2 0	88 7 1	..	..	32 7 4	26 1 6	740	398	4 9	9,212	1,536	12 9	411 0 10	614 14 4	6,066	15 5	
HEALESVILLE LINE.																								
East Richmond ..	1,227,164	8,171	6 5	147	16 8	137 16 8	2 5 3	0 6 0	..	..	5 17 0	0 5 0	..	..	..	..	..	..	..	..	..	8,465	13 0
Burnley ..	1,349,777	9,422	5 8	249	8 9	471 16 2	5 17 10	0 9 3	..	..	83 4 0	0 1 6	10,551	4,515	14 4	100,430	22,460	8 4	..	..	37,209	5 10	
Hawthorn ..	1,384,573	12,462	9 6	218	11 3	325 18 8	6 3 1	0 15 3	..	..	107 5 0	0 7 3	614	478	2 8	15,797	3,416	4 2	..	..	17,015	16 10	
Glenferrie ..	2,438,260	25,824	2 9	661	18 2	809 19 0	8 6 9	2 9 9	..	..	117 7 3	0 5 0	..	..	..	..	..	..	..	..	..	27,424	8 8
Auburn ..	1,796,427	18,343	2 0	297	9 9	613 7 4	6 8 6	1 3 3	..	..	1 13 7	2 19 6	..	..	..	..	..	..	..	..	..	19,266	3 11
Auburn Building ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	3,000	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Camberwell ..	1,824,242	21,726	12 2	425	15 1	802 13 1	9 17 3	3 12 0	113 13 10	0 2 6	560	400	10 7	34,035	5,138	15 4	28,621	11 10
Camberwell Building ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
East Camberwell ..	901,253	10,091	3 0	72	9 9	100 6 7	5 18 0	0 17 3	28 7 8	10,299	2 3
Canterbury ..	1,359,894	16,230	1 5	360	15 2	533 14 11	21 0 9	2 13 9	..	..	129 1 0	0 1 6	387	57	7 4	12,246	1,903	14 6	..	1 3 1	19,239	13 5	
Canterbury Building ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	6,360	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Surrey Hills ..	691,529	9,126	0 3	142	1 3	181 16 7	4 19 2	1 14 0	17 10 0	0 5 9	260	108	11 0	10,536	1,696	18 1	11,279	16 1
Surrey Hills Building ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	3,600	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mont Albert ..	318,864	3,926	16 2	34	10 3	66 11 3	1 12 3	0 8 6	..	..	1 16 0	..	..	..	..	..	..	..	..	..	..	..	..
Mont Albert Building ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	6,480	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Box Hill ..	758,598	11,239	19 0	349	4 9	352 4 1	21 6 6	7 5 0	..	..	7 6 8	..	1,985	582	5 4	17,087	2,673	19 0	482 17 3	331 18 11	16,048	6 6	
Box Hill Building ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free) ..	6,600	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Blackburn ..	203,287	2,862	6 10	132	16 5	117 17 9	5 6 2	1 9 9	..	..	6 10 0	..	202	91	16 9	6,310	898	14 0	1 17 2	3 16 4	4,122	11 2	

Blackburn Building
Tickets (Free)
Tunstall
Tunstall Building
Tickets (Free)
Mitcham
Ringwood
Croydon

Table with 18 columns of numerical data for Blackburn Building and surrounding areas.

HEALESVILLE LINE.

Mooroolbark
Cave Hill Siding
Llydale
Black's Siding
Coldstream
Yering
Yarra Glen
Tarrowarra
Healesville

Table with 18 columns of numerical data for Healesville Line stations.

GLEN IRIS LINE.

Heyington
Kooyong
Kooyong Building
Tickets (Free)
Tooronga
Tooronga Building
Tickets (Free)
Gardiner
Gardiner Building
Tickets (Free)
Glen Iris
Glen Iris Building
Tickets (Free)
Darling
Darling Building
Tickets (Free)

Table with 18 columns of numerical data for Glen Iris Line stations.

KEW LINE.

Barker
Kew
Kew Building Tickets
(Free)

Table with 18 columns of numerical data for Kew Line stations.

OUTER CIRCLE LINE.

Riversdale
Riversdale Building
Tickets (Free)
Golf Links
Hartwell
Burwood
Ashburton
Shenley
Balwyn
Balwyn Building
Tickets (Free)
Deepdene
Deepdene Building
Tickets (Free)

Table with 18 columns of numerical data for Outer Circle Line stations.

APPENDIX No. 27.—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.		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.		
FERN TREE GULLY LINE.																
Bayswater	38,521	1,021 10 1	206 15 2	167 9 5	4 2 3	2 10 3	..	4 4 9	..	1,072	153 4 10	3,146	554 14 3	3 18 8	24 17 7	2,143 7 3
Lower Fern tree Gully	13,761	559 10 8	241 8 3	145 19 6	22 3 0	4 16 9	..	2 11 10	..	945	146 0 5	912	239 12 11	..	11 16 8	1,374 0 0
*Hermon's Siding	..	..	..	..	..	..	..	..	..	6,927	628 11 9	..	..	..	..	628 11 9
Upper Fern tree Gully	39,538	1,422 15 6	125 19 6	214 6 6	0 9 3	18 11 1	..	69 4 8	8 14 3	1,425	202 10 6	1,601	521 4 2	153 4 8	222 0 10	2,959 0 11
GEMBROOK LINE.																
Upwey	3,350	92 12 7	31 8 10	41 15 2	0 2 9	1 10 6	..	0 5 0	..	7	3 15 11	170	62 19 9	..	..	234 10 6
Belgrave	12,009	518 0 0	68 9 8	208 8 5	2 8 6	3 1 2	..	26 10 0	..	588	129 5 10	1,428	505 12 4	..	5 14 5	1,467 10 4
Selby	794	38 8 9	3 14 11	8 11 10	0 0 6	0 2 6	..	..	..	24	7 7 0	..	19 4 6	..	..	77 10 0
Aura	1,445	76 3 11	16 7 0	21 10 9	0 4 6	0 6 9	..	0 5 0	..	228	56 11 5	136	48 18 8	0 1 7	1 3 4	221 12 11
Paradise	1,379	85 2 0	7 3 0	33 17 2	0 11 9	0 16 3	..	1 5 0	..	353	78 11 11	250	73 5 11	1 8 0	6 17 9	288 18 9
Emerald	6,722	446 10 3	157 4 10	141 16 8	1 5 3	2 0 6	..	15 8 8	..	999	335 4 4	3,743	727 4 0	18 14 9	23 7 1	1,868 16 4
*Nobelius Siding	..	..	..	..	..	..	..	..	..	97	116 16 4	..	22	..	..	129 13 9
Wright	698	45 16 5	0 11 0	0 2 0	0 1 0	0 2 3	..	0 2 6	..	..	..	..	..	..	..	46 15 2
Cockatoo	2,691	198 13 1	61 2 1	70 2 6	1 1 0	1 17 3	..	7 7 9	..	1,807	478 17 4	510	212 1 8	8 12 10	27 14 9	1,067 10 3
Gembrook	2,756	314 14 1	41 19 8	86 5 2	1 6 9	1 1 6	..	13 4 3	11 0 0	3,277	796 13 2	1,389	355 5 7	4 2 4	17 19 3	1,643 12 9
WARBURTON LINE.																
Evelyn	8,177	408 6 2	95 11 9	115 7 8	0 11 3	0 17 5	..	3 11 4	..	3,013	572 15 2	1,193	342 3 9	4 5 0	14 10 6	1,558 0 0
Wandin	7,927	505 16 9	164 2 8	100 14 11	0 4 6	0 19 6	..	19 9 5	0 0 3	2,519	644 0 9	1,879	631 17 6	68 6 9	33 16 9	2,169 9 9
Seville	4,164	301 4 1	92 3 4	64 4 2	1 9 6	0 11 3	..	4 5 0	..	2,000	371 5 7	1,052	333 17 0	10 0 1	42 10 5	1,221 10 5
Killara	663	60 9 10	9 8 2	8 9 9	7 14 9	3 13 9	..	1 5 7	..	449	95 14 4	145	43 3 0	122 0 6	68 8 6	420 8 2
Woori	5,171	416 5 11	62 6 0	97 8 2	1 9 0	2 18 6	..	24 5 11	..	5,545	1,013 15 6	4,997	649 4 8	8 0 3	372 18 8	2,648 12 7
Launching Place	5,323	378 9 2	49 15 8	83 14 11	1 3 6	2 6 6	..	8 16 3	..	963	285 4 8	2,426	422 0 8	252 5 0	129 8 2	1,613 4 6
Yarra Junction	13,439	1,203 3 2	79 13 2	242 10 6	3 5 0	4 7 6	..	76 1 9	0 0 9	19,708	4,536 13 5	6,189	1,444 13 4	10 0 4	117 5 2	7,717 14 1
Britannia	..	..	..	..	..	..	..	2 0 0	..	15,261	3,434 14 0	760	326 16 11	..	..	3,763 10 11
West Warburton	4,690	420 16 5	35 1 4	83 14 6	0 14 6	10 4 6	..	13 8 8	..	1,699	417 9 4	3,834	591 19 6	7 14 6	167 19 2	1,749 2 5
Millgrove	5,605	363 6 6	33 2 3	57 0 7	0 3 3	0 6 0	..	11 19 2	..	4,329	1,252 14 1	3,086	448 10 1	4 4 0	14 13 10	2,185 19 9
Warburton	13,770	1,775 15 1	127 3 8	336 7 4	5 13 0	10 18 3	..	139 11 8	..	3,957	1,253 5 11	4,325	1,585 8 10	56 13 1	127 14 6	5,418 11 4
La La Extension	..	..	..	..	..	..	..	..	..	21,826	5,029 17 11	..	..	..	..	5,029 17 11
HEIDELBERG—ELTHAM—HURSTBRIDGE LINE.																
Jolimont	211,705	1,575 14 4	52 2 4	49 16 9	0 14 6	..	..	2 0 0	0 2 6	..	..	..	..	..	..	1,680 10 5
West Richmond	762,873	5,553 16 4	215 18 4	252 14 11	3 0 3	0 10 6	..	253 12 0	0 2 6	..	..	..	..	..	..	6,279 14 10
North Richmond	795,751	6,206 16 9	337 17 6	138 17 3	4 14 0	0 11 9	..	4 0 0	0 7 6	..	..	..	..	..	..	6,693 4 9
Collingwood	692,298	5,438 17 3	168 0 4	214 6 6	2 2 9	0 7 3	..	3 13 0	0 5 0	..	..	..	..	..	..	5,827 12 1
Victoria Park	939,001	7,639 8 2	456 18 10	181 4 8	4 9 6	0 10 0	..	236 9 10	2 10 3	3,497	1,485 3 1	46,332	12,075 13 7	..	..	22,082 7 11
Clifton Hill	1,543,176	12,199 13 1	333 17 2	205 11 8	8 10 4	1 13 0	..	32 14 5	0 11 6	..	..	..	..	..	..	12,782 11 2
Westgarth	790,321	5,731 10 6	197 12 8	221 13 4	3 0 9	0 5 9	..	35 1 8	0 2 6	..	..	..	..	..	..	6,189 16 2
Fairfield Park	1,265,133	9,478 7 0	97 11 2	184 19 10	3 15 9	1 0 0	..	7 9 7	0 0 6	..	1,318	338 13 9	6,033	1,345 8 3	..	11,407 5 10

Alphington	293,086	2,786 6 0	31 5 7	43 19 2	2 0 3	0 6 3	..	3 5 4	..	30,127	2,688 10 9	3,277	436 15 1	..	..	5,992 8 5
Alphington Building Tickets (Free)	3,420	..	..	..	..	..	..	..	..	119	30 5 1	5,034	816 3 6	..	1 15 6	8,321 13 9
Ivanhoe	648,453	7,212 16 6	112 14 0	140 10 9	3 1 0	0 11 6	..	3 15 11	..	..	..	..	..	..	..	..
Ivanhoe Building Tickets (Free)	29,880	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Heidelberg	389,694	5,444 6 8	149 11 5	186 16 9	6 9 3	6 9 3	..	26 2 9	..	348	166 14 7	4,524	858 6 7	14 17 0	18 15 9	6,878 10 0
Heidelberg Building Tickets (Free)	6,480	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Rosanna	12,208	172 19 0	0 0 3	0 7 11	..	..	..	1 0 0	..	..	..	..	..	..	..	174 7 2
Rosanna Building Tickets (Free)	1,440	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Macleod	14,996	243 18 4	0 0 9	2 7 7	..	..	..	0 10 0	..	..	..	..	..	..	..	246 16 8
Macleod Building Tickets (Free)	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mont Park	..	..	..	0 0 3	..	..	..	..	..	84	56 12 11	1,440	291 12 9	..	13 18 0	362 3 11
Greensborough	76,239	1,395 10 11	36 14 3	61 8 3	1 0 0	0 13 0	..	2 17 4	..	765	162 3 10	3,494	404 2 5	..	2 2 6	2,066 12 6
Eltam	70,586	1,462 11 6	61 19 1	76 3 6	5 18 3	0 10 4	..	14 16 10	..	1,166	229 8 11	858	217 11 0	14 9 9	28 2 0	2,111 11 2
Diamond Creek	15,999	474 12 8	38 8 0	55 9 0	0 12 0	1 5 3	..	2 10 6	..	560	138 18 4	1,134	325 8 7	..	2 18 0	1,040 2 4
Balee	4,868	157 6 4	0 2 8	1 4 5	..	0 0 9	..	0 19 3	..	..	..	..	0 1 6	..	..	159 14 11
Hurstbridge	20,042	859 19 3	70 8 8	108 19 3	1 8 3	2 2 2	..	97 13 9	..	3,121	578 11 2	1,557	476 11 11	7 8 11	20 5 11	2,218 9 3
Melbourne—Flinders-street (Country)	1,209,010	96,779 10 6	21,773 5 8	15,373 19 1	190 2 2	466 7 3	..	10,371 6 8	566 8	..	..	788	773 15 0	..	..	146,294 16 0
Melbourne—Flinders-street (Suburban)	9,880,880	141,970 6 24	..	..	..	..	..	..	..	..	..	..	..	..	..	141,970 6 24
PORT MELBOURNE LINE.																
Montague	343,014	2,356 15 7	40 0 9	40 10 4	1 10 9	0 5 0	..	205 4 3	..	..	..	..	..	..	..	2,644 6 8
North Port	771,647	5,717 11 4	88 11 10	195 10 11	1 18 6	0 1 3	..	1 0 0	..	..	..	..	..	..	..	6,004 13 10
Graham	794,612	5,719 6 3	85 3 10	112 3 4	3 1 9	0 5 6	..	7 3 5	..	..	..	..	..	..	..	5,927 4 1
Port Melbourne	337,991	3,376 14 4	156 3 7	221 11 9	3 5 0	20 15 0	..	576 1 9	0 0 6	111,301	20,708 1 5	144,639	34,517 11 7	2 13 0	201 12 11	59,784 10 10
ST. KILDA LINE.																
South Melbourne	1,193,708	8,744 4 9	409 12 11	241 10 3	3 0 9	0 10 6	..	262 12 10	0 2 6	..	..	..	..	..	..	9,661 14 6
Albert Park	2,568,176	15,560 9 4	377 1 1	931 1 10	5 6 6	0 19 9	..	56 18 1	0 5 0	..	..	..	..	..	..	19,932 1 7
Middle Park	2,044,841	14,876 14 0	212 9 1	282 12 0	3 15 3	1 11 3	..	7 15 0	0 2 6	..	..	..	..	..	..	15,384 19 1
St. Kilda	2,701,850	22,925 16 9	345 9 0	556 12 2	7 0 3	2 11 9	..	204 2 10	0 7 0	142	74 17 7	19,386	2,915 16 7	..	..	27,032 13 11
BRIGHTON AND SANDRINGHAM LINE.																
Richmond	2,706,811	26,169 9 11	1,330 5 6	819 9 5	17 17 3	7 11 9	..	9 17 0	0 10 0	..	..	..	..	..	..	28,355 0 10
South Yarra	2,039,475	19,963 16 6	667 18 7	876 14 7	17 9 3	7 11 0	..	80 5 0	..	..	..	..	..	..	..	21,553 14 11
Prahran	1,505,986	13,937 1 8	1,337 10 3	543 14 2	8 10 0	1 7 8	..	16 9 2	..	..	..	..	..	..	..	15,864 12 9
Windsor	1,445,082	13,352 10 3	588 4 10	366 16 8	3 19 3	0 18 3	..	218 11 11	..	7,611	1,042 3 11	50,396	11,161 17 11	..	..	26,735 3 0
Balaclava	1,498,505	13,980 13 0	269 4 10	493 17 6	5 16 9	1 1 9	..	44 19 2	0 3 0	..	..	..	..	..	..	14,795 16 0
Ripponlea	839,614	8,592 15 5	149 15 7	139 15 5	10 3 0	1 8 3	..	0 14 0	..	..	..	..	..	..	..	8,894 11 8
Ripponlea Building Tickets (Free)	1,440	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Elsternwick	2,502,930	26,659 13 9	357 10 6	637 1 8	4 10 6	2 10 6	..	83 5 0	0 2 6	933	262 13 3	47,402	5,944 6 10	..	3 12 9	33,953 7 3
Elsternwick Building Tickets (Free)	540	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Gardenvale	613,721	6,723 12 1	62 1 6	112 13 4	2 14 0	0 11 3	..	1 5 0	0 3 0	..	..	..	..	..	..	6,903 0 2
Gardenvale Building Tickets (Free)	1,680	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Brighton	1,105,585	13,206 16 2	259 6 6	342 17 2	4 6 6	2 11 9	..	45 13 7	..	448	144 12 6	20,085	3,392 16 10	..	..	17,399 1 0
Middle Brighton	1,034,411	13,137 5 11	177 19 0	306 14 5	6 2 10	1 6 6	..	2 11 0	0 4 6	1,639	191 0 0	19,783	2,335 7 9	..	1 2 3	16,159 14 2
Middle Brighton Building Tickets (Free)	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Brighton Beach	441,858	6,335 10 6	64 13 7	135 8 3	4 13 9	2 17 3	..	102 16 6	0 5 6	..	..	7	0 15 3	..	..	6,647 0 7
Brighton Beach Building Tickets (Free)	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hampton	595,888	8,746 6 7	109 19 11	203 3 11	3 17 3	0 19 3	..	22 17 9	0 8 0	..	..	..	..	..	..	9,087 12 8
Hampton Building Tickets (Free)	16,860	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Sandringham	937,414	16,139 7 8	278 4 1	500 14 0	11 8 6	2 0 0	..	116 19 2	0 2 0	135	61 4 9	19,916	3,017 12 2	1 5 0	2 17 0	20,131 14 4
Sandringham Building Tickets (Free)	11,940	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

APPENDIX NO. 27.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSE 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.
Traffic derived from Deniliquin and Moama Stations ..	2,330	1,572 3 2	174 12 4	560 1 7	113 13 6	108 2 1	..	..	797 19 8	4,613	6,421 11 4	22,930	12,545 12 1	14,866 18 2	7,822 9 8	44,983 3 7
Traffic derived from South Australian Stations ..	41,366	46,148 18 0½	4,521 4 5	9,072 1 6	47 10 7½	318 17 4	..	..	9,874 2 0	7,023	6,788 1 9	58,113	35,709 19 0	3,927 12 3	3,176 11 8	119,584 18 7
Traffic derived from New South Wales Stations ..	111,397	63,734 12 6	5,090 4 11	6,869 5 5	880 8 5	738 0 10½	..	..	5 17 4	34,898	32,099 9 0	41,803	40,390 17 7	419 10 7	692 8 10	150,920 15 5½
Traffic derived from Queensland Stations Commonwealth Stations ..	4,565	2,748 11 8	90 5 8	316 6 1½	..	0 4 6	..	..	..	..	..	..	..	..	..	3,155 7 11½
Government Tourist Bureau ..	157,636	69,679 16 0	..	..	..	..	..	1 0 0	42 12 3	..	..	..	..	..	..	19 18 2
Steamer ..	33,022	734 17 5	..	..	..	..	..	..	..	..	..	..	..	..	..	69,723 8 3
Thos. Cook and Sons to New South Wales, South Australia, &c. ..	6,324	1,978 5 10	..	..	..	..	..	..	..	..	..	..	..	..	..	784 17 5
Telegraph ..	..	..	..	..	..	..	4,540 0 6	..	..	..	..	..	..	..	..	1,978 5 10
Mails ..	..	..	..	..	..	..	79,231 8 2	..	..	..	..	..	..	..	..	4,540 0 6
Dining Cars ..	..	..	..	..	..	..	13,063 13 6	..	..	..	..	..	..	..	..	79,231 8 2
St. Kilda and Brighton Electric Street Railway ..	2,718,972	22,562 8 0	1 5 0	1 5 0	..	..	..	..	50 10 4	..	..	..	..	..	..	13,063 13 6
Total ..	120,978,898	2,481,620 15 1½	223,213 4 8½	223,213 4 8½	21,107 7 0	21,107 7 0	96,835 2 2	274,134 13 6	18,400 2 11½	4,694,524	1,812,165 6 1½	4,694,524	1,812,165 6 1½	456,210 3 9	456,210 3 9	7,696,382 16 11
Loss Parcels, Horses, Carriages, and Dogs, Goods, and Live Stock Traffic Revenue shown as Outwards and repeated as Inwards ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,512,696 1 7
Gross Revenue, Victorian Railways ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5,161,072 12 0
Gross Revenue, St. Kilda and Brighton Electric Street Railway ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	22,614 3 4
Total Gross Revenue ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5,183,686 15 4

* Stations open for only portion of the year.

APPENDIX No. 28.

Victorian Railways,

Commissioners' Office,

Melbourne, 17th June, 1915.

Memorandum.

In the Annual Reports for the years ending 30th June, 1913 and 1914, the Commissioners directed attention to the fact that the reductions in fares and freights and the increased wages and improved conditions of working granted to the staff during recent years, together with the heavy programme of works necessitated by the expansion of business, would exercise a very pronounced influence on the financial results of operating the Railways, and the view was subsequently expressed that the revenue derivable from the existing fares and freights could no longer be regarded as sufficient to enable the Railways to be worked without loss; and after conferences on the subject the Honorable the Premier announced that it was proposed to make certain increases in the charges for the conveyance of passengers and the carriage of goods and live stock in order to place the finances of the Department upon a more satisfactory basis.

The unusually large deficit in respect of the current financial year, whilst it has, of course, been contributed to by the adverse influences which have become generally operative, is *mainly* due to conditions of an exceptional character, such as—

- (1) The loss of business occasioned by the war, and by the drought which involved the almost complete failure of the grain harvest;
- (2) The inability to obtain adequate and suitable supplies of water for locomotive purposes;
- (3) The carriage at very low rates of starving stock, of fodder for starving stock, and of water for settlers;
- (4) The precautionary measures to safeguard Railway property against depredations by enemies of the Empire; and
- (5) The adoption of an exceptionally comprehensive works programme, involving heavy debits against the working expenses, in order to minimize unemployment arising from the drought and the war;

and in the review of the position the extraordinary circumstances obtaining this year have been ignored.

The most important factors which have combined to produce the gradual retrogression in the results of working for some years past, which, because of their permanency of character, will necessitate the adoption of measures to counteract their adverse influence, are—

- (1) The reduction in fares and freights;
- (2) The increased wages and improved conditions of working granted to the staff; and
- (3) The higher price of coal and of practically all materials and supplies;

and the significance of these factors will be more thoroughly appreciated by a perusal of the information embodied hereunder.

(1) FARES AND FREIGHTS.

For many years the operation of the Railways entailed an appreciable annual deficit, but in consequence of drastic curtailments in the train service, of reductions in the pay of enginemen as the outcome of the strike in 1903, and of a general re-establishment of a more prosperous condition of affairs in the State, a small surplus was derived in the years ending 30th June, 1904 and 1905, and as the revenue of the following years was also buoyant in character, it was decided to make reductions in the freight charges,

whilst the subsequent and rapid expansion of the Railway revenue admitted of still further reductions in freights and also in fares, the value of which as at the date of the respective concessions has been summarized in the following statement :—

Year ending 30th June—	Reduction in Fares.		Reduction in Freights.		Withdrawal or Grain Subsidy.	Reduction of Coal Subsidy.	Annual Value at Date of Concession.
	Country.	Suburban.	General Goods.	Grain.			
	£	£	£	£	£	£	£
1906	55,000	..	..	..	55,000
1907	63,600	3,400	..	35,000	..	..	102,000
1908	47,000	..	80,000	..	127,000
1909
1910	10,000	8,000	..	..	18,000
1911	5,000	..	..	11,000	16,000
1912	36,000	40,000	..	..	76,000
1913	10,000	..	..	..	10,000
1914
Total	63,600	3,400	163,000	83,000	80,000	11,000	404,000

It will be seen that country passengers benefited to the extent of £63,600 and suburban passengers by £3,400 per annum, whilst consignors or consignees of general goods received concessions to the total annual value of £163,000, and the farming community were further advantaged to the extent of £83,000 per annum ; and on the basis of the business transacted during the year ending 30th June, 1914, the concessions so granted, combined with the loss of the grain subsidy and the diminution of the coal subsidy, involved a reduction of £450,000 in the revenue.

(2) WAGES, ETC., OF THE STAFF.

Since 1st July, 1906, the rates of pay, the hours of duty, and different conditions of employment of the staff have been improved, and the value of these concessions, which have been occasioned by economic conditions, and the equity of which cannot be disputed, amounts to approximately £350,000 per annum.

(3) PRICE OF COAL AND MATERIALS AND SUPPLIES GENERALLY.

The price of coal has steadily advanced, and investigation discloses that, on the basis of the average rate per ton in 1905-6, the expenditure on this commodity during the past financial year would have been approximately £60,000 less than was actually the case ; whilst, after making allowance for the cost of haulage to Melbourne of the coal from Wonthaggi and other Victorian sources (for distribution to depôts in other than the Eastern District), the additional outlay in 1913-14, by comparison with the expenditure which would have been involved under the conditions operative in 1905-6, was approximately £100,500 per annum.

In addition, the increase in the prices of materials and supplies generally, which has been manifested practically throughout the world, has naturally had a marked influence upon the cost of operating the railways, and particularly in the case of such items as sleepers and steel rails ; but without considerable research it is not possible to indicate the actual effect of the enhanced prices upon the Working Expenses.

The economic influence of the changed conditions so far dealt with can, however, be readily appreciated by a contrast of the results achieved in the years 1905-6 and 1913-14 respectively, in respect of two important aspects of Railway management, viz. :—

- (1) The revenue per traffic train mile ; and
- (2) The percentage of Working Expenses to revenue ;

after making allowance for the altered conditions, and the following comparisons are accordingly submitted :—

(1) REVENUE PER TRAFFIC TRAIN MILE.

In the year 1905-6 the traffic train mileage was 9,392,069 miles,
and the revenue amounted to £3,787,619,

so that the revenue per traffic train mile was	8s. 0·7d. ;
whilst in the year 1913-14 the traffic train mileage was	15,028,649 miles,
the revenue amounted to	£5,560,958,
and the revenue per traffic train mile was	7s. 4·8d.,
or a decrease by contrast with 1905-6 of	7·9d.

If, however, the business of the year 1913-14 had been conducted with the same fares and freights as existed in 1905-6, the revenue for the year 1913-14 would, after taking into consideration the fact that the amount of £450,000 already quoted includes certain reductions which were operative during only a portion of the year 1905-6, have been increased by £421,000, and would thus have amounted to £5,981,958, and on this basis—which is obviously reasonable for the purposes of equitable comparison—the revenue per traffic train mile would have been 7s. 11·5d., or a decrease by comparison with the year 1905-6 of only 1·2d.

notwithstanding that, in fulfilment of a direction of the Government that each town in the country with a population of not less than 2,000 inhabitants should be provided with a passenger train service of at least one train per day to and from Melbourne, the passenger train mileage was increased to an appreciable extent, without any commensurate increase in traffic.

(2) PERCENTAGE OF WORKING EXPENSES TO REVENUE.

In the year 1905-6 the Working Expenses amounted to	£1,999,023,
and the percentage of Working Expenses to Revenue was	52·7,
whilst in the year 1913-14 the Working Expenses totalled	£3,752,643,
and the percentage of Working Expenses to revenue was	67·4,
so that the percentage of Working Expenses to revenue in the year 1913-14 increased by contrast with 1905-6 to the extent of	14·7.

The Working Expenses of the year 1913-14 were, however, influenced by the following items, which were not operative in the year 1905-6 :—

(1) Value of the increased rates of pay and improved working conditions of the staff	£350,000
(2) Higher cost of and altered conditions of obtaining coal	£100,500
(3) Higher cost of Rails and Sleepers	£14,000
(4) Contribution to the Rolling Stock Replacement Fund	£50,000

or a total of	£514,500
which should, in order to obtain parallel conditions in the respective years, be deducted from the Working Expenses of 1913-14, viz.	£3,752,643,
thus leaving for comparative purposes a sum of	£3,238,143.

On the basis of this figure (£3,238,143) for Working Expenses, and of a Revenue of £5,981,958, which, as already explained, would have been earned in the year 1913-14 from the fares and freights which were operative in 1905-6, the percentage of Working Expenses to Revenue in 1913-14 would have been 54·1, by contrast with the percentage in 1905-6 of 52·7, or an increase of only 1·4, and it will be observed that in this calculation the additional expenditure occasioned by the higher prices of materials and supplies other than rails and sleepers has not been taken into consideration.

In addition to the items enumerated above, the Working Expenses, for some years at least, will be inflated beyond the average by reason of—

- (4) The exceptionally heavy programme of works which has had to be adopted as a result of the continued and rapid expansion of business, in order to admit of the efficient conduct of traffic ;
- (5) The construction of a large mileage of new lines of railway, the majority of which are at the outset unlikely to produce sufficient revenue to meet working expenses and interest charges ; and

- (6) The exceptionally large debit to Working Expenses, even under the system of extended payments provided by the Railways Advances Acts, for the relaying of lines with heavier rails in order to release light rails for the construction of new lines ;

and particulars in respect of each of these items have been embodied hereunder :—

(4) IMPROVED ACCOMMODATION AND FACILITIES ON EXISTING LINES.

The increase in traffic, which was first manifested in any appreciable degree in the year 1903-4, did not at the outset necessitate any large expenditure in the provision of improved accommodation for the handling of trains and of business generally, but the rapid and continued expansion of recent years rendered it obligatory to undertake many works of considerable magnitude in order to enable the traffic to be conducted efficiently, and the following figures represent the Capital Expenditure upon additions and improvements to existing lines during the past nine years :—

Year ending 30th June.	Capital Expenditure upon Additions and Improvements to Existing Lines.			
1906	£81,837
1907	112,979
1908	187,722
1909	269,752
1910	250,511
1911	328,125
1912	445,796
1913	544,606
1914	770,701
Total				£2,992,029

The more important of the works referred to comprise the complete re-arrangement and enlargement of the station yards at Benalla, Castlemaine, Korong Vale, and Lilydale, the duplication and regrading of the lines from South Yarra to Caulfield, the duplication of the Viaduct between Spencer-street and Flinders-street, the construction of the Gravitation Yard at North Melbourne, and the improvement of the safe-working systems, more particularly upon lines bearing a heavy traffic ; whilst other works at present in hand, or about to be undertaken, include the erection of a new Shipping Shed at Montague, the regrading of the lines from Hawthorn to Camberwell and in the vicinity of Clyde, the re-arrangement and enlargement of the station yards at Bendigo, Geelong, and Warragul, the construction of Workshops at Ballarat and Bendigo, the renewal of the Moorabool Viaduct, and the extension of the Newport Workshops, and it is probable that at an early date it will be necessary to undertake the duplication of a part or the whole of the line between Newport and Geelong.

In addition, the electrification of the suburban lines will necessitate a very heavy expenditure during the ensuing three years, from which no compensating benefit will be derived until the new system is well established.

Apart from the interest charges upon the Capital Expenditure, the majority of large works necessarily involve debits of a more or less appreciable character to Working Expenses, so that the adoption of a comprehensive works programme not only permanently influences the interest charges, but also inflates the Working Expenses beyond normal during the years in which such works are carried out.

(5) NEW LINES.

The activity in the construction of new lines is reflected in the following figures, which show the Capital Expenditure upon new lines and surveys during each of the past nine years :—

Year ended 30th June.	Capital Expenditure upon New Lines and Surveys.			
1906	£31,657
1907	34,250
1908	38,125
1909	129,976
1910	197,928
1911	253,882
1912	355,959
1913	397,915
1914	481,459
Total				£1,921,151

And although the adoption of an active policy of construction is of material benefit in the development of the State, and will ultimately be advantageous to the Railway system, the opening of new lines naturally imposes an additional burden upon the Railway finances during the developmental period.

In a few instances the operation of a new line has resulted in a profit in the earlier years, but in the great majority of cases the Revenue has not been sufficient to cover the cost of working and the interest charges ; and the following statement indicates the loss so sustained during the year 1913-14 on a number of new lines which had not been constructed in the year 1905-6 :—

Line.	Date of Opening.	Loss after Payment of Interest Charges and Working Expenses during the Year 1913-14.
		£
Strathmerton-Tocumwal	(28.2.05)	1,121
Moe-Walhalla	(9.7.08)	5,341
Beeac-Newtown	3.5.10	2,644
Beech Forest-Crowe's	1.12.10	2,313
Eltham-Hurstbridge	20.6.11	2,193
Ouyen-Murrayville	25.6.12	5,743
Noradjuha-Toolondo	25.6.12	1,185
Gheringhap-Maroon	24.9.12	14,144
	8.8.13	
Total .. .. .	..	£34,684

In addition, several other lines which were opened since or during the latter portion of the year 1913-14 are now being operated at a loss.

(6) RELAYING OF EXISTING LINES WITH HEAVIER RAILS IN ORDER TO RELEASE LIGHT RAILS FOR THE CONSTRUCTION OF NEW LINES.

For some years rails for the construction of new lines—which, owing to the limited traffic, need be only of a comparatively light type—have been provided by releasing light rails from existing lines upon which there is a growing traffic earlier than would ordinarily be the case and replacing them with heavier rails, and this practice is economical and sound ; but even with the system approved by the Legislature, under which the charges against the Working Vote are defrayed in instalments spread over several years, the debit on this account against the Working Expenses is heavier than would be the case if the necessity to provide rails for construction purposes did not exist, and for the current financial year amounts to £75,000, whilst next year the debit will be £100,000.

ROLLING STOCK.

The increased activity in the construction of rolling stock is reflected by the Capital Expenditure so incurred, the growth of which is indicated hereunder :—

Year ending 30th June.	Capital Expenditure upon Rolling Stock.
1906	£34,110
1907	12,199
1908	174,168
1909	158,558
1910	208,126
1911	397,826
1912	914,634
1913	816,785
1914	815,927
Total	£3,532,333

Broadly speaking, the maintenance of a locomotive costs £280 per annum, of a carriage £60 per annum, and of a truck £6 per annum, and the construction of the additional rolling stock has therefore been the cause of a considerable increase in the expenditure on Maintenance; and the outlay in this respect has been more than commensurate with the growth of Revenue, because, owing to the fact that the rolling stock previously in existence was inadequate for the efficient conduct of business, the additions have been more than proportionate with the increase of Revenue, as is evidenced by the following figures:—

	Year, 1905-6.	Year, 1913-14.	Increase 1913-14 over 1905-6.
Revenue	£3,787,619 At 30th June, 1906	£5,560,958 At 30th June, 1914	46.8
Tractive Power of Locomotives	7,396,152 lbs.	12,590,962 lbs.	70.2
Floor Area of Carriages	318,647 sq. ft.	498,405 sq. ft.	56.4
Floor Area of Van and Sundry Stock	80,467 sq. ft.	171,349 sq. ft.	112.9
Tonnage Capacity of Trucks	107,650	211,974	96.9

Attention has already been directed to the fact that in 1913-14—as also in other recent years—a contribution of £50,000 was made to the Rolling Stock Replacement Fund, whereas no such payment was customary in earlier years, and not only is the continuance of such an annual contribution essential, but the Commissioners are satisfied from the results so far disclosed by investigations now in progress that a much larger sum—probably at least £100,000 per annum—should be devoted to this purpose.

INTEREST CHARGES.

The very heavy Capital Expenditure which has been incurred in connexion with the construction of new lines, the improvement of the accommodation and facilities on existing lines, and the manufacture of rolling stock, have naturally entailed a large addition to the interest charges, which have increased since 1905-6 by £205,000 per annum, and which since 30th June, 1914, have been increasing at a very much more rapid rate.

PENSIONS AND GRATUITIES.

It has only been since 1st July, 1908, that the debit for pensions and gratuities, which involve an annual payment of, say, £110,000, has had to be borne by the Department, and consequently this item was not taken into consideration in determining the financial results of the operation of the Railways prior to that date.

The Commissioners are confident that a careful consideration of the foregoing facts will render it obvious that an increase in fares and freights is essential to the continuance of satisfactory financial results of working, and the main causes of the retrogression in such results since 1905-6, and of the anticipated failure of the Revenue to meet Working Expenses, Interest Charges, and Pensions and Gratuities, may be thus briefly reviewed:—

- (1) The reductions in fares and freights;
- (2) The increased wages and improved conditions of working of the staff;
- (3) The increased cost of coal, rails, sleepers, and other materials and supplies;
- (4) The necessity for undertaking a comprehensive works programme, and the resultant additional interest charges;
- (5) The construction of new lines, generally speaking of an unremunerative nature at the outset;
- (6) The relaying of lines with heavier rails to admit of the release of lighter rails for use in the construction of new lines;
- (7) The maintenance of a proportionately greater rolling stock;
- (8) The necessity to make adequate provision for the replacement of rolling stock; and
- (9) The obligation to obtain a Revenue sufficient to pay pensions and gratuities, as well as working expenses and interest charges.

The operation of the Railways for the ten months ending 30th April last resulted in a deficit of approximately £572,000, and whilst so large a loss would not have been incurred but for the existence of the exceptional conditions already referred to, the results of working during the coming financial year, despite the anticipation of a grain harvest in the neighbourhood of 40,000,000 bushels, will at the same time be considerably influenced by the continuance of the war and the effects of the recent drought.

Moreover, apart from other factors, *additional* payments, which are of a recurring nature, will require to be made as follows :—

Rolling Stock Replacement Fund	£50,000
Repayment of advance for the relaying of light lines ..	25,000
Interest Charges	100,000
Total	£175,000

And in view of this fact, and of the other factors which have combined to enhance the Working Expenses of the Department, it is considered that provision should be made to so amend the existing fares and freights that the Revenue of the Department will be increased from £250,000 to £300,000 per annum over and above any natural increase due to improved conditions and the development of the system.

A very exhaustive investigation of the subject has been made in order that the additional charges may be distributed amongst the users of the Railways as equitably as possible, and that the volume of traffic may not be adversely affected, and it is considered that the best means of obtaining the additional Revenue will be to increase existing rates as indicated hereunder :—

Item.	Nature of Alteration.	Amount Produced.
(1) PASSENGER FARES—		£
<i>Suburban Lines</i> (except where tram competition exists)—		
(a) Daily tickets	Increase by an average of 5 per cent. by adding $\frac{1}{2}$ d. to <i>return</i> fares, or equivalent to an average of 8 per cent. of such fares	35,500
(b) Periodical tickets	Increase by an average of 5 per cent. by the following means :— <i>Monthly</i> tickets, add 1s. <i>Quarterly</i> tickets, reduction of 10 per cent. on sum of <i>monthly</i> fares (as increased), instead of 15 per cent. <i>Half-yearly</i> tickets, reduction of 5 per cent. on sum of <i>quarterly</i> fares (as increased), instead of 10 per cent. <i>Yearly</i> tickets, reduction of $2\frac{1}{2}$ per cent. on sum of <i>half-yearly</i> fares (as increased), instead of 5 per cent.	18,200
<i>Country Lines</i> —		
(a) Ordinary single and return fares	Increase by approximately 5 per cent. ..	41,000
(b) Holiday excursion fares	Increase by 5 per cent.	18,500
(c) All-lines fares	Increase by $12\frac{1}{2}$ per cent.	10,500
(d) Other periodical fares	Increase by $12\frac{1}{2}$ per cent.	12,500
(2) PARCELS RATES	Increase by 10 per cent.	23,000
(3) GOODS RATES—		
Classes	Increase rates in classes "C," "1," and "2" by 5 per cent.	21,800
Agricultural produce	Restore rates operative prior to January, 1912, representing increase of approximately 6 per cent.	42,000
Potatoes	Abolish special rate operative up to 92 miles, and charge "AP" rate throughout, representing an average of 6 per cent.	3,000
Imports and exports between piers and Melbourne	Increase rate from 3s. to 4s. per ton (5s. was originally charged), equivalent to $33\frac{1}{3}$ per cent.	10,000
(4) "SMALLS" TRAFFIC	Increase by an average of 5 per cent.	4,000
(5) LIVE STOCK TRAFFIC	Increase rates for horses, cattle, and sheep by 6 per cent.	20,000
Total		£260,000

With the exception of Agricultural Produce (in respect of which marked reductions have been made in recent years), all low-grade traffic has been omitted, which means that, *inter alia*, the following commodities will still be carried at the existing rates :—

Ale, Beer, and Porter, produced in the Commonwealth.	Jams and Jellies, on Up journey.
Bacon, Ham, and Lard.	Kerosene in truck loads.
Bags and Cornsacks.	Leather.
Bark.	Leather—compounds used in the manufacture of.
Bricks.	Lime.
Butter.	Manures.
Cement.	Metal.
Cheese.	Oils for fuel and roadmaking.
Clay Retorts.	Ores.
Coal.	Pickles, on Up journey.
Coke.	Pipes, unglazed earthenware for agricultural purposes.
Contractors' and Builders' Plant.	Potteryware.
Eggs.	Rabbits—canned.
Fat and Tallow.	Rabbits—dead.
Firewood.	Road Metal.
Fish.	Sauces, on Up journey.
Fresh Meat.	Soap.
Fruit—fresh.	Sugar.
Fruit—dried, canned, bottled, or preserved, produce of Commonwealth, on Up journey.	Tanning Compounds.
Granite.	Tiles.
Gravel.	Tin Plates.
Hardwood Timber.	Vegetables—fresh.
Hides for Country Tanneries.	Vegetables—preserved, on Up journey.
Honey, on Up journey.	Vinegar, on Up journey.
Iron and Steel in truck loads.	Wine, produce of Commonwealth.
Iron—hoop, used in the manufacture of hog-heads, or cream or milk cans.	Woolpacks.
Iron—pig and scrap.	Wool.

An effort has been made to distribute the additional rates in such a way that they will be equitably apportioned between the metropolitan and country residents, and it is estimated that the residents of Greater Melbourne, who represent 43 per cent. of the total population of the State, will bear approximately a similar percentage of the additional charges; whilst the fact that the increases will not inflate the existing rates to any appreciable degree—except as regards Quarterly, Half-yearly, and Yearly tickets—will be realized by a scrutiny of the attached statements or of the following typical illustrations :—

PASSENGER FARES.—*Suburban.*

	Fares for 5 miles.			Fares for 10 miles.		
	Present.	Proposed.	Increase.	Present.	Proposed.	Increase.
<i>Daily Tickets.</i>						
Single	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1st Return	No alteration.	No alteration.	No alteration.	No alteration.	No alteration.	No alteration.
2nd „	0 0 7½	0 0 8	0 0 0½	0 1 0	0 1 0½	0 0 0½
2nd „	0 0 6	0 0 6½	0 0 0½	0 0 9	0 0 9½	0 0 0½
<i>Periodical Tickets.</i>						
1st Monthly	0 14 0	0 15 0	0 1 0	1 0 0	1 1 0	0 1 0
2nd „	0 9 6	0 10 6	0 1 0	0 15 0	0 16 0	0 1 0
1st Quarterly	1 16 0	2 0 6	0 4 6	2 11 0	2 17 0	0 6 0
2nd „	1 4 6	1 8 6	0 4 0	1 18 6	2 3 6	0 5 0
1st Half-yearly	3 5 0	3 17 0	0 12 0	4 12 0	5 8 6	0 16 6
2nd „	2 4 6	2 14 6	0 10 0	3 9 6	4 3 0	0 13 6
1st Yearly	6 3 6	7 10 6	1 7 0	8 15 0	10 12 0	1 17 0
2nd „	4 5 0	5 6 6	1 1 6	6 12 6	7 18 0	1 5 6

Country.

	Fares for 100 miles.			Fares for 200 miles.		
	Present.	Proposed.	Increase.	Present.	Proposed.	Increase.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Ordinary Tickets.</i>						
1st Single	0 15 0	0 15 9	0 0 9	1 10 0	1 11 6	0 1 6
2nd „	0 10 0	0 10 6	0 0 6	1 0 0	1 1 0	0 1 0
1st Return	1 5 0	1 6 3	0 1 3	2 10 0	2 12 6	0 2 6
2nd „	0 16 8	0 17 6	0 0 10	1 13 4	1 15 0	0 1 8
1st Holiday Excursion	1 0 3	1 1 3	0 1 0	2 0 3	2 2 3	0 2 0
2nd „	0 13 8	0 14 4	0 0 8	1 6 11	1 8 3	0 1 4
<i>Periodical Tickets.</i>						
1st Monthly	3 2 6	3 10 6	0 8 0	4 5 0	4 16 0	0 11 0
2nd „	2 1 6	2 7 0	0 5 6	2 16 6	3 4 0	0 7 6
1st Quarterly	7 10 0	8 9 0	0 19 0	10 4 0	11 9 6	1 5 6
2nd „	5 0 0	5 12 6	0 12 6	6 16 0	7 13 0	0 17 0
1st Half-yearly	13 10 0	15 4 0	1 14 0	18 8 0	20 14 0	2 6 0
2nd „	9 0 0	10 2 6	1 2 6	12 5 0	13 16 0	1 11 0
1st Yearly	24 6 0	27 7 0	3 1 0	33 3 0	37 6 0	4 3 0
2nd „	16 4 0	18 4 6	2 0 6	22 2 0	24 17 6	2 15 6

PARCELS RATES.

Weight of Parcel.	Rate for 100 miles.			Rate for 200 miles.		
	Present.	Proposed.	Increase.	Present.	Proposed.	Increase.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
14 lbs.	0 9	0 10	0 1	1 6	1 8	0 2
28 „	1 6	1 8	0 2	2 6	2 9	0 3
56 „	3 0	3 4	0 4	5 0	5 6	0 6
112 „	4 6	4 11	0 5	7 6	8 3	0 9

GOODS RATES.

Class.	Typical Items.	Rate for 100 miles.			Rate for 200 miles.		
		Present.	Proposed.	Increase.	Present.	Proposed.	Increase.
		Per ton. s. d.	Per ton. s. d.	Per ton. s. d.	Per ton. s. d.	Per ton. s. d.	Per ton. s. d.
“ C ”	Rice, Corrugated Iron, &c. ..	26 3	27 6	1 3	48 0	50 6	2 6
“ 1 ”	Agricultural Implements, Bis- cuits, Confectionery, &c. ..	34 0	35 9	1 9	63 0	66 3	3 3
“ 2 ”	Groceries and Drapery, &c. ..	42 0	44 0	2 0	79 6	83 6	4 0
“ AP ”	Agricultural Produce of all kinds	8 6	8 9	0 3	10 6	11 6	1 0

The average haul for wheat is 150 miles, and the increase for that distance is equivalent to 297d. per bushel, or 24s. 9d. per 1,000 bushels.

LIVE STOCK RATES.

Class of Stock.	Rate for 100 miles.			Rate for 200 miles.			Average Capacity Truck. Animals.
	Present.	Proposed.	Increase.	Present.	Proposed.	Increase.	
	Per truck. s. d.	Per truck. s. d.	Per truck. s. d.	Per truck. s. d.	Per truck. s. d.	Per truck. s. d.	
Sheep	73 6	78 0	4 6	113 0	120 0	7 0	110
Cattle	73 6	78 0	4 6	113 0	120 0	7 0	9

It may be mentioned that, while the proposed increases in Monthly, Half-yearly, and Yearly fares, both in the Suburbs and in the Country, are proportionately higher than the alterations in other rates, the Commissioners for some time past have held the

view that the reductions made in such fares, by comparison with the sum of the fares for respectively shorter periods, were greater than was justified, and it is considered that under the new rates the advantage to be gained by the purchase of a Quarterly, Half-yearly, or Yearly ticket will still be more than commensurate with any loss or inconvenience necessitated by the outlay for the purchase of such a ticket, by comparison with a Monthly, Quarterly, or Half-yearly ticket, as the case may be.

In view of the comparisons frequently made between the fares and freights operative in New South Wales and in Victoria, the attached statements contrast the existing fares and freights in Victoria, not only with those proposed, but also with those operative in New South Wales over distances up to and including 200 miles; and the following explanatory information on the subject is also furnished:—

SUBURBAN FARES.

Speaking generally, the fares, both daily and periodical, charged on the Victorian Suburban Lines are lower than those in operation in New South Wales. Under the proposed scheme the Victorian rates will be lower than in New South Wales, but the periodical fares will be higher in the case of—

- Quarterly Second Class fares, except for 2, 4, and 5 miles;
- Half-yearly First Class fares for 7 miles and 16 to 20 miles inclusive;
- Half-yearly Second Class fares, except for 5 miles;
- Yearly First Class fares, except for 2, 3, and 4 miles; and
- Yearly Second Class fares for all mileages.

COUNTRY SINGLE AND RETURN FARES.

A comparison of the existing country fares in Victoria and New South Wales discloses that the single fares in New South Wales are lower than in Victoria, but in this State only 35 per cent. of the total revenue from country single and return tickets is derived from single tickets.

The return fares between Sydney and country stations are also lower than the fares between Melbourne and country stations, whilst on the other hand the existing return fares between stations in the country, based on the *ordinary country mileage scale*, are lower in Victoria than in New South Wales; but, with the proposed increases, the second class return fares in Victoria will be slightly higher than in New South Wales over 100 miles, and the first class fares in force in both States will be about the same.

No return tickets are issued in New South Wales, and the sum of the two single fares has accordingly been taken as the return fare in that State.

COUNTRY PERIODICAL FARES.

The first class periodical fares at present operative in Victoria are lower for distances over 50 miles than in New South Wales, and the second class periodical fares are lower in Victoria for distances over 100 miles. Under the proposed scale the first class fares will be lower in Victoria for distances over 100 miles, but the second class fares for all distances will be lower in New South Wales.

All-lines fares are now lower in Victoria than in New South Wales, and will continue to be so under the proposed scales.

PARCELS RATES.

The existing parcels rates in New South Wales are, generally speaking, less than in Victoria, but the proposed increases will make the comparison somewhat more favorable to New South Wales.

GOODS RATES.

The present Victorian rates are lower than in New South Wales in each of the classes, viz., "C," "1," and "2," which it is proposed to increase, and with the proposed advancement the comparison will still be favorable to this State.

Agricultural Produce.—It is proposed to restore the rates which were in operation prior to the reduction made in January, 1912.

The present rates are higher than those charged in New South Wales, and the proposed rates will compare less favorably with the New South Wales charges; but the average haul for wheat in Victoria is only 150 miles, the present rate for which is 9s. 4d. per ton, and the proposed rate is 10s. 3d. per ton; whereas the average haul in New South Wales is 252 miles, the rate for which is 10s. 3d. per ton, so that the farmers in this State will not be placed at any actual disadvantage by comparison with those in New South Wales.

Potatoes.—Potatoes are now carried at special rates for distances up to 92 miles inclusive, and beyond that mileage class "AP" rate is charged. It is proposed to abolish the special rate and charge potatoes under Class "AP" rate for all distances, which will mean that the existing margin in favour of the New South Wales rates will be increased.

Imports and Exports between Piers and Melbourne.—Many years ago the rate for the carriage of import and export goods between Melbourne and the piers was 5s. per ton. This rate was subsequently reduced to 4s. per ton, and later on to 3s. per ton. It is now proposed to restore the rate to 4s. per ton.

LIVE STOCK TRAFFIC.

The present rates for the carriage of horses and cattle are cheaper in New South Wales than in Victoria, and the proposed increases will make the comparison more favorable to New South Wales.

The existing rates for the carriage of sheep are cheaper in Victoria than in New South Wales for distances up to 200 miles, and are the same at 250 miles, whilst beyond 250 miles the New South Wales rates are cheaper. With the proposed increases the Victorian rates will still be the lower to 200 miles, and as the average haul of live stock in Victoria is 116 miles, as against 266 miles in New South Wales, the relative position of sheep-owners in this State is appreciably the better, especially as the rates for the carriage of sheep are based upon the number of trucks utilized, and not upon the number of animals consigned, and the average capacity per truck in Victoria is 110 sheep, by contrast with 95 in New South Wales.

It will be seen that, generally speaking, the existing conditions in Victoria compare very favorably with New South Wales, and that even under the proposed rates it can scarcely be urged that, on the whole, the users of the Railways in this State will be at any disadvantage; but, apart altogether from that fact, the Commissioners have no hesitation in reiterating the view that it is no longer possible, even with the exercise of the strictest economy consistent with the general welfare and safety of the public, to obtain by means of the existing fares and freights a Revenue sufficiently large to prevent the system from imposing a financial burden upon the State.

(Signed) C. E. NORMAN,
Chairman.

The Honorable the Minister.

COMPARISON OF PRESENT AND PROPOSED FARES IN VICTORIA WITH
THOSE OPERATIVE IN NEW SOUTH WALES.

DAILY SUBURBAN FARES.

Miles.			Single.		Return.	
			1st Class.	2nd Class.	1st Class.	2nd Class.
			s. d.	s. d.	s. d.	s. d.
1	Victoria	Present ..	0 2	0 1	0 3	0 2
	"	Proposed ..	0 2	0 1	0 3	0 2
	New South Wales	Present ..	0 2	0 1	0 3	0 2
2	Victoria	Present ..	0 3	0 2	0 4½	0 3
	"	Proposed ..	0 3	0 2	0 5	0 3½
	New South Wales	Present ..	0 3	0 2	0 5	0 4
3	Victoria	Present ..	0 3	0 2	0 4½	0 3
	"	Proposed ..	0 3	0 2	0 5	0 3½
	New South Wales	Present ..	0 4	0 3	0 7	0 5
4	Victoria	Present ..	0 4	0 3	0 6	0 4½
	"	Proposed ..	0 4	0 3	0 6½	0 5
	New South Wales	Present ..	0 4	0 3	0 8	0 6
5	Victoria	Present ..	0 5	0 4	0 7½	0 6
	"	Proposed ..	0 5	0 4	0 8	0 6½
	New South Wales	Present ..	0 5	0 4	0 9	0 7
6	Victoria	Present ..	0 5½	0 4½	0 8½	0 7
	"	Proposed ..	0 5½	0 4½	0 9	0 7½
	New South Wales	Present ..	0 6	0 4	0 11	0 8
7	Victoria	Present ..	0 6½	0 5½	0 10	0 8
	"	Proposed ..	0 6½	0 5½	0 10½	0 8½
	New South Wales	Present ..	0 6	0 5	1 0	0 9
8	Victoria	Present ..	0 7	0 6	0 10½	0 8½
	"	Proposed ..	0 7	0 6	0 11	0 9
	New South Wales	Present ..	0 7	0 5	1 2	0 10
9	Victoria	Present ..	0 8	0 6	1 0	0 9
	"	Proposed ..	0 8	0 6	1 0½	0 9½
	New South Wales	Present ..	0 8	0 6	1 4	0 11
10	Victoria	Present ..	0 8	0 6	1 0	0 9
	"	Proposed ..	0 8	0 6	1 0½	0 9½
	New South Wales	Present ..	0 9	0 6	1 6	1 0
11	Victoria	Present ..	0 9	0 7	1 2	0 11
	"	Proposed ..	0 9	0 7	1 2½	0 11½
	New South Wales	Present ..	0 10	0 7	1 8	1 1
12	Victoria	Present ..	0 10	0 8	1 3	1 0
	"	Proposed ..	0 10	0 8	1 3½	1 0½
	New South Wales	Present ..	0 11	0 7	1 9	1 2
13	Victoria	Present ..	0 11	0 8½	1 5	1 1
	"	Proposed ..	0 11	0 8½	1 5½	1 1½
	New South Wales	Present ..	1 0	0 8	1 11	1 3
14	Victoria	Present ..	1 0	0 9	1 6	1 2
	"	Proposed ..	1 0	0 9	1 6½	1 2½
	New South Wales	Present ..	1 0	0 8	2 0	1 4
15	Victoria	Present ..	1 1	0 9½	1 8	1 2
	"	Proposed ..	1 1	0 9½	1 8½	1 2½
	New South Wales	Present ..	1 1	0 9	2 2	1 5
16	Victoria	Present ..	1 2	0 10	1 9	1 3
	"	Proposed ..	1 2	0 10	1 9½	1 3½
	New South Wales	Present ..	1 2	0 9	2 4	1 6
17	Victoria	Present ..	1 2	0 10½	1 10	1 4
	"	Proposed ..	1 2½	0 10½	1 10½	1 4½
	New South Wales	Present ..	1 3	0 10	2 6	1 7
18	Victoria	Present ..	1 3	0 11	1 11	1 5
	"	Proposed ..	1 3	0 11	1 11½	1 5½
	New South Wales	Present ..	1 4	0 10	2 7	1 8
19	Victoria	Present ..	1 3½	0 11½	1 11	1 5
	"	Proposed ..	1 3½	0 11½	1 11½	1 5½
	New South Wales	Present ..	1 5	0 11	2 9	1 9
20	Victoria	Present ..	1 4	1 0	2 0	1 6
	"	Proposed ..	1 4	1 0	2 0½	1 6½
	New South Wales	Present ..	1 6	0 11	2 11	1 10

COMPARISON OF PRESENT AND PROPOSED FARES IN VICTORIA WITH THOSE OPERATIVE IN NEW SOUTH WALES.

SUBURBAN PERIODICAL FARES.

Miles.			Monthly.		Quarterly.		Half-yearly.		Yearly.	
			1st Class.	2nd Class.	1st Class.	2nd Class.	1st Class.	2nd Class.	1st Class.	2nd Class.
			£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1	Victoria	Present	0 6 6	0 4 6	0 16 6	0 11 6	1 10 0	1 1 0	2 17 0	2 0 0
	Victoria	Proposed	0 7 6	0 5 6	1 0 6	0 15 0	1 19 0	1 8 6	3 16 0	2 15 6
2	New South Wales ..	Present	0 9 0	0 6 0	1 1 6	0 14 6	1 19 0	1 6 0	3 10 3	2 6 9
	Victoria	Present	0 8 0	0 6 0	1 0 6	0 15 6	1 17 0	1 8 0	3 10 6	2 13 6
3	Victoria	Proposed	0 9 0	0 7 0	1 4 6	0 19 0	2 7 0	1 16 6	4 12 0	3 11 6
	New South Wales ..	Present	0 12 6	0 8 6	1 10 3	1 0 0	2 14 6	1 16 3	4 18 6	3 5 9
4	Victoria	Present	0 10 0	0 8 0	1 5 6	1 0 6	2 6 0	1 17 0	4 7 6	3 10 6
	Victoria	Proposed	0 11 0	0 9 0	1 10 0	1 4 6	2 17 0	2 7 0	5 11 6	4 12 0
5	New South Wales ..	Present	0 14 9	0 10 0	1 15 9	1 3 9	3 4 3	2 3 0	5 15 6	3 17 6
	Victoria	Present	0 12 0	0 8 6	1 11 0	1 2 0	2 16 0	2 0 0	5 6 6	3 16 0
6	Victoria	Proposed	0 13 0	0 9 6	1 15 6	1 6 0	3 7 6	2 9 6	6 12 0	4 17 0
	New South Wales ..	Present	0 17 0	0 11 6	2 0 9	1 7 3	3 13 6	2 9 6	6 12 3	4 9 0
7	Victoria	Present	0 14 0	0 9 6	1 16 0	1 4 6	3 5 0	2 4 6	6 3 6	4 5 0
	Victoria	Proposed	0 15 0	0 10 6	2 0 6	1 8 6	3 17 0	2 14 6	7 10 6	5 6 6
8	New South Wales ..	Present	0 19 3	0 13 0	2 6 3	1 11 0	4 3 0	2 15 9	7 9 6	5 0 6
	Victoria	Present	0 16 0	0 12 0	2 1 0	1 11 0	3 14 0	2 16 0	7 1 0	5 6 6
9	Victoria	Proposed	0 17 0	0 13 0	2 6 0	1 15 6	4 7 6	3 7 6	8 11 0	6 12 0
	New South Wales ..	Present	1 0 9	0 13 9	2 10 0	1 13 3	4 10 0	3 0 3	8 2 0	5 8 3
10	Victoria	Present	0 18 0	0 14 0	2 6 0	1 16 0	4 3 0	3 5 0	7 18 0	6 3 6
	Victoria	Proposed	0 19 0	0 15 0	2 11 6	2 0 6	4 18 0	3 17 0	9 11 6	7 10 6
11	New South Wales ..	Present	1 2 6	0 15 0	2 13 9	1 15 9	4 17 0	3 4 6	8 14 6	5 16 0
	Victoria	Present	0 19 0	0 14 6	2 8 6	1 17 0	4 7 6	3 7 0	8 6 6	6 7 6
12	Victoria	Proposed	1 0 0	0 15 6	2 14 0	2 2 0	5 3 0	4 0 0	10 1 0	7 16 0
	New South Wales ..	Present	1 4 0	0 16 0	2 17 6	1 18 0	5 3 9	3 8 9	9 6 6	6 4 0
13	Victoria	Present	1 0 0	0 15 0	2 11 0	1 18 6	4 12 0	3 9 6	8 15 0	6 12 6
	Victoria	Proposed	1 1 0	0 16 9	2 17 0	2 3 6	5 8 6	4 3 0	10 12 0	7 18 0
14	New South Wales ..	Present	1 5 6	0 16 9	3 1 6	2 0 6	5 10 9	3 13 3	9 19 3	6 11 9
	Victoria	Present	1 0 0	0 15 0	2 11 0	1 18 6	4 12 0	3 9 6	8 15 0	6 12 6
15	Victoria	Proposed	1 1 0	0 16 0	2 17 0	2 3 6	5 8 6	4 3 0	10 12 0	7 18 0
	New South Wales ..	Present	1 7 3	0 18 0	3 5 6	2 3 0	5 17 6	3 17 6	10 11 9	6 19 6
16	Victoria	Present	1 1 0	0 16 0	2 14 0	2 1 0	4 17 6	3 14 0	9 5 6	7 1 0
	Victoria	Proposed	1 2 0	0 17 0	2 19 6	2 6 0	5 13 6	4 7 6	11 1 6	8 11 0
17	New South Wales ..	Present	1 8 3	0 18 6	3 7 9	2 4 9	6 1 9	4 0 6	10 19 6	7 5 0
	Victoria	Present	1 2 0	0 16 6	2 16 6	2 2 6	5 2 0	3 16 6	9 14 0	7 5 6
18	Victoria	Proposed	1 3 0	0 17 6	2 2 6	2 7 6	5 19 0	4 10 6	11 12 6	8 16 6
	New South Wales ..	Present	1 9 0	0 19 3	3 10 3	2 6 6	6 6 3	4 3 9	11 7 0	7 10 6
19	Victoria	Present	1 3 0	0 17 0	2 19 0	2 3 6	5 6 6	3 18 6	10 2 6	7 9 6
	Victoria	Proposed	1 4 0	0 18 0	3 5 0	2 9 0	6 3 6	4 13 6	12 1 0	9 2 6
20	New South Wales ..	Present	1 10 3	1 0 0	3 12 6	2 8 0	6 10 6	4 6 6	11 15 0	7 13 9
	Victoria	Present	1 4 0	0 17 6	3 1 6	2 5 0	5 11 0	4 1 0	10 11 0	7 14 0
21	Victoria	Proposed	1 5 0	0 18 6	3 7 6	2 10 0	6 8 6	4 15 0	12 11 0	9 5 6
	New South Wales ..	Present	1 11 3	1 9 9	3 15 0	2 9 9	6 15 0	4 9 6	12 3 0	8 1 0
22	Victoria	Present	1 5 0	0 18 6	3 4 0	2 7 6	5 15 6	4 5 6	10 19 6	8 2 6
	Victoria	Proposed	1 6 0	0 19 6	3 10 6	2 13 0	6 14 0	5 1 0	13 1 6	9 17 0
23	New South Wales ..	Present	1 12 0	1 1 3	3 17 6	2 11 3	6 19 3	4 12 9	12 10 6	8 6 9
	Victoria	Present	1 7 0	0 19 6	3 9 0	2 10 0	6 4 6	4 10 0	11 17 0	8 11 0
24	Victoria	Proposed	1 8 0	1 0 6	3 16 0	2 15 6	7 4 6	5 5 6	14 2 0	10 6 0
	New South Wales ..	Present	1 13 0	1 2 0	3 19 3	2 12 9	7 2 6	4 15 0	12 16 9	8 11 3
25	Victoria	Present	1 8 0	1 0 0	3 11 6	2 11 0	6 9 0	4 12 0	12 5 6	8 15 0
	Victoria	Proposed	1 9 0	1 1 0	3 18 6	2 17 0	7 9 6	5 8 6	14 12 0	10 12 0
26	New South Wales ..	Present	1 14 0	1 2 6	4 1 3	2 14 3	7 6 0	4 17 9	13 3 0	8 16 0
	Victoria	Present	1 9 0	1 1 0	3 14 0	2 14 0	6 13 6	4 17 6	12 14 0	9 5 6
27	Victoria	Proposed	1 10 0	1 2 0	4 1 0	2 19 6	7 14 0	5 13 6	15 0 6	11 1 6
	New South Wales ..	Present	1 14 6	1 3 0	4 3 0	2 15 9	7 9 9	5 0 3	13 9 6	9 0 6
28	Victoria	Present	1 9 0	1 1 0	3 14 0	2 14 0	6 13 6	4 17 6	12 14 0	9 5 6
	Victoria	Proposed	1 10 0	1 2 0	4 1 0	2 19 6	7 14 0	5 13 6	15 0 6	11 1 6
29	New South Wales ..	Present	1 15 6	1 3 9	4 5 0	2 17 3	7 13 0	5 3 0	13 15 6	9 5 6
	Victoria	Present	1 10 0	1 2 0	3 16 6	2 16 6	6 18 0	5 2 0	13 2 6	9 14 0
30	Victoria	Proposed	1 11 0	1 3 0	4 4 0	3 2 6	8 0 0	5 19 0	15 12 0	11 12 6
	New South Wales ..	Present	1 16 3	1 4 3	4 7 0	2 18 6	7 16 6	5 5 6	14 1 9	9 10 0

COMPARISON OF PRESENT AND PROPOSED FARES IN VICTORIA WITH
THOSE OPERATIVE IN NEW SOUTH WALES.

(1) COUNTRY FARES BASED ON MILEAGE SCALE.

Miles.	State.	Single.		Return.		Holiday Excursion.	
		1st Class.	2nd Class.	1st Class.	2nd Class.	1st Class.	2nd Class.
		<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
50	Victoria—Present	7 6	5 0	12 6	8 4	10 1	6 8
	„ Proposed	7 11	5 3	13 2	8 9	10 7	7 0
	New South Wales	6 7	4 5	13 2	8 10	..	..
100	Victoria—Present	15 0	10 0	25 0	16 8	20 3	13 8
	„ Proposed	15 9	10 6	26 3	17 6	21 3	14 4
	New South Wales	13 2	8 9	26 4	17 6	..	..
150	Victoria—Present	22 6	15 0	37 6	25 0	30 4	20 3
	„ Proposed	23 8	15 9	39 5	26 3	31 10	21 3
	New South Wales	19 8	12 7	39 4	25 2	..	..
200	Victoria—Present	30 0	20 0	50 0	33 4	40 3	26 11
	„ Proposed	31 6	21 0	52 6	35 0	42 3	28 3
	New South Wales	26 3	16 5	52 6	32 10	..	..

(2) FARES BETWEEN MELBOURNE AND SYDNEY AND COUNTRY STATIONS.

Miles.	State.	Single.		Return.		Holiday Excursion.	
		1st Class.	2nd Class.	1st Class.	2nd Class.	1st Class.	2nd Class.
		<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
50	Victoria—Present	7 6	5 0	12 6	8 4	10 1	6 8
	„ Proposed	7 11	5 3	13 2	8 9	10 7	7 0
	New South Wales	4 7	3 0	9 2	6 0	..	..
100	Victoria—Present	15 0	10 0	25 0	16 8	20 3	13 8
	„ Proposed	15 9	10 6	26 3	17 6	21 3	14 4
	New South Wales	11 2	7 4	22 4	14 8	..	..
150	Victoria—Present	22 6	15 0	37 6	25 0	30 4	20 3
	„ Proposed	23 8	15 9	39 5	26 3	31 10	21 3
	New South Wales	17 9	11 7	35 6	23 2	..	..
200	Victoria—Present	30 0	20 0	50 0	33 4	40 3	26 11
	„ Proposed	31 6	21 0	52 6	35 0	42 3	28 3
	New South Wales	24 3	15 5	48 6	30 10	..	..

NOTE.—(1) Return tickets are not issued in New South Wales, and the return fares, which are double the single fares, are shown for comparative purposes only.

(2) Holiday excursion fares are not charged in New South Wales.

COMPARISON OF PRESENT AND PROPOSED FARES IN VICTORIA WITH THOSE OPERATIVE IN NEW SOUTH WALES.

(1) COUNTRY SECTIONAL PERIODICAL FARES.

Miles.	State.		Monthly.		Quarterly.		Half-yearly.		Yearly.	
			1st Class.	2nd Class.	1st Class.	2nd Class.	1st Class.	2nd Class.	1st Class.	2nd Class.
50	Victoria	Present	£ 2 10 0	£ 1 13 6	£ 6 0 0	£ 4 0 0	£ 10 16 0	£ 7 4 0	£ 19 9 0	£ 12 19 0
		Proposed	2 16 6	1 18 0	6 15 0	4 10 0	12 3 0	8 2 0	21 18 8	14 11 6
100	New South Wales	Present	2 9 3	1 11 6	5 18 3	3 15 3	10 12 9	6 16 0	19 2 9	12 4 6
		Proposed	3 2 6	2 1 6	7 10 0	5 0 0	13 10 0	9 0 0	24 6 0	16 4 0
150	Victoria	Present	3 9 3	2 1 6	8 6 3	4 19 3	14 19 0	8 19 0	26 18 3	16 2 3
		Proposed	3 15 0	2 10 0	9 0 0	6 0 0	16 4 0	10 16 8	29 4 0	19 9 6
200	New South Wales	Present	4 4 6	2 16 6	10 2 6	6 15 0	18 4 6	12 3 0	32 17 0	21 18 6
		Proposed	4 9 0	2 11 3	10 14 3	6 3 3	19 5 6	11 2 3	34 14 0	20 0 0
3,647	Victoria	Present	4 5 0	2 16 6	10 4 0	6 16 0	18 8 0	12 5 0	33 3 0	22 2 0
		Proposed	4 16 0	3 4 0	11 9 6	7 13 0	20 14 0	13 16 0	37 6 0	24 17 6
	New South Wales	..	4 19 6	2 18 9	11 16 9	6 19 9	21 0 0	12 7 9	37 14 0	22 6 6

(2) ALL LINES PERIODICAL FARES.

3,647	Victoria	Present	9 0 0	6 0 0	23 0 0	15 10 0	43 0 0	29 0 0	80 0 0	54 0 0
	"	Proposed	10 0 0	7 0 0	27 0 0	18 0 0	50 0 0	34 0 0	90 0 0	60 0 0
3,930	New South Wales	..	15 0 0	10 0 0	33 10 0	22 6 8	55 0 0	36 13 4	100 0 0	66 13 4

COMPARISON OF PRESENT AND PROPOSED VICTORIAN AND NEW SOUTH WALES RATES.

PARCELS.

Miles not exceeding—	State.		Not exceeding—									Every Additional 28 lbs. or Part thereof.								
			3 lbs.	7 lbs.	14 lbs.	28 lbs.	42 lbs.	56 lbs.	84 lbs.	112 lbs.										
50	Victoria	Present	s. 0	s. 4	s. 6	s. 0	s. 10	s. 1	s. 3	s. 1	s. 9	s. 2	s. 3	s. 2	s. 6	s. 0	s. 6			
		Proposed	0	4	0	7	0	7	0	11	1	5	1	11	2	6	2	9		
		Not stamped	0	3	0	3	0	5	0	9	1	1	1	5	1	11	2	5	0	7
100	New South Wales	Present	0	4	0	4	0	6	0	11	1	4	1	9	2	5	3	0	9	
		Proposed	0	7	0	9	0	10	1	8	2	6	3	4	4	2	4	11	1	1
		Not stamped	0	5	0	9	0	11	1	7	2	2	10	4	1	5	0	1	3	
150	Victoria	Present	0	8	0	10	1	0	2	0	3	0	4	0	5	0	6	0	1	3
		Proposed	0	9	0	11	1	1	2	2	3	4	4	5	5	6	6	7	1	5
		Not stamped	0	6	0	10	1	1	1	9	2	5	3	1	4	5	6	6	1	4
200	New South Wales	Present	0	8	1	1	1	4	2	2	3	0	3	10	5	5	6	6	1	8
		Proposed	0	10	1	0	1	6	2	6	3	9	5	0	6	3	7	6	1	9
		Not stamped	0	11	1	1	1	8	2	9	4	2	5	6	6	11	8	3	1	11
Victoria	Present	0	8	1	0	1	5	2	3	3	1	3	11	5	6	7	0	1	9	
	Proposed	0	10	1	3	1	9	2	10	3	10	4	11	6	6	8	0	2	2	
	Not stamped	0	10	1	3	1	9	2	10	3	10	4	11	6	6	8	0	2	2	

COMPARISON OF PRESENT AND PROPOSED RATES IN VICTORIA WITH
THOSE OPERATIVE IN NEW SOUTH WALES.

CLASS "2," "1," "C," "B," AND "AP" GOODS.

Miles.					"2."		"1."		"C."		"B."		"AP."	
					s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
50	Victoria	..	Present	..	21	3	17	3	13	9	10	6	5	6
	"	..	Proposed	..	22	3	18	0	14	6	11	0	5	6
100	New South Wales	..	Present	..	25	4	20	8	15	2	11	0	5	0
	Victoria	..	Proposed	..	42	0	34	0	26	3	19	3	8	6
150	"	..	Proposed	..	44	0	35	9	27	6	20	3	8	9
	New South Wales	..	Present	..	49	5	39	11	28	11	20	9	7	6
200	Victoria	..	Present	..	62	9	50	6	38	9	26	2	9	4
	"	..	Proposed	..	66	0	53	0	40	9	27	6	10	3
200	New South Wales	..	Present	..	67	9	55	2	40	4	28	9	8	8
	Victoria	..	Proposed	..	79	6	63	0	48	0	33	0	10	6
200	"	..	Proposed	..	83	6	66	3	50	6	34	8	11	6
	New South Wales	..	Present	..	86	1	70	5	51	10	36	9	9	6

Proposed rates in Classes "2," "1," and "C" are based on present rates, plus 5 per cent.

Proposed rates in Class "AP" were rates in operation in Victoria prior to 1912. The proposed increase is 6 per cent. on the existing rates.

Potatoes.—The increase in the rates for the carriage of potatoes only extends from 17 to 92 miles inclusive, when the rate merges into Class "AP," and the difference between the present "potato" rate and the proposed "AP" rate ranges from 3d. per ton at 17 miles to 8d. per ton at 92 miles.

COMPARISON OF PRESENT AND PROPOSED RATES IN VICTORIA WITH
THOSE OPERATIVE IN NEW SOUTH WALES.

LIVE STOCK.

Miles.			Sheep.			Horses and Cattle.								
			Carrying Capacity Per Truck.	Rate.		Carrying Capacity Per Truck.	Rate.							
				Per Truck.	Per Head.		Per Truck.	Per Head.						
50	Victoria	..	Present	..	110	38	0	0	4.15	9	38	0	4	2.66
	"	..	Proposed	..	110	40	6	0	4.4	9	40	6	4	6
100	New South Wales	..	Present	..	95	36	8	0	4.63	9	36	8	4	0.88
	Victoria	..	Proposed	..	110	73	6	0	8.01	9	73	6	8	2
150	"	..	Proposed	..	110	78	0	0	8.51	9	78	0	8	8
	New South Wales	..	Present	..	95	69	8	0	8.8	9	69	8	7	8.88
200	Victoria	..	Present	..	110	86	0	0	9.38	9	86	0	9	6.66
	"	..	Proposed	..	110	91	0	0	9.93	9	91	0	10	1.33
200	New South Wales	..	Present	..	95	90	4	0	11.41	9	90	4	10	0.44
	Victoria	..	Proposed	..	110	113	0	1	0.33	9	113	0	12	6.66
200	"	..	Proposed	..	110	120	0	1	1.09	9	120	0	13	4
	New South Wales	..	Present	..	95	108	8	1	1.73	9	108	8	12	0.88

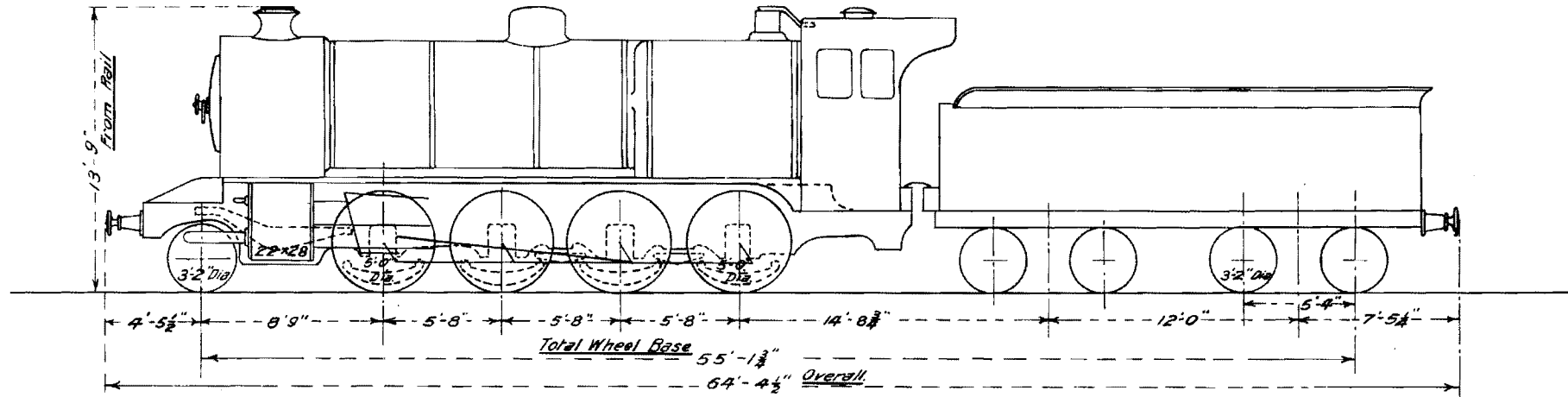
Victoria.—Proposed : 6 per cent. added to present Victorian rates.

The rate per head for the carriage of animals is shown because of the difference in the carrying capacity of the sheep trucks used in Victoria and New South Wales, the former averaging 110 sheep and the latter 95 sheep to the truck.

The average number of horses and cattle is the same, viz., nine head in both States.

— CONSOLIDATION ENGINE —

<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2" style="text-align: left; padding: 2px;">HEATING SURFACE</th> </tr> <tr> <td style="padding: 2px;">Firebox</td> <td style="text-align: right; padding: 2px;">173</td> </tr> <tr> <td style="padding: 2px;">Tubes</td> <td style="text-align: right; padding: 2px;">1,895</td> </tr> <tr> <td style="padding: 2px;">Super</td> <td style="text-align: right; padding: 2px;">375</td> </tr> <tr> <td style="padding: 2px;">Total</td> <td style="text-align: right; padding: 2px;"><u>2,443</u></td> </tr> </table>	HEATING SURFACE		Firebox	173	Tubes	1,895	Super	375	Total	<u>2,443</u>	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px;"><i>Robinson</i></td> <td rowspan="2" style="font-size: 2em; vertical-align: middle;">}</td> <td style="padding: 2px;"><u>TENDER CAPACITY</u></td> </tr> <tr> <td style="padding: 2px;"><i>Superheater</i></td> <td style="padding: 2px;">Water 4,600 Gals.</td> </tr> <tr> <td style="padding: 2px;">Grate Area</td> <td></td> <td style="padding: 2px;">Fuel 130 Cwt.</td> </tr> <tr> <td style="padding: 2px;">32.00</td> <td></td> <td></td> </tr> </table>	<i>Robinson</i>	}	<u>TENDER CAPACITY</u>	<i>Superheater</i>	Water 4,600 Gals.	Grate Area		Fuel 130 Cwt.	32.00			
HEATING SURFACE																							
Firebox	173																						
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<i>Superheater</i>		Water 4,600 Gals.																					
Grate Area		Fuel 130 Cwt.																					
32.00																							



<u>8-10-0</u>	<u>18-0-0</u>	<u>18-0-0</u>	<u>18-0-0</u>	<u>18-0-0</u>	<u>11-0-0</u>	<u>11-0-0</u>	<u>11-17-2</u>	<u>11-17-2</u>
		<u>80-10-0</u>					<u>45-15-0</u>	
		<u>72-0-0</u>	Empty.				<u>19-3-0</u>	Empty.
					T C Q			
					Total Weight (Roadworthy)	126-5-0		
					" " (Empty)	91-3-0		
					Tractive Power	36,138 lbs.		(200 lbs. Pressure)

DIAGRAM N° 1

AVERAGE MILEAGE OPERATED

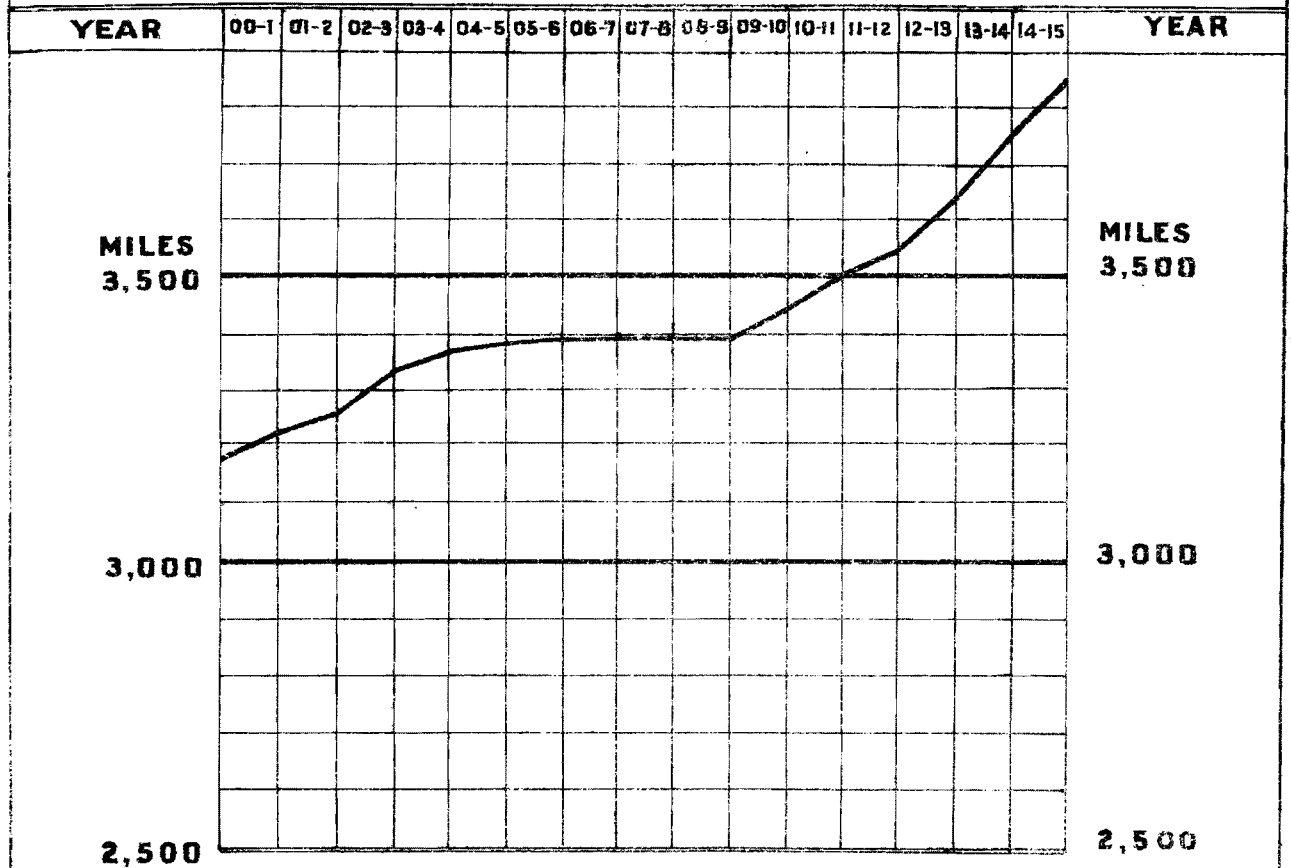


DIAGRAM N° 2

AVERAGE COST OF CONSTRUCTION PER MILE

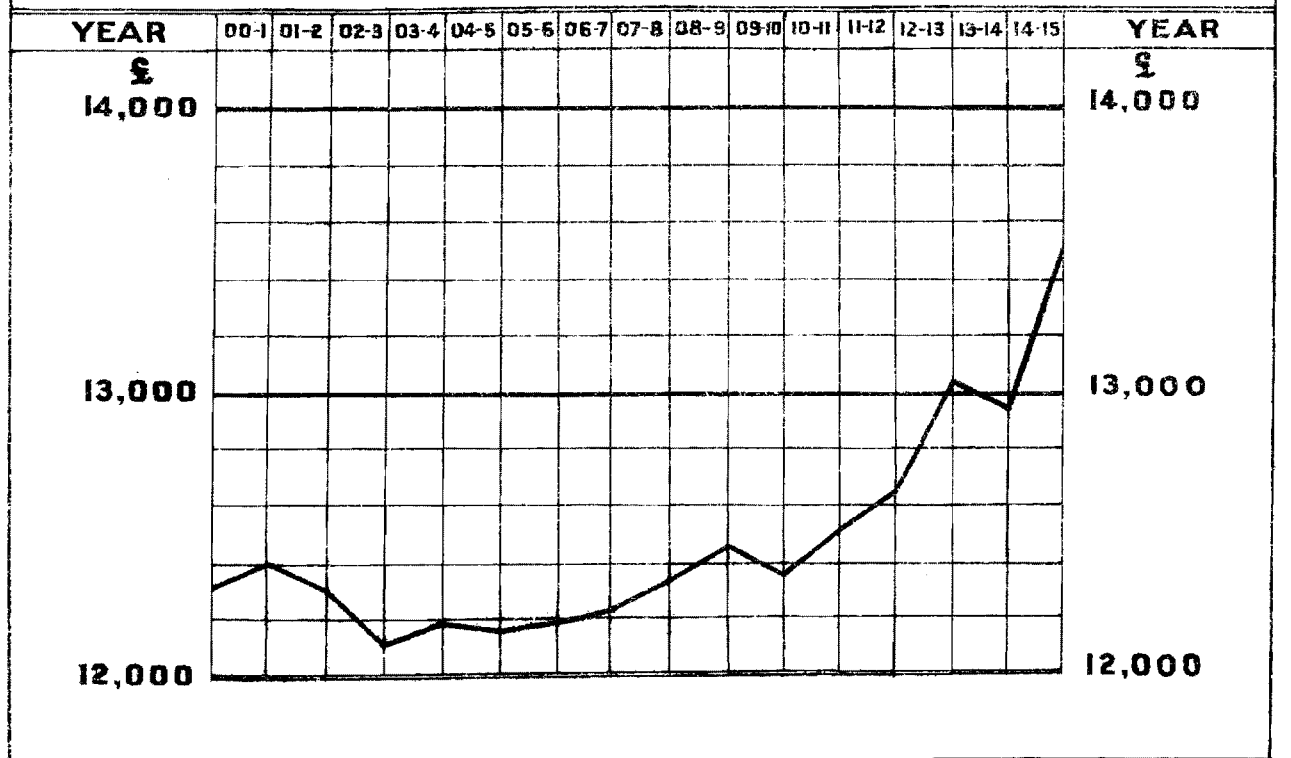


DIAGRAM N° 3

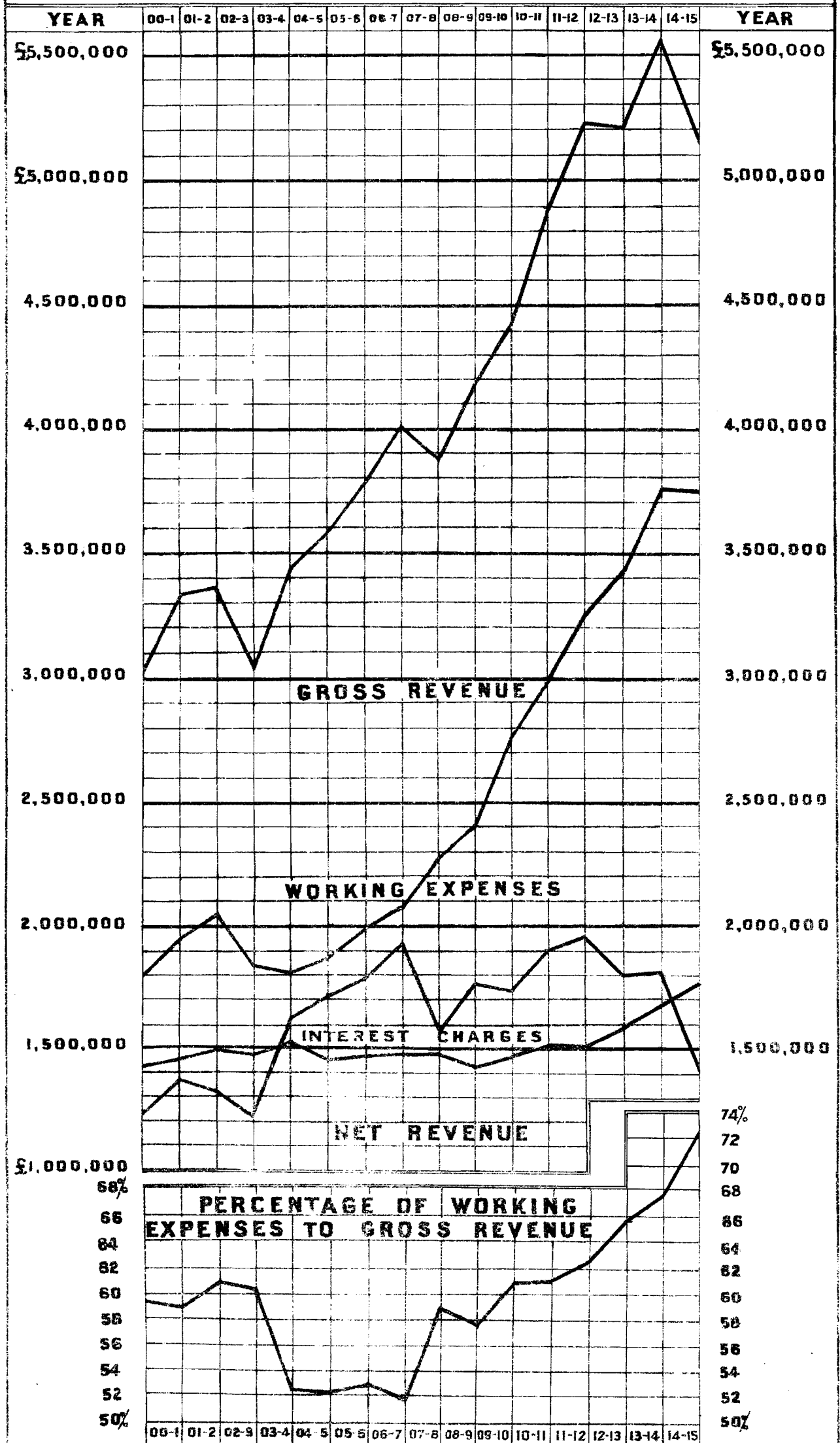


DIAGRAM N° 4

PER AVERAGE MILE OF RAILWAY OPEN

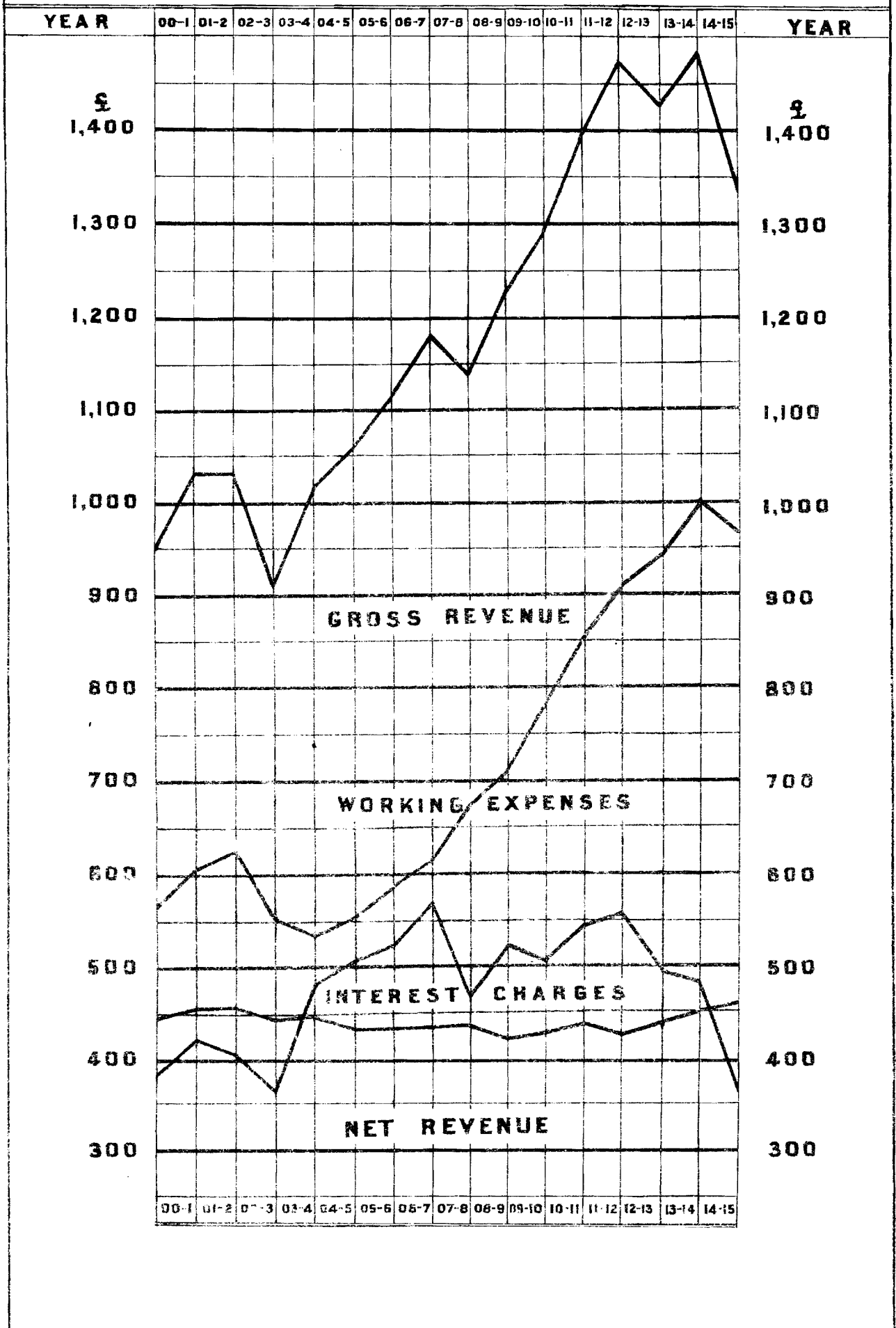
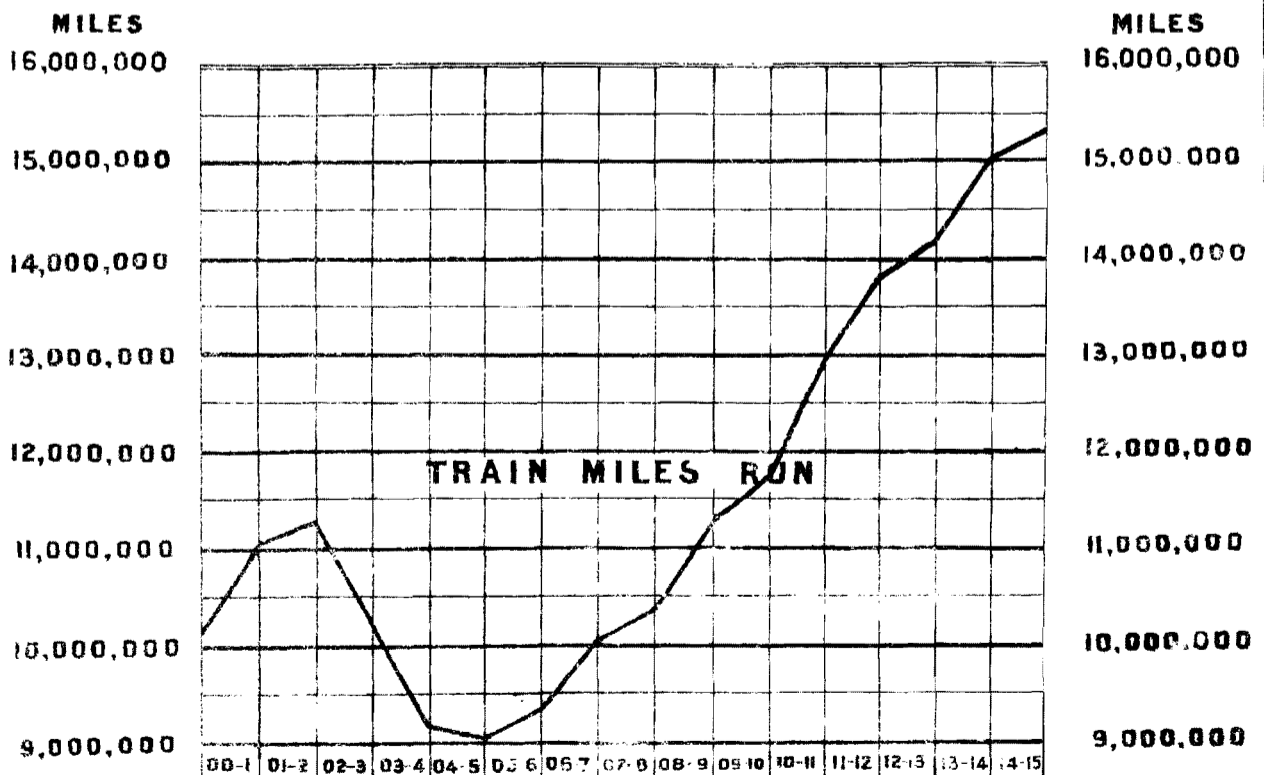
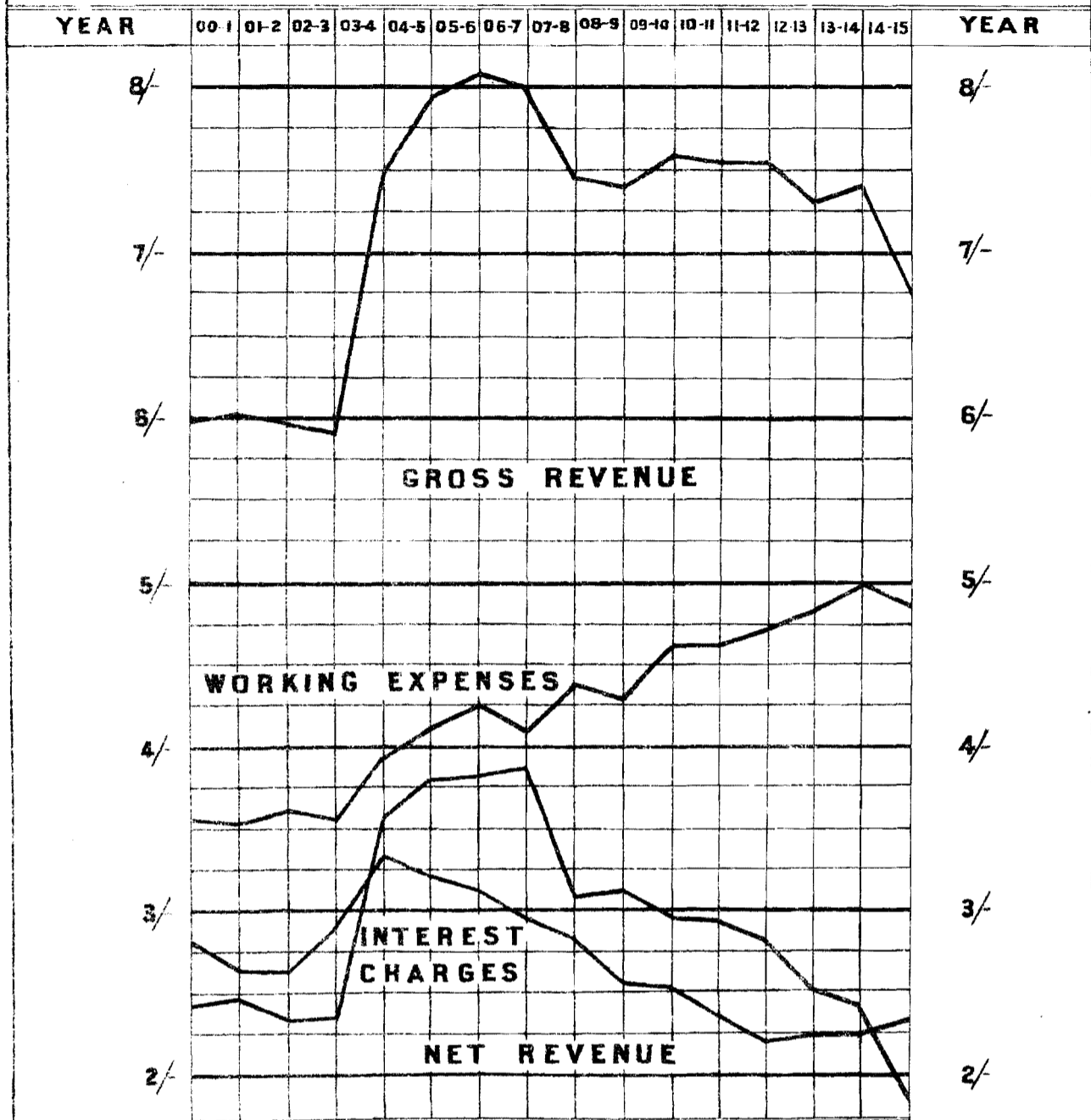
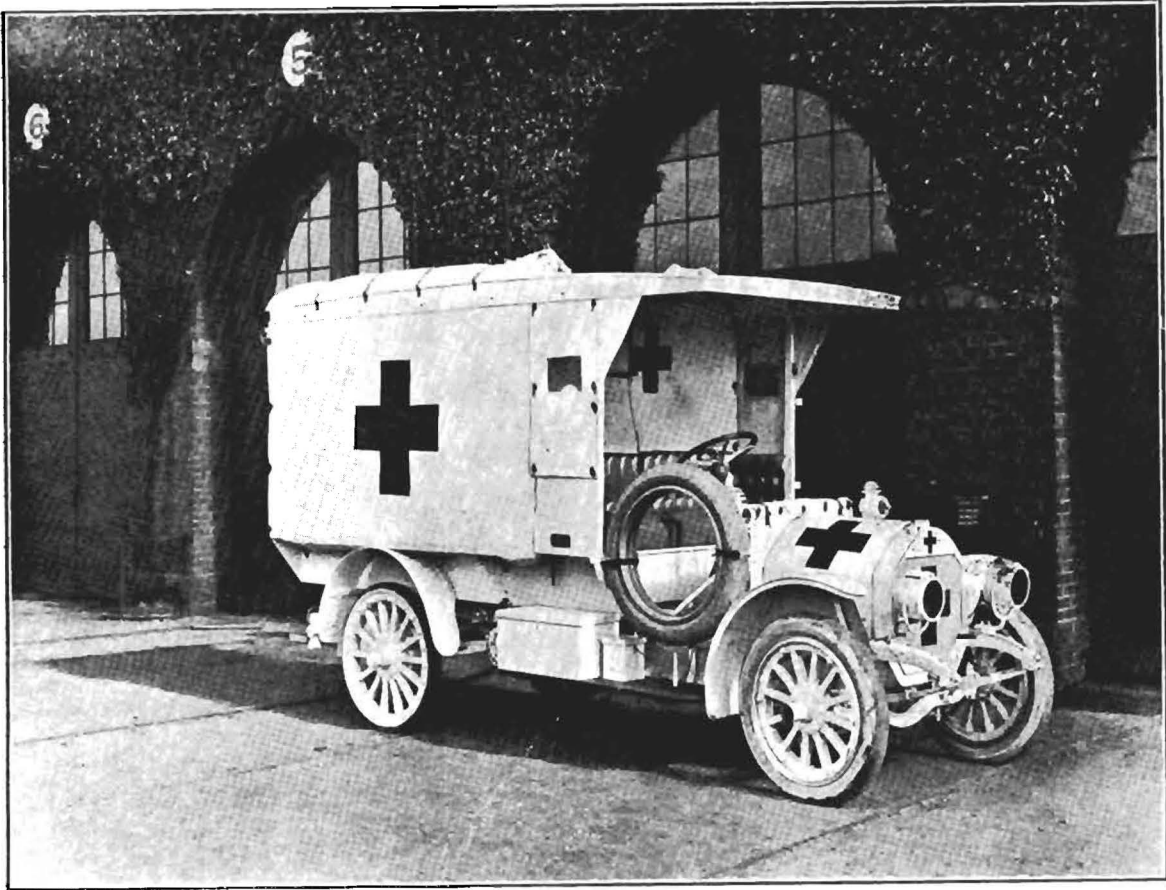


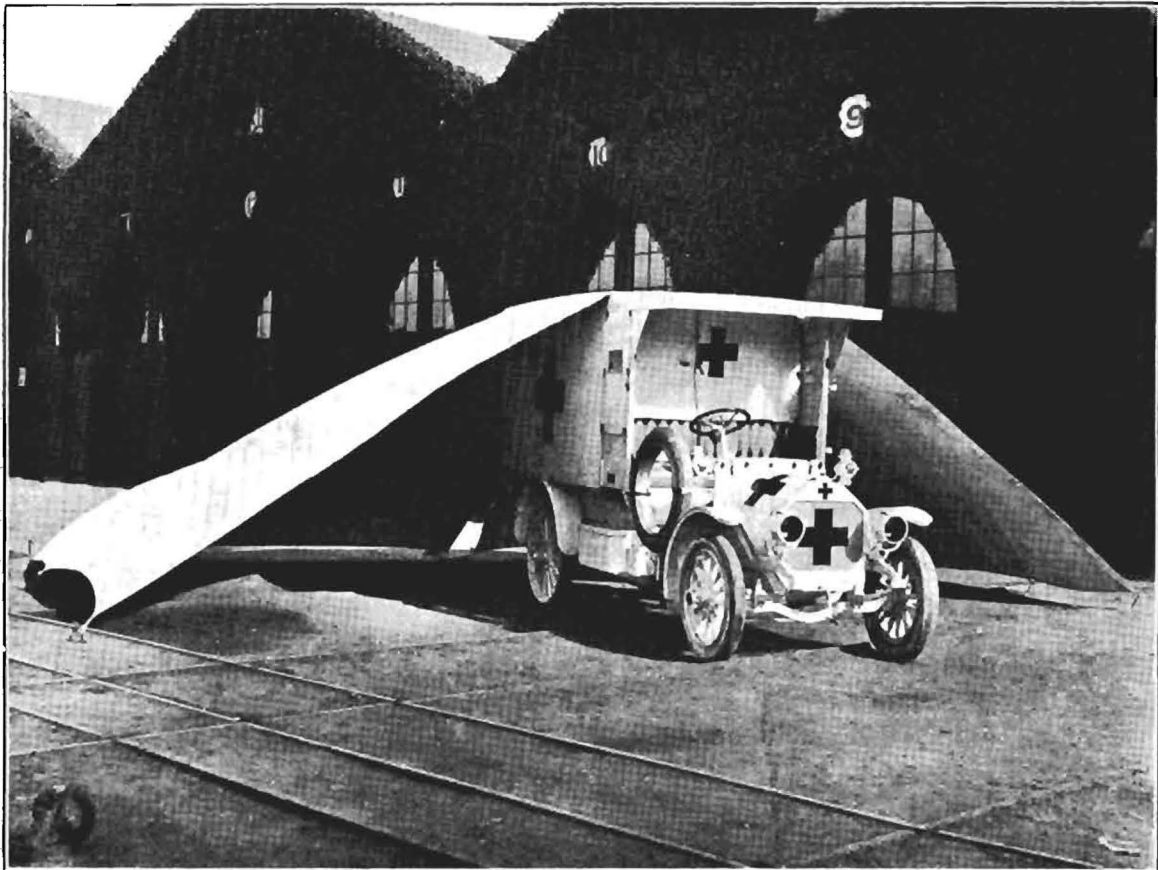
DIAGRAM N° 5

PER TRAIN MILE RUN

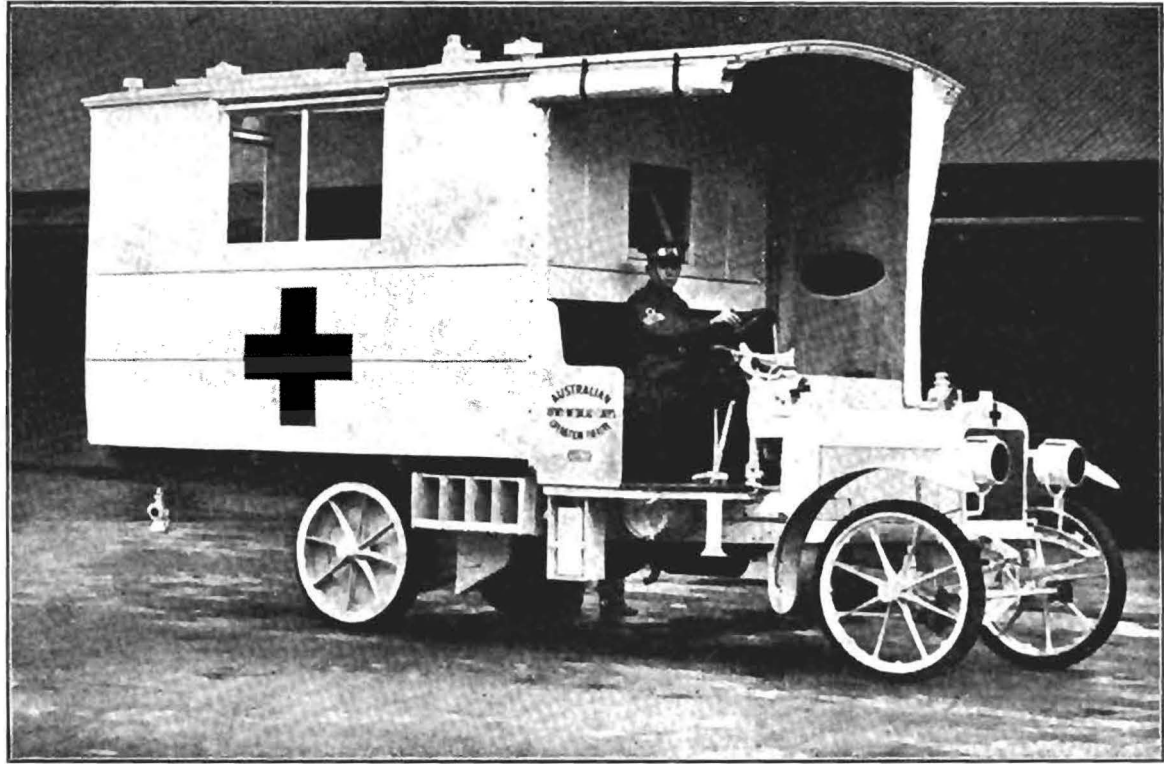




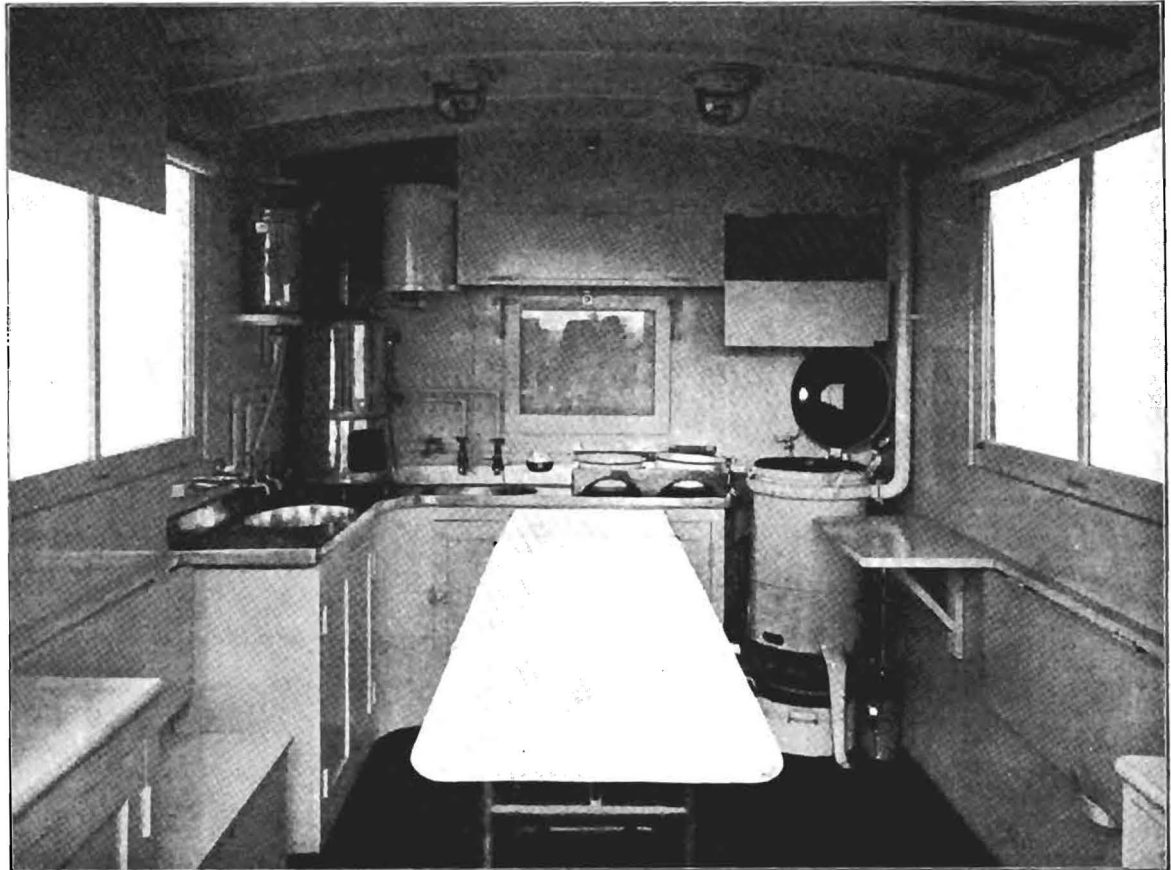
MOTOR AMBULANCE.



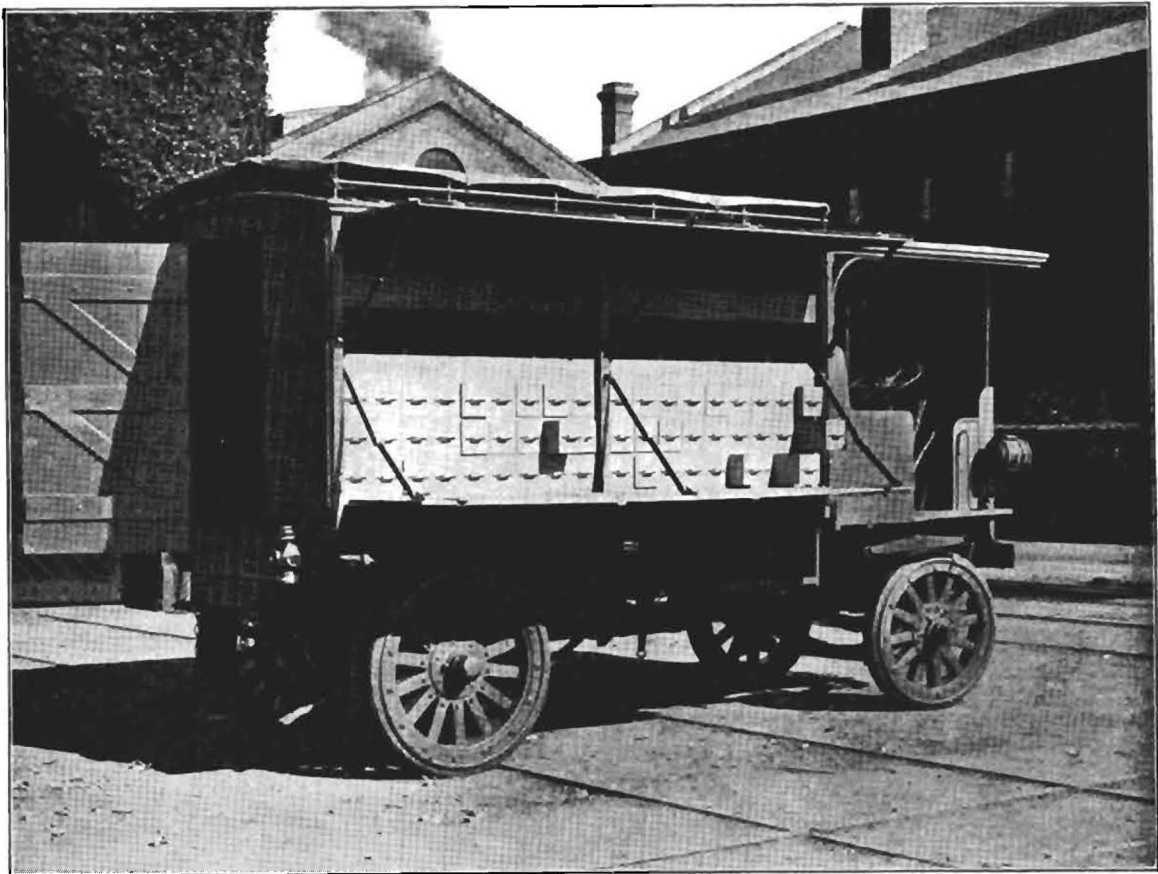
MOTOR AMBULANCE. SHOWING AWNING IN POSITION.



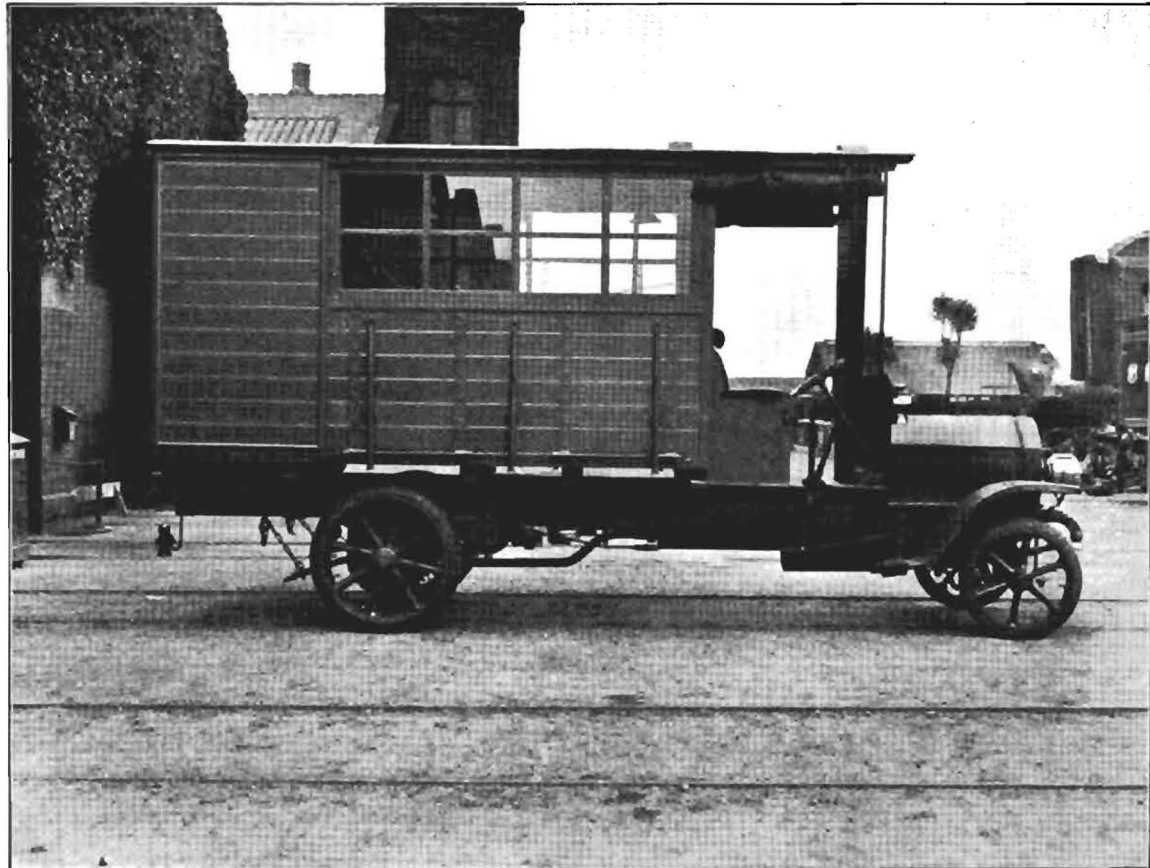
MOTOR OPERATING CAR.



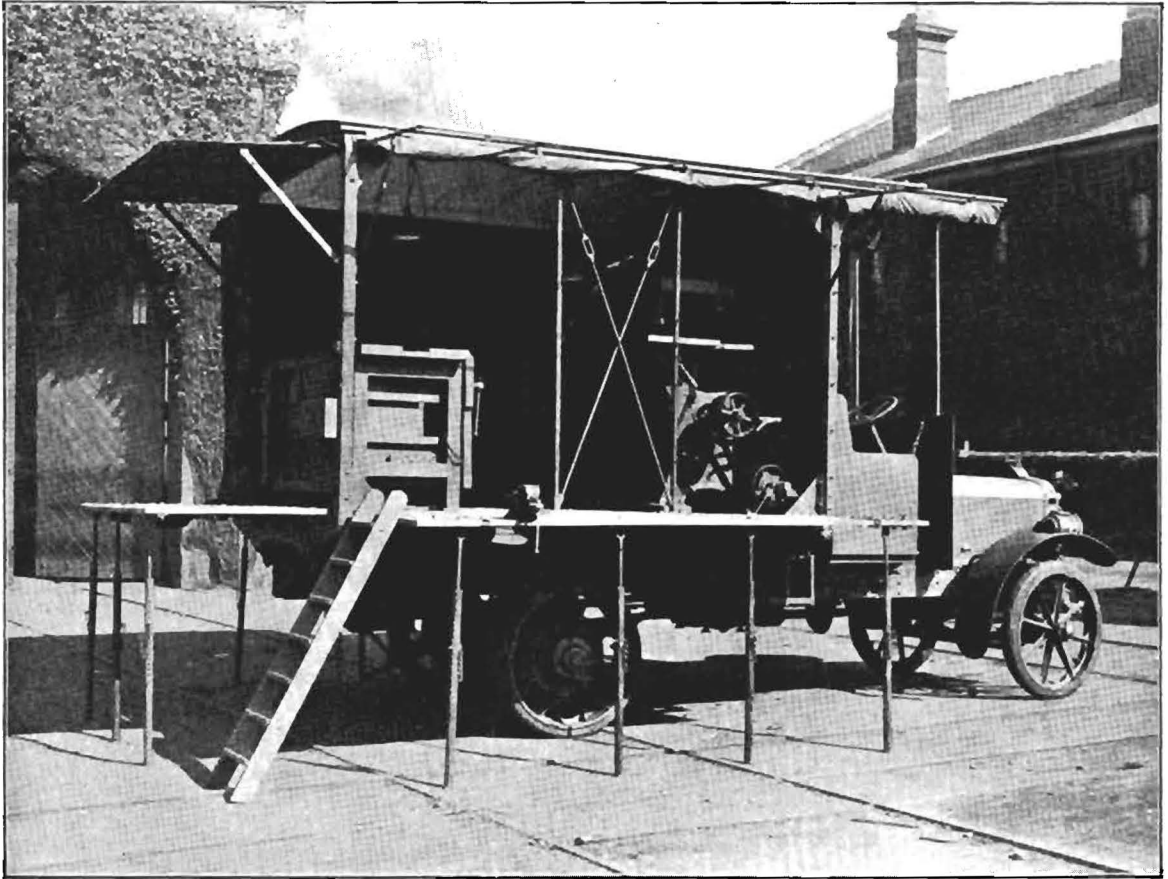
INTERIOR OF MOTOR OPERATING CAR.



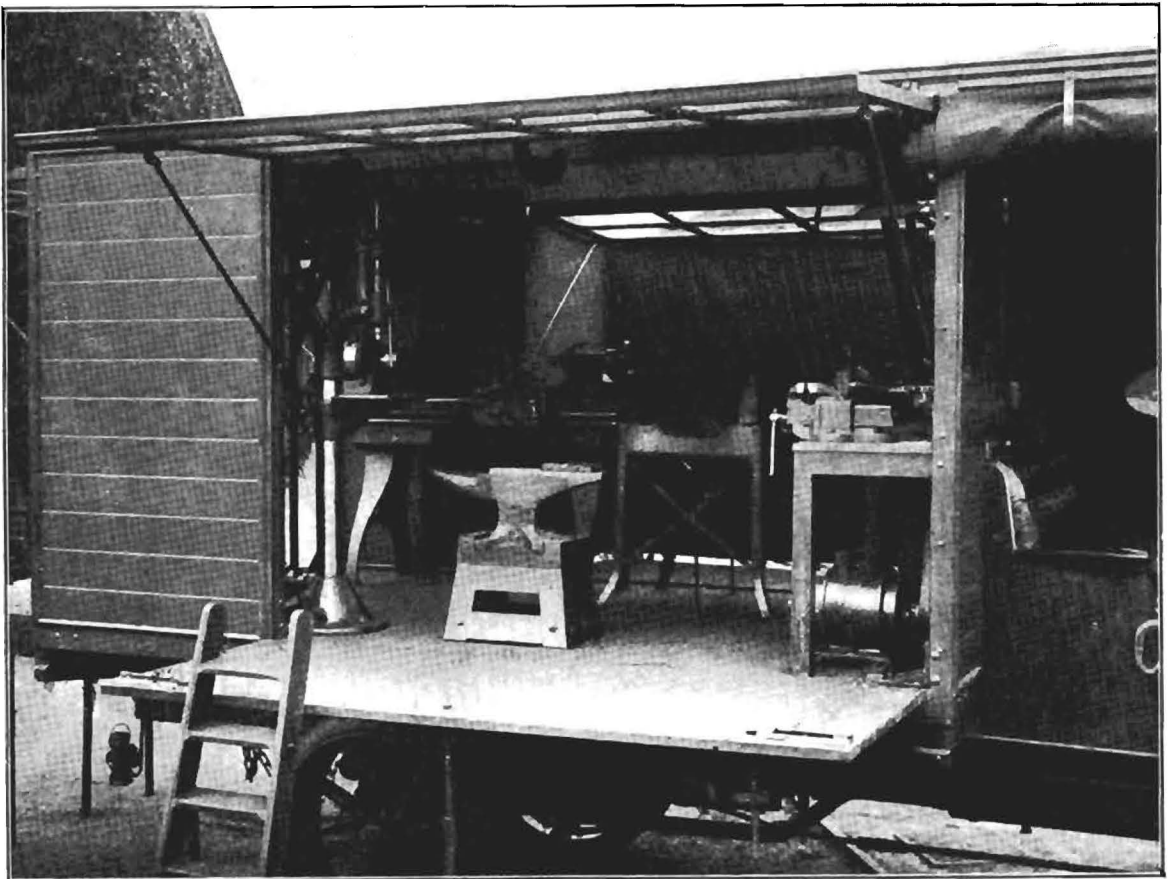
MOTOR STORE CAR.



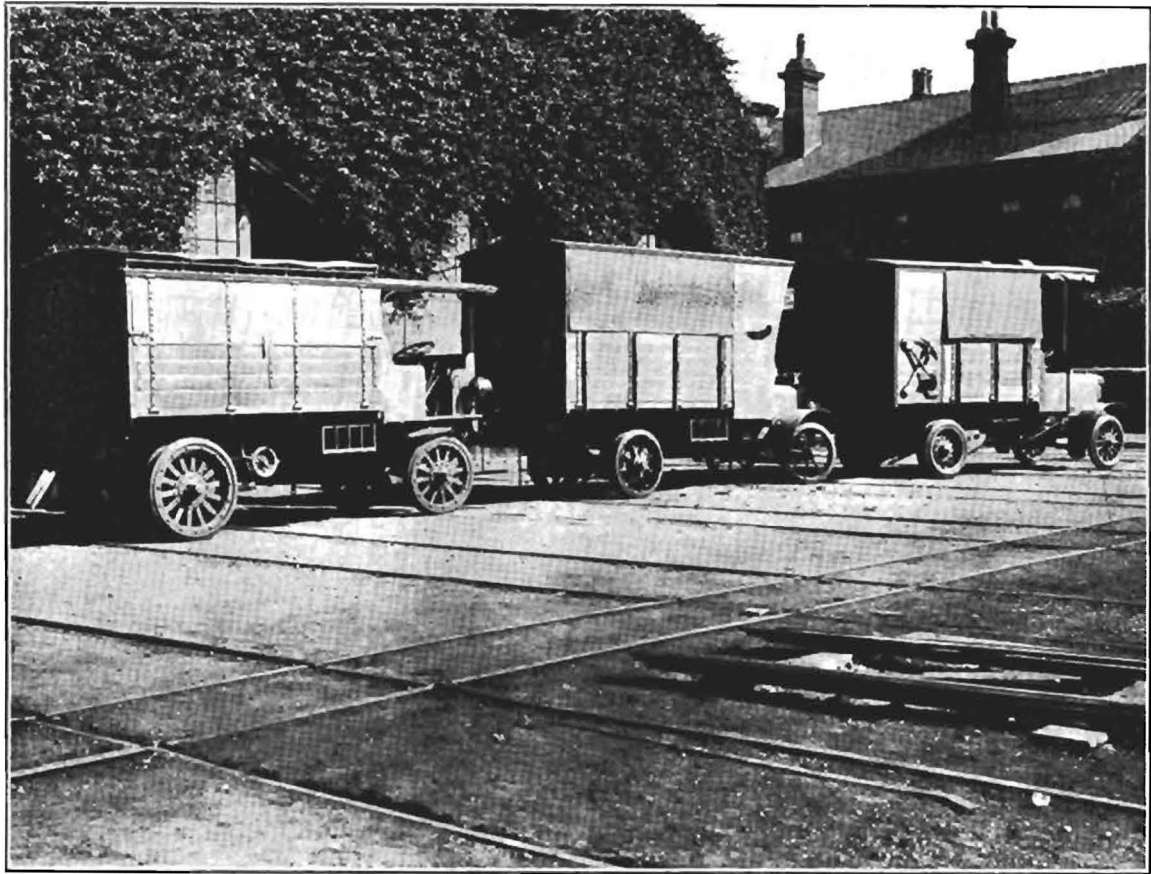
MOTOR WORKSHOP.



MOTOR WOODWORKING SHOP.



MOTOR WORKSHOP.



MOTOR STORE CAR. MOTOR WOODWORKING SHOP. MOTOR WORKSHOP.



TRAVELLING KITCHEN.



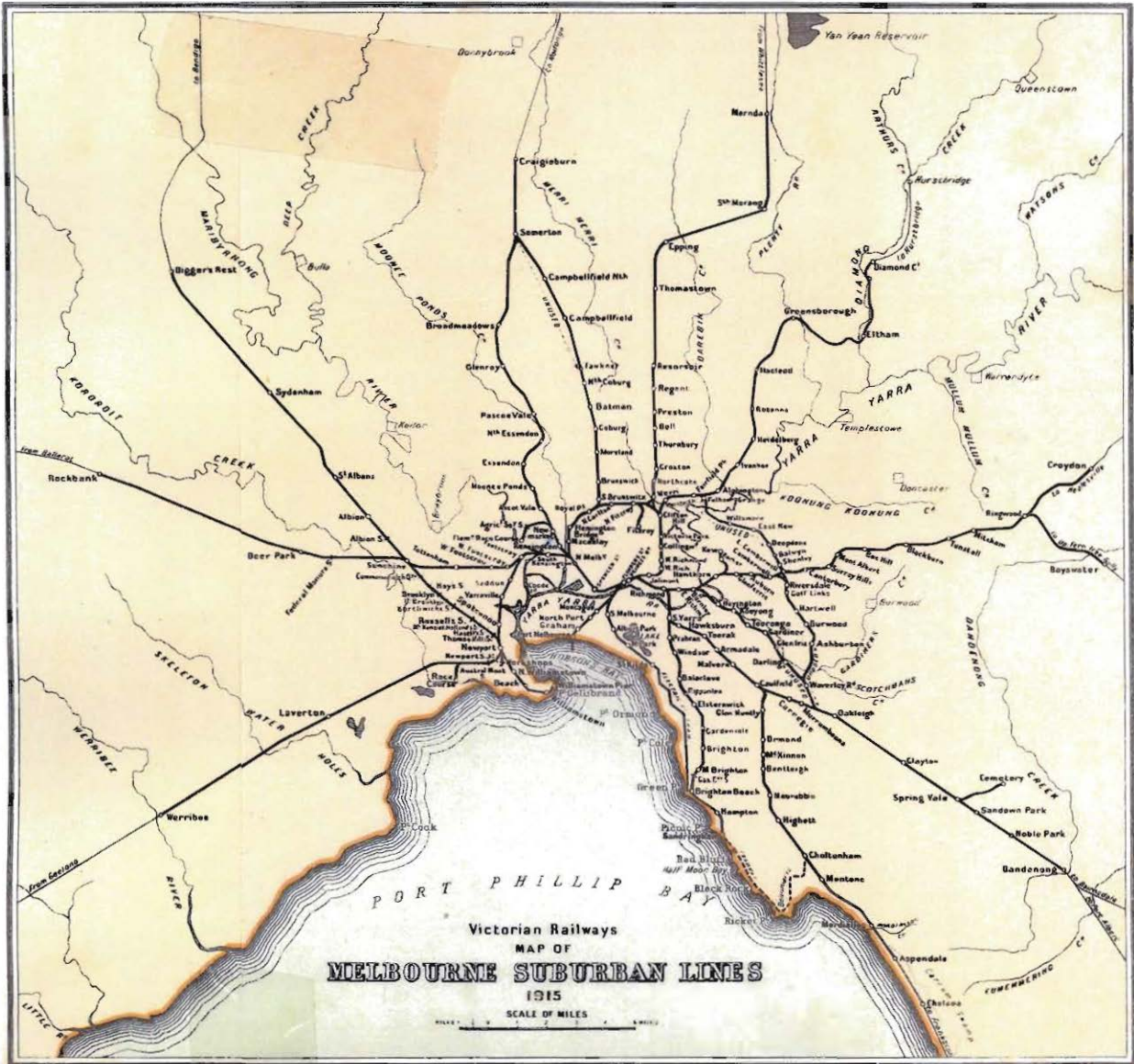
MAP
OF
VICTORIA

Showing Victorian Government Railways

(in Red)

1915

SCALE BY MILES





N. TERRITORY

SOUTH AUSTRALIA

QUEENSLAND

NEW SOUTH WALES

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

1915

SCALE OF MILES

MILES 100 0 100

BASS STRAIT

TASMAN SEA

PACIFIC OCEAN

SOUTHERN OCEAN

PACIFIC OCEAN