

1919.
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VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDING 30TH JUNE, 1919.

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

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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS
FOR THE YEAR ENDING 30TH JUNE, 1919.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 22nd September, 1919.

To the Honorable the Minister of Railways.

SIR,

In conformity with the provisions of Section 99 of the *Railways Act 1915*, No. 2716, we have the honour to submit our Report in respect of the year ending 30th June, 1919.

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

	Railways.			St. Kilda-Brighton and Sandringham-Black Rock Electric Tram- ways.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
GROSS REVENUE—									
Earnings	6,358,853	2	1	43,798	13	4	6,402,651	15	5
Amount paid under the provisions of Section 102 of Act 2716, in respect of the loss resulting from the working of certain lines of railway, <i>vide</i> page 14	73,424	0	0	..	..	..	73,424	0	0
	6,432,277	2	1	43,798	13	4	6,476,075	15	5
WORKING EXPENSES (Ex- clusive of Special and Abnormal Charges)	4,010,789	10	9	28,998	8	2	4,039,787	18	11
NET REVENUE	2,421,487	11	4	14,800	5	2	2,436,287	16	6
SPECIAL and ABNORMAL CHARGES <i>vide</i> page 6	268,874	0	0	..	..	..	268,874	0	0
BALANCE OF NET REVENUE	2,152,613	11	4	14,800	5	2	2,167,413	16	6
INTEREST CHARGES and EXPENSES				£		s. d.			
				2,164,901	8	6			
PENSIONS and GRATUITIES ..				151,588	6	0			
Adjustment with South Australia in connexion with Border Rail- ways, <i>vide</i> page 6				14,521	0	0			
							2,331,010	14	6
DEFICIT							£163,596	18	0

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

—	Year 1917-18.	Year 1918-19.	Increase. (+) Decrease. (-)
Gross Revenue—	£ s. d.	£ s. d.	£ s. d.
Railways—Earnings	6,517,196 9 2	6,358,853 2 1	— 158,343 7 1
" Amount payable to the Commissioners under the provisions of Section 102 of Act 2716 in respect of the loss resulting from the working of certain lines of railway, <i>vide</i> page 14	45,062 0 0	73,424 0 0	+ 28,362 0 0
	6,562,258 9 2	6,432,277 2 1	— 129,981 7 1
St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways	31,614 7 0	43,798 13 4	+ 12,184 6 4
Total	6,593,872 16 2	6,476,075 15 5	— 117,797 0 9
Working Expenses (Exclusive of Special and Abnormal Charges)—			
Railways	4,188,045 13 3	4,010,789 10 9	— 177,256 2 6
St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways	23,652 18 6	28,998 8 2	+ 5,345 9 8
Total	4,211,698 11 9	4,039,787 18 11	— 171,910 12 10
Net Revenue	2,382,174 4 5	2,436,287 16 6	+ 54,113 12 1
Special and Abnormal Charges, <i>vide</i> page 6	268,046 0 0	268,874 0 0	+ 5,828 0 0
Balance of Net Revenue	2,119,128 4 5	2,167,413 16 6	+ 48,285 12 1
Interest Charges and Expenses ..	2,126,905 18 0	2,164,901 8 6	+ 37,995 10 6
Pensions and Gratuities	129,159 18 10	151,588 6 0	+ 22,428 7 2
Adjustment with South Australia in connexion with Border Railways, <i>vide</i> page 6 .. .. .	.. .. .	14,521 0 0	+ 14,521 0 0
Total of Interest Charges and Expenses, Pensions and Gratuities and Border Railways Adjustment with South Australia	2,256,065 16 10	2,331,010 14 6	+ 74,944 17 8
Deficit	£136,937 12 5	£163,596 18 0	+ £26,659 5 7

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

	Year 1916-1916.	Year 1916-1917.	Year 1917-1918.	Year 1918-1918.
Average Mileage of Railways operated ...	3,955	4,104	4,139	4,159
TRAFFIC TRAIN MILEAGE.				
Passenger—Country ...	2,971,328	2,869,096	2,839,226	2,816,728
" Suburban ...	3,762,157	3,634,709	3,603,069	3,651,904
Mixed ...	2,507,604	2,578,948	2,513,111	2,509,505
Goods (including Live Stock) ...	4,585,449	4,939,287	4,670,965	4,053,518
Total ...	13,826,538	14,022,040	13,626,371	13,031,655
Number of Passenger Journeys ...	115,771,238	108,341,540	105,753,073	111,904,786
Tonnage of Goods ...	5,376,571	5,554,361	5,779,389	6,026,617
Tonnage of Live Stock ...	453,264	408,241	451,704	488,853
GROSS REVENUE.				
Passenger, &c., Business.				
Passenger—Country ...	£ 1,507,860	£ 1,465,429	£ 1,686,835	£ 1,620,741
" Suburban ...	1,133,905	1,113,050	1,205,721	1,273,668
Dining Car Service ...	15,848	16,067	18,953	15,730
Parcels, &c. ...	249,385	244,231	267,129	272,062
Horses, Carriages, and Dogs ...	18,277	17,254	19,214	19,280
Mails ...	77,988	62,526	56,422	39,713
Total ...	3,003,263	2,918,557	3,254,274	3,241,194
Goods, &c., Business.				
Goods ...	2,211,386	2,558,447	2,661,596	2,433,785
Live Stock ...	316,466	305,638	370,206	431,320
Minerals ...	82,358	70,174	105,745	92,684
Total ...	2,610,210	2,934,259	3,137,547	2,957,789
Rentals ...	78,959	90,066	102,893	148,686
Miscellaneous (including for the year 1918-19 the sum of £73,424 paid, under the provisions of Section 102 of Act 2716, in respect of the loss resulting from the working of certain lines of railways, <i>vide</i> page 14) ...	12,731	9,837	67,545	84,608
Total ...	5,705,163	5,952,719	6,562,239	6,432,277
Per mile of Railway worked ...	1,443	1,450	1,585	1,547
Per traffic train mile ...	8s. 3'03d.	8s. 5'89d.	9s. 7'58d.	9s. 10'46d.
WORKING EXPENSES.				
(Exclusive of Special and Abnormal Charges.)				
Transportation Branch ...	£ 1,085,329	£ 1,095,703	£ 1,218,509	£ 1,248,285
Way and Works Branch ...	830,674	743,391	945,742	757,358
Rolling-Stock Branch—Operating Expenses ...	1,068,660	1,220,999	1,265,898	1,238,979
" " Repairs and Renewals ...	570,469	560,078	583,929	587,171
" " Payment into Rolling-Stock Replacement Fund ...	30,000	50,000	50,000	50,000
Electrical Branch ...	...	...	...	3,397
General Expenses ...	91,490	89,509	93,382	93,805
Payment into Railway Accident and Fire Insurance Fund ...	28,526	39,763	32,586	31,794
Total ...	3,705,148	3,799,443	4,188,046	4,010,789 (a)
Per mile of Railway worked ...	937	926	1,012	964
Per traffic train mile ...	5s. 4'31d.	5s. 5'03d.	6s. 1'76d.	6s. 1'87d.
Percentage of Gross Revenue ...	64'94	63'83	63'82	62'35
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES				
Total ...	£ 2,000,015	£ 2,153,276	£ 2,374,213	£ 2,421,488
Per mile of Railway worked ...	506	524	573	582
Per traffic train mile ...	2s. 10'72d.	3s. 0'86d.	3s. 5'82d.	3s. 8'60d.
SPECIAL AND ABNORMAL CHARGES				
Total Working Expenses and Special and Abnormal Charges ...	£ 3,997,412	£ 4,154,040	£ 4,451,092	£ 4,279,663
Per mile of Railway worked ...	1,011	1,012	1,075	1,029
Per traffic train mile ...	5s. 9'39d.	5s. 11'10d.	6s. 6'40d.	6s. 6'82d.
Percentage of Gross Revenue ...	70'07	69'78	67'83	66'53
Balance of Net Revenue ...	1,707,751	1,798,679	1,111,167	2,152,614
Per mile of Railway worked ...	432	438	510	518
Per traffic train mile ...	2s. 5'64d.	2s. 6'79d.	3s. 1'18d.	3s. 3'64d.

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

Gross Revenue of the Railways.

The Gross Revenue of the Railways, which amounted to £6,432,277, was £129,982 less than that of the preceding year, viz., £6,562,259, or equivalent to a decrease of 1·98 per cent. The increases and decreases in the different subdivisions of traffic were as shown hereunder :—

	Increase.		Decrease.	
	Amount.	Per cent.	Amount.	Per cent.
	£		£	
Passenger Traffic—				
Country ... ..	...	...	66,094	3·92
Suburban	67,947	5·64	...	...
Dining Car Service ... ..	...	...	3,223	17·01
Parcels, &c.	4,933	1·85	...	...
Horses, Carriages, and Dogs	66	·34	...	...
Mails ... ..	...	...	16,709	29·61
Goods ... ..	...	...	227,811	8·56
Live Stock	61,114	16·51	...	...
Minerals ... ..	...	...	13,061	12·35
Rentals	45,793	44·51	...	...
Miscellaneous ... ..	...	...	11,299	50·26
Amount payable to the Commissioners under the provisions of Section 102 of Act 2716 in respect of the loss resulting from the working of certain lines of railways, <i>vide</i> page 14.	28,362	...	...	...
Total	208,215	...	338,197	...
Net Decrease	£129,982			

The Gross Revenue per traffic train mile was 9s. 10·46d., as compared with 9s. 7·58d. in the preceding year, and was the highest obtained during the past 41 years.

For comparative purposes, a statement is furnished hereunder showing the gross earnings per traffic train mile each year for the twelve years ending 30th June 1919 :—

Year.	Revenue per traffic train mile.	
	s.	d.
1907-8	7	5·53
1908-9	7	4·81
1909-10	7	7·11
1910-11	7	6·58
1911-12	7	6·53
1912-13	7	3·77
1913-14	7	4·81
1914-15	6	8·94
1915-16	8	3·03
1916-17	8	5·89
1917-18	9	7·58
1918-19	9	10·46

Working Expenses of the Railways.

Excluding special and abnormal charges, the percentage of Working Expenses to Gross Revenue was 62·35, by contrast with 63·82 in the preceding year, and 63·83 in 1916-17.

Reconciliation with Treasury Figures.

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

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

South Australian Border Railways Adjustment Account.

The line from Melanganee, which connects the Victorian system in the South-west with the South Australian Railways at Mount Gambier, was opened for traffic in 1917-18, and the financial provisions of the agreement entered into between the Governments of the two States, which was ratified by Act No. 2424, came into operation after the close of that year.

The agreement, which authorized the construction of the line from Murrayville to Pinnaroo, as well as that from Melanganee to Mount Gambier, prescribes that 40 per cent. of the revenue derived from the conveyance over other lines in either State of traffic originating or terminating on the connecting railways shall be paid into a "pool," and after the losses (if any) on working the connecting railways, and the Ouyen to Murrayville railway have been paid therefrom, the balance is to be divided equally between the States—firstly, up to a maximum of £5,000 per annum unconditionally; and then the balance (if any) in the "pool", subject to the proviso that the credit to either State may be revised under certain conditions.

The amount due to South Australia under the first division, in respect of the period ending 30th June last, was £14,521, and this sum has been paid and charged in our accounts for the year.

Special and Abnormal Charges Against Working Expenses.

In addition to the ordinary Working Expenses, special and abnormal charges to the extent of approximately £268,874 were incurred during the year, as detailed hereunder:—

(1) Increased cost of coal brought overland from New South Wales, owing to shortage of shipping, up to the point of delivery at Wodonga only	£	44,160
(2) Alterations to rolling-stock and to bridges, &c., in connexion with the Electrification of the Suburban Railways		13,055
(3) Increased price and additional insurance, freights, and exchange in respect of stores and materials (excluding coal), owing to the war		114,134
(4) Repayment of prescribed proportion of advances for relaying lines with heavier rails, in order to release serviceable rails for the construction of new lines, sidings, &c.		50,000
(5) Interest on special relaying advances		7,436
(6) Allowances to the lower paid staff owing to the increased cost of living in consequence of the war		33,800
(7) Premiums upon Life Assurance policies effected under the Regulations by employees serving with the Expeditionary Forces and as Munition Workers		6,289
Total		<u>£268,874</u>

Percentage of Net Revenue to Capital Liability.

The Net Revenue after providing for the payment of Ordinary Working Expenses, Special and Abnormal Charges, Pensions and Gratuities, and the adjustment with South Australia in connexion with the Border Railways, was equivalent to 3·72 per cent. of the total loan liability, as compared with 3·53 in 1917-18.

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

In conformity with the provisions of Section 102 of the *Railways Act* 1915, No. 2716, the following amounts were appropriated by Parliament and paid to the Department—

	£	s.	d.
(a) to make good the decrease in revenue occasioned by the carriage at reduced rates of Victorian Coal purchased by the general public ...	1,870	19	2
(b) to recoup the loss incurred in the operation of certain non-paying lines (<i>vide</i> page 11) ...	73,424	0	0
(c) to recoup the amount of the preference granted in respect of goods of Australian manufacture ...	677	0	0
Total ...	£75,971	19	2

Railway Accident and Fire Insurance Fund.

The total amount credited on the statutory basis to the Railway Accident and Fire Insurance Fund, inclusive of a contribution of £219 in respect of the St. Kilda-Brighton and Sandringham-Black Rock Electric Tramways, was £32,013.

Pensions and Gratuities.

The amounts paid in pensions and gratuities (to ex-employees or to their dependent relatives) were £137,749 and £13,839 respectively, or a total of £151,588, as compared with £125,162 and £3,998 respectively, or a total of £129,160, in the preceding year.

The number of employees in the Service entitled to either pension or compensation on retirement is being rapidly reduced, the figure at 30th June, 1919, being 787, by contrast with 933 at 30th June, 1918, or a decrease of 146, *vide* Appendix No. 8.

Capital Expenditure.

The total expenditure charged to Capital Account at 30th June, 1918, was ... £ 56,814,896 s. 5 d. 2
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...	135,167	13	1
Electrification of Melbourne Suburban Lines ...	479,464	2	0
Additions and Improvements to—			
Way and Works ...	228,275	12	4
Rolling-stock ...	94,585	15	0

Total Increase in Expenditure on Capital Account ... £ 937,493 s. 2 d. 5

so that the total expenditure charged to Capital Account at 30th June, 1919, was ... £ 57,752,389 s. 7 d. 7

Loan Funds.

The total liability, at 30th June, 1918, in respect of Current Loans was £ 56,118,794 s. 18 d. 4 and during the year the additional amount allocated was as follows :—

	£	s.	d.
For Construction works	323,768	0	7
For Redemption purposes	210,650	0	0
	<hr/>		
	534,418	0	7
Less Amount redeemed	210,323	7	6
	<hr/>		
Net Increase for the year		324,094	13 1
		<hr/>	
so that the total liability, at 30th June, 1919, in respect of Current Loans was (<i>vide</i> Appendix No. 10)	£56,442,889	11	5
		<hr/>	

	£	s.	d.
The proceeds of Loans, after deducting Discounts and Expenses (less Net Premiums received), amounted at 30th June, 1918, to	54,347,891	9	10
and as this amount was increased during the year ending 30th June, 1919, by	323,515	17	0
	<hr/>		
the total proceeds of Loans at 30th June, 1919, were	£54,671,407	6	10
		<hr/>	
The difference between the increase in the proceeds of Loans and the net increase in the total amount of Current Loans allocated, which represents the Net Discount and Expenses for the year, was	£578	16	1
		<hr/>	

Interest Account.

	£	s.	d.
The Interest Charges on Current Loans (<i>vide</i> Appendix No. 10) amounted to	2,159,655	19	4
In addition expenses were incurred by the Treasury in connexion with the payment of Interest to the extent of	5,245	9	2
	<hr/>		
The debit for Interest Charges and Expenses for the year 1918-19 was therefore	£2,164,901	8	6
which represents an increase of £37,996 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, 1918	3,914,603	2	10
and further moneys (expended under Vote 90) were provided during the year out of Consolidated Funds and debited to Construction Works, to the extent of	2,426	4	2
	<hr/>		
The total amount so provided as at 30th June, 1919 (<i>vide</i> Appendix No. 5), was therefore	£3,917,029	7	0
		<hr/>	

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	160,000
Ashburton to Oakleigh ...	2·37	
Fairfield Park to Deepdene ...	3·34	
Darling to Waverley ...	0·84		7,000
Lancefield to Kilmore (dismantled) ...	18·10	108,329
Fawkner Cemetery to Somerton ...	5·28	53,217
Geelong Race-course Line (dismantled) ...	1·96	5,317
Totals ...	47·96	383,863
Surveys for lines not constructed ...	...	369,000
Grand Total ...	...	£752,863

The interest charges upon such Capital, which is borne by the Railways and is wholly non-productive, would, at the rate of 4 per cent., amount to £30,114 per annum.

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

New Lines of Railways.

During the year 40·29 miles of new railways were opened for traffic, and at 30th June last, 104·38 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 1917-18 :—

	At 30th June.		Average for Year.	
	1918.	1919.	1917-18.	1918-19.
	Miles.	Miles.	Miles.	Miles.
Routes Mileage ...	4151·64	4189·52	4139·17	4158·58
Main Tracks ...	4504·89	4542·77	4491·63	4511·83
Sidings ...	829·77	846·81	821·65	837·41
St. Kilda-Brighton and Sandringham- Black Rock Electric Tramways—				
Main tracks ...	10·32	14·95	10·32	11·74
Sidings ...	1·09	1·35	1·09	1·17

St. Kilda—Brighton Electric Tramway.

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

	Year 1917-18.	Year 1918-19.
Number of Passengers ...	3,854,677	4,945,627
	£	£
Gross Revenue ...	31,614	40,048
Working Expenses ...	23,653	27,207
Net Revenue ...	7,961	12,841
Interest Charges ...	6,359	6,574
Net Result ...	Profit £1,602	Profit £6,267

There was an increase of 1,090,950 in the number of passengers carried, and of £8,434 in the gross earnings, whilst the Working Expenses advanced by £3,554, due mainly to higher cost of wages and materials, and an increase of 5,780 in the number of car miles run to meet the requirements of the traffic.

	£
The Capital Expenditure at 30th June, 1919, on account of the construction of the line was ...	115,114
and of rolling stock ...	49,233
or a total of ...	£164,347

and the debit incurred against Capital during the year amounted to £5,361, which was expended on the following items to the extent indicated in each case, viz. :—

	£
Elwood Sub-station ...	4,286
Car Shed ...	39
Rolling Stock ...	217
Sundry improvements ...	819
Total ...	£5,361

Sandringham—Black Rock Electric Tramway.

Owing to the War conditions, considerable difficulty was experienced in obtaining some of the equipment necessary for the Sandringham—Black Rock Electric Tramway, but by the utilization of cable originally ordered for the electrification scheme and the transfer of a converting set from the Elwood Sub-Station to the Sandringham Sub-Station we were enabled to bring the Tramway into operation on 10th March last. The traffic on the line, which affords a convenient means of access to a popular bayside resort, has up to the present proved of satisfactory volume, and will increase as the district develops.

The results of working the line since the date of opening are shown in detail in Appendix No. 11A, and the main items of interest appear hereunder :—

Number of Passengers ...	616,746
	£
Gross Revenue ...	3,751
Working Expenses ...	1,792
Net Revenue ...	1,959
Interest Charges ...	529
Net Result ...	Profit £1,430

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

Owing to the adverse influence of the influenza epidemic with which the State was visited during the second half of the year, the increase in Country Passenger Traffic, which manifested itself during the first six months of 1918-19, was not sustained, and in the latter half of the year there was a considerable decline as compared with the corresponding period of the previous year, with the ultimate result that fewer country journeys were undertaken in the twelve months under review than in the year 1917-18. Consequent upon this fact and the reduction in passenger fares which took effect as from 1st July, 1918, the revenue derived from Country Passenger Traffic was less in 1918-19 than in 1917-18, notwithstanding that there was a slight increase in the average distance travelled.

The Suburban Traffic was greater both as regards volume and revenue, due mainly to the cessation of the War and the traffic resulting from the return of soldiers to Australia.

A comparative analysis of the passenger business conducted during the years 1917-18 and 1918-19 appears in Appendix No. 19, and for ready reference the figures are summarized hereunder :—

	Country Passenger Traffic.		Suburban Passenger Traffic.		Totals.	
	Year 1917-18.	Year 1918-19.	Year 1917-18.	Year 1918-19.	Year 1917-18.	Year 1918-19.
Total number of journeys	8,342,223	8,217,414	97,410,850	103,687,372	105,753,073	111,904,786
Revenue	£1,686,835	£1,620,741	£1,205,721	£1,273,668	£2,892,556	£2,894,409

In Appendix No. 26 will be found a further statement showing in respect of the Metropolitan and Suburban stations which in 1908-9 had a volume of more than 50,000 passenger journeys or which have since developed at least that volume of traffic, the fluctuations in passenger traffic, and the variations in their relative order of importance, which have arisen during the past decade.

As regards the Goods and Live-stock business, although there was a decline in the tonnage of certain classes of general merchandise, butter, wine, wheat, and minerals, there was an appreciable increase in the total tonnage of Goods and Live Stock carried by contrast with the business of the year 1917-18. The revenue, however, shows a reduction of £179,758, and this is accounted for by the reduced rates, a considerable falling off in the wheat traffic from country stations, and the exceptionally short average distance which wheat was hauled during the year, much of the revenue derived therefrom being simply in the nature of a shunting charge, *vide* Appendix No. 20, which gives a complete analysis of the Goods and Live-stock business dealt with for the past two years.

The Harvest.

The harvest produced a much smaller quantity of wheat than that of the preceding year, and less than one-half of the yield for the year 1916-17, with the result that the number of bags of wheat carried by rail from country stations showed a considerable decline ; the figures for the respective years being as follow :—

Year.	No. of Bushels Produced.	No. of Bags of Wheat carried by Rail.
1916-17	51,162,438	18,461,822
1917-18	37,737,552	12,601,167
1918-19	25,239,871	6,439,495

The prevalence of weevil in the grain stacked at or in the vicinity of the sea-board necessitated the provision, by the Victorian Wheat Commission, of sterilizing plants at Williamstown and Geelong, and in order to prevent the new season's wheat from becoming infested, and partly in consequence of the lack of suitable space close to the ports, new stacking depôts were created at Broadmeadows, Huntly, Maryborough, and Stawell, which, owing to their position in relation to the wheat-growing areas, were selected as being the most suitable centres for the purpose. Although an appreciable quantity of grain intended for milling is still on hand at country stations, the bulk of the season's yield is now held at the four new depôts mentioned, which have been specially equipped with siding accommodation, &c., at the expense of the Wheat Commission.

At 30th June, 1917, 1918, and 1919, respectively, the quantity of wheat on hand at the sea-board and in the country was as shown hereunder :—

	Number of Bags Stacked at 30th June, 1917.	Number of Bags Stacked at 30th June, 1918.	Number of Bags Stacked at 30th June, 1919.
At or in the vicinity of Williamstown	10,599,183	14,022,844	5,871,166
At or in the vicinity of Geelong	3,882,015	6,616,145	4,773,352
At country stations	3,134,458	697,070	392,044
At country depôts .. ..	..	..	4,201,248
Totals	17,615,656	21,336,059	15,237,810

Since the cessation of hostilities in Europe, there has been a marked improvement in the shipping facilities, with the result that 7,246,232 bags of wheat held over from previous seasons were exported during the year, as against 3,522,289 bags similarly held over and exported in the year 1917-18.

As a consequence, a large percentage of the available truck supply had to be used exclusively for the traffic between the stacks, the sterilizers, and the vessels, and this special allocation and the movement of grain from country stations to the respective stacking depôts, together with other influences, such as the overlanding of coal; the large traffic in fodder and produce to New South Wales which at times could not be accepted as it was sent forward to the border stations resulting in delay to loaded trucks en route; and a shortage of enginemen, guards, and shunters owing to the influenza epidemic created difficulty in catering for the requirements of the traffic.

The special efforts which were directed towards overcoming the shortage in tarpaulins, due to the trouble in securing supplies of canvas of a suitable quality, have had the desired result, and the stock available during the year was equal to all reasonable demands.

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

Train Mileage and Train Loads.

The urgent need for economy made it again necessary to limit the train services to practically the bare necessities of the traffic, with the result that the mileage run during the year was the lowest since 1910-11, and 594,716 miles less than in the year 1917-18.

The total train mileage was 13,031,655, as compared with 13,626,371 in the previous year, and although an increase of 48,835 miles occurred in the Suburban passenger service due to the fact that the Altona Bay Line was in operation for the full year as against only about six months of the year 1917-18, and to the provision on several lines of improved services which the traffic demanded, there was a decrease in each of the other divisions of service, the reductions amounting to 22,498 miles in the Country Passenger Train Mileage, 3,606 in the Mixed Train Mileage, and 617,447 in the Goods Train Mileage.

The largest saving was accordingly effected in the goods train mileage, the reduction in which was equivalent to 13 per cent., as compared with the previous year, and the fact that this reduction corresponds with the decline in the gross ton mileage of goods traffic handled serves to indicate that effective methods were maintained throughout the year in connexion with the operations of goods trains.

The following statement shows the train and truck performances for each of the five years 1905-6 to 1909-10 inclusive, by comparison with each of the past four years:—

—		1905-6.	1906-7.	1907-8.	1908-9.	1909-10.	1915-16.	1916-17.	1917-18.	1918-19.
Percentage of actual to authorized load over ruling grade	Mixed ..	64	66	65	67	71	70	72	73	72
	Goods ..	80	79	79	79	80	83	87	89	89
Average gross tonnage per traffic train mile	Passenger	151	152	154	158	164	192	199	197	194
	Mixed ..	161	167	167	169	174	199	205	207	202
Average goods and live stock tonnage per loaded truck mile	Goods ..	267	270	275	272	270	300	319	322	322
	..	6.2	6.2	5.8	6.2	6.3	7.5	8.3	8.1	7.4
Number of passengers carried per passenger and mixed train mile	Country	62.24	66.25	62.90	63.58	67.72	80.49	77.19	78.19	77.74
	Suburban	102.70	101.95	105.70	112.34	117.50	147.67	146.33	144.67	164.00

It will be seen that the record results which were obtained last year in the loading of goods trains were fully maintained, the percentage of actual to authorized load over the ruling grade and the average gross tonnage per traffic train mile being the same in each year, viz., 89 per cent. and 322 tons, respectively.

There was, however, a slight retrogression in the mixed train loading, which was entirely due to the smaller wheat yield and the consequent lesser use that had to be made of these trains in the conduct of the goods business.

The average tonnage per loaded truck mile also shows a decline, and this is ascribable mainly to the considerably smaller quantity of wheat railed from the country, and the shorter distance which the wheat had to be hauled to the country stacking sites. Eliminating this traffic from consideration, however, the average tonnage per loaded truck mile during the year 1918-19 was at least equal to that obtained in the preceding year.

The reduction in the number of country passengers per train mile run marks the effect of the influenza epidemic, until the outbreak of which the total number of country passenger journeys showed promise of constituting a record.

The number of suburban passengers carried per train mile run, viz., 164, was, however, considerably in excess of any previous year's result, and reflects the close attention that was given to the elimination of avoidable mileage.

Tramway Competition.

The electric tramways, which have been constructed during recent years along routes competitive with the railways, have continued to exert a prejudicial influence upon the suburban passenger traffic receipts, as will be observed from the following statement, which shows the loss of revenue on this account sustained by the Department during each of the past four years :—

System.	Tramway.	Effect upon Railway Revenue per Annum.							
		Year 1915-16.		Year 1916-17.		Year 1917-18.		Year 1918-19.	
		Approximate Increase.	Approximate Decrease.	Approximate Increase.	Approximate Decrease.	Approximate Increase.	Approximate Decrease.	Approximate Increase.	Approximate Decrease.
		£	£	£	£	£	£	£	£
Essendon ..	Keilor-road and Maribyrnong River	..	10,290	..	7,991	..	6,195	..	7,222
Prahran—Malvern	High-street ..	..	18,272	..	17,487	..	16,273	..	20,020
	Dandenong-road ..	..	2,316	..	3,390	..	3,096	..	3,999
	Balaclava-road ..	757	..	159	..	274	85	..	..
	Glenferrie-road ..	..	6,051	..	7,892	..	8,496	..	10,837
	Glenhuntly-road ..	..	52	..	58	517	..	1,061	..
	Malvern-road ..	..	460	..	1,946	..	2,548	..	2,858
	Kew Extension ..	..	3,504	..	6,728	..	7,973	..	8,420
Hawthorn — Camberwell	Burke-road ..	..	..	..	..	..	..	..	697
	Prince's-bridge—Burwood	..	20,000	..	24,795	..	35,168	..	40,619
Brunswick—Coburg	Queensberry-street and Baker's-road	..	..	..	1,011	..	1,627	..	1,715
Prahran—Malvern and Hawthorn	Whitehorse - road and Riversdale-road	..	..	..	1,116	..	1,116	..	1,548
	Totals ..	757	60,945	159	72,414	517	82,766	1,146	97,935
	Less Increases ..	..	757	..	159	..	517	..	1,146
Approximate loss of Revenue sustained per annum by the existence of the Tramways .. .. .		..	60,188	..	72,255	..	82,249	..	96,789

The High-street tramway and the line from Prince's-bridge to Burwood are, it will be noticed, responsible for the major portion of the total amount of revenue thus lost to the railways, and the effect of the competition has fully justified the view which has been previously expressed that whilst it is desirable for the convenience of the general public that a cross-country electric tram connexion should exist between certain suburbs, it is not in the best interests of the State to allow tramways to be laid parallel for any portion of their length with existing railways which are, or will be under electrification, capable of coping with all the traffic natural thereto for some years to come.

Non-Paying Lines.

Under the provisions of section 102 of the *Railways Act* 1915, No. 2716, we are entitled to claim for any loss sustained in respect of lines of railway authorized since the year 1896. This right was exercised for the first time in connexion with the financial results of the year 1917-18, but owing to the full returns for that year not being available, the amount of the claim submitted, viz., £45,062, represented the shortage of earnings after payment of Working Expenses and Interest Charges, up till 28th February, 1918, only.

The actual amount which has been credited to us on this account, after certification by the Deputy Auditor-General, in respect of the twelve months since that date, is £73,424, and the following statement indicates the lines concerned, and the loss sustained in the operation of each of them:—

Line.	Loss incurred after Payment of Working Expenses and Interest on Capital Cost, for the twelve months ending 28th February, 1918.
	£
Bairnsdale to Orbost	15,398
Beeac to Newtown	1,089
Benalla to Tatong	1,444
Cavendish to Toolondo (Toolondo to Kanagulk)	4,048
Chillingollah to Manangatang	417
Colac to Crowes	6,311
Elmore to Cohuna	334
Eltham to Hurstbridge	2,806
Ferntree Gully to Gembrook	6,758
Hamilton to Cavendish	1,233
Heywood to Mumbannar (Melanganee)	4,484
Linton to Skipton	3,156
Lorquon to Yanac	632
Moe to Walhalla	6,216
Neerim South to Toorong River (Nayook)	4,393
Noradjuha to Toolondo	1,191
Rainbow to Nypo (Yaapeet)	27
Rushworth to Stanhope North (Girgarre)	1,816
Sea Lake to Pier Millan (Nandaly)	1,404
Tallangatta to Cudgewa (Shelley)	8,117
Wangaratta to Whitfield	2,130
Total	£73,424

Rates and Fares.

The change in conditions brought about by the war, which necessitated the payment of higher wages and considerably enhanced prices for coal, materials, and stores, made it impossible for railway systems and commercial undertakings generally throughout the world to continue to conduct business on a sound financial basis without passing on the increased charges to their customers.

In the case of the Victorian Railways, however, the Government has, since the outbreak of War, only allowed us to maintain increases in the railway charges averaging 8·43 per cent., whereas in New South Wales and South Australia, for instance, advances during the same period have been made of equivalent in the aggregate to 27½ per cent. and over 20 per cent. respectively, and on all the principal railway systems in other parts of the world increases ranging from 30 to 150 per cent. have had to be charged.

The position therefore is that the rates and fares now being levied on these railways are substantially the same as those in operation in the year 1905-6, notwithstanding that by contrast with that year the cost on account of labour has increased by 39 per cent., and of coal by 97 per cent., whilst materials and stores have advanced in price for a few items by from 33 to 80 per cent., but for the majority of the principal items by from 100 to 340 per cent., and the annual interest charge has also been largely augmented.

The upward tendency in the cost of wages, the continued high price of stores and materials of all descriptions and of coal, and the increased interest charges which now have to be met make it imperative that higher rates and fares shall be imposed if the Railways of this State are to be self-supporting.

General Review.

The deficit in the financial results for the year amounted to £163,597, or £26,659 more than that of the previous year, when a loss of £136,938 was incurred.

In comparing the results of the two years, however, various influences which have operated to the advantage or disadvantage of the earnings or the working costs of the year 1918-19 have to be taken into consideration, and the principal of these may be stated thus:—

Favorable Factors.

Payment by South Australia account Serviceton Station, for which there was no equivalent in 1917-18 ..	£43,625
Decrease in special maintenance charges debited to the year	172,291
Increased credit for loss on non-paying lines ..	28,362
	—————£244,278

Unfavorable Factors.

Decrease in Revenue due to reduction in rates and fares ..	£251,344
Adjustment of Border Railways Account, <i>vide</i> page 6 ..	14,521
Increased cost for salaries and wages due to ordinary increments and the higher classification of the staff ..	71,667
Increased price paid for coal as a result of the higher average rate per ton in 1918-19	3,070
Additional Interest Charges	37,996
Additional Pensions and Gratuities	22,428
	—————£401,026

leaving a balance unfavorable to the year 1918-19 of £156,748

The influenza epidemic which raged throughout the State during the second half of the year had a most serious influence upon the passenger traffic, and at one stage the goods business also fell away on this account owing to the temporary disorganization of trade. It is estimated that the loss of revenue sustained by the Department as a result of the outbreak amounted to no less than £250,000, of which sum probably three-fifths would have been profit, as the ordinary trains had to be run in any case, and the reduction in patronage deprived us of net revenue to fully that extent.

The reduction in the goods rates from 1st April, in the passenger fares from 1st July, and in the wool and live stock rates from 12th August, 1918, also proved a severe handicap in endeavouring to balance the ledger, as the gross Revenue would, as shown above, have amounted to £251,344 more than was actually gained from the traffic dealt with, if the reductions had not been made.

On the other hand, the Working Expenses continued to be seriously affected by certain items over which we had no control, such as the additional cost of having to bring supplies of New South Wales coal overland owing to the absence of shipping, the extra expenditure thus involved, after allowing for the inferior quality of such coal amounting to £44,160 up to the point of delivery at Wodonga, and a further sum of £68,795 for transferring the coal from New South Wales to Victorian trucks at Wodonga and distributing it from Wodonga instead of from Melbourne or Geelong, so that this item alone inflated the working costs of the year to the extent of £112,955, whilst the heavy increase in the prices of essential materials, stores, &c., also operated as a further important element in increasing the expenditure.

Having regard to the foregoing disabilities and in the absence of an increase in rates and fares to an extent justified by the circumstances, such as has been adopted by the neighbouring States, we pursued a policy of stringent economy, which enabled us not only to keep the deficit on the year's working at the lowest figure practicable, but also to attain a result, which, after making due allowance for the influences that benefited or prejudiced the operating results for the year under review, compares very

favorably with that of the previous year, and this fact will be better appreciated when it is mentioned that despite the reduction in rates and fares the gross revenue per traffic train mile run in the year under review was 9s. 10.46d., as contrasted with 9s. 7.58d. in 1917-18, which was the best result previously achieved. Moreover, the percentage of Working Expenses to gross Revenue (excluding special and abnormal charges) was 62.35 per cent., as compared with 63.82 per cent. in 1917-18, and, indeed, was less than in any year since 1911-12, when the conditions were, of course, far more favorable to the production of better results owing to the lower prices then prevailing for coal and all kinds of materials and stores, the lower average rate of pay to the staff, and the smaller liability which had to be met for interest and other charges.

At the same time, it is a matter for regret that the rigid economy forced upon us by financial considerations has had the effect of depriving the public of facilities and conveniences which they justifiably look for, and which could have been afforded if the practice followed by other railways and commercial concerns generally, both in and outside Australia, of passing on the unavoidably increased costs to the public, had been adopted.

The financial stringency and the desire to avoid as far as practicable the purchase of materials at the prevailing high rates led to the postponement of works such as painting, repairs, renewals, &c., which could be deferred for the time being, but we never hesitated to incur any expenditure necessary to insure the safety of the public or to preserve the property from any serious detriment. The stage has now been reached, however, when it is neither economical nor desirable to further postpone expenditure on such items as those specifically mentioned; whilst, in addition, the Electrification Scheme which is in its transition stage will involve a much larger debit against the Working Expenses of the current year than was incurred last year, and this extra cost will not be counterbalanced by the savings rendered possible until sufficient lines have been converted to electric traction to enable the anticipated economies from electrification to commence to be realized.

As regards the immediate future, a substantial addition to the working charges on these items appears to be inevitable, and it would seem probable, in view of the prevailing tendency, that the Department will require to meet a further increase of expenditure on account of salaries and wages to the staff. The steady advance which has taken place in recent years in the rate of interest on loan moneys is another important factor quite outside the control of the management which has to be reckoned with, as if the interest rate payable in respect of the year 1918-19 had been the same as the maximum rate with which we were debited prior to the War (viz., 4 per cent.), our interest bill for the year would have been reduced by no less than £82,128.

Sufficient additional revenue is not likely to be forthcoming with the present rates and fares to meet such additional liabilities, but there are many extensive areas of land contiguous to existing railways throughout the country which, under closer settlement, are capable of producing enormously greater wealth and affording the means of livelihood to a largely increased population, and the utilization of such areas to better advantage would enable the Department to gain a very considerably enhanced business, which, with the adoption of reasonably remunerative rates and fares, the observance of proper economy, and the continuance of the system of management which, in face of the adverse conditions and serious disabilities, is shown by the results disclosed in this Report to have been distinctly successful, would place the Department in a position in which the Railways without incurring deficits would continue to be a potent influence in the welfare and advancement of the State.

Electrification of the Suburban Lines.

The running of electric trains for the conveyance of passengers was commenced on the Sandringham-Essendon Line on the 28th May, 1919, but the non-receipt of certain electrical equipment necessary to complete the Middle Brighton Sub-station is temporarily preventing the introduction of the full electric time-table which will provide for a 15-minute service at an average schedule speed of 21 miles per hour, with trains every few minutes during the busy morning and evening hours. Until the Middle Brighton Sub-station is further equipped, a schedule has been adopted with a

20-minute service throughout the day and frequent trains during the busy hours. The average schedule speed is already 21 miles per hour between Melbourne and Essendon, but is restricted to 19 miles per hour between Melbourne and Sandringham. As soon as the necessary additional plant, delivery of which is being expedited, has been installed, the complete electric time-table will be put into effect, and the travelling time will then be reduced by about 30 per cent., as contrasted with that occupied under steam service.

Electric traction has also been inaugurated on the St. Kilda Line with very satisfactory results both to passengers and to the Department. On this line the complete electric time-table was introduced at the outset, and the high speed, increased frequency of trains, superior lighting, and more comfortable conditions generally rendered possible by electrical working have insured the popularity of the service. Although the electric trains have only been running for a few weeks, an appreciable increase in the number of passengers compared with previous similar periods under steam conditions has already been recorded.

As an illustration of the operating economies rendered possible by electric traction, it may be mentioned that with steam traction 8 locomotives, 16 enginemmen, and 6 guards, and 6 trains were required to conduct the St. Kilda service during the busy hours of the day. Electric traction, however, has enabled the Department to dispense with the 8 locomotives, and to perform the service with 5 motormen, 5 guards, and 5 trains, and at the same time largely increase the number of trains throughout the day. Besides the substantial economies already referred to, a further marked saving is possible in connexion with fuel, seeing that the actual cost of coal for producing power for the electric service is much less per ton-mile than for steam trains.

Full advantage is also being taken of the opportunity afforded by electric traction to reduce the size of the trains during the hours when the traffic is comparatively light by detaching units, which can be readily restored when longer trains are again required. By this arrangement, which will be extended in the fullest practicable degree to every line as it is brought into electrical operation, a very large saving in power and cost will be achieved.

As pointed out in previous reports the progress of the Electrification Scheme has been greatly retarded owing to conditions produced by the War, and the utmost difficulty was experienced in securing sufficient plant to enable the Newport Power Station, and the Sub-stations at Jolimont, Newmarket, and Middle Brighton, to be partially equipped. A large amount of work has yet to be done before these important sections of the Scheme can be finished, while three additional 20,000-volt high-tension underground cables have still to be laid between the Power Station and the Jolimont Sub-station. In addition, a great deal of constructional work has to be accomplished before all the lines included in the Scheme approved by Parliament in 1912 are converted to electric traction.

When the contractors resumed ordinary manufacturing operations after the War, steps were immediately taken to induce them to supply additional plant as speedily as possible, so that the equipment of further routes with electric traction might be re-commenced.

Owing to the change in the industrial conditions since the principal contracts were entered into, various adjustments were found to be necessary, and these have recently been effected, and should enable a steady flow of plant and materials to be received and the Scheme steadily pressed forward to conclusion. Even under the most favorable circumstances, however, it is probable that it will not be found possible to complete the electrification programme before the end of 1921.

In connexion with the above-mentioned adjustments, opportunity was taken to effect certain alterations advantageous to the Department in relation to the plant yet to be installed. It is now intended to equip the Sub-stations which are to be erected for the Caulfield group of lines with a type of switch-gear, which has been perfected during the war period, and which will enable the cost of the buildings to be appreciably reduced. The Consulting Engineer (Mr. Merz) further proposes to experiment in

one of the Sub-stations with automatic gear (also a recent development of electrical science) which enables the number of attendants to be considerably reduced and working expenses thus economized.

In addition, the two main generators to be installed in the Newport Power House are to be of considerably higher productive capacity than those already provided. This has been rendered possible by the engineering progress during the past few years, and will enable the total continuous output of the Power House to be raised to 100,000 horse-power, and for brief periods by about an additional 15 per cent. As all the power obtainable from the Newport Power House can be used either departmentally or sold in bulk to outside concerns, the advantages derivable from the higher power generators referred to will be very appreciable.

The erection of the overhead equipment has been commenced on the Coburg Line, which will be electrified next after the Port Melbourne and Williamstown lines. During the ensuing few months construction operations will also be extended to the Reservoir, Clifton Hill, and Heidelberg lines. Afterwards the equipment of the Melbourne-Caulfield-Frankston-Dandenong group will be taken in hand, and finally the Ringwood Line and branches.

The total expenditure on the Electrification Scheme each year, exclusive of the cost of constructing new carriages and of the structural alterations to existing suburban rolling stock, is shown hereunder:—

Year.	Working Expenses.	Capital.	Total.
	£	£	£
1912-13 ...	181	27,976	28,157
1913-14 ...	876	151,618	152,494
1914-15 ...	19,944	751,980	771,924
1915-16 ...	14,974	690,482	705,456
1916-17 ...	11,250	532,102	543,352
1917-18 ...	21,844	290,038	311,882
1918-19 ...	4,686	479,464	484,150
Total ...	73,755	2,923,660	2,997,415

Subsidiary Electrical Schemes.

The Elwood Sub-station, which is linked up with the Electrification Scheme and supplied with energy from the Newport Power House, is now in operation. The additional power thereby made available has enabled more commodious cars to be run on the St. Kilda-Brighton Electric Tramway and admitted of improvements in the service, whilst various economies have been rendered possible by the substitution of electric power for the steam-driven producing plant with which the Elwood Power House was formerly equipped.

Another important subsidiary scheme is the proposed establishment of a Sub-station at Spencer-street in place of the steam-driven producing plant at the existing electric light station. This Sub-station will be connected to the Newport Power House, and is intended to supply all energy for lighting and other purposes produced by the present plant, as well as such further quantities as may be necessary for the operation of the tools in Metropolitan Railway Workshops and for other purposes.

Sale of Electric Power in Bulk.

There will be a considerable quantity of power available at the Newport Power House for other than railway purposes when all the Suburban lines are electrically operated, particularly during the periods of the day when the traffic is comparatively light, and under the authority granted by Act No. 2942, arrangements have been entered into to supply bulk current to several important concerns. The revenue thus derived will help to offset the increased interest charges on the Newport Power House due to the additional capital expenditure caused by the War and otherwise, and at the same time

the supply of comparatively cheap power should prove beneficial to the industries which are to obtain their supplies of energy from this source.

Automatic Signalling.

The installation of automatic signals on the Sandringham-Essendon Line has enabled an appreciable reduction in staff to be effected. Both the automatic signals and the train stops so far provided in connexion with the electrification of this line have given very satisfactory results, but a considerable amount of work has still to be completed before the whole of the line can be so equipped. The work is being pressed forward, however, as fast as supplies of apparatus and materials become available.

The extension of this system of signalling is gradually gaining headway, the section between Montague and Flinders-street on the Port Melbourne Line having already been completed, whilst the equipment of the St. Kilda Line is now well in hand.

On the Williamstown Line the existing track circuits are being converted to alternating current operation instead of the present direct current, and the work will form part of the ultimate power signalling scheme for this line. It is necessary, however, that the alteration of the track circuits be completed prior to the commencement of electric traction.

Way and Works Branch.

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

The relaying of 41·6 miles of track with steel rails was undertaken and completed as shown hereunder :—

Description of Rails.	Miles of Track relaid.
New 100 lbs.	4·6
New 80 lbs.	28·3
Serviceable 100 lbs. and 80 lbs.	3·1
Serviceable 75 lbs., 66 lbs., and 60 lbs.	5·6
Total	41·6

Of this total 27·1 miles were relaid with heavier rails in order to provide serviceable steel rails for the construction of new lines of railway and new sidings.

The tracks were strengthened by 8,804 additional sleepers, and 109,794 sleepers were renewed and 28 miles of fencing rebuilt.

Five additional places were provided with interlocking appliances involving the installation of 81 levers, and the total number of interlocked places as at 30th June was 854, with 10,926 levers, the proportion of interlocked places representing 79·58 per cent.

Eighteen intermediate non-staff stations were equipped with 24 sets of staff, Annett, or Tablet Lock Gear; and 5 sets of Plunger Locking Gear were installed at 4 staff stations.

Regrading of Camberwell Line.

Since the date of our last Report, the new "Up" line between Albert-street, Auburn, and the East Camberwell Station has been brought into use, as well as the island platform at Camberwell; the superstructure of the bridge at Henry-street and the substructure and superstructure of the bridge at Burke-road have been completed; the level crossing at Burwood-road has been abolished, and the new Camberwell goods yard opened for the conduct of public business.

The only work now remaining to be done is the provision of the permanent superstructures of the overhead bridges at Glenferrie-road and Auburn-road. Owing to the volume of vehicular and tram traffic which passes under the railway bridge at Glenferrie-road, Glenferrie, it was decided some time ago to have the superstructure of that bridge completed so as to admit of the removal of the timber piles supporting the

temporary superstructure, and the work will be taken in hand as soon as the requisite steel plates, which the contractor for the supply of the girders has not hitherto been able to obtain, become available.

It is not considered, however, that the completion of the Auburn-road bridge is so urgently called for, and the material for its permanent superstructure will not be ordered while the price of steel remains as high as it is at present.

The task of regrading the line has been one of considerable magnitude, attended by difficulties of various kinds, and the fact that the work has been completed with a minimum of inconvenience to the general public reflects credit upon the staff concerned.

New Shipping Shed at Montague.

In order to complete the new shipping shed at Montague for use there still remain to be provided hoisting appliances, run-ways for cargo shifting, additional siding, goods platform, and office accommodation, &c., besides electric lighting and power. The building itself has been of considerable utility for storage purposes pending its eventual adaptation to the use for which it was erected, and has thereby proved a source of revenue production. It is intended to proceed with the equipment of the shed as soon as the requisite funds have been made available by Parliament, and it is anticipated that it will be ready for the conduct of cargo business within the next twelve months.

Spencer-street Station and Terminal Accommodation.

As pointed out in previous Reports, the full advantage cannot be gained from the renewed and duplicated viaduct between Flinders-street and Spencer-street until the suburban passenger lines through Spencer-street are duplicated to the Franklin-street Junction.

Under present conditions the passenger traffic between the Viaduct Junction and North Melbourne has to be conducted over two lines of way from the Viaduct Junction to the Franklin-street Junction, and the duplication of this section of track cannot be accomplished without providing two "island" platforms for the suburban trains at Spencer-street, which will involve the absorption of the area occupied by the present Shipping Shed, but the removal of this building cannot be proceeded with, until the new Shipping Shed at Montague has been completed.

A comprehensive scheme is in course of formulation for the complete re-modelling of both the passenger and goods yard accommodation at Spencer-street right through from the Spencer-street end of the viaduct to the Maribyrnong River, including the lay-out of the proposed new Locomotive Depôt at South Kensington. The volume of traffic requiring to be dealt with, which is steadily increasing, and the encroachment on existing sidings which the provision of the additional running tracks between the Viaduct Junction and the Franklin-street Junction will involve, make it necessary to undertake considerable alterations and extensions of the existing accommodation, and it is proposed to design a plan, making the best use of the area available, and setting out the terminal in the manner in which it is intended that it should be ultimately established complete. The plan will be so prepared as to harmonize with the Melbourne Harbor Trust's Scheme for Dock improvements, and future railway works in the Spencer-street Yard will be carried out in such a way as to form part of, or to conform with, the complete plan referred to.

Proposed New Metropolitan Locomotive Depot.

Reference has already been made to the growing need for a new and up-to-date locomotive depôt in the vicinity of North Melbourne. The necessary land has been acquired at South Kensington, but, before it can be regarded as a suitable site for a depôt, a considerable quantity of filling will require to be done. Up to date 160,000 cubic yards of earth excavated in connexion with other works have been placed on the ground, 70,000 cubic yards of which were transferred thereto during the year just closed, but beyond filling in the land as opportunity offers, it is not intended to incur any expense on the scheme, which will involve a considerable outlay, until the comprehensive plan for the re-arrangement of the Spencer-street station and yard has been completed, but it may be stated that one of the first works that will have to be undertaken in connexion with the provision of the urgently needed additional accommodation in the Spencer-street yard is the removal of the existing locomotive depôt from North Melbourne to the new location at South Kensington.

Electric Lighting of Stations, &c.

In pursuance of the policy of having the local railway stations lit by electricity at places at which the necessary current is obtainable at a reasonable price, and the circumstances justify the expense, electric lighting was installed at Bairnsdale, Croydon, Euroa, Hamilton, Kerang, Koroit, Mooroopna, Nagambie, Numurkah, Ringwood, Sunbury, Shepparton, Terang, and Wodonga, and at the station-masters' quarters and the live-stock trucking yards at a number of stations. The Goods Yards at Williamstown and Newport were also similarly equipped, and it is proposed to attend to other places awaiting conversion in their order of urgency.

Grain Silos.

In accordance with the determination of the Government not to proceed at present with the erection of country silos, but to invite tenders for the construction of terminal silos at Williamstown and Geelong, with a storage capacity of 2,250,000 bushels and 1,000,000 bushels respectively, plans of suitable terminal silos have been prepared.

It was contended by the Melbourne Harbor Trust authorities that the site chosen for the Williamstown silo was not as suitable as one that was available at Newport, which would fit in with future port developments: but after an extended investigation it was decided that the original location adjacent to the railway piers at Williamstown should be adhered to.

The matter of advertising for tenders is now awaiting a decision by the Government.

Rolling Stock Branch.

The whole of the rolling stock in use and the machinery and tools were maintained in good working order and repair, *vide* the certificate of the Chief Mechanical Engineer (Appendix No. 2). Inventories of the rolling stock in existence at 30th June, 1919, 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 that was broken up, &c., during the year (Appendix No. 15), 17 obsolete locomotives of low capacity have been written down from full to one-half tractive power, 22 other old types of locomotives from full tractive power to that represented by their value as scrap material, and 80 old fixed-wheel base cars from one-half to one-quarter internal floor area.

The writing down of locomotives during the year has been considerably more than normal because of the inauguration of electric traction on the suburban lines, the majority of the locomotives displaced thereby being unsuitable for other service. As a result of this writing down the inventory of rolling stock shows a deficiency which it is estimated will cost, say, £134,500 to make good, *vide* Appendix No. 16. This deficiency will have to be liquidated during the current and future years.

The output of rolling stock was as indicated hereunder:—

	Number Manufactured.
<i>Locomotives—</i>	
“A2” class for heavy passenger service	12
<i>Carriages—</i>	
Corridor vestibule (58 feet long) for country services	15
<i>Trucks—</i>	
Sheep	50
Refrigerator	10
Bogie open goods	7
Louvre	50
Oil tank	1
Total	118
<i>Electric Tram Cars—</i>	
Bogie	5

and the whole of this stock was manufactured at the Newport Workshops.

In addition 10 cars of the suburban bogie type were altered for use in the electric service, and the position at 30th June as regards the carriage equipment for operation under electrical conditions was as under:—

	Total number required for Electrification.	Output during 1918-19.	Total number completed at 30th June, 1919.	Balance to be completed.
MOTOR COACHES.				
Construction of new sliding-door cars	195	..	176	19
Alteration of bodies of swing-door cars	164	1	156	8
Manufacture of new underframes and bogies	164	..	92	72
TRAILERS AND DRIVING TRAILERS.				
Alterations of bodies of existing cars	343	9	318	25

Construction of Locomotives by Contract.

At the request of Messrs. Thompson and Co., of Castlemaine, they were relieved of the contract which they entered into for the manufacture of the third series of 20 "DD" class locomotives, and as pointed out in our previous Report, the Department is no longer under an obligation to have any additional locomotives built by contract. A valuation of the unfinished portion of the work which the company had in hand was made by officers of the Department, and the work of assembling and completing the locomotives has been taken over under a mutually satisfactory arrangement. The company has undertaken, however, to complete the requisite boilers.

New Sleeping Cars.

Owing to the development of traffic between Melbourne and Adelaide, difficulty has been experienced for several years past in satisfactorily meeting the sleeping berth requirements of passengers, and the opening of the Transcontinental line has naturally increased the demand for sleeping accommodation.

In order to provide more efficiently for this service and to allow of a fair margin for exceptionally busy periods and for relief purposes, four new 71-ft. joint stock sleeping cars have been built, the intention being to withdraw the two sleeping cars of the "Mann" type, of which one will then be taken over by the South Australian Railways Department, and the other will belong to this Department, and be utilized on the Mildura line. When this arrangement has been effected, ten sleeping cars of modern design will be available for the service. The new cars are provided with electric light, hot-water services, wardrobes, clothes cabinets, berth lamps, and other conveniences for the comfort of passengers, and a special feature of their construction is that the timber used in the interior fittings is Australian maple of handsome figure finished in its natural colour.

Narrow-gauge Excursion Cars.

In recent years the week-end passenger traffic on the Ferntree Gully-Gembrook line has considerably increased, and six vehicles of a special type have been placed in the service. These vehicles each have seating accommodation for 32 passengers, and afford a greater measure of comfort than the seated trucks which they have displaced. They have light wooden roofs, drop-down side canvas screens, standard carriage doors, battened seats and backs, are lighted with gas, and have proved so satisfactory that arrangements have been made to displace all the seated trucks in use on the line by this type of vehicle.

Car Equipment for Suburban, Special, and Excursion Traffic.

In the past it has been necessary at holiday times to temporarily withdraw from the regular suburban service a number of cars to meet the heavy demands for passenger accommodation to country districts and sea-side and mountainous resorts, and the requirements for specials, race traffic, and Sunday excursions have also been met in the same way, but the opportunities for catering for those classes of traffic in the manner mentioned are gradually disappearing as the bogie suburban cars become equipped for electric traction.

A number of additional cars have already been built to meet the needs of the electric service, and when the complete conversion is achieved, there will not be any fixed-wheel base stock used in the conduct of the suburban traffic.

In order to provide the requisite stock for the special classes of traffic mentioned, a programme has been laid down for the manufacture of 222 cars of a new type, particulars and photographs of which appeared in our last Report. Twelve of these cars are at present under construction and are approaching completion, and, as it is intended to build a further lot of 60 during the next twelve months and the balance at the rate of 75 per annum, it is anticipated that the full number will be completed concurrently with the final stages of the electrification scheme.

Electric Lighting of Carriages.

The question of installing electric lighting on cars running on branch lines which have not been equipped with Pintsch gas-holders is still receiving attention, and two different sets of equipment are now in use with the object of determining their relative efficiency. Consideration is also being given to the question of electrically lighting the cars used in the principal main line passenger services.

Superheater Locomotives.

Twelve new locomotives of the "A2" class, equipped with superheater appliances, were placed in service during the year, and five of the existing "A2" class and two "DD" class saturated steam locomotives were fitted with similar apparatus, making a total of 57 engines so equipped at 30th June last. The experience gained of these converted engines has proved so satisfactory that provision is being made for the conversion of 35 additional "A2" and "DD" class locomotives during the next twelve months.

Consolidation Locomotives.

The mileage run during the year 1918-19 by the pattern "Consolidation" superheater locomotive which was completed in March, 1918, totalled 31,615 miles, and satisfactory results continued to be gained from the use of it under service conditions. Tenders were invited about twelve months ago for sufficient material for the manufacture of twenty locomotives of the same pattern, but the prices submitted were too high to justify an acceptance of any of the offers made. Fresh tenders were recently received, however, and, as the prices were more favorable than previously, arrangements are now in course for obtaining material for the construction of ten locomotives of this class, which number will be sufficient for the time being to run on the lines on which the work of strengthening bridges to carry these heavier engines has been completed.

Visit of Officers to America.

In September of last year, with the approval of the Government, a delegation of three officers of the Rolling Stock Branch visited the United States of America and Canada for the purpose of exhaustively investigating the question of the production of steel from scrap by the aid of an electric furnace, and inquiring into the most modern features of the lay-out, equipment, and operation of workshops, and other subjects. A number of the leading American railroad and engineering workshops were visited, and the experience and knowledge gained by the officers concerned, who have made an exhaustive report embodying many proposals, should prove of benefit to the Department and result in economies which will well repay the cost of their mission.

Proposed New Foundry and Electric Steel Furnace at Newport.

The existing foundry at Newport is no longer suitable for fulfilling the functions required of it.

A close investigation of the whole question has revealed that considerable savings will result from the establishment of a properly equipped foundry, while the installation of an electric furnace, by the use of which steel castings may be manufactured from scrap, is regarded as a sound business proposition.

The officers who visited America did so primarily for the purpose of inquiring into the results achieved by electric steel furnaces, and on their return they unhesitatingly advocated the adoption of this process for steel making.

It is not practicable, however, to include such a furnace in the existing foundry building, which is also unsuitable for the installation of efficient appliances for handling castings and materials, the lack of which causes congestion and militates against the economical performance of the work.

In addition, the presence of the existing foundry has precluded very desirable extensions of other divisions of the shops which have become seriously congested, and in the interests of efficiency and economy it is essential that a modern foundry with provision for the inclusion of an electric furnace be established on a site which has been selected for the purpose in a location that will accord with future extensions of the Workshops.

To this end, plans of the proposed foundry have been prepared and subjected to careful review by the officers who visited America, and also by an engineer who has thoroughly investigated English workshop methods, all of whom agree that the design, lay-out, and equipment which have been provided for embrace all the modern features and principles obtaining in the best foundries in America and England.

The whole proposition, which is estimated to cost about £45,000 and to yield a saving of approximately £9,500 per annum, has already been submitted to the Honorable the Minister for reference to the Parliamentary Standing Committee on Railways in accordance with the provisions of Section 21 of the *Railways Standing Committee Act 1915*, No. 2717, and as soon as the requisite consent is obtained and the necessary funds have been made available by Parliament, the work will be taken in hand.

Newport Workshops.

For financial reasons the much needed re-modelling and enlarging of the Newport Workshops have not yet been undertaken, but during the year a great deal of valuable information with respect to the most modern and efficient methods of workshop practice and design has been secured from abroad and carefully studied with a view to applying the data to the various schemes for bringing the Workshops up to date.

Satisfactory progress has been made with the installation of electric power, and approximately 55 per cent. of the shop tools and machines are now operated by electric drive, whilst everything is in readiness for further progress in this direction when the necessary power is available.

The shop that was intended originally for a springmakers' shop, but was shortly after the outbreak of the war extended and fitted up with high-speed engines and machine tools for the manufacture of munitions, has now been re-arranged to provide accommodation for brake and speed recorder repairs, and for the manufacture of tools and gauges and other special work.

Ballarat and Bendigo Workshops.

Satisfactory results were obtained from the operations of these Workshops during the year.

At Ballarat 41 locomotives were overhauled and 69 passenger cars renovated, whilst at Bendigo similar attention was given to 35 locomotives and 50 carriages, and at each depôt repairs were effected to a large number of trucks.

The assembling and completion of five of the "DD" class locomotives which formed portion of the contract relinquished by Messrs. Thompson and Co., of Castle-maine, are now being undertaken at each of these Workshops.

In order to finalise the equipment of the shops, however, about 20 per cent. of the requisite shop tools and machines have yet to be provided, as well as two 50-ton cranes and one 30-ton crane at each place, but it is anticipated that both shops will be fully equipped during the next twelve months.

Geelong Locomotive Depot.

The improved facilities provided at Geelong for stabling, repairing, and cleaning locomotives, including the hot-water washing-out plant, have proved very beneficial and given every satisfaction.

Stores Branch.

The value of the stock of stores at 30th June, 1919, as per the certificate of the Chief Storekeeper (Appendix No. 4) was £1,096,700, or £44,362 more than the value of the stock as at 30th June, 1918.

Larger supplies of various classes of materials are still on hand than would be the case in normal times, owing to deliveries having been effected under old contracts for works which were in contemplation but had to be postponed or curtailed through the necessity for restricting expenditure. Now that the outlook is so much improved, however, by the cessation of hostilities in Europe, an early resumption of the programme of improvements which we had previously embarked upon has been rendered practicable, and the more urgent requirements, such as the manufacture of additional rolling stock, will be attended to as soon as the necessary funds are made available, and this will have the effect of materially reducing the existing stocks of materials which, by virtue of their early purchase, represent good value at the present day.

During the year it was necessary to buy appreciable quantities of such materials as brass, canvas, copper, oils, paper, &c., for stock, so as to insure adequate supplies and uninterrupted progress with the satisfaction of requirements, and these commodities could only be secured at high prices, which, of course, have had an effect upon the total value of the stocks held.

Whenever it was practicable to do so, surplus materials were disposed of, and as a result of the prices obtained the Department benefited thereby to the extent of approximately £10,000 for the year.

Coal Supplies.

The shortage of Inter-State shipping and the reduced output of coal from the State Coal Mine during the latter half of the year, in consequence of a number of miners and other employees having been stricken down by influenza, caused considerable difficulty in securing sufficient supplies of coal to meet requirements during the year.

The total quantity purchased was 539,088 tons, of which 207,534 tons were received from the State Coal Mine, 7,148 tons from other Victorian mines, and 324,406 tons from New South Wales mines; but from the commencement of the year only limited quantities of the latter were delivered by sea, with the result that in order to maintain train services we were obliged to arrange for supplies to be brought overland, and of the total tonnage secured from New South Wales no less than 151,757 tons had to be railed right through from the mines to the point of delivery in Victoria.

Towards the end of the year the position became far more acute, owing to the total stoppage of shipping in consequence of the strike of seamen, and there was then no alternative but to secure delivery by rail from New South Wales of the whole of the requirements in excess of the quantity supplied by the Victorian Mines. A depôt has been established between Wodonga and Albury for the transfer of coal from New South Wales to Victorian trucks, involving the provision of additional siding accommodation and extra expenditure which, when taken into consideration with the cost of railage and the fact that we had to accept an inferior quality of coal, entailed a considerable addition to our working expenses.

It has been the custom for several years past to hold a reserve stock of coal for use in case of emergency, and the wisdom of this action has been proven. Owing to the disabilities mentioned above, the reserve supply had to be drawn upon during the year in order to provide adequate train services, with the result that the stock has been considerably depleted, but it will be built up again as soon as the conditions enable us to do so.

Whilst it was necessary for this Department to have coal railed from New South Wales prior to the seamen's strike owing to an insufficient quantity being allotted from oversea supplies, all other consumers in this and other States obtained their full requirements by oversea transport, and despite our emphatic protests against the unfairness of this arrangement, the Department was compelled to bear the additional cost involved in freight charges by rail as compared with the sea freight and at the same time to use coal of lower calorific value than could have been obtained if a share of the available shipping had been allotted us.

In addition to attending to our own requirements for the year, special efforts had to be exerted to bring coal overland, during the period of the seamen's strike, for the Melbourne Metropolitan Gas Company, the South Australian Gas Company, and the South Australian Railways Department, all of which supplies had to be transferred to Victorian trucks at the border stations.

The Department further assisted during the strike period by supplying coal to certain industries, the stoppage of which would have had a serious effect upon the general public.

Telegraph Branch.

Upon the retirement of the Head of the Telegraph Branch in December last, arrangements were made, in the interests of economy, for the work hitherto performed under his control to be transferred to other appropriate branches, and the Telegraph Branch was disestablished as a separate Division of the Department as from 10th March, 1919.

Pilfering.

Unremitting attention was given during the year to the prevention of pilfering, and satisfactory results attended the efforts made by the staff of special officers engaged on the work to suppress the evil.

The number of prosecutions and convictions, during each of the past three years, against outsiders and employees, and also the number of charges heard by the Board of Discipline in the case of employees against whom the evidence was not considered sufficient to justify a prosecution, appear hereunder:—

Year ending 30th June.	Outsiders.		Employees.		Charges against Employees before the Board of Discipline.	
	Number Prosecuted.	Number Convicted.	Number Prosecuted.	Number Convicted.	Number of Charges.	Number of Employees Dismissed.
1917..	49	39	46	43	25	16
1918..	43	33	50	43	9	7
1919..	54	49	27	23	13	2

Travelling Irregularities.

Despite the number of cases that have been brought before the Courts, and the publicity given thereto by the Press, irregularities in travelling continue to be committed, and the special staff employed on the detection of offenders has become indispensable.

The number of breaches of the Regulations detected, as contrasted with the previous year, was as under, viz. :—

Detected by—	Number of Irregularities detected.		Increase.	Decrease.
	Year 1917-18.	Year 1918-19.		
Special Checkers on Suburban Trains and Barriers ..	2,987	2,703	..	284
Special Checkers on Country Trains	1,552	1,335	..	215
Conductors on Country Trains	2,734	2,425	..	309
Flying Gangs on Suburban Trains	736	742	6	..
Totals	8,009	7,205	6	808

Many of the irregularities were, however, of a trivial character, and it is gratifying to be able to report that there was a reduction in the number of offences disclosed by the special checks made during the year under review.

Dining Car Service.

In consequence of the restrictions which were imposed by the Public Health Authorities in combating the influenza epidemic, there was for a period of the year a considerable falling off in Inter-State passenger traffic, as a result of which the express services were curtailed for a period of more than three months, and the Dining Car receipts were materially affected.

The gross earnings of the cars in running on the respective lines during each of the past three years were as shown hereunder :—

	Year--			+ Increase. - Decrease. As compared with 1917-18.
	1916-17.	1917-18.	1918-19.	
	£	£	£	£
Sydney Express	9,626	10,379	7,899	- 2,480
Adelaide Express	4,976	6,013	5,167	- 846
Mildura Line	1,465	2,561	2,664	+ 103
Total	16,067	18,953	15,730	- 3,223

The catering was maintained at the usual high standard, and, despite the falling off in the receipts from the Sydney and Adelaide express Dining Car services, the year's transactions resulted in a profit of £1,710 after allowing for Working Expenses and the cost of the stores consumed.

Railway Refreshment Rooms.

The leases of the various Railway Refreshment Rooms terminated on 30th June last, and instead of arranging for the whole of the rooms to be re-let by tender it was decided that this Department would itself manage a number of the principal rooms, as it was considered that the adoption of such a course would not only enable a better service to be given to patrons but would at the same time result in the Department securing a larger measure of revenue than had hitherto been derived by leasing the rooms.

In pursuance of this determination the Department assumed control of the Refreshment Rooms at Bendigo and Lilydale as from 26th June, and at Spencer-street, Seymour, Ararat, Ballarat, Kyneton, and Bacchus Marsh as from 30th June, and the results obtained so far have proved so satisfactory that it is probable that the remaining rooms will also be taken over by the Department on the termination of the present leases, which were extended to operate until 30th June next.

Reservation of Seating Accommodation.

Passengers by the Adelaide and Sydney express trains continued to take advantage of the opportunity afforded them to book seats at a charge of 1s. per seat; the proportion of reservations having increased from about 50 per cent. of the available seating accommodation in 1917-18 to about 66 per cent. in the year just closed, with the result that there has been a marked diminution of the congestion which formerly occurred at the barriers and on the departure platforms.

So far as the 4 p.m. Albury express train is concerned, it has been decided to continue the application of the arrangement thereto, as during the past twelve months the number of seats reserved on that train marked a much greater appreciation by passengers of the facilities granted for having their seats booked in advance.

Ambulance Organization and Equipment.

The ambulance equipment available at stations, depôts, and in vans of trains was increased by twenty stretchers and boxes at various depôts, and the "First Aid" classes were maintained, but owing to the influenza epidemic the attendances were not so satisfactory as in previous years.

An additional two hundred and fifty employees, however, qualified themselves during the year.

Keen interest was again taken in the Annual Competitions, and there is no doubt that the friendly rivalry which these Competitions create has a stimulating effect in the encouragement of the staff to become proficient in the rendering of "First Aid."

The Staff.

In accordance with the policy followed since the commencement of the War, the appointments made to the Permanent Staff during the year were, generally speaking, restricted to youths under the age of eighteen years. However, in connexion with the Electrification Scheme, it was found necessary, as no persons in the Department possessed the requisite qualifications, to fill certain positions by the appointment, under the provisions of Section 142 of the *Railways Act 1915*, of eighteen officers and employees whose services had already been utilized in connexion with the Scheme, and who were known to have the ability necessary for the performance of the duties required of them.

The total number of new appointments for the year was 379, made up as follows :—

Apprentices	106
Junior Clerks	96
Lads	158
Deferred appointment of "Five-year Casual" entitled to permanency under Act No. 2310	1
Persons appointed by Order in Council under Section 142 of Act No. 2716	18
Total	379,

but this figure was more than set off by the reduction of the staff owing to retirements, dismissals, resignations, deaths, &c., which amounted to 508, so that the number of permanent employees on the books of the Department at 30th June, 1919, was 129 less than on the corresponding date of the previous year.

The following comparison indicates the number of employees in each branch at the 30th June, 1918, and 1919, respectively, exclusive of those absent on military service :—

Branch.	At 30th June, 1918.			At 30th June, 1919.		
	Permanent.	Supernumerary.	Total.	Permanent.	Supernumerary.	Total.
Secretary's	28	7	35	34	8	42
Transportation	3,952	2,294	6,246	4,106	2,477	6,583
Rolling Stock	4,403	2,222	6,625	4,585	2,281	6,866
Way and Works	2,756	2,622	5,378	2,719	2,702	5,421
Accountant's	114	37	151	117	35	152
Audit	106	37	143	112	37	149
Stores	80	62	142	80	59	139
Printing	35	29	64	36	28	64
Telegraph	171	104	275	..	..	..
Electrical Engineering	92	127	219	201	265	466
Traffic	44	1	45	44	..	44
Total	11,781	7,542	19,323	12,034	7,892	19,926

It will thus be seen that during the year there was an increase of 603 in the number of employees on the pay-rolls, but the figure for the year 1918-19, especially as regards the Transportation Branch is concerned, has been affected by the large number of men utilized for relief purposes owing to the influenza epidemic.

Apart from the increase so caused, which was more nominal than real in its influence upon the Working Expenses, the greater activity in the construction of rolling-stock (absorbing nearly 200 additional employees at the Newport Workshops), and the completion of portions of the Electrification Scheme, necessitating the employment of additional staff in the maintenance and operation of the electrical system, have been responsible for portion of the greater number as at 30th June last.

It is anticipated that in the near future practically the whole of the employees who enlisted for active service will have returned to duty in the Department, and it is then proposed to afford supernumerary Returned Soldiers an opportunity of gaining appointment to the Permanent Staff, subject, of course, to the requirements of the Department in each grade.

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

Year.	Total Salaries and Wages.
1916-17 (including £36,820 arrears under the re-classification paid in 1917-18)	£3,228,336
1917-18	3,150,437
1918-19	3,284,779

Classification Board.

The Classification Board referred to in our last report, consisting of an Officer of the Department as Chairman, two other Officers representing the Commissioners, and two employees elected by the staff, was disbanded in June of last year at the direction of the Government, after having investigated the classification of the whole of the staff except Officers in certain supervising and administrative grades.

In accordance with a promise made by the Government in response to further representations in Parliament, a Board similarly constituted was established in April of this year, but did not commence operations owing to a subsequent decision to introduce legislation for the appointment of a Board with an independent Chairman, and this matter is now receiving the attention of Parliament.

The Staff and the War.

Between the date of our last report and the termination of the War, 91 employees, whose names are embodied on pages 31 to 33, were granted leave of absence to undertake military or naval service, &c., thus bringing the total number of Officers and Employees who enlisted from the Department up to 4,509, of whom 2,578 were still absent at 30th June last.

We have previously expressed satisfaction at the manner in which the staff responded to the call for volunteers, and as hostilities have now ceased we desire to record our appreciation of the fact that so large a proportion of the staff assisted in bringing the War to a successful conclusion by placing their services at the disposal of the Empire.

We deeply regret that 437 of these employees, or 9.7 per cent. of the total number of enlistments, are known to have made the supreme sacrifice. Their names appear on pages 34 and 35.

State Coal Mine.

After payment of Working Expenses and Interest Charges, and providing for a contribution to the Sinking Fund and the depreciation of assets to the extent of £27,000, a loss of £8,411 was incurred in the operation of the State Coal Mine for the year.

The output of the mine was estimated at 441,800 tons for the twelve months, but only 343,318 tons were produced, which represents a reduction of 39,549 tons on the quantity mined in the previous year. Of the total yield, 206,104 tons were consumed by the Railway Department, 15,223 tons were sold to other public Departments, and 103,417 tons were disposed of to the general public, the balance of 18,574 tons being accounted for by local consumption, sales to miners, &c.

The deficiency in the output as compared with the estimate, viz., 98,482 tons, is accounted for principally by variations in the mining conditions, industrial disputes, a flooding of the mine, the outbreak of influenza which affected a large number of the Mine employees, and the scarcity of efficient mine labour. The total time lost as a result of strikes, stop-work meetings, &c., amounted to nine and a half days, and five days were lost on account of three fatal accidents. For four days work was suspended on account of the flooding of the pits, and another four days were lost when the influenza epidemic was at its worst stage.

These factors were responsible for an increase in the working cost per ton of coal produced, which for the year amounted to 15s. 6d., and this necessitated an all-round advance in the selling rate.

At the Eastern Area the No. 3 bench has now been struck by both the main and air tunnels at a distance of 3,975 feet from the surface, and the bottom lay-out for handling coal is well in progress. The haulage engine has been erected, and the endless rope haulage installed, whilst the screening plant which had been erected some time previously is working satisfactorily. The output at present being obtained from this pit is approximately 60 tons per day, which will be considerably improved upon when the permanent lay-out at the pit bottom is completed.

During the year a new winning, known as the Station Area, and which shows promise of good results, has been opened up north of the township. A tunnel has been driven 850 feet in length, and workable coal struck at 300 feet from the surface. Several coal faces have been opened out at different points in the tunnel and connexion made to an air shaft 40 feet in depth. A small screening plant has been erected, and a main and tail rope haulage installed.

The extension to the No. 4 bench of the McBride Tunnel has been completed, and satisfactory advancement made with the back heading. A developmental stone drive on the east side of No. 3 bench is in progress, a similar drive on the west side of this bench having been completed during the year.

Exploratory work by means of boring is being maintained in the various areas.

The total sum expended in wages for the year was £242,530, and employment was furnished to an average number of 1,432 employees; the net average earnings of the miners, after deducting the cost of explosives, amounting to 17s. 10d. per shift.

There was a further diminution in the production per miner per shift, due to the deterioration in mining conditions and in the average quality of the available labour; although the influenza outbreak, which had a serious effect upon the vitality of the employees, was also responsible for a reduction in their efficiency during an extended period of the year.

Death of Mr. Commissioner E. B. Jones.

It is with profound regret that we have to record the death on 1st August last, from pneumonic influenza, of Mr. E. B. Jones, who, after occupying the important positions of General Passenger and Freight Agent and Secretary for Railways, was appointed a Commissioner on 7th April, 1915, and became second Commissioner after the death, on 29th June, 1917, of Mr. L. McClelland.

The decease of Mr. Jones has removed from us an honoured and gifted colleague, and has deprived both the Department and the State of the valuable services and expert knowledge of a gentleman who gave his life to his work, and by his great ability, sense of justice, and unfailing courtesy gained the respect of all who came in contact with him during his official career.

His untimely death is greatly deplored, not only by ourselves, but by the whole staff of the Service, who held him in the highest esteem.

Changes in Personnel of the Commissioners.

The vacancy created by the death of Mr. L. McClelland in June, 1917, was filled in April last by the appointment of Mr. W. M. Shannon, formerly the Chief Mechanical Engineer of the Department, but the death of Mr. E. B. Jones caused a further vacancy, to which Mr. C. Miscamble, who occupied the position of Superintendent of Goods Train Service, has been appointed.

Acknowledgment of Services of Staff.

The staff continued to perform their duties in a most satisfactory manner during the year, and we desire to place on record our appreciation of the good service rendered by the whole of the officers and employees, whose hearty co-operation and loyal assistance have been important factors in the success of the year's operations.

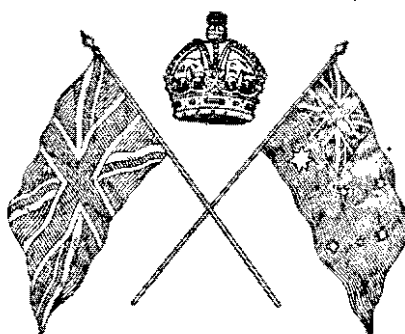
Appendices.

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 36.

We have the honour to be, Sir,

Your obedient Servants,

C. E. NORMAN, Chairman,	} Victorian Railways Commissioners.
W. M. SHANNON,	
C. MISCAMBLE,	



ROLL OF HONOUR.

NAMES OF OFFICERS AND EMPLOYEES WHO HAVE ENLISTED FOR SERVICE IN CONNEXION WITH THE WAR; ADDITIONAL TO THOSE SHOWN IN THE ANNUAL REPORT FOR THE YEAR 1917-18.

Name.	Branch.	Grade.	Date of Enlistment.
Aitken, H. K.	Transportation	Clerk	29.10.18
Alleyn, J. H.	Transportation	Lad Porter	1.10.18
Ashton, T.	Rolling Stock	Lad Labourer	30.1.17
Astbury, J. R.	Transportation	Lad Porter	14.10.18
Balfour, A.	Transportation	Lad Porter	8.8.18
Ballantyne, F. J.	Way and Works	Labourer	16.12.14
Barrett, C.	Transportation	Number Taker	21.10.18
Bateman, C. J.	Transportation	Steward	16.10.18
Batbie, D.	Rolling Stock	Lad Labourer	20.7.18
Bell, H. C.	Rolling Stock	Apprentice Car and Waggon Builder	26.10.18
Bell, R. A.	Way and Works	Lad Labourer	9.8.18
Beretta, J.	Transportation	Shunter	18.1.15
Betherton, R.	Transportation	Porter	2.9.18
Beyer, W. E.	Way and Works	Skilled Labourer	22.2.16
Binney, F. W.	Way and Works	Painter	26.11.17
Borradale, R. C. G.	Rolling Stock	Lad Labourer	13.7.18
Boyd, K. H.	Transportation	Messenger	15.8.18
Bradley, J. W.	Transportation	Porter	12.10.18
Brown, J. W.	Transportation	Acting Clerk	5.9.18
Browne, E. T.	Rolling Stock	Casting Dresser	16.3.16
Browne, R.	Transportation	Lad Porter	14.11.18
Bryant, L. J.	Transportation	Lad Porter	2.12.16
Burns, P. G.	Rolling Stock	Labourer	12.10.18
Canavan, A.	Way and Works	Striker	17.3.16
Chalmers, A. M.	Rolling Stock	Clerk	1.8.18
Chubbs, A. P.	Rolling Stock	Fireman	1.7.18
Clark, A. E.	Rolling Stock	Engine Cleaner	7.6.16
Claxton, H.	Rolling Stock	Lad Labourer	2.12.16
Corlett, J.	Transportation	Porter	19.7.18
Costelloe, H. J.	Rolling Stock	Engine Cleaner	2.9.18
Crack, J. A.	Transportation	Operating Porter	31.10.18
Crombie, N. L.	Transportation	Clerk	9.9.18
Dargon, T.	Transportation	Lampman	21.10.18
Dolby, W. J.	Transportation	Lad Porter	7.8.18
Drummond, W.	Rolling Stock	Lighter-up and Washer-out	19.8.18
Duncan, A. B.	Transportation	Lad Porter	23.9.18
Duncan, C. H.	Rolling Stock	Assistant Undergear Repairer	8.1.16
Dwight, O.	Transportation	Porter	2.8.18
Dyason, H. P.	Transportation	Conductor	9.11.18
Eastwood, A. W. S. S.	Rolling Stock	Lad Labourer	10.10.14
Ebbott, W. H.	Transportation	Liftman	8.7.18
Elder, M.	Rolling Stock	Labourer	19.7.15
Ellis, B. T.	Transportation	Guard	6.8.18
Evans, T. R.	Transportation	Block Recorder	6.1.16
Fitch G. A.	Transportation	Operating Porter	30.9.18

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

Name.	Branch.	Grade.	Date of Enlistment.
Foster, W. O.	Transportation	Porter	1.9.18
Foxcroft, G. B.	Transportation	Acting Clerk	21.10.18
Francis, W.	Rolling Stock	Engine Cleaner	2.10.18
Franklin, G. W.	Transportation	Porter	27.9.18
Franklin, J. A.	Transportation	Porter	7.10.18
Fuller, J. H.	Rolling Stock	Engine Cleaner	24.9.18
Gordon, R. J.	Rolling Stock	Striker	9.9.18
Gough, P. J. A.	Transportation	Clerk	25.10.18
Gray, S. F. C.	Rolling Stock	Labourer	5.7.18
Gregson, L. S.	Transportation	Porter	7.11.18
Groat, G. R.	Transportation	Acting Clerk	21.9.18
Gunn, H. S.	Rolling Stock	Apprentice Fitter and Turner	5.10.16
Guyot, R. A.	Rolling Stock	Apprentice Car and Waggon Builder	1.8.18
Hansen, A. J.	Rolling Stock	Apprentice Car and Waggon Builder	1.12.16
Harrigan, L.	Rolling Stock	Clerk	8.7.18
Harrison, H. L.	Rolling Stock	Labourer	15.10.18
Henderson, H. J.	Electrical Engineering	Lad Labourer	20.10.18
Henderson, R. E. D.	Rolling Stock	Labourer	27.1.15
Hogg, W.	Way and Works	Labourer	5.9.14
Ironside, M. T.	Rolling Stock	Clerk	28.10.18
Jamieson, J. W.	Transportation	Lad Labourer	21.5.18
Johns, C. H.	Transportation	Labourer	25.8.15
Judge, K. S.	Rolling Stock	Apprentice Fitter and Turner	9.2.16
Keating, W. J.	Transportation	Clerk	12.9.18
Kennedy, H. A.	Rolling Stock	Apprentice Fitter and Turner	12.10.18
King, L. J.	Transportation	Porter	9.11.18
Kingsbury, C.	Rolling Stock	Lad Labourer	19.10.18
Kinneburgh, G.	Rolling Stock	Engine Cleaner	29.4.18
Knight, E. W.	Transportation	Acting Clerk	27.7.18
Lacey, S. A.	Rolling Stock	Fitter	11.11.16
Lee, W. J.	Rolling Stock	Lad Car Cleaner	9.5.18
Leith, A.	Transportation	Porter	6.11.18
Leonard, E. B.	Way and Works	Lad Labourer	18.10.18
Little, J.	Rolling Stock	Labourer	15.7.16
Lock, A. S. F.	Rolling Stock	Engine Driver	2.7.18
Malthouse, G. R.	Rolling Stock	Apprentice Car and Waggon Builder	23.9.18
Manley, E. R.	Transportation	Lad Porter	12.9.18
Miles, A. E.	Rolling Stock	Labourer	3.2.16
Moloney, E.	Rolling Stock	Fireman	25.8.18
Murfett, L. J.	Transportation	Lad Porter	7.10.18
Murphy, C.	Way and Works	Lad Labourer	3.9.18
Murphy, M.	Rolling Stock	Labourer	4.7.18
McDonald, A.	Transportation	Porter	24.10.18
McFarlane, W. J. C.	Rolling Stock	Apprentice Fitter and Turner	30.7.18
McLay, J. R.	Transportation	Clerk	26.10.18
McLeish, D.	Rolling Stock	Engine Cleaner	21.1.15
Ogilvie, H. C.	Transportation	Acting Clerk	1.6.18
Owens, W. P.	Transportation	Guard	2.9.18
O'Brien, J. T.	Way and Works	Labourer	26.7.15
O'Donnell, J. A.	Transportation	Acting Clerk	19.11.17
O'Meara, J. P.	Transportation	Acting Clerk	7.11.18
Parker, J. T.	Rolling Stock	Coppersmith	26.10.18
Parry, H. J.	Transportation	Lad Porter	2.11.18
Parson, C. R.	Rolling Stock	Apprentice Fitter and Turner	17.8.18
Petterson, A. G.	Transportation	Acting Clerk	12.11.18
Pleydell, E. A.	Transportation	Acting Clerk	14.10.18
Pope, J. E.	Transportation	Parcels Porter	27.11.17
Prendergast, J. L.	Transportation	Lad Porter	19.8.14
Preston, W.	Way and Works	Labourer	3.5.17
Profitt, C. J. F.	Way and Works	Apprentice Carpenter	14.10.18
Quinn, J.	Rolling Stock	Fireman	17.7.18
Rankin, C. J.	Rolling Stock	Apprentice Fitter and Turner	6.8.14
Roach, W. W.	Transportation	Clerk	2.11.18
Robertson, A. J.	Way and Works	Labourer	18.6.15
Robertson, W.	Transportation	Labourer	— 9.16

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

Name.	Branch.	Grade.	Date of Enlistment.
Rogers, B. L.	Transportation	Clerk	25.9.18
Rogerson, A. W. M.	Telegraph	Lad Labourer	3.8.14
Ross, H. W.	Rolling Stock	Labourer	1.1.16
Short, E.	Rolling Stock	Apprentice Fitter and Turner	2.11.18
Smirl, L. G. S. M.	Rolling Stock	Apprentice Fitter and Turner	11.10.18
Smith, A. J.	Transportation	Stationmaster	30.9.18
Stewart, H. A.	Telegraph	Labourer	23.4.15
Swan, C.	Way and Works	Skilled Labourer	17.6.16
Thomas, F. E.	Transportation	Block Recorder	8.10.18
Thomas, F. G.	Rolling Stock	Lad Labourer	1.10.17
Thornton, A. J. B.	Transportation	Clerk	2.8.18
Topp, L. C.	Transportation	Acting Clerk	8.8.18
Trengrove, C. T. G.	Transportation	Block Recorder	8.10.18
Twist, J. T.	Telegraph	Apprentice Instrument Maker	5.8.14
Tyson, A.	Way and Works	Draughtsman	5.12.16
Vagg, G. L.	Rolling Stock	Apprentice Fitter and Turner	2.12.16
Vallins, E. W.	Rolling Stock	Lad Labourer	23.7.18
Vorbach, P.	Transportation	Lad Porter	5.9.18
Walker, A.	Transportation	Acting Clerk	6.11.18
Walker, J. E.	Transportation	Acting Clerk	26.10.18
White, R.	Rolling Stock	Striker	24.9.18
Whyte, G.	Way and Works	Labourer	7.9.14
Wilson, J. W.	Rolling Stock	Labourer	18.10.18
Woodhead, C. D.	Transportation	Lad Porter	2.11.18
Wookey, S.	Rolling Stock	Apprentice Boiler Maker	4.9.18
Worsley, F. W.	Transportation	Lad Porter	11.11.18

OBITUARY.

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

ADDICOAT, A. L.	CANNON, B. H.	FLEET, A. G.	HOULIHAN, J. V.
ALFORD, G. T.	CANTWELL, A. W.	FLEMING, W. C.	HOUSTON, J. V.
ALLEN, A. E.	CAREY, F. W.	FLETT, A. H.	INGLIS, G. R.
ALLISON, F. C. C.	CARLESS, J. N.	FLYNN, J. P.	INGRAM, A. H.
ANDREW, P. R. C.	CARLILE, C. H.	FORDHAM, A. E.	JAMES, F.
ANGLAND, D.	CARLON, T.	FOREMAN, G. W.	JAQUES, R. F.
ANNAND, V. W. J.	CARMICHAEL, A. N.	FOWLER, J.	JENNINGS, H. C.
ARCHBELL, W. W.	CARWARDINE, F.	FRANCIS, A. R.	JOHANNSEN, P. N.
ARCHBOLD, E.	CASSON, J. H.	FRANKLIN, W. C.	JOHNSTON, J. A. K.
ARCHER, F.	CAUDRY, W. J.	FRASER, W. J.	JONES, F. J.
ASH, S. R.	CHALLIS, F. H.	FREEMAN, J. P.	JONES, V. H.
ASHBY, H. G.	CHALLIS, G.	FULLARD, H.	JUDE, D. H.
ATKINSON, C. B.	CHANDLER, S. A.	FULLEBTON, L. D.	KEAY, S. P.
AULD, H. W.	CHAPMAN, A. F.	FURNELL, F.	KENNEDY, J. W. H.
BAINBRIDGE, J. S.	CHISHOLM, W. B.	FURNELL, G. J.	KENNEDY, W.
BAKER, H. W. A.	CLACK, E.	GALBRAITH, A.	KENNELLY, L. P.
BAKER, S. C.	COCK, E. C.	GALLIN, F. H.	KENNERLEY, T. F.
BALDCKOCK, W. J.	COLLIER, A. R.	GAME, E. A.	KER, N. H.
BARBER, H. L.	COLLINS, C. A.	GANDY, J. F.	KIDD, N.
BARKER, A. R.	COLLINS, J. O.	GARNER, V. G.	KIERNAN, E. J.
BATT, H. L.	COLLINSON, R. A.	GIBSON, A.	KILLEY, W.
BAXTER, H. E.	CONLEY, J.	GIBSON, H. S.	KING, C.
BAXTER, R. H.	CONNERY, T.	GLANFIELD, W. D.	KINSMAN, H. S.
BEAN, R. A.	CONROY, J. P.	GOBLE, N. F.	KIRBY, D.
BEITH, J. H.	COOPER, J. C.	GOLDBY, W.	KISSACK, J.
BENJAMIN, A. L.	COPELAND, L. G.	GORDON, B. D.	KRONK, A. E.
BENNETT, R.	COUSINS, J. A.	GORDON, E. J.	LAMBERT, E.
BENSLEY, E. H.	COWARD, L.	GORDON, J. D.	LANCASTER, G. R.
BENSON, A.	COXHELL, L.	GORDON, P. L. D.	LAW, H. G.
BENZLEY, H. R.	CRONIN, P. F.	GRAHAM, A. G.	LAXON, W. J.
BERRYMAN, H. J.	DALTON, C. M.	GRANGER, W. B.	LEMAITRE, A. C.
BETTLES, H. F.	DALY, J. M.	GRAVES, F.	LESLIE, V.
BEYER, H. S.	DANAHER, M. T.	GRAY, W. V.	LETCH, H. A.
BLAIR, H.	DANIELL, C. C.	GREEN, W.	LEWIS, A. H.
BLAKE, G. F.	DAVIE, A.	GULLICK, R. C.	LEWIS, L.
BOLITHO, W.	DAVIES, J. S.	GUMMOW, C. G.	LOBB, R. T.
BOND, J. H.	DAY, A. A. J.	GUYATT, H. A.	LOWNE, F. W. M.
BONNETT, W.	DEARAUGO, F.	HARDER, W. J. C.	LUKE, J.
BOOLEY, J.	DEROSS, A. G. S.	HARDINO, D. D.	LUKE, W. H.
BOOTH, E. R.	DICKSON, J.	HARDY, L. G.	LYNCH, H.
BOTTOMLEY, H. T.	DITCHBURN, N. J.	HARNEY, J.	LYNCH, P. J.
BOTTOMLEY, G. G.	DIXON, F. R. O.	HARRIGAN, J. E.	LYNE, R. E.
BOWEN, T. E.	DONOHUE, S.	HARRIS, B.	MACKLEY, W. G.
BOYCE, G. H.	DOOLEY, J. A.	HARRY, S.	MADDERN, J. R.
BOYD, R. T. I.	DOUGLAS, J. C.	HARVEY, A. J.	MAHER, W. J.
BOYLE, A. R.	DREW, G. E.	HASSETT, H.	MARSHALL, J. C.
BRADIE, J. S.	DRISCOLL, A.	HAWKINS, A. G.	MARTIN, G.
BRAY, W. F.	DUFF, R. W.	HAYLE, F. T.	MARTIN, L. E.
BRENNAN, W.	DUKE, F.	HELSHAM, J. G. D.	MARTIN, ROBERT
BRIESE, A. O.	DUNCAN, J. G.	HEWITT, C. R.	MARTIN, ROY
BROMILOW, I. C.	DUNKLEY, H. E.	HINCHEN, R. J.	MASTERS, C.
BROWN, W. L.	DURKIN, J. H.	HITZERATH, G. R.	MATEER, L. A.
BROWNE, E. T.	EDMONDS, G.	HOBBINS, A. A.	MATTHEWS, L.
BULL, E. L.	EGAN, E. A.	HOGG, J. G.	MAY, A.
BUNN, E. A.	ELLIS, E.	HOLDEN, E. J.	MAYBERRY, C. J.
BUNTING, F. P. P.	FARGHER, P.	HOLMES, G. P.	MAYO, G. A.
BURNS, J. B.	FARGHER, P. A.	HOOPER, R. M. F.	MEENAN, M.
BURROWS, T. E.	FARRELLY, M.	HOOPPELL, T. S.	MELLOR, W.
BUTTERS, C. R. A.	FERGUSON, W. J.	HORNBY, L. L.	MILES, H. F.
CAIN, T. F.	FERNS, W. M.	HORSLEY, R. T.	MILNE, C. G.

OBITUARY—*continued.*

MINETT, C. A.	O'MARA, V. M.	ROWE, P.	SWINTON, T. T.
MINIFIE, P. C.	O'NEIL, J. F. J.	ROWE, W. C. H.	TAYLOR, H. G. L.
MOODIE, D. G.	O'SHANNASSY, R.	RUFF, V. H.	TAYLOR, H. W.
MOONEY, J. W.	PARKER, G. A.	RYAN, A. E.	TAYLOR, J. G.
MOOR, E. E.	PENDER, J. R.	RYAN, C. T.	TAYLOR, J. R.
MORAN, P. F.	PHELAN, G.	SAUL, H.	TEVLIN, J. T.
MORGAN, R. A.	PHILLIP, G.	SAXON, W. J.	THOMAS, S. G.
MORGAN, W. J. P.	PIKE, C. H.	SCORER, W. D.	THOMPSON, M. C.
MORRIS, A. E.	PIPPARD, A. V.	SCOTT, C. S.	THORNTON, W. J.
MUMMERY, T. H.	PLANT, L.	SCOTT, G. N.	TIERNEY, A. J.
MURRAY, S. A. H.	PLASTO, W.	SCOTT, J. A. P.	TILLEY, R. J.
MURRAY, W. J.	PLIM, J.	SCOTT, R. T.	TIPPETT, P. A.
MCALKEESE, G. H.	POLLARD, H. R.	SCOTT, R. J.	TOLMIE, R. C.
MCANULTY, G. A.	POLLARD, L.	SCOULLER, A. J.	TORPEY, H.
MCCARTHY, A. F.	POTTER, H.	SCULLY, R. H.	TOWNSEND, A. E.
MCCLOSKEY, J.	POWELL, E. W.	SEDGMAN, T. E.	TRELOAR, J.
MCDONALD, C. P.	POWELL, T. H. N.	SEYMOUR, F. C.	TREZISE, R.
MCDONALD, H.	POZZI, L. L.	SHARE, H.	TULLY, J. L.
MCDONALD, L.	PRANGNELL, W. R.	SHEARWOOD, E. M.	TYTHERLEIGH, J.
MCGAHEY, J.	PRETTY, F.	SHEARER, J.	URQUHART, G. F.
MCGREGOR, E.	PRICE, A.	SHEEDY, W. F.	VALE, A. W.
MCGRILLEN, F. A.	PRICE, J. O.	SHERIDAN, H. C.	VAUGHAN, S. P.
MCINNES, G. A.	PRIDEAUX, J.	SKEWS, J. H.	VERDON, W.
MCINTOSH, F. R.	PRING, B.	SLATER, H. L.	VIDLER, E. G.
MCKAY, A. H.	QUIRK, A.	SLATER, T. H.	WALKER, H. I.
MCKAY, A. R.	QUIRKE, E. J.	SLEIGH, S.	WALKER, T.
MCKEOWN, J. A.	RADCLIFFE, J. B.	SMART, G.	WATERS, J. B.
MCLEISH, D.	RAMSAY, G. A. S.	SMITH, G. STEPHEN	WARDLEY, T. W.
MCLISTER, A. G.	RASHLEIGH, W. C.	SMITH, G. STORDART	WARREN, S. M.
MCMANARA, J.	RAY, A. W.	SMITH, J.	WELLS, R. W.
NELSON, J. P.	READE, G. P.	SMITH, R. Y.	WEST, W. N.
NELSON, J. W.	REDDAN, W.	SMITH, W. C.	WHITELEY, E. C.
NICOL, H.	REEVES, A.	SNAPE, H. J.	WIGGINS, R. T.
NICHOLLS, R. J.	REGAN, C. G.	SPOTSWOOD, C. W. S.	WIGNEY, G. I. W.
NICHOLSON, R. H. B.	RENTON, G.	STAFF, C. R.	WILSON, A. G.
NORMAN, E. W.	RICH, C. E. O.	STAMP, J. B. R.	WILSON, C. R.
NORRIS, L.	RICHARD, W. J.	STATHAM, G. W.	WILSON, F.
OLDHAM, E.	RICKETTS, L. A.	STEAR, H. E.	WILSON, G. G.
OLSEN, M.	RING, W.	STEED, S. J.	WILSON, J. H.
ONLEY, E. R.	RITTER, G. L.	STENHOUSE, J. A. J.	WILSON, L. E.
ORCHARD, O. W. T.	ROBERTS, L. M.	STEPHENS, R. C.	WING, R.
OVERSEN, W. J.	ROBERTSON, J. N.	STEVENS, J. T.	WITHERS, H. A.
O'BRIEN, P. J.	ROBERTSON, T. P.	STEWART, H. A.	WOOD, R. A.
O'BRIEN, W.	ROBIN, R.	STEWART, J.	WOOLCOCK, R.
O'CONNOR, J.	RODDA, B.	STONE, H.	WORLE, T. H.
O'CONNOR, T. H.	ROSS, C. F.	STOREY, T. T.	WRIGHT, L.
O'DONNELL, T. J.	ROSS, H.	STUCKEY, E.	WRIGHT, S. J. K.
O'LEARY, J.	ROSS, J. A.	SULLIVAN, F.	YOUNG, F. G.
O'LOGHLEN, F. A.	ROSS, R. H.	SUTTON, C.	ZEIS, W. A.
O'MALLAY, T. J.			

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22	66	Expenditure charged to Capital Account for Twenty Years.
23	67-70	Cost, Length, Highest Point, Steepest Gradient, and Average Cost per Mile of each Line; also the Cost of Rolling Stock, Workshops, General Offices, &c.
24	71-74	Date of Opening, Length, and Authority for Construction of each Line.
25	75	Return of Persons Killed or Injured.
26	76	Return of Passenger Traffic at Metropolitan and Suburban Stations.
27	77-80	Return of Principal Wheat Loading Stations.
28	82-105	Return of Traffic at each Station.
		Statistical Diagrams.
		Map of the Victorian Railways.
		„ Melbourne Suburban Lines.
		„ showing through Railway connexions.

APPENDIX No. 1.

HEADS OF BRANCHES.

Secretary	...	...	...	...	MR. G. H. SUTTON.
Chief Mechanical Engineer	...	...	...	..	" A. E. SMITH.
Chief Engineer of Way and Works	..	...	...	..	" E. H. BALLARD.
General Superintendent of Transportation	...	...	...	..	" T. B. MOLOMBY.
Chief Electrical Engineer	...	...	...	..	" W. STONE.
Chief Accountant	...	...	...	..	" T. F. BRENNAN.
General Passenger and Freight Agent	...	...	...	..	" W. E. KEAST.
Chief Storekeeper	...	...	...	..	" C. W. J. COLEMAN.
Auditor of Receipts	...	...	...	..	" J. STEWART.
Superintendent of 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 1918-19, maintained in good working order and repair.

A. E. SMITH,

Chief Mechanical Engineer.

APPENDIX No. 3.

CERTIFICATE RESPECTING WAY AND WORKS.

I hereby certify that the whole of the permanent way, stations, buildings, and other works on the Victorian Railways were, during the year 1918-19, maintained in good working order and repair.

E. H. BALLARD,

Chief Engineer of Way and Works.

APPENDIX No. 4.

CERTIFICATE RESPECTING STORES.

I hereby certify that the Stock of Stores has been carefully and systematically inspected during the year, and that its value at 30th June, 1919, was £1,096,700 2s. 9d.

C. W. J. COLEMAN,

Chief Storekeeper.

Dr.

GENERAL BALANCE-SHEET AT

	Reference.	£ s. d.			£ s. d.		
	Appendix. No.						
To face value of Bonds and Stock allocated to the Railways	10	56,442,889	11	5			
Less Discounts and Floating Charges £2,225,410 19 1	10						
Less Premiums 453,928 14 6	10						
	...	1,771,482	4	7			
Net Proceeds	10				54,671,407	6	10
„ CONTRIBUTIONS FROM REVENUE FOR CAPITAL PURPOSES:—							
Proceeds of Sale of State Lands ...	...	2,825,740	6	1			
Consolidated Revenue provided for Redemption of State Loans ...	...	361,528	19	9			
Surplus Revenue ... ..	...	250,696	2	4			
Accrued Interest on Loan Moneys expended on certain lines during their construction and debited to the capital cost of such lines ...	...	21,619	0	0			
Consolidated Revenue provided under Appropriations and Votes ...	...	457,444	18	10			
					3,917,029	7	0
„ Advance from Public Account pending Loan provision ... ..	...				301,028	0	4
„ Advance from Treasurer's Advance pending Loan provision ... ..	...				3,436	19	7
„ Advances from Public Account (to be recouped) on account of Relaying ...	17				190,512	14	6
„ Special Funds ... ..	...				37,349	0	5
„ Sundry Creditors ... ..	...				236,498	4	11
„ Suspense Account—Net amount to be subsequently paid to Consolidated Revenue ...	...				109,278	15	11
„ Interest Charges and Expenses, Pensions and Gratuities, and Border Railways Adjustment ... ..	...	2,331,010	14	6			
Less Net Revenue for the year after providing for working expenses and special and abnormal charges and payment of £50,000 into the Rolling Stock Replacement Fund...	...	2,167,413	16	6			
					163,596	18	0
Total ... ..	...				£59,630,137	7	6

Audited and found correct. The statement shows the booked expenditure to the 30th June, 1919, on the various works, &c. No liability is included therein for the deficiency in the valuation of the rolling stock as mentioned by the Commissioners on page 21 of their report.

J. A. NORRIS,
Auditor-General.

No. 5.

30TH JUNE, 1919.

Cr.

	Reference.	£	s.	d.	£	s.	d.
	Appendix. No.						
By Way, Works, Buildings, and Equip- ment, at cost	23	46,090,398	5	0			
„ Rolling Stock, at cost	23	11,292,990	14	9			
„ Surveys for proposed Railways, at cost ...	...	57,383,388	19	9			
		369,000	7	10	57,752,389	7	7
„ Advances from Public Account—Balance of Expenditure on account of Re- laying	17	...			190,512	14	6
„ Stores and Materials on hand ...	18	1,096,700	2	9			
„ „ „ in transit ...	...	1,726	1	7			
		1,098,426	4	4			
Less amount at credit of Stores Deprecia- tion Account	18	6,211	14	10	1,092,214	9	6
„ Cash at credit of Railway Stores Suspense Account	18	33,614	1	10			
„ Cash in hands of Agent-General, London, and in transit	18	68,178	2	0	101,792	3	10
„ Cash in hands of Agent-General on account of the Electrification of the Melbourne Suburban Lines... ..	...	...			29,603	9	3
„ Cash at credit of Special Funds:— Rolling Stock Replacement Fund ...	16	26,694	6	0			
Railway Loans Repayment Fund ...	...	7,445	9	1			
Trust Fund—Surplus Railway Land Railways Accident and Fire In- surance Fund ... ..	...	527	12	6			
	7	10,654	14	5	45,322	2	0
„ Cash and Securities at credit of the following Accounts:— Sundry Repayments to Treasury ...	...	26,872	5	6			
Preliminary Deposits ... ..	...	1,651	16	5			
Bills Receivable... ..	...	665	16	8			
Trust Funds—Cash and Securities ...	...	88,139	11	1	117,329	9	8
„ Sundry Debtors:— Working Expenses Account ... ..	...	5,429	0	11			
Stores Suspense Account—Sales of Stores and Materials ... ..	...	10,915	5	8			
Revenue Account ... ..	...	107,537	7	5	123,881	14	0
„ Unexpended Balance of Loan Moneys ...	...	...			13,494	19	2
„ Balance—Deficit ... ..	...	...			163,596	18	0
Total ... ..	...	...			£59,630,137	7	6

T. F. BRENNAN,
Chief Accountant.

APPENDIX No. 6.

DETAILED STATEMENT OF WORKING EXPENSES FOR 1918-19 COMPARED WITH 1917-18,
EXCLUSIVE OF THE ELECTRIC TRAMWAYS.

	1917-18.	1918-19.
TRANSPORTATION BRANCH.		
General Superintendence and Staff	£75,592	£76,269
Stationery, Printing, and Advertising	37,388	35,581
Stores Expenses	3,853	3,940
STATION, YARD, AND SIGNAL SERVICE—		
Salaries, Wages, and Expenses of Staff	£854,125	£889,166
Fuel	3,163	604
Light	23,791	25,112
Uniforms	5,330	8,653
Other Supplies	27,071	29,589
Sanitary and Other Expenses	5,810	6,586
TOTAL COST OF STATION, YARD, AND SIGNAL SERVICE	£919,290	£959,710
Guards and Conductors—Wages and Expenses	£137,063	£137,359
" " Uniforms and Supplies	3,869	4,096
Gatekeeping	28,255	25,311
Loss and Damage to Property and Goods	Cr. 2,763	Cr. 2,509
Other Expenses	4,480	3,909
Dining Car Service	18,452	14,019
TOTAL EXPENSES OF TRANSPORTATION BRANCH	£1,225,479	£1,257,685
Less Special and Abnormal Charges	6,970	9,400
Balance of Working Expenses	£1,218,509	£1,248,285
Percentage of Gross Revenue	18·57	19·41
Per Traffic Train Mile	21·46d.	22·99d.
WAY AND WORKS BRANCH.		
General Superintendence and Staff	£50,521	£50,369
Stationery, Printing, and Advertising	3,313	4,691
Stores Expenses	6,026	7,862
TOTAL COST OF GENERAL EXPENSES	£59,860	£62,922
MAINTENANCE OF WAY—		
Superintendence and Staff	£20,693	£21,086
General Labour	373,148	330,546
Track Materials	106,388	101,187
Fences, Gates, Cattle Guards, Roadways, Signs, &c.	10,352	14,961
Tools and Supplies	10,459	11,578
Filling and Graveling Platforms and Stock Yards	811	1,367
Gardens, Plantations, &c.	2,700	2,835
TOTAL COST OF MAINTENANCE OF WAY	£524,551	£483,560
Per Mile of Railway worked	127	116
" " Track (exclusive of Sidings)	117	107
MAINTENANCE OF WORKS—		
Superintendence and Staff	£20,501	£21,023
Fences, Gates, Cattle Guards, Signs, &c.	11,491	14,994
Bridges, Culverts, and Drains	30,824	32,665
Piers and Wharfs .. .. .	..	984
Weighbridges, Scales, Lifting Cranes, Turntables, Traversers, Grain Conveyors, &c.	6,286	5,966
Buildings, Platforms, and Fixtures	46,912	61,356
Stock Yards	3,698	3,742
Water Supply	9,421	10,105
Machinery, Tools, and Supplies	6,982	5,784
Other Expenses	1,623	914
TOTAL COST OF MAINTENANCE OF WORKS	£137,738	£157,533

APPENDIX No. 6—continued.

DETAILED STATEMENT OF WORKING EXPENSES FOR 1918-19, ETC.—continued.

	1917-18.	1918-19.
WAY AND WORKS BRANCH—continued.		
MAINTENANCE OF SIGNALS—		
Superintendence and Staff	£7,381	£7,558
Signals and Interlocking	49,821	62,198
Machinery, Tools, and Supplies	7,480	6,853
Other Expenses	216	213
TOTAL COST OF MAINTENANCE OF SIGNALS	£64,898	£76,822
Telegraph, &c., Lines and Instruments	£12,197	£11,551
Special Maintenance Expenditure	£250,026	£77,735
TOTAL EXPENSES OF WAY AND WORKS BRANCH	£1,049,270	£870,123
Less Special and Abnormal Charges	105,528	112,765
Balance of Working Expenses	£943,742	£757,358
Percentage of Gross Revenue	14·38	11·77
Per Mile of Railway worked	£228	£182
Per Traffic Train Mile	16·62d.	13·95d.
ROLLING STOCK BRANCH.		
General Superintendence and Staff	£23,625	£24,990
Stationery, Printing, and Advertising	3,433	4,403
Stores Expenses	11,192	11,747
LOCOMOTIVE WORKING—		
Superintendence and Staff	£21,589	£22,699
Running Sheds { Staff	72,882	73,513
{ Supplies	4,187	4,257
Drivers and Firemen	410,356	400,915
Coal, Wood, and Kindlers for Locomotives	579,363	568,426
Handling and Inspection of Coal, Wood, and Kindlers for Locomotives	39,683	38,994
Water for Locomotives and Running Sheds	23,305	21,950
Oil, Tallow, Waste, and other Running Supplies for Locomotives	22,258	27,733
Other Expenses	190	489
TOTAL COST OF LOCOMOTIVE WORKING	£1,173,813	£1,158,976
Locomotive Miles Run	16,144,561	15,415,862
Per Locomotive Mile	17·45d.	18·04d.
Per Traffic Train Mile	20·67d.	21·34d.
INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS—		
Labour	£80,129	£81,930
Supplies	3,006	3,025
Lubricants	3,449	5,384
Light	27,647	28,422
Ice	1,191	1,397
TOTAL COST OF INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS	£115,425	£120,158
Per 1,000 Car Miles	153·84d.	173·56d.
TOTAL COST OF WORKING ROLLING STOCK BRANCH	£1,327,488	£1,320,274

APPENDIX No. 6—continued.

DETAILED STATEMENT OF WORKING EXPENSES FOR 1918-19, ETC.—continued.

	1917-18.	1918-19.
ROLLING STOCK BRANCH—continued.		
REPAIRS AND RENEWALS OF ROLLING STOCK—		
Superintendence and Staff	£19,139	£21,380
Repairs and Renewals of Locomotives	220,835	240,476
" " Passenger Cars and Vans	149,220	144,494
" " Trucks	141,683	124,655
" " Covers	63,070	34,365
" " Machinery and Tools	18,596	22,068
Power, Heat, Light, &c., for Shops	48,003	53,646
Sundry Charges	4,196	4,295
Other Expenses	616	917
Payment into Rolling Stock Replacement Fund	50,000	50,000
TOTAL COST OF REPAIRS AND RENEWALS OF ROLLING STOCK ..	£715,358	£696,296
Per Traffic Train Mile	12·60d.	12·82d.
TOTAL EXPENSES OF ROLLING STOCK BRANCH	£2,042,846	£2,016,570
Less Special and Abnormal Charges	143,019	140,420
Balance of Working Expenses	£1,899,827	£1,876,150
Percentage of Gross Revenue	28·95	29·17
Per Traffic Train Mile	33·46d.	34·55d.
ELECTRICAL BRANCH.		
General Superintendence .. .. .	..	281
Main Power Station Expenditure .. .. .	..	2,258
Inspection, Cleaning, and Lubricating, &c., of Electrical Equipment of Cars .. .. .	..	437
Maintenance of Electrical Equipment of Rolling Stock .. .. .	..	296
Car Shed Expenses .. .. .	..	109
Transmission and Distribution Systems and Sub-stations Expenditure .. .. .	..	1,055
Other Operations (Credit) .. .. .	..	Cr. 1,039
		£3,397
GENERAL EXPENSES.		
Salaries and Expenses, Commissioners' and Secretary's Offices	£15,537	£17,225
" " Chief Accountant's Office	27,530	27,930
" " Auditor of Receipts' Office	29,852	31,184
Estate Office	1,948	1,941
General Office Expenses	2,654	2,196
Flinders-street Station Buildings General Expenses	1,865	1,535
Legal and Medical Expenses	5,190	5,879
Stationery, Printing, and Advertising (General)	1,335	2,097
Other General Expenses	11,293	9,653
Classification Board	3,107	454
TOTAL GENERAL EXPENSES	£100,911	£100,094
Less Special and Abnormal Charges	7,529	6,289
Balance of Working Expenses	£93,382	£93,805
Percentage of Gross Revenue	1·42	1·46
Per Traffic Train Mile	1·65d.	1·72d.
PAYMENT INTO RAILWAY ACCIDENT AND FIRE INSURANCE FUND	£32,586	£31,794
Percentage of Gross Revenue	·50	·49
Per Traffic Train Mile	·57d.	·59d.
TOTAL WORKING EXPENSES	£4,451,092	£4,279,663
Less Special and Abnormal Charges	263,046	268,874
Balance of Working Expenses	£4,188,046	£4,010,789
Percentage of Gross Revenue	63·82	62·35
Per Traffic Train Mile	73·76d.	73·87d.
Per Mile of Railway Worked	£1,012	£964

APPENDIX No. 7.

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 2716, SECTIONS 109 AND 110—AT 30TH JUNE, 1919.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1918	11,209 14 10	By Expenditure for the year ending 30th June, 1919—	
„ Payment to Fund during the year ending 30th June, 1919 (ten shillings for every one hundred pounds sterling of the revenue of the Victorian Railways in accordance with Section 109 of Act No. 2716) included in the Working Expenses of the Year	32,013 4 11	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners	3,667 11 1
		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners	1,391 6 7
		(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in Clause (b)	208 17 6
		(d) Amount paid as compensation to employees of the Commissioners for injuries sustained on duty or in the event of death to persons dependent upon such employees	13,035 4 5
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners	2,870 11 0
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c.	9,141 6 9
		(g) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon employees burning off within railway boundaries, &c.	2,253 8 0
		„ Balance at 30th June, 1919	10,654 14 5
	£43,222 19 9		43,222 19 9

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APPENDIX No. 8.

NUMBER OF EMPLOYEES IN THE SERVICE OF THE COMMISSIONERS
AT 30TH JUNE, 1919, AS COMPARED WITH THE NUMBER AT 30TH JUNE, 1918,
ENTITLED TO PENSION OR COMPENSATION ON RETIREMENT.

Branch.	At 30th June, 1918.	At 30th June, 1919.
Secretary's	5	5
Accountancy and Audit of Receipts	21	20
Electrical Engineering	3	4
Bolling Stock	309	254
Stores	9	8
Telegraph and Stationery	13 (a)	1 (b)
Transportation and Traffic	352	314
Way and Works	221	181
Total	933	787

(a) On 10th March, 1919, the Telegraph Branch was disestablished, and officers released therefrom were transferred to other Branches.

(b) Employed in Printing and Stationery Branch.

APPENDIX No. 9.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING
30TH JUNE, 1919.

	Construction Branch Vote.			Loan Application Acts, &c.			Total.			Total Amount.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
SURVEYS AND CONSTRUCTION OF NEW LINES.												
Bairnsdale to Orbost	15	0	0	337	0	2	352	0	2			
Albion to Won Wron	12	0	0	91	7	3	103	7	3			
Elmore to Cobuna	1	0	0	Cr. 207	1	5	Cr. 206	1	5			
Gheringhap to Maroona	99	2	11	624	9	3	723	12	2			
Heywood to Mumbannar	89	3	4	3,147	16	6	3,236	19	10			
Manangatang to Bryden's Tank	15	0	0	828	4	5	843	4	5			
Piangil to Pine Tank	201	0	0	28,352	14	0	28,553	14	0			
Sandringham to Black Rock Electric Street Railway	284	0	0	7,317	7	6	7,601	7	6			
Cavendish to Toolondo	347	10	10	19,468	1	0	19,815	11	10			
Neerim South to Toorongu River	364	0	0	22,319	16	9	22,633	16	9			
Tallangatta to Cudgewa	365	10	0	19,991	10	8	20,357	0	8			
Koo-wee-rup to McDonald's Track	66	0	0	1,836	19	6	1,902	19	6			
North Geelong to Ryansford	272	0	0	824	17	0	1,096	17	0			
Nandaly to Kulwin	314	0	0	23,617	2	4	23,931	2	4			
South Australian and Victorian Border Railways—												
Mumbannar to Mount Gambier	£58	4	1									
Murrayville to Pinnaroo ... Cr.	20	6	0									
	80	0	0	Cr. 43	1	11	37	18	1			
Surveys				4,136	3	0	4,136	3	0			
Totals	2,525	7	1	132,642	6	0	135,167	13	1	135,167	13	1
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES.												
Additions and improvements at existing stations, offices, yards, and works, including tracks, buildings, platforms, road approaches, trucking yards, weighbridges, safety appliances, drainage, sanitation, and new stations, &c., and other works							22,975	11	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							2,867	13	9			
Additions and improvements to signalling, interlocking, and other safety appliances for traffic working							2,291	8	7			
Additions and improvements to and strengthening of bridges							6,136	10	2			
Additions and improvements to various lines by relaying with heavier rails and providing extra sleepers and ballast							16,958	16	5			
Additional telegraph and telephone lines (including instruments)							508	5	3			
Ballarat—Construction of locomotive workshops and tracks in connexion therewith							1,320	13	7			
Additional and improved dwelling accommodation for employes							1,169	13	5			
Additional cars for repair gangs and shelters for gang cars							665	0	1			
Additional electric lighting							635	6	2			
Aspendale and Chelsea (between)—Provision of a new station at Edithvale							657	1	9			
Geelong—Improved shelter and coaling accommodation for engines and tracks in connexion therewith							2,990	5	0			
Hawthorn to East Camberwell—Regrading of the lines							41,785	15	11			
Melbourne (Flinders-street)—Renewal and strengthening of viaduct							2,734	2	9			
Melbourne suburban lines—Equipping tracks with rail anchors							1,632	9	5			
Melbourne (Flinders-street and Princes Bridge)—Shelter and sanitary accommodation for employes engaged in the yard							559	3	6			
Mentone and Mordialloc (between)—Provision of a new station at Parker's Road							1,094	2	9			
Melbourne (Flinders-street Yard)—New carriage shed, sidings, and works in connexion therewith (proportion of cost thereof which is not chargeable to Electrification of the Melbourne Suburban Lines)							2,038	1	4			
Melbourne (Spencer-street)—Construction and electrical equipment of sub-station							2,684	3	11			
Melbourne—Provision of a new shipping shed and accommodation in connexion therewith							652	9	1			
Melbourne and Footscray (between)—Purchase of land and other preliminary work in connexion with proposed locomotive depot							7,656	14	3			
Melbourne Suburban Lines—Installation of power signalling							62,776	19	9			
Newport and North Melbourne Rolling-stock Branch Workshops—Equipment for the Electrical operation of plant, including sub-station building at Newport							5,103	12	8			
Newport Workshops—Additions and Extensions to Shops, &c.							1,077	13	1			
Tocumwal—Accommodation for live stock traffic							2,568	11	2			
St. Kilda to Brighton Electric Street Railway—Construction and electrical equipment of the Elwood sub-station							4,285	18	3			
Various—Additional sidings and sites for the storage of grain							36,151	17	4			
Workshops Machinery—												
Ballarat Workshops				£	1,946	1	8					
Bendigo Workshops				2,438	5	2						
Newport Workshops				656	9	0						
							5,040	15	10			
							236,918	16	4			
Less credits on account of sales of land, materials, &c., originally charged to Capital Account							Cr. 8,643	4	0	228,275	12	4
Carried forward										363,443	5	5

APPENDIX No. 9—*continued.*EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING
30TH JUNE, 1919—*continued.*

	Loan	Total Amount.
	Application Acta, &c.	
	£ s. d.	£ s. d.
Brought forward ... ..	...	363,443 5 5
TOWARDS THE ELECTRIFICATION OF THE MELBOURNE SUBURBAN LINES, EXCLUDING THE CONSTRUCTION AND STRUCTURAL ALTERATIONS OF ROLLING-STOCK BUT INCLUDING THE ELECTRICAL EQUIPMENT THEREOF	479,464 2 0	479,464 2 0
ROLLING-STOCK.		
Carriage stock	21,364 8 8	
Locomotives	22,294 19 3	
St. Kilda to Brighton Electric Street Railway—Rolling-stock	217 6 6	
Truck stock	49,565 14 3	
Van and sundry stock	1,143 6 4	
	94,585 15 0	94,585 15 0
Net Expenditure charged to Capital Account for the year ... ..	...	£337,493 2 5

APPENDIX No. 10.

STATEMENT OF LOANS AT 30TH JUNE, 1919, 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 Vict. No. 805 ...	4	3,251,172	4	3	130,046	17	9	483	12	3	130,530	10	0	1st October, 1919	...	London
49 Vict. No. 845 ...	4	4,610,110	6	11	184,404	8	3	686	4	8	185,090	12	11	1st October, 1920	...	London
55 Vict. No. 1296 ...	4	464,672	1	0	18,586	17	8	...	...	...	18,586	17	8	1st July, 1913	1st April, 1923	Melbourne
53 Vict. No. 1032 ...	3 1/2	3,150,000	0	0	110,250	0	0	472	10	0	110,722	10	0	1st October, 1923	...	London
52 Vict. No. 989 ...	3 1/2	4,914,615	13	0	172,011	10	11	729	14	4	172,741	5	3	...	1st October, 1923	London
54 Vict. No. 1196 ...	3 1/2	1,666,666	13	4	58,333	6	8	250	0	0	58,583	6	8	1st January, 1921	1st January, 1926	London
55 Vict. No. 1217 ...	3 1/2	700,000	0	0	21,000	0	0	105	0	0	21,105	0	0	1st January, 1921	1st January, 1926	London
62 Vict. No. 1562 ...	3	3,080,389	7	4	92,411	13	7	435	12	10	92,847	6	5	1st January, 1929	1st January, 1949	London
62 Vict. No. 1560 ...	3	3,080,389	7	4	92,411	13	7	435	12	10	92,847	6	5	1st January, 1929	1st January, 1949	Melbourne
62 Vict. No. 1560 ...	3 1/2	3,718,478	14	3	130,146	15	1	549	9	4	130,696	4	5	1st October, 1929	1st October, 1949	London
62 Vict. No. 1560 ...	4	965,681	4	0	38,627	4	11	144	17	1	38,772	2	0	...	...	...
60 Vict. No. 1468 ...	3	1,130,372	18	0	33,911	3	9	...	...	...	33,911	3	9	...	...	...
62 Vict. No. 1564 ...	3	24,426	18	10	732	16	2	...	...	...	732	16	2	...	...	...
63 Vict. No. 1623 ...	3	257,701	0	0	7,731	0	7	...	...	...	7,731	0	7	...	...	...
64 Vict. No. 1659 ...	3	500,000	0	0	15,000	0	0	...	...	...	15,000	0	0	...	...	...
1 Edw. VII. No. 1753	3	313,438	14	4	9,403	3	3	...	...	...	9,403	3	3	1st July, 1921	1st July, 1930	Melbourne
4 Edw. VII. No. 1901	3	36,890	2	3	1,106	14	0	...	...	...	1,106	14	0	1st January, 1923	1st January, 1932	Melbourne
Treasury Bonds Act 1982	3	36,890	2	3	1,106	14	0	...	...	...	1,106	14	0	1st January, 1934	1st January, 1954	Melbourne
5 Edw. VII. No. 1990	4 1/2	2,500,000	0	0	78,750	0	0	...	...	...	78,750	0	0	...	...	...
6 Edw. VII. No. 2026	4 1/2	2,500,000	0	0	78,750	0	0	...	...	...	78,750	0	0	1st July, 1915	1st April, 1922	Melbourne
6 Edw. VII. No. 2026	3 1/2	258,966	13	10	9,063	16	8	...	...	...	9,063	16	8	30th September, 1917	...	Melbourne
6 Edw. VII. No. 2026	3	35,256	15	4	1,057	14	0	...	...	...	1,057	14	0	...	...	...
6 Edw. VII. No. 2026	3 1/2	1,984,532	16	0	69,458	13	0	...	...	...	69,458	13	0	...	...	...
6 Edw. VII. No. 2026	4	3,467,608	18	9	140,562	19	8	436	12	8	140,999	12	4	30th September, 1917	24th October, 1946	Melbourne
6 Edw. VII. No. 2026	4 1/2	542,200	0	0	23,043	10	0	...	...	...	23,043	10	0	...	...	...
6 Edw. VII. No. 2026	4 1/2	704,431	19	4	30,038	11	2	...	...	...	30,038	11	2	...	...	...
6 Edw. VII. No. 2026	5	1,865,735	0	0	86,694	6	4	...	...	...	86,694	6	4	...	...	...
6 Edw. VII. No. 2041	3 1/2	411,555	0	0	14,404	8	6	...	...	...	14,404	8	6	...	...	...
6 Edw. VII. No. 2041	4	246,745	0	0	11,728	8	7	...	...	...	11,728	8	7	...	...	...
6 Edw. VII. No. 2041	4 1/2	24,700	0	0	1,297	13	4	...	...	...	1,297	13	4	30th September, 1917	1st October, 1930	Melbourne
6 Edw. VII. No. 2041	4 1/2	7,000	0	0	55	8	4	...	...	...	55	8	4	...	...	...

APPENDIX No. 10—continued.

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

Aut.	Rate of Interest per cent.	Principal.			Interest Charges.			Expenses in connexion with Payment of Interest.			Total Interest Charges and Expenses.			Date Redeemable.		Where Redeemable.
														Earliest.	Latest.	
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.			
7 Edw. VII. No. 2116	3½	150,000	0	0	5,250	0	0	...	...	...	5,250	0	0	30th September, 1917	1st January, 1929	Melbourne
7 Edw. VII. No. 2167	3½	1,000,000	0	0	35,000	0	0	150	0	0	35,150	0	0	1st October, 1929	1st October, 1949	London
9 Edw. VII. No. 2161	3	300,000	0	0	9,000	0	0	...	...	...	9,000	0	0	30th September, 1917	...	Melbourne
9 Edw. VII. No. 2163	3½	144,676	12	6	9,625	0	0	...	...	...	9,625	0	0	1st August, 1913	1st October, 1944	Melbourne
1 Geo. V. No. 2286	3½	1,308,000	0	0	45,780	0	0	...	...	...	45,780	0	0	30th September, 1917	1st June, 1922	Melbourne
1 Geo. V. No. 2308	4	353,027	15	8	14,116	6	8	...	...	...	14,116	6	8	1st June, 1931	...	Melbourne
2 Geo. V. No. 2323	3½	1,650,000	0	0	57,750	0	0	...	...	...	57,750	0	0	30th September, 1917	1st October, 1946	Melbourne
3 Geo. V. No. 2428	4	2,000,000	0	0	80,000	0	0	298	7	0	80,298	7	0	1st April, 1940	1st April, 1960	London
3 Geo. V. No. 2429	3	5,400	0	0	162	0	0	...	...	...	162	0	0	30th September, 1917	...	Melbourne
3 Geo. V. No. 2429	3½	130,615	14	4	13,315	3	9	...	...	...	13,315	3	9	30th September, 1917	1st July, 1923	Melbourne
3 Geo. V. No. 2429	3½	...	...	...	108	18	1	...	...	...	108	18	1	17th February, 1915	17th February, 1918	Melbourne
3 Geo. V. No. 2429	4	4,166	2	1	166	12	11	...	...	...	166	12	11	...	...	...
3 Geo. V. No. 2429	4½	259,818	3	7	337	14	1	...	...	...	337	14	1	...	...	...
4 Geo. V. No. 2480/2531	4½	2,250,000	0	0	101,250	0	0	337	10	0	101,587	10	0	...	...	...
4 Geo. V. No. 2481	3½	110,303	0	7	3,860	12	1	...	...	...	3,860	12	1	...	...	...
4 Geo. V. No. 2481	4	420,686	19	5	16,847	13	7	...	...	...	16,847	13	7	...	...	...
4 Geo. V. No. 2481	4½	575,000	0	0	23,718	15	0	...	...	...	23,718	15	0	...	...	...
4 Geo. V. No. 2481	4½	1,010	0	0	23	19	9	...	...	...	23	19	9	...	...	...
4 Geo. V. No. 2531	3	22,300	0	0	669	0	0	...	...	...	669	0	0	...	...	...
4 Geo. V. No. 2531	4	90,000	0	0	3,600	0	0	...	...	...	3,600	0	0	...	...	...
4 Geo. V. No. 2531	4½	2,103,000	0	0	86,748	15	0	...	...	...	86,748	15	0	...	...	...
5 Geo. V. No. 2794	3	137,493	4	5	3,137	6	11	...	...	...	3,137	6	11	...	...	...
5 Geo. V. No. 2794	3½	13	17	3	0	9	8	...	...	...	0	9	8	...	...	...
5 Geo. V. No. 2794	4	789	1	6	31	11	3	...	...	...	31	11	3	...	...	...
5 Geo. V. No. 2794	4½	187,000	0	0	1,689	3	6	...	...	...	1,689	3	6	...	...	...
5 Geo. V. No. 2794	5	645,760	0	0	32,117	15	10	...	...	...	32,117	15	10	...	...	...
5 Geo. V. No. 2794	5½	650,000	0	0	28,875	0	0	55	0	0	28,930	0	0	...	...	...
5 Geo. V. No. 2794	5½	1,109,480	19	4	61,021	9	1	110	19	0	61,132	8	1	...	...	...
42 Vict. No. 617, Melbourne and Hobson's Bay Railway Debentures	...	1,000	0	0	...	...	...	...	...	...	...	...	...	...	...	...
		56,442,889	11	5	2,159,687	9	4	5,245	9	2	2,164,932	18	6			

12670—4

Total amount of current loans at 30th June, 1919	...	56,442,889 11	52,159,687 9 4	5,245 9 2	2,164,932 18 6
Less—Interest paid by the Commonwealth Government on transferred railways properties ...	...	...	31 10 0	...	31 10 0
			<hr/>	<hr/>	<hr/>
			2,159,655 19 4	5,245 9 2	2,164,901 8 6
Less Discount and Expenses on the Sale of Debentures ...	£2,225,410 19 1				
Deduct Net Premiums on Debentures ...	453,928 14 6				
		<hr/>			
		1,771,482 4 7			
Total Net Proceeds of Current Loans at 30th June, 1919	...	54,671,407 6 10			

APPENDIX No. 11.

DETAILED STATEMENT OF RESULTS OF WORKING OF THE ST. KILDA AND BRIGHTON ELECTRIC TRAMWAY FOR 1918-19, COMPARED WITH 1917-18.

	1917-18.	1918-19.
Average Mileage of Railway Worked	5·16	5·16
Car Mileage	521,525	527,305
Number of Passengers carried	3,854,677	4,945,627
Average Fare paid per Passenger	1·96d.	1·94d.
GROSS REVENUE—		
Passengers	£31,559	£39,995
Parcels	2	2
Miscellaneous	53	51
TOTAL GROSS REVENUE	£31,614	£40,048
Per Passenger Car Mile	14·55d.	18·23d.
Per Mile of Single Track	£3,063	£3,881
ORDINARY WORKING EXPENSES—		
Transportation Account	£10,441	£11,134
Way and Works Account	2,572	2,498
Rolling Stock Account	4,142	5,873
Power Account	5,689	6,717
General Expenditure	651	785
Payment into Railway Accident and Fire Insurance Fund	158	200
TOTAL WORKING EXPENSES	£23,653	£27,207
Per cent. of Gross Revenue	74·82	67·94
Per Passenger Car Mile	10·89d.	12·38d.
Per Mile of Single Track	£2,292	£2,636
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£7,961	£12,841
INTEREST ON THE TOTAL CAPITAL COST	£6,359	£6,574
PROFIT, AFTER PAYMENT OF WORKING EXPENSES AND INTEREST CHARGES ..	£1,602	£6,267

APPENDIX No 12.

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

REVENUE.

The Revenue of the Railways including the credit of £73,424 claimed under Section 102 of Act No. 2716 as referred to on page 14, was ...	£6,432,277	2	1
And of the St. Kilda and Brighton, Electric Tramway ...	£40,047	17	10
And of the Sandringham and Black Rock Tramway ...	3,750	15	6
Making a total of ...	£6,476,075	15	5
That Total includes the net amount of unpaid accounts due as at 30th June, 1919, which is not included in the Treasury figures because it was not received on that date, and which therefore must be deducted, viz. ...	62,475	7	5
	£6,413,600	8	0
Whilst on the other hand it excludes the net amount of accounts outstanding at 30th June, 1918, paid in 1918-19, and therefore included in the Treasury figures, viz. ...	81,956	18	6
	£6,495,557	6	6

WORKING EXPENSES.

The Working Expenses of the Railways amounted to ...	£4,279,663	10	9
And of the Electric Tramways to ...	28,998	8	2
Making a total of ...	£4,308,661	18	11

In order to bring this sum into agreement with the Treasury figures the following amounts must be deducted :—

(1) Amount of wages and accounts unpaid at 30th June, 1919, which will be debited by the Treasury in the year or years in which they are paid	3,531	19	6
(2) Amounts paid in 1918-19 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 1918-19, but not in the Railway Working Expenses ...	4,561	19	8
(3) Amount paid by Public bodies in respect of works to be constructed in 1919-20 ...	16	15	9
(4) Amount charged to Surplus Revenue Act 2958 ...	66,000	0	0
	74,110	14	11
	£4,234,551	4	0

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

(1) Amount of wages and accounts unpaid at 30th June, 1918, and charged in the Treasury to the year 1918-19, but debited by the Railways in previous years ...	1,915	17	1
() Amount incurred, and defrayed from the Vote of 1918-19, in providing works, sidings, &c., for public bodies, such expenditure not having been recouped to the Vote at 30th June, 1919, and not charged to the Railway Working Expenses ...	5,201	17	9
(3) Amount paid by sundry persons in 1915-16, 1917-18, and credited in the Treasury figures for those years, in respect of works carried out in 1918-19, the cost of such works not being chargeable to Railway Working Expenses ...	9	12	4
(4) Amount paid to the State of South Australia in respect of Adjustment Account Working of Border Railways ...	14,521	0	0
	21,648	7	2
	£4,256,199	11	2

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

The Working Expenses as shown by the Treasury are :—

Division 88, subdivision 1 of the Appropriation Act 1918-19	£4,164,727 17 9
Division 88, subdivision 1A (Life Assurance Premiums of Employees serving with Australian Expeditionary Forces)	6,288 16 3
Division 88, subdivision 2 (Rolling Stock Replacement Fund)	34,000 0 0
Division 88, subdivision 2 (Railway Accident and Fire Insurance Fund)	32,013 4 11
Division 88, subdivision 5 Amount paid to the State of South Australia account Adjustment Border Railways	14,521 0 0
Act No. 2814 (Commissioners' Salaries)	4,648 12 3
	£4,256,199 11 2

APPENDIX No. 13.

NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDING 30TH JUNE, 1919.

Section.	Miles.	Date opened.
North Geelong to Fyansford	2'93	9.9.18
Shelley to Beestomba (part of Tallangatta to Cudgewa)	9'73	10.4.19
Nayook to Noojee	5'99	28.4.19
Nandaly to Mityack (part of Nandaly to Kulwin)	11'07	28.5.19
Kanagulk to Balmoral (part of Cavendish to Toolondo)	8'16	16.6.19
Sandringham to Black Rock	2'41	10.3.19
Total	40'29	...

NOTE.—All the above lines are single tracks of 5-ft. 3-in. gauge, except that from Sandringham to Black Rock, which is an Electric Tramway, consisting of 2'22 miles double, and '19 mile single track, and is of 4-ft. 8½-in. gauge).

NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1919.

Section.	Miles.
Beestomba to Cudgewa	9'91
Cavendish to Balmoral	25'29
Koo-Wee-Rup to McDonald's Track	30'75
Mityack to Kulwin	8'43
Manangatang to Bryden's Tank	14'25
Piangil to Pine Tank	15'75
Total	104'38

NEW LINES AUTHORIZED, BUT NOT COMMENCED, AT 30TH JUNE, 1919.

Line.	Miles.
Merbein to Yelta	10'00
Alberton to Won Wron	12'25
Bittern to Red Hill	10'00
Total	32'25

APPENDIX No. 14.

MILEAGE OF RAILWAYS AND TRACKS.

		Mileage open for Traffic at 30th June.								
		Railways.					Tracks.			
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.
Year 1917-18.	5' 3" gauge ...	3'15	7'69	2'43	309'56	3706'91	4029'74	4382'99	820'70	5203'69
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	9'07	130'97
	Total ...	3'15	7'69	2'43	309'56	3828'81	4151'64	4504'89	829'77	5334'66
	Electric Street Railway, 5' 3" gauge ...	...	...	...	5'16	...	5'16	10'32	1'09	11'41
	Grand Total	3'15	7'69	2'43	314'72	3828'81	4156'80	4515'21	830'86	5346'07
Year 1918-19.	5' 3" gauge ...	3'15	7'69	2'43	309'56	3744'79	4067'62	4420'87	837'74	5258'61
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	9'07	130'97
	Total ...	3'15	7'69	2'43	309'56	3866'69	4189'52	4542'77	846'81	5389'58
	Electric Street Railway, 5' 3" gauge ...	...	...	...	5'16	...	5'16	10'32	1'09	11'41
	Electric Street Railway, 4' 8½" gauge ...	...	...	...	2'22	'19	2'41	4'63	'26	4'89
	Grand Total	3'15	7'69	2'43	316'94	3866'88	4197'09	4557'72	848'16	5405'88

		Average Mileage open for Traffic during the Year.								
		Railways.					Tracks.			
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.
Year 1917-18.	5' 3" gauge ...	3'15	7'30	2'43	309'95	3694'44	4017'27	4369'73	812'61	5182'34
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	9'04	130'94
	Total ...	3'15	7'30	2'43	309'95	3816'34	4139'17	4491'63	821'65	5313'28
	Electric Street Railway, 5' 3" gauge ...	...	...	...	5'16	...	5'16	10'32	1'09	11'41
	Grand Total	3'15	7'30	2'43	315'11	3816'34	4144'33	4501'95	822'74	5324'69
Year 1918-19.	5' 3" gauge ...	3'15	7'69	2'43	309'56	3713'85	4036'68	4389'93	828'34	5218'27
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	9'07	130'97
	Total ...	3'15	7'69	2'43	309'56	3835'75	4158'58	4511'83	837'41	5349'24
	Electric Street Railway, 5' 3" gauge ...	...	...	...	5'16	...	5'16	10'32	1'09	11'41
	Electric Street Railway, 4' 8½" gauge ...	...	...	...	'68	'06	'74	1'42	'08	1'50
	Grand Total	3'15	7'69	2'43	315'40	3835'81	4164'48	4523'57	838'58	5362'15

NOTE.—The mileage of Sidings as shown does not include 26·65 miles of Sidings which are not owned by the Department.

APPENDIX No. 15.
INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1919.—NUMBERS.

LOCOMOTIVES.

Class Letter	A	AA	A*	*C	D	Dd	DDE	E	Ek	F Motor.	F Tender.	M	O	P	R	T	V	W	X	RY	Y	Combined Shunting Engines and Steam Cranes, Coaling and Wreckage Cranes.	Rail Motor Cars.	Unclassified.	Narrow Gauge.	Total.			
	% 80	% 80	% 85 to 90	% 130	% 205	% 70 to 80	% 100	% 113	% 75 to 85	% 80 to 100	% 53	% 53	% 65	% 80 to 85	% 60	% 80 to 90	% 70	% 128	% 70	% 95	% 113						% 113		
Rating, as per Load Table ...																						...	...	% 80	...	...	
In existence, as per Register of Rolling-stock, at 30th June, 1919	Old. 8	New. 15		19	154	1	20	141	58	64	9	7	6	3	7	3	53	8	16	13	7	24	31		10	1	2	17	798

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

CARRIAGE, VAN, AND SUNDRY STOCK.

CARRIAGE STOCK.

Class Letter ...	Carriages.																	Carriages and Vans combined.																					
	1st Class.							Composites.				2nd Class.						1st Class.			Composites.			2nd Class.															
	Vestibule Corridor.	Vestibule Express.	Vestibule Corridor.	6 wheels.	Sliding Door Suburban.	Sliding Door Suburban Trailer.	Sliding Door Excursion.	Sleeping.	Passenger and Dining.	Dining and Sleeping.	Dining.	Parlor and Observation.	Special.	Corridor.	Vestibule Express.	Vestibule Corridor.	AD	XY	BP	BPT	B	Bv	Be	Bw	Bl	Y	6 wheels.	4 wheels.	Sliding door Suburban.	Sliding door Suburban Motor.	Swing door Suburban.	Swing door Suburban Motor.	Swing door.	Swing door Suburban Motor.	Converted Motor Cars.	6 wheels.	6 wheels.	4 wheels.	Swing door Suburban.
	AV	AE	AW	A	X	AP	APT	APL	—	—	—	—	—	ABL	ABE	ABw	AD	XY	BP	BPT	B	Bv	Be	Bw	Bl	Y	ACP	ACTM	AC	ACM	ABC	ABCM	ABCL	XYZ	YZ	BC			
In existence, as per Register of Rolling-stock, at 30th June, 1919... Joint Stock ...	(1) 36	37	39	77	79	41	21	1	1	1	1	3	2	6	58	16	47	60	33	44	18	133	26	35	39	11	145	92	76	42	140	3	10	2	2	12	45	4	42

(1) Includes one 70-ft. Corridor Car with no vestibule.—(2) Includes 81 Holiday Cars.—(3) "State Cars, Nos. 1, 2, 3, 4," "Victoria," and "Inspection."
 Note.—All Carriage, Van, and Sundry Vehicles are Bogie Stock unless otherwise specified.

APPENDIX No. 15—continued.

Class Letter ...	CARRIAGE STOCK—continued.										VAN STOCK.								SUNDRY STOCK.							ELECTRIC STREET RAILWAY STOCK.						
	Cars and Vans Combined.					Narrow-Gauge.					Mail Vans.			Luggage Vans.					Hospital Cars, 6 wheels.		Rearse Cars.		Horse Boxes.		Workmen's Sleeping Cars.			Dynamograph Car, 4 wheels.		Motor Cars.		Open Trailer Cars.
	2nd Class.		2nd Class and Mail Sorters.	Vestibule 2nd Class and Mail Sorters.	Carriages.			2nd Class Carriages and Vans Combined.	Total.	Sorting.	Bulk.	Sorting.	6 wheels.	4 wheels.	Vestibule.	Vestibule.	Vestibule Express.	Narrow Gauge.	Total.	—	J	F	FF	W		WW	—	Total.	Single Bogie.	Double Bogie.	6	
	Sliding Door Str'n.	Sliding Door Str'n Motor.			2nd Class and Mail Sorters.	2nd Class.	1st and 2nd Class.																	Excursion Cars.	4 whls.							6 whls.
In existence, as per Register of Rolling-stock, at 30th June, 1919 ...	74	50	2	10	24	3	5	7	1,643	2	1	1	46	547	3	7	15	21	5	648	2	4	63	6	172	5	3	1	256	19	10	6
Joint Stock ...	...	...	...	...	...	...	...	...	29	...	1	2	...	...	...	4	...	...	7	...	...	...	...	...	...	...	...	...	...	...	...	...
									1,662																							

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, 4 wheels.	Refrigerator, 6 wheels.	Refrigerator, 4 wheels.	Meat, 4 wheels.	Meat, 6 wheels.	Carnage, 4 wheels.	Water Tank, 4 wheels.	Water Tank, 6 wheels.	Oil Tank, 4 whls.	Liquid Fuel, 4 whls.	Weightbridge Testing, 4 whls.	Weightbridge Testing, 6 whls.		Live Stock, NMst	Goods covered, NH	Goods open, NQR	Refrigerator, NTt	Meat, NUd	Total.	Oil Tank, 4 wheels.		
In existence, as per Register of Rolling-stock, 30th June, 1919 ...	92	14,815	217	1,125	652	60	46	198	6	24	66	11	91	351	11	191	151	5	31	560	431	17	2	171	3	1	3	2	5	15	1	212	1	14	10,481	4

(4) Holiday Vans. NOTE.—All Carriage, Van, and Sundry Vehicles are Bogie Stock unless otherwise specified. The following stock is in existence in addition to the above:—Two Steam Shovels and four 3-ton Steam Cranes (Way and Works Branch); and four Trolleys for Welshpool line.

A. E. SMITH,
Chief Mechanical Engineer.

APPENDIX No. 16.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1919.—CAPACITY, ETC.

	Built or purchased and charged to Capital from the inception of the Railways up to 30th June, 1919.	In existence at 30th June, 1919.	Deficiency.	Surplus.	Cost of making good Deficiency.	Value of Surplus.
Locomotives (tractive power) ...	15,646,699 lbs.	14,875,312 lbs. (a) ¶	771,377 lbs.	...	£ 192,844	£ ...
Carriage Stock (floor area) ...	584,651 sq. ft.	583,077 sq. ft. (b) ¶	1,574 sq. ft.	...	7,870	...
Van Stock (floor area) ...	165,853 sq. ft.	169,338 sq. ft. (c)	...	3,485 sq. ft.	...	12,198
Sundry Stock (floor area) ...	31,575 sq. ft.	32,209 sq. ft. (d)	...	634 sq. ft.	...	1,268
Truck Stock (carrying capacity) ...	239,741 tons	241,275 tons (e)	...	1,534 tons	...	26,078
					200,714	39,544

Excess of cost of making good Deficiency over Value of Surplus £161,170
 Amount at Credit of Rolling-Stock Replacement Fund at 30th June, 1919, available for replacement of Rolling-Stock 26,694

- ¶ Equivalent tractive power and internal floor area are included in these figures to represent the expenditure charged to Rolling-Stock Replacement Fund on Locomotives and Carriages under construction, but not completed at 30th June, 1919.
- (a) 71 locomotives have been written down to the tractive power represented by their value as scrap materials, and 17 to one-half tractive power.
- (b) 96 vehicles have been written down to internal floor area represented by their value as scrap materials, 90 vehicles have been written down to half area, and 149 to one-fourth area. Only 60 per cent. of internal floor area of 18 cars and 50 per cent. of 2 sleeping cars included on account of these vehicles being owned jointly with the South Australian Railways.
- (c) 3 vehicles have been written down to internal floor area represented by their value as scrap materials, and 45 vehicles and the van compartments of 57 combined cars and vans have been written down to one-half internal floor area. Only 60 per cent. of internal floor area of 4 luggage vans and 3 mail vans included on account of being owned jointly with the South Australian Railways.
- (d) 111 vehicles have been written down to internal floor area represented by their value as scrap materials, and 3 to half area.
- (e) 740 "L," 60 "N," 117 "K," 92 "H," 5 "TH," 16 "Q," and 10 water trucks (total 1,040) have been written down to tonnage represented by their value as scrap materials, and 6 "Oo" (break down) trucks to half tonnage capacity.

A. E. SMITH,
 Chief Mechanical Engineer.

APPENDIX No. 17.

STATEMENT SHOWING FUNDS ADVANCED TO 30TH JUNE, 1919, FROM THE PUBLIC ACCOUNT UNDER THE PROVISIONS OF THE RAILWAYS ADVANCES ACTS 1910, 1912, 1914, AND 1915, FOR THE PURPOSE OF SUBSTITUTING HEAVY RAILS FOR LIGHT RAILS ON VARIOUS LINES.

Act No.	Amount Authorized.	Expenditure to 30th June, 1919.	Amount Repaid to 30th June, 1919.	Balance Outstanding at 30th June, 1919.																																									
				Amount.	How Repayable.																																								
2268	£ 200,000	<table border="0"> <tr> <td></td> <td>£</td> <td>s.</td> <td>d.</td> </tr> <tr> <td>Year 1910-11 ...</td> <td>98,518</td> <td>11</td> <td>5</td> </tr> <tr> <td>" 1911-12 ...</td> <td>99,244</td> <td>4</td> <td>10</td> </tr> <tr> <td>" 1912-13 ...</td> <td>2,237</td> <td>3</td> <td>9</td> </tr> <tr> <td></td> <td><hr/></td> <td></td> <td></td> </tr> <tr> <td></td> <td>200,000</td> <td>0</td> <td>0</td> </tr> </table>		£	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	<table border="0"> <tr> <td>Year 1910-11 ...</td> <td>£ 50,000</td> </tr> <tr> <td>" 1911-12 ...</td> <td>50,000</td> </tr> <tr> <td>" 1912-13 ...</td> <td>50,000</td> </tr> <tr> <td>" 1914-15 ...</td> <td>25,000</td> </tr> <tr> <td>" 1915-16 ...</td> <td>25,000</td> </tr> <tr> <td></td> <td><hr/></td> </tr> <tr> <td></td> <td>200,000</td> </tr> </table>	Year 1910-11 ...	£ 50,000	" 1911-12 ...	50,000	" 1912-13 ...	50,000	" 1914-15 ...	25,000	" 1915-16 ...	25,000		<hr/>		200,000	£	s.	d.	
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2432	200,000	<table border="0"> <tr> <td>Year 1912-13 ...</td> <td>82,457</td> <td>17</td> <td>0</td> </tr> <tr> <td>" 1913-14 ...</td> <td>117,542</td> <td>3</td> <td>0</td> </tr> <tr> <td></td> <td><hr/></td> <td></td> <td></td> </tr> <tr> <td></td> <td>200,000</td> <td>0</td> <td>0</td> </tr> </table>	Year 1912-13 ...	82,457	17	0	" 1913-14 ...	117,542	3	0		<hr/>				200,000	0	0	<table border="0"> <tr> <td>Year 1914-15 ...</td> <td>£ 25,000</td> </tr> <tr> <td>" 1915-16 ...</td> <td>25,000</td> </tr> <tr> <td>" 1916-17 ...</td> <td>50,000</td> </tr> <tr> <td>" 1917-18 ...</td> <td>25,000</td> </tr> <tr> <td>" 1918-19 ...</td> <td>25,000</td> </tr> <tr> <td></td> <td><hr/></td> </tr> <tr> <td></td> <td>150,000</td> </tr> </table>	Year 1914-15 ...	£ 25,000	" 1915-16 ...	25,000	" 1916-17 ...	50,000	" 1917-18 ...	25,000	" 1918-19 ...	25,000		<hr/>		150,000	Nil											
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2550	200,000	<table border="0"> <tr> <td>Year 1913-14 ...</td> <td>19,632</td> <td>15</td> <td>7</td> </tr> <tr> <td>" 1914-15 ...</td> <td>180,867</td> <td>4</td> <td>5</td> </tr> <tr> <td></td> <td><hr/></td> <td></td> <td></td> </tr> <tr> <td></td> <td>200,000</td> <td>0</td> <td>0</td> </tr> </table>	Year 1913-14 ...	19,632	15	7	" 1914-15 ...	180,867	4	5		<hr/>				200,000	0	0	<table border="0"> <tr> <td>Year 1914-15 ...</td> <td>£ 25,000</td> </tr> <tr> <td>" 1915-16 ...</td> <td>25,000</td> </tr> <tr> <td>" 1916-17 ...</td> <td>25,000</td> </tr> <tr> <td>" 1917-18 ...</td> <td>25,000</td> </tr> <tr> <td>" 1918-19 ...</td> <td>25,000</td> </tr> <tr> <td></td> <td><hr/></td> </tr> <tr> <td></td> <td>125,000</td> </tr> </table>	Year 1914-15 ...	£ 25,000	" 1915-16 ...	25,000	" 1916-17 ...	25,000	" 1917-18 ...	25,000	" 1918-19 ...	25,000		<hr/>		125,000	50,000	0	0	Out of Railway Revenue, in accordance with the provisions of Act No. 2940, during the financial year beginning:—								
Year 1913-14 ...	19,632	15	7																																										
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2585	150,000	<table border="0"> <tr> <td>Year 1914-15 ...</td> <td>7,837</td> <td>18</td> <td>4</td> </tr> <tr> <td>" 1915-16 ...</td> <td>73,333</td> <td>2</td> <td>11</td> </tr> <tr> <td>" 1916-17 ...</td> <td>10,039</td> <td>17</td> <td>2</td> </tr> <tr> <td>" 1917-18 ...</td> <td>1,705</td> <td>18</td> <td>2</td> </tr> <tr> <td>" 1918-19 ...</td> <td>22,595</td> <td>17</td> <td>11</td> </tr> <tr> <td></td> <td><hr/></td> <td></td> <td></td> </tr> <tr> <td></td> <td>115,512</td> <td>14</td> <td>6</td> </tr> </table>	Year 1914-15 ...	7,837	18	4	" 1915-16 ...	73,333	2	11	" 1916-17 ...	10,039	17	2	" 1917-18 ...	1,705	18	2	" 1918-19 ...	22,595	17	11		<hr/>				115,512	14	6	<table border="0"> <tr> <td>Year 1915-16 ...</td> <td>£ 25,000</td> </tr> <tr> <td>" 1916-17 ...</td> <td>25,000</td> </tr> <tr> <td></td> <td><hr/></td> </tr> <tr> <td></td> <td>50,000</td> </tr> </table>	Year 1915-16 ...	£ 25,000	" 1916-17 ...	25,000		<hr/>		50,000	75,000	0	0	Out of Railway Revenue, in accordance with the provisions of Act No. 2940, during the financial year beginning:—		
Year 1914-15 ...	7,837	18	4																																										
" 1915-16 ...	73,333	2	11																																										
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	750,000	715,512 14 6	525,000	190,512 14 6																																									

APPENDIX No. 18.

<i>Dr.</i>		RAILWAY STORES SUSPENSE ACCOUNT AT 30th JUNE, 1919.				<i>Cr.</i>	
		£	s.	d.	£	s.	d.
To Stores and Materials on hand when Account was authorized at 30th June, 1896 (Act 1439, Section 20)					559,440	16	2
„ Advances from Loan Funds	630,000	0	0				
Less repaid February, 1918	50,000	0	0				
„ Sundry Outstanding Accounts at 30th June, 1919					102,839	15	7
					<u>1,242,280</u>	<u>11</u>	<u>9</u>
By Stores issued for Belated Repairs (in accordance with Act 1820, Section 3)							50,000 0 0
„ Cash in Treasury	33,614	1	10				
„ Cash with Agent-General in London and in Transit	68,178	2	0				
„ Stores and Materials on hand at 30th June, 1919	1,096,700	2	9				
Less Amount at Credit of Stores Depreciation Account	6,211	14	10				
					<u>1,090,488</u>	<u>7</u>	<u>11</u>
					<u>1,242,280</u>	<u>11</u>	<u>9</u>

APPENDIX No. 19.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS ENDING 30TH JUNE, 1918 AND 1919.

	Year ending 30th June, 1918						Year ending 30th June, 1919.					
	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 ...	1,258,930	5,374,976	6,633,906	502,345	1,056,693	1,559,038	1,421,410	5,102,450	6,523,860	526,690	958,706	1,485,396.
Periodical Tickets ...	1,062,908	645,409	1,708,317	104,453	23,344	127,797	1,048,592	618,914	1,667,506	113,304	21,653	134,957
Weekly Workmen's Tickets ...	...	...	...	...	...	...	...	26,048	26,048	...	388	388
Total ...	2,321,838	6,020,385	8,342,223	606,798	1,080,037	1,686,835	2,470,002	5,747,412	8,217,414	639,994	980,747	1,620,741
METROPOLITAN (within 20 miles of Melbourne)—												
Single and Return Tickets ...	21,910,988	27,900,668	49,811,656	386,560	384,789	771,349	24,633,039	28,702,232	53,335,271	421,972	368,412	790,385
Race and Special Picnic Tickets ...	532,083	486,593	1,018,676	20,965	12,947	33,912	572,381	540,988	1,113,369	20,629	13,936	34,565
Periodical Tickets ...	21,033,848	15,259,423	36,293,271	207,401	104,545	311,946	23,022,081	14,746,202	37,768,283	249,835	100,385	350,220
" Tickets " (Free Building Tickets) ...	32,240	...	32,240	...	...	...	16,740	...	16,740	...	...	...
Weekly Workmen's Tickets ...	...	10,255,007	10,255,007	...	88,514	88,514	...	11,453,709	11,453,709	...	98,498	98,498
Total ...	43,509,159	53,901,691	97,410,850	614,926	590,795	1,205,721	48,244,241	55,443,131	103,687,372	692,436	581,231	1,273,668
GRAND TOTAL RAILWAY PASSENGER TRAFFIC ...	45,830,997	59,922,076	105,753,073	1,221,724	1,670,832	2,892,556	50,714,243	61,190,543	111,904,786	1,332,430	1,561,978	2,894,409
ST. KILDA AND BRIGHTON ELECTRIC TRAMWAY ...	...	...	3,854,677	...	...	31,559	...	...	4,945,627	...	...	39,995
SANDRINGHAM AND BLACK ROCK ELECTRIC TRAMWAY ...	...	...	...	...	...	...	...	...	616,746	...	..	3,734

APPENDIX No. 20.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE
FOR YEARS ENDING 30TH JUNE, 1918, AND 30TH JUNE, 1919.

Kind of Goods.	Year ending 30th June, 1918.		Year ending 30th June, 1919.	
	Tons carried.	Revenue. £	Tons carried.	Revenue. £
2nd Class	86,524	170,331	74,374	150,838
1st Class	98,810	159,276	88,997	142,880
"C" Class	77,792	88,012	81,012	96,581
"B" Class	150,012	125,254	141,699	107,807
"A" Class	181,614	139,907	190,950	141,334
Miscellaneous	256,132	88,250	318,942	118,788
Fish	5,123	6,798	5,736	7,976
Fruit	69,592	48,054	78,643	57,857
Butter	31,245	29,455	28,048	27,638
Other Dairy Produce	16,686	14,401	20,117	16,624
Wine	5,296	6,688	5,050	6,046
Wool	70,059	130,888	83,014	152,492
Flour, Bran, Sharps, and Pollard	319,565	133,898	333,260	140,285
*Wheat	1,317,125	609,937	1,314,004	271,495
All other Agricultural Produce	392,712	170,480	443,135	188,680
Hay, Straw, and Chaff	311,443	90,037	332,499	96,276
Fertilizers	181,278	54,101	193,192	52,846
Minerals (including Coal, Coke, Ores, &c.)	487,171	105,745	437,136	92,684
Firewood	538,133	145,612	538,863	145,583
Timber	261,676	91,156	332,249	101,813
Stone, Gravel, and Sand	633,075	67,782	669,357	76,858
All other Goods	288,326	265,187	316,340	264,375
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Unloading, and Weighing ... ..	...	26,092	...	66,713
Total Tonnage of Goods carried, and Total Revenue derived therefrom	5,779,389	2,767,341	6,026,617	2,526,469
Live Stock	451,704	370,206	488,853	431,320
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom	6,231,093	3,137,547	6,515,470	2,957,789

Number of Live Stock.

	Year ending 30th June, 1918.	Year ending 30th June, 1919.
Calves	96,300	50,353
Cattle	386,120	354,720
Horses	46,593	35,147
Pigs	329,572	346,435
Sheep	5,579,704	7,241,670

* NOTE.—In the year 1918-19 only 526,625 tons of wheat were carried from country stations as compared with 1,080,097 tons in the year 1917-18, the balance of the total tonnage in each year being wheat handled from the stacking sites near the seaboard to the Williamstown and Geelong piers for export, and to Metropolitan Flour Mills, for which services a haulage charge of only 6d. per ton for thirty-ton lots is imposed. This fact, together with the shorter haul to the country stacking sites which were not in existence in 1917-18, accounts for the marked reduction in revenue derived from the wheat traffic in the year 1918-19.

APPENDIX No. 21.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1904, TO 30TH JUNE, 1919.

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.
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	1,951,126	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	10,583,408	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	4,567,627	2,438,532	2,457,678	4,896,210	1,397	7/6.58
1911-12	3,622	3,543	45,836,571	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	3,825	3,747	49,629,062	12,941	735	1,460	17,391	826	15,028,649	116,611,448	5,316,088	2,957,543	2,603,415	5,560,958	1,484	7/4.81
1914-15	3,875	3,848	52,337,475	13,506	791	1,496	18,268	874	15,303,209	117,259,926	5,410,045	2,892,698	2,268,375	5,161,073	1,341	6.8.94
1915-16	4,100	3,955	54,600,928	13,317	808	1,584	18,913	865	13,826,538	115,771,238	5,829,835	3,094,953	2,610,210	5,705,163	1,443	8.3.03
1916-17	4,123	4,104	55,802,027	13,534	812	1,612	19,270	890	14,022,040	108,341,540	5,962,602	3,018,460	2,934,259	5,952,719	1,450	8/5.89
1917-18	4,151	4,139	56,655,910	13,645	817	1,641	19,380	912	13,626,371	105,753,073	6,231,093	3,424,712	3,137,547	6,562,259	1,585	9/7.58
1918-19	4,190	4,159	57,545,337	13,734	798	1,663	19,481	911	13,031,655	111,904,786	6,515,470	3,474,488	2,957,789	6,432, 77	1,547	9/10.46

Exclusive of St. Kilda to Brighton and Sandringham to Black Rock Electric Tramways.

APPENDIX No. 21—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1904, TO 30TH JUNE, 1919.

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES (INCLUDING COMPENSATION TO YEAR 1907-8 INCLUSIVE).			EXPENDITURE: WAY AND WORKS BRANCH.				EXPENDITURE: ROLLING-STOCK BRANCH.						GENERAL EXPENSES.			ELECTRICAL BRANCH.	RAILWAY ACCIDENT AND FIRE INSURANCE FUND.		
	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	WORKING.			REPAIRS AND RENOVALS.			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.	
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	1/2'39	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	17'27	840,141	237	1/2'57	16'10	842,438	1/2'62	16'14	¶547,940	0/9'50	10'50	74,237	0/1'29	1'42	...	26,095	0/0'45	0'50
1912-13	947,868	1/3'98	18'21	876,631	241	1/2'78	16'84	914,709	1/3'42	17'57	¶551,023	0/9'29	10'59	80,937	0/1'37	1'55	...	26,027	0/0'44	0'50
1913-14	1,066,738	1/5'03	19'18	928,702	248	1/2'83	16'70	1,003,621	1/4'03	18'05	¶632,859	0/10'11	11'38	85,968	0/1'57	1'55	...	27,805	0/0'45	0'50
1914-15	1,081,816	1/4'97	20'96	838,014	218	1/1'14	16'24	1,025,934	1/4'09	19'88	¶690,861	0/10'84	13'38	92,996	0/1'46	1'80	...	25,805	0/0'40	0'50
1915-16	1,085,329	1/6'84	19'02	830,674	210	1/2'42	14'56	1,068,660	1/6'55	18'73	¶600,469	0/10'42	10'53	91,490	0/1'59	1'60	...	28,526	0/0'50	0'50
1916-17	1,095,703	1/6'76	18'41	743,391	181	1/0'72	12'49	1,220,999	1/8'90	20'51	¶610,078	0/10'44	10'25	89,509	0/1'53	1'50	...	*39,763	0/0'68	0'67
1917-18	1,218,509	1/9'46	18'57	943,742	228	1/4'62	14'38	1,265,898	1/10'30	19'29	¶633,929	0/11'16	9'66	93,382	0/1'65	1'42	...	32,586	0/0'57	0'50
1918-19	1,248,285	1/10'99	19'41	757,358	182	1/1'95	11'77	1,238,979	1/10'82	19'26	¶637,371	0/11'73	9'91	95,805	0/1'72	1'46	3,397	31,794	0/0'59	0'49

* Includes Special Payment into Fund, year 1908-9, £69,972, year 1909-10, £75,000, year 1910-11, £66,905, year 1916-17, £10,000.
 ¶ Includes payment into Rolling Stock Replacement Fund, year 1909-10, £170,000, year 1910-11, £100,000, year 1911-12, £50,000, year 1912-13, £50,000, year 1913-14, £50,000, year 1914-15, £50,000, year 1915-16, £30,000, year 1916-17, £50,000, year 1917-18, £50,000, and year 1918-19, £50,000.

Exclusive of St. Kilda to Brighton and Sandringham to Black Rock Electric Tramways.

APPENDIX No. 21—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1904, TO 30TH JUNE, 1919.

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.	Border Railways-Adjustment.	DEFICIT.	SURPLUS.
	Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile open.	Per Traffic Train Mile.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.									
	£	£	s. d.		£	s. d.	£	£	£	£	£	£	£	£	£	£	£	£
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	2/10'47	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*	...	...	21,250†
1913-14 ...	3,745,693	1,000	4/11'82	67'36	1,815,265	484	2/4'99	3'66	3'77	6,950	1,807,981†	3'64†	3'76†	1,677,369†	112,855*	...	...	17,757†
1914-15 ...	3,755,426	976	4/10'90	72'76	1,405,547	365	1/10'04	2'69	2'68	359,547	1,048,809†	2'00†	2'00†	1,767,807†	123,438*	...	842,436†	...
1915-16 ...	3,705,148	937	5/4'31	64'94	2,000,015	506	2/10'72	3'65	3'68	292,264	1,710,487†	3'13†	3'15†	1,927,107†	121,332*	...	337,952†	...
1916-17 ...	3,790,443	926	5'5'03	63'83	2,153,276	524	3/0'86	3'86	3'90	354,597	1,806,096†	3'23†	3'27†	2,012,447†	131,416*	...	337,767†	...
1917-18 ...	4,188,046	1,012	6'1'76	63'82	2,374,213	573	3/5'82	4'19	4'23	263,046	2,119,128†	3'74†	3'78†	2,126,906†	129,160*	...	136,938†	...
1918-19 ...	4,010,789	964	6'1'87	62'35	2,421,488	582	3/8'60	4'21	4'29	268,874	2,167,414†	3'77†	3'84†	2,164,902†	151,588*	14,521	163,597†	...

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

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

APPENDIX No. 22.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDING 30TH JUNE, 1919.

Year ending 30th June.	New Lines and Surveys.	Additions and Improvements on Existing Lines.	Rolling-Stock.	Total.
	£	£	£	£
1900	190,626	290,656	121,086	602,368*
1901	203,077	167,914	115,594	486,585*
1902	171,123	154,315	142,942	468,380*
1903	208,200	85,952	66,557	360,709*
1904	33,273	72,458	136,479	242,210
1905	44,301†	39,750	Cr. 21,710	62,341†
1906	31,657†	81,837	34,110†	147,604†
1907	34,250†	112,979	12,199†	159,428†
1908	38,125	187,722†	174,168†	400,015†
1909	129,976	269,752†	158,558†	558,286†
1910	197,928	250,511†	208,126†	656,565†
1911	253,882	328,125†	397,826†	979,833†
1912	355,959	445,796†	914,634†	1,716,389†
1913	397,915	‡544,606†	816,785†	1,759,306†
1914	481,459	‡770,406†	816,222†	2,068,087†
1915	535,610	‡1,452,826†	726,209†	2,714,645†
1916	360,678	‡1,429,008†	504,341†	2,294,027†
1917	153,501	‡806,671†	264,869†	1,225,041†
1918	134,161	‡597,194†	125,272†	856,627†
1919	135,167	‡707,740†	94,586†	937,493†
Total ...	4,090,868	8,796,218	5,808,853	18,695,939

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

† Includes Electric Tramways.

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

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

APPENDIX No. 23.

STATEMENT SHOWING THE TOTAL COST (EXCLUSIVE OF ROLLING-STOCK), LENGTH, HIGHEST POINT, STEEPEST GRADIENT, AND AVERAGE COST PER MILE OF EACH LINE; ALSO THE COST OF ROLLING-STOCK, WORKSHOPS, GENERAL OFFICES, ETC., AT 30TH JUNE, 1919.

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 Miles.	Single Miles.	Total Miles.	Highest Feet.	Lowest Feet.		Total £ s. d.	Average per Mile. £	
Melbourne to Bendigo (exclusive of works, Melbourne to Essendon Junction) ...	100'89	...	100'89	1,902	18	1 in 50	4,952,520	16 10	49,088
Bendigo to Echuca (including at Echuca portion of cost of Bridge over River Murray and cost of wharf) ...	2'06	53'07	55'13	758	314	1 " 52	731,163	15 11	13,052
* Bendigo Cattle-yards Branch	0'89	0'89	732	707	1 " 61			
Lancefield Junction to Lancefield	14'50	14'50	1,675	1,072	1 " 40	66,686	7 9	4,599
† Lancefield to Kilmore	18'10	18'10	1,734	1,100	1 " 40	108,328	14 11	5,985
Kilmore Junction to Bendigo (Cattle Siding)	67'82	67'82	1,450	526	1 " 50	403,504	15 10	5,950
Carlsruhe to Daylesford ...	0'38	22'17	22'55	2,469	1,791	1 " 50	177,819	15 6	7,886
Daylesford Junction to North Creswick	23'11	23'11	2,292	1,429	1 " 40	182,129	15 10	7,881
Kyneton (Redesdale Junction) to Redesdale	16'25	16'25	1,636	973	1 " 50	90,401	8 5	5,563
Castlemaine to Dunolly ...	0'38	46'46	46'84	948	579	1 " 40	425,364	7 3	9,081
Dunolly to St. Arnaud (including cost of Carapooee Ballast Pits Tramway) ...	0'28	32'73	33'01	943	611	1 " 50	179,697	13 6	5,444
St. Arnaud to Donald	23'86	23'86	868	374	1 " 50	114,697	6 0	4,807
Donald to Birchip	32'30	32'30	394	330	1 " 100	94,999	5 2	2,941
Birchip to Cronomby (Woomelang)	26'45	26'45	351	260	1 " 75	71,433	2 7	2,701
Woomelang to Mildura	110'15	110'15	334	128	1 " 75	291,037	10 11	2,642
Mildura to White Cliffs	6'92	6'92	186	126	1 " 75	17,810	8 9	2,574
White Cliffs to Yelta	4 9	6	In progress
Dunolly to Inglewood	24'24	24'24	794	457	1 in 50	96,108	14 1	3,965
Ouyen to Kow Plains	56'39	56'39	351	137	1 " 60	138,107	0 6	2,449
Kow Plains to Murrayville	11'48	11'48	218	146	1 " 75	31,455	17 8	2,740
Murrayville to South Australian Border	12'53	12'53	351	192	1 " 80	61 13 9	...	...
South Australian Border to Pinnaroo (3.55 mls.)	2 13 7	...	...
Castlemaine (Maldon Junction) to Maldon	10'24	10'24	1,177	890	1 in 40	62,431	10 3	6,097
Maldon (Laanecoorie Junction) to Shelbourne	9'89	9'89	1,126	649	1 " 50	68,584	6 0	6,935
Maryborough to Ballarat ...	0'26	41'47	41'73	1,525	732	1 " 40	298,220	0 11	7,146
Wauhra Junction to Ballarat Race-course	2'10	2'10	1,508	1,466	1 " 50	7,485	3 4	3,564
Pisgah Junction to Wauhra	13'74	13'74	1,533	1,341	1 " 60	73,098	19 7	5,320
Maryborough to Avoca	14'93	14'93	885	721	1 " 40	64,727	5 5	4,335
Avoca to Ararat	39'04	39'04	1,215	763	1 " 50	174,675	10 8	4,474
Crowland to Navarre	22'87	22'87	885	720	1 " 66	66,513	16 10	2,900
Bendigo to Inglewood ...	0'80	28'13	28'93	779	443	1 " 70	198,052	13 10	6,846
Inglewood to Charlton	42'82	42'82	639	422	1 " 50	248,721	10 5	5,809
Charlton to Wycheproof	16'48	16'48	521	356	1 " 50	97,836	0 2	5,937
Wycheproof to Sea Lake	47'89	47'89	357	172	1 " 94	85,532	3 2	1,786
Sea Lake towards Pier Millan (Nandaly)	17'68	17'68	265	172	1 " 66	43,620	17 11	2,467
Nandaly to Mityack, towards Kulwin	11'07	11'07	256	193	1 " 75	42,566	13 9	In progress
Wedderburn Junction to Wedderburn	4'86	4'86	660	554	1 " 50	18,724	14 5	3,853
Korong Vale to Boort	17'86	17'86	459	296	1 " 50	78,098	1 7	4,373
Boort to Quambatook	21'96	21'96	419	287	1 " 75	50,423	11 0	2,290
Quambatook to Ultima	30'31	30'31	371	256	1 " 100	54,176	12 11	1,787
Ultima to Chillingollah	20'14	20'14	263	164	1 " 60	34,401	17 10	1,708
Chillingollah to Manangatang	18'59	18'59	245	169	1 " 75	38,138	2 6	2,052
Manangatang to Bryden's Tank	841	4 5	In progress
Eaglehawk to Kerang	72'99	72'99	742	255	1 " 70	347,750	12 9	4,764
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill)	35'16	35'16	286	225	1 " 100	165,280	6 2	4,701
Swan Hill to Piaugil	27'39	27'39	291	216	1 " 75	66,806	1 2	2,439
Piaugil to Pine Tank	28,553	14 0	In progress
Elmore to Cohuna	57'09	57'09	438	264	1 " 100	141,355	3 10	2,476
Footscray to Williamstown (including cost of piers at Williamstown) ...	5'50	0'37	5'87	66	8	1 " 100	581,541	0 6	99,070
* Newport to Braybrook Junction	4'29	4'29	110	48	1 " 92	48,620	10 6	11,334
Newport to Geelong (including cost of Geelong Pier) ...	2'90	35'61	38'51	113	11	1 " 81	1,330,611	11 1	33,944
* Williamstown Race-course Branch	0'69	0'69	21	10	1 " 95			
Geelong to Colac ...	1'13	49'11	50'24	469	10	1 " 50	414,379	12 11	7,938
† Geelong Race-course Branch	1'96	1'96	43	10	1 " 50			
Colac to Camperdown	28'11	28'11	569	405	1 " 50	156,544	15 8	5,569
Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ...	0'90	41'81	42'71	550	13	1 " 50	384,109	16 7	8,993
Warrnambool to Koroit	9'36	9'36	245	19	1 " 50	89,553	19 2	9,568
Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy)	11'34	11'34	208	11	1 " 60	103,270	16 4	9,107
Geelong (Queenscliff Junction) to Queenscliff	20'72	20'72	264	10	1 " 50	116,937	16 9	5,644
Mount Moriac to Wensleydale	10'92	10'92	752	361	1 " 50	39,259	2 6	3,595
Birregurra to Forrest	19'85	19'85	579	363	1 " 40	147,761	0 2	7,444
Irrewarra to Beecac	8'70	8'70	432	390	1 " 66	47,525	3 1	5,463
Beecac to Newtown	35'85	35'85	441	388	1 " 50	113,188	1 5	3,157
‡ Colac to Beech Forest	29'66	29'66	1,748	225	1 " 30	78,019	1 5	2,631
‡ Beech Forest to Crowe's	14'24	14'24	1,826	1,356	1 " 30	44,178	15 10	3,102
Camperdown (Curdie's River Junction) to Timboon	22'32	22'32	673	52	1 " 40	116,174	15 8	5,205
Terang to Mortlake	12'16	12'16	447	414	1 " 60	58,025	5 1	4,772
North Geelong to Ballarat ...	41'45	11'76	53'21	1,725	47	1 " 52	1,960,540	5 2	36,694
* North Geelong Loop Line	0'22	0'22	53	46	1 " 57			
North Geelong to Eynsford	2'93	2'93	212	56	1 " 50	13,133	6 5	In progress
Ballarat to Ararat ...	4'33	52'84	57'17	1,517	960	1 " 50	472,758	3 10	8,269
Ararat to Stawell	18'85	18'85	1,086	761	1 " 100	192,453	3 0	10,210
Stawell to Horsham ...	1'18	52'26	53'44	761	423	1 " 100	389,663	3 4	5,624
* Stawell to Grampians	15'84	15'84	815	621	1 " 30			
Carried forward ...	162'44	1,735'89	1,898'33	...	...	...	17,628,001	13 6	...

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Dismantled 23th May, 1909.

¶ 2-ft. 6-in. gauge.

APPENDIX No. 23—continued.

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

Lines.	Length of Lines opened for Traffic.			Height of Ball-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.	
	Double and over	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.		£ s. d.	£
Brought forward	162'44	1,735'89	1898'33	...	...	...	17,628,001 13 6	...
Horsham to Dimboola	0'36	21'10	21'46	477	361	1 in 50	124,545 11 7	5,804
Dimboola to Serviceton (including cost of 1'16 miles constructed beyond Serviceton; also portion of cost of the Warranook Ballast Pits Tramway)	1'35	61'87	63'22	631	315	1 " 50	437,063 5 1	6,913
Braybrook Junction to Parwan	...	21'65	21'65	466	119	1 " 50	273,031 10 7	12,611
Parwan to Gordon	...	27'46	27'46	1,877	341	1 " 48	356,350 10 9	12,977
Gordon to Warrenbeip	0'09	12'78	12'87	1,940	1,707	1 " 50	130,141 5 0	10,112
* Bungaree Junction to Race-course Reserve	...	1'53	1'53	1,884	1,848	1 " 50	3,332 4 2	2,178
Gberinghap to Maroona	...	99'76	99'76	978	193	1 " 100	426,687 4 0	4,277
* Lal Lal Race-course Branch	...	2'00	2'00	1,539	1,532	1 " 112	11,420 12 4	5,711
Ballararat East to Buninyong	...	6'84	6'84	1,626	1,436	1 " 40	66,097 6 8	9,663
* Ballararat Cattle-yards Branch	...	2'92	2'92	1,523	1,446	1 " 60	12,911 6 10	4,422
Ballararat (Linton Junction) to Scarsdale	...	13'12	13'12	1,516	1,457	1 " 50	60,446 9 9	4,607
Scarsdale to Linton	...	7'97	7'97	1,189	1,022	1 " 40	78,260 4 0	9,819
Linton to Skipton	...	12'75	12'75	1,383	944	1 " 37	56,843 19 4	4,458
* Burrumbeet Race-course Junction to Burrumbeet Race-course	...	1'14	1'14	1,297	1,256	1 " 50	3,689 9 1	3,236
Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant)	...	66'06	66'06	1,028	572	1 " 50	391,461 10 7	5,926
Hamilton to Portland (including cost of sidings to piers at Portland)	...	53'82	53'82	606	11	1 " 40	311,625 6 9	5,790
‡ Dunkeld to Koroit	...	48'99	48'99	834	207	1 " 60	171,446 11 3	3,500
Hamilton to Penhurst (including cost of Penhurst Ballast Crushing Plant)	...	18'10	18'10	727	590	1 " 60	77,639 8 5	4,289
Hamilton (Coleraine Junction) to Coleraine	...	23'01	23'01	668	301	1 " 40	112,537 2 3	4,891
Hamilton to Cavendish	...	15'47	15'47	794	577	1 " 50	45,626 15 6	2,949
Cavendish to Toolondo (Toolondo to Balmoral)	...	18'71	18'71	588	558	1 " 161	106,221 12 4	5,677
Branxholme to Casterton	...	32'09	32'09	572	149	1 " 40	182,358 7 9	5,683
Heywood to Mumbannar	...	38'82	38'82	422	85	1 " 50	138,863 0 6	3,577
Mumbannar to South Australian Border	...	5'65	5'65	223	209	1 " 100	15,290 1 7	2,706
* South Australian Border to Mount Gambier (11'67 miles)	...	...	...	...	...	...	46,624 2 3	...
Lubeck to Rupanyup (including portion of cost of the Warranook Ballast Pits Tramway)	...	9'77	9'77	487	455	1 in 147	45,235 6 8	4,630
Rupanyup to Marnoo	...	15'38	15'38	494	450	1 " 100	31,568 18 1	2,053
Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway)	...	31'20	31'20	464	360	1 " 66	157,490 4 6	5,048
Warracknabeal to Beulah	...	21'92	21'92	359	288	1 " 80	59,113 15 2	2,697
Beulah to Hepetoun	...	16'01	16'01	290	258	1 " 100	38,145 11 2	2,383
Horsham to Noradjuha	...	19'95	19'95	488	395	1 " 50	81,530 11 2	4,087
Noradjuha to Toolondo	...	11'24	11'24	560	475	1 " 100	27,426 10 10	2,440
Natimuk (East Natimuk) to Goroke	...	28'32	28'32	624	394	1 " 50	69,230 7 7	2,445
Dimboola to Jeparit	...	21'59	21'59	387	268	1 " 75	50,221 9 11	3,326
Jeparit to Albacutya (Rainbow)	...	18'47	18'47	388	263	1 " 75	35,450 18 4	1,919
Jeparit to Lorquon	...	13'68	13'68	395	271	1 " 100	33,230 6 7	2,429
Lorquon to Yauae-a-Yanae	...	18'38	18'38	473	355	1 " 75	47,260 11 1	2,571
Rainbow to Nypo	...	10'59	10'59	294	237	1 " 75	27,378 4 7	2,585
Essendon Junction to Essendon	3'50	...	3'50	148	14	1 " 67	211,565 18 6	42,313
* Flemington Race-course Branch	1'50	...	1'50	70	42	1 " 96	...	...
Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway)	61'12	120'87	181'99	1,147	105	1 " 50	2,398,444 14 4	13,179
Wodonga to River Murray (including portion of cost of Bridge over River Murray)	1'94	...	1'94	538	312	1 " 75	62,399 10 6	32,165
North Melbourne to Coburg	5'07	...	5'07	202	13	1 " 50	221,676 13 6	43,723
Coburg to Somerton	...	7'16	7'16	530	202	1 " 50	72,162 10 8	10,079
Royal Park (Junction) to Clifton Hill	2'28	0'11	2'39	136	103	1 " 50	160,902 9 8	67,323
Fitzroy Branch	0'07	0'88	0'95	119	85	1 " 79	76,975 19 2	81,027
Fitzroy (Whittlesea Junction) to Whittlesea	4'67	17'39	22'06	639	119	1 " 50	290,617 5 9	13,174
Northcote Loop Line	0'13	...	0'13	128	119	1 " 70	8,698 3 11	66,908
Tallaroek to Yea	...	23'69	23'69	698	488	1 " 40	164,301 9 4	6,935
Yea to Mansfield and Alexandra-road	...	55'82	55'82	1,304	557	1 " 40	345,136 10 8	6,183
Alexandra-road to Alexandra	...	4'32	4'32	922	716	1 " 30	29,091 7 5	6,734
Mangalore to Shepparton	0'29	44'96	45'25	499	372	1 " 100	292,786 16 7	6,470
Shepparton to Numurkah	2'16	18'60	20'76	376	348	1 " 206	88,566 16 4	4,266
Numurkah to Cobram	0'20	21'45	21'65	376	355	1 " 165	89,789 7 8	4,147
Murchison East to Rushworth	...	12'87	12'87	476	391	1 " 80	70,866 15 6	5,506
Rushworth to Colbinabbin	...	12'82	12'82	510	363	1 " 50	38,382 17 7	2,994
Rushworth to Stanhope North	...	14'22	14'22	516	347	1 " 50	48,982 8 2	3,445
Toolamba to Tatura	...	6'83	6'83	385	371	1 " 108	29,427 18 11	4,309
Tatura to Echuca	...	34'07	34'07	377	320	1 " 122	158,497 8 10	4,652
Shepparton to Dookie	...	14'84	14'84	500	372	1 " 100	55,269 10 8	3,724
Dookie to Katamatite	...	17'02	17'02	490	383	1 " 69	41,059 5 2	2,412
Numurkah to Nathalia	...	13'79	13'79	356	335	1 " 330	52,314 15 5	3,794
Nathalia to Picola	...	6'75	6'75	335	325	1 " 264	13,873 15 4	2,055
Strathmerton towards Tocumwal	...	8'20	8'20	390	358	1 " 330	20,713 17 9	2,526
Strathmerton to Tocumwal Extension	...	2'07	2'07	372	365	1 " 92	17,528 2 3	8,468
Benalla to St. James	...	20'33	20'33	583	450	1 " 75	80,869 7 11	3,978
St. James to Yarrawonga	...	19'86	19'86	514	414	1 " 50	98,600 19 0	4,965
Benalla to Tatong	...	18'08	18'08	760	556	1 " 60	50,447 6 0	2,790
¶ Wangaratta to Whitfield	...	30'49	30'49	871	481	1 " 80	40,134 17 1	1,316
Wangaratta (Beechworth Junc.) to Beechworth	...	22'26	22'26	1,831	502	1 " 30	165,984 2 5	7,457
Beechworth to Yackandandah	...	12'84	12'84	1,912	981	1 " 30	97,178 2 8	7,568
Everton to Myrtleford	...	16'56	16'56	989	581	1 " 40	77,980 7 11	4,709
Myrtleford to Bright	...	18'54	18'54	1,004	688	1 " 50	112,697 15 5	6,079
Carried forward	247'17	3,203'69	3,450'86	...	...	...	27,755,724 15 6	...

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

APPENDIX No. 23—continued.

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

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.			
	Double and over	Single.	Total.	Highest	Lowest.		Total.			Average Per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.		£	s.	d.	£
Brought forward	247'17	3,203'69	3,450'86	...	...	...	27,755,724	15	6	
Springhurst to Wahgunyah	...	13'95	13'95	623	454	1 in 50	75,734	5	1	5,430
Wodonga to Tallangatta	...	25'71	25'71	726	530	1 in 40	192,286	3	11	7,479
Tallangatta to Beetomba	...	32'59	32'59	2580	625	1 in 30	239,708	14	3	7,355
Spencer Street to Flinders Street	0'76	...	0'76	33	17	1 in 40	277,546	13	6	365,193
Hobson's Bay Lines (Flinders Street to Port Melbourne, St. Kilda, Brighton, Hawthorn, and including works, Prince's Bridgeto Chapel Street, and pier at Port Melbourne)	16'33	...	16'33	53	9	1 in 66	2,749,975	7	0	168,400
Prince's Bridge to Collingwood	2'22	...	2'22	85	23	1 in 62	200,200	6	0	90,180
Collingwood to Heidelberg	2'92	2'57	5'49	196	68	1 in 50	245,307	8	9	44,683
Heidelberg to Eltham	...	8'35	8'35	303	110	1 in 40	62,953	9	10	7,439
Eltham to Huret's Bridge	...	6'64	6'64	248	116	1 in 50	45,068	7	9	6,787
Brighton Beach to Sandringham	2'20	...	2'20	58	20	1 in 97	82,530	7	1	37,514
South Yarra to Oakleigh	7'05	...	7'05	182	22	1 in 54	648,514	9	6	91,988
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 in 50	1,226,342	9	4	10,373
Sale to Stratford (Junction)	...	8'97	8'97	64	33	1 in 66	45,415	0	8	5,063
† Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines)	0'20	10'10	10'30	249	72	1 in 50	298,115	15	6	28,943
‡ Caulfield to Frankston	19'65	0'23	19'88	166	10	1 in 50	273,623	13	9	13,764
Frankston to Stony Point (including cost of sidings to pier at Stony Point)	...	18'85	18'85	327	10	1 in 50	113,919	7	4	6,041
Mornington Junction to Mornington	...	7'67	7'67	194	60	1 in 50	68,637	13	1	8,949
Bittern to Red Hill	...	...	...	...	...	...	59	14	9	In progress
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 in 40	1,038,247	8	4	8,853
Koo-wee-rup to McDonald's Track	...	...	...	...	...	...	9,674	15	4	In progress
Nyora to Woolamai	...	16'79	16'79	410	58	1 in 50	77,870	1	7	4,638
Woolamai to Powlett Coal Field (including sidings, Wonthaggi)	...	13'75	13'75	233	14	1 in 60	135,289	0	9	9,839
Korumburra to Coal Creek	...	0'89	0'89	735	630	1 in 30	5,741	7	11	6,451
Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line)	...	2'25	2'25	764	573	1 in 30	11,533	5	7	5,126
Korumburra (Jumbunna Junction) to Jumbunna	...	3'74	3'74	796	619	1 in 30	20,806	7	4	5,563
Jumbunna to Outtrim	...	2'40	2'40	649	539	1 in 40	27,915	8	11	11,631
¶ Welshpool to Welshpool Jetty	...	3'23	3'23	57	6	2 in 100	3,167	18	0	981
Alberton to Won Wron	...	...	...	...	...	...	302	17	5	In progress
Warragul to Neerim South	...	13'49	13'49	681	349	1 in 40	124,509	10	1	9,230
Neerim South to Toorong River (Neerim South to Noojee)	...	14'01	14'01	1,415	676	1 in 30	125,648	1	5	8,968
Moe (Junction) to Thorpdale	...	10'67	10'67	798	219	1 in 40	116,685	17	4	10,936
¶ Moe to Walhalla	...	26'06	26'06	1,323	174	1 in 30	113,324	11	10	4,349
Morwell to North Mirboo	...	20'16	20'16	784	184	1 in 40	154,238	0	2	7,651
Traralgon to Heyfield	...	22'06	22'06	262	93	1 in 50	125,113	3	3	5,671
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0'52	49'30	49'82	296	9	1 in 50	291,209	14	3	5,885
Bairnsdale to Orbst	...	60'24	60'24	423	23	1 in 50	430,861	0	7	7,152
Maffra to Brinsalong	...	11'79	11'79	218	109	1 in 50	62,010	0	8	5,260
Burnley to Waverley Road	...	5'23	5'23	111	33	1 in 60	174,519	6	5	33,569
Hawthorn to Lilydale	11'82	8'20	20'02	484	41	1 in 40	662,638	19	4	33,099
Lilydale to Healesville	0'26	15'11	15'37	351	230	1 in 40	224,314	5	6	14,596
Hawthorn (Kew Junction) to Kew	...	0'96	0'96	119	41	1 in 40	76,453	14	0	79,640
Ringwood to Upper Ferntree Gully	...	7'44	7'44	436	314	1 in 40	69,105	15	7	9,288
¶ Ferntree Gully to Gembrook	...	18'22	18'22	1,057	412	1 in 30	63,316	18	11	3,475
Lilydale to Warburton	...	23'97	23'97	738	289	1 in 37½	128,632	0	5	5,366
St. Kilda and Brighton Electric Tramway, St. Kilda Station to Brighton Beach	5'16	...	5'16	59	7	1 in 21½	115,113	4	3	22,309
Sandringham to Black Rock Electric Street Railway	2'22	'19	2'41	112	41	1 in 18½	42,705	11	9	In progress
Total mileage of lines constructed	330'41	3,914'64	4,245'05	...	...	...	...	...	...	...
Less mileage closed for traffic at 30th June, 1919.										
	Double.	Single.	Total.							
Dunkeld to Penshurst (dismantled 10th February, 1898)	15'87	15'87								
Lancefield to Kilmore (dismantled)	18'10	18'10								
Fawkner Cemetery to Somerton	5'28	5'28								
Oakleigh to Fairfield Park—Fairfield Park to Deepdene	3'34	3'34								
Ashburton to Oakleigh	0'20	2'17	2'37							
Canterbury Loop Line (dismantled)	0'20	0'20								
Burnley to Waverley Road—Darling to Waverley Road	0'84	0'84								
Geelong Race-course Line (dismantled 28th May, 1909)	1'96	1'96								
Total mileage open for traffic at 30th June, 1919	0'20	47'76	47'96							
Carried forward	330'21	3,866'88	4,197'09				39,044,262	2	11	

† See lines closed for traffic. ‡ Including portion dismantled. § Gauge of lines constructed—miles 5-ft. 3-in., 4,072'78; miles 2-ft. 6-in., 121'00. ¶ 2-ft. 6-in. gauge. || 4-ft. 3-in. gauge, 2'41 miles.

APPENDIX No. 23—continued.

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

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low water mark.		Steepest Gradient.	Total.		
	Double and over	Single.	Total.	Highest.	Lowest.		£	s.	d.
	Miles.	Miles.	Miles.	Feet.	Feet.				
Brought forward	330' 21	3,866' 88	4,197' 09	...	...	...	39,044,262	2	11
Works, Melbourne to Essendon Junction	1,986,988	15	9
Railway Offices, Spencer Street	193,997	18	10
Sheds and Workshops, Williamstown	154,029	0	1
Sheds and Workshops, Newport (including cost of Machinery and Equipment)	633,281	3	2
Sheds and Workshops, Country Depôts (including cost of machinery)	28,310	12	10
Workshops, Bendigo (including cost of machinery)	130,091	3	5
Workshops, Ballarat (including cost of machinery)	126,312	1	11
General Construction Account, (Capital Expenditure common to all lines)	869,464	4	10
Rolling-stock, Broad-gauge	11,118,699	3	6
Rolling-stock, Narrow-gauge	105,586	19	8
Rolling-stock, Electric Tramway	49,233	8	6
McKeen Motor Cars	15,078	0	8
Steam Motor Car (Great Western type)	4,193	2	5
Electrification Melbourne Suburban Lines	2,923,661	1	3
Grand Total	330' 21	3,866' 88	4,197' 09	...	...	...	57,383,388	19	9

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

APPENDIX No. 24.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.
				Number.
1854—Sept. 13	Flinders Street	Port Melbourne	16.33	20.1.53
1857—May 13	Flinders Street	St. Kilda		19.3.56
1859—Feb. 8	Prince's Bridge	Richmond		43
" Dec. 12	Richmond	Cremorne		43
" " 19	Windsor	North Brighton		42
1860—Sept. 24	Richmond	Pic-nic Station		43
" Dec. 22	Cremorne	Windsor ...		43
1861—April 13	Pic-nic Station	Hawthorn ...		43
" Dec. 21	North Brighton	Brighton Beach	127	
1857—June 17	Williamstown Junction ...	Geelong	38.51	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	332
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	Salc	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.

† Diamantled 18th 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 ...	Camherwell ...	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	Camherwell ...	Lilydale ...	17'94	682	
" " 15	Eaglehawk ...	Raywood ...	13'42	682	
1883—April 20	Korong Vale ...	Charlton ...	22'62	682	
" June 14	Wodonga ...	River Murray ...	1'94	682	
" " 21	Raywood ...	Mitiamo ...	22'44	682	
" July 2	Korong Vale ...	Boort ...	17'86	682	
" " 2	Colac ...	Camperdown ...	28'10	682	
" Aug. 1	Ballarat ...	Scarsdale ...	13'11	682	
" Sept. 3	Benalla ...	St. James ...	20'33	682	
" Oct. 1	Charlton ...	Wycheproof ...	16'47	682	
" Nov. 13	Traralgon ...	Heyfield ...	22'06	682	
" " 16	Tallarook ...	Yea ...	23'69	682	
" Dec. 17	Everton ...	Myrtleford ...	16'56	682	
1884—Feb. 12	Mitiamo ...	Pyramid Hill ...	12'59	682	
" " 15	Branxholme ...	Henty ...	23'19	682	
" April 2	Braybrook Junction ...	Melton ...	15'64	682	
" June 16	Castlemaine ...	Maldon ...	10'24	682	
" Sept. 1	Henty ...	Casterton ...	8'90	682	
" " 9	North Melbourne ...	Coburg ...	5'07	682	
" Oct. 25	Pyramid Hill ...	Kerang ...	24'54	682	
1885—April 6	Race-course Junction ...	*Williamstown Race-course	0'69	860, 889, 962 & 1381	
" " 10	Morwell ...	Boolarra ...	22'11	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 ...	Rupangup ...	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	Moc 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 ...	Wanbra ...	13'74	821 " 1381	
" " 1	Frankston ...	Mornington Junction ...	5'02	821 " 1381	
" " 1	Dandenong (Great Southern Junction)	Tooradin ...	15'91	821 " 1381	
" Nov. 20	Inglewood ...	Dunolly ...	24'24	821 " 1381	
" " 20	Hamilton (Coleraine Junction) ...	Coleraine ...	23'01	821 " 1381	
		Carried forward ...	2179'32		

* Trains run only as required for traffic.

APPENDIX No. 24—continued.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.
				Number.
		Brought forward...	2179'32	
1889—March 1	Yarra Flats ...	Healesville ...	8'02	821 and 1381
" Aug. 7	Maffra ...	Briagolong ...	11'79	821 " 1381
" " 7	Irrewarra ...	Beeac ...	8'70	821 " 1381
" Sept. 10	Mornington Junction ...	Mornington ...	7'67	821 " 1381
" " 10	Mornington Junction ...	Hastings ...	8'09	821 " 1381
" " 10	Wodonga ...	Huon-lane ...	14'07	821 " 1381
" " 12	Ballarat East ...	Buninyong ...	6'84	821 " 1381
" Oct. 8	Whittlesea Junction ...	Preston Reservoir ...	4'78	821 " 1381
" " 8	Coburg ...	†Somerton ...	7'16	821 " 1381
" Nov. 12	Yea ...	Molesworth ...	10'68	821 " 1381
" Dec. 3	Heathcote ...	Tooborac ...	10'56	821 " 1381
" " 4	Bacchus Marsh ...	Ballan ...	17'54	821 " 1381
" " 4	Ringwood ...	Upper Fern Tree Gully ...	7'44	821 " 1381
" " 17	Hastings ...	Stony Point ...	5'74	821 " 1381
" " 23	Preston Reservoir ...	Whittlesea ...	17'29	821 " 1381
1890—Feb. 4	Terang ...	Mortlake ...	12'16	821 " 1381
" " 4	Terang ...	Warrnambool ...	28'82	821 " 1381
" " 4	Koroit ...	Warrnambool ...	9'36	821 " 1381
" " 4	Koroit ...	Port Fairy ...	11'34	821 " 1381
" March 17	Mount Moriac ...	*Wensleydale ...	10'92	821 " 1381
" " 24	Burnley ...	†Oakleigh ...	6'29	821 " 1381
" May 12	Warragul ...	Rokety ...	8'12	821 " 1381
" " 30	Kerang ...	Swan Hill ...	35'16	821 " 1381
" " 30	Camberwell ...	†Waverley Road ...	4'25	821 " 1381
" June 17	Molesworth ...	Cathkin ...	2'74	821 " 1381
" July 18	Huon-lane ...	Bolga ...	6'61	821 " 1381
" Aug. 22	Kilmore ...	Tooborac ...	20'10	821 " 1381
" " 22	Dunkeld ...	†Koroit ...	48'99	821 " 1381
" " 22	Hamilton ...	Peushurst ...	18'11	821 " 1381
" Sept. 1	Murchison East ...	Rushworth ...	12'87	821 " 1381
" " 16	Cathkin ...	Alexandra Road ...	4'41	821 " 1381
" Oct. 10	Scarsdale ...	Linton ...	7'97	821 " 1381
" " 17	Myrtleford ...	Bright ...	18'54	821 " 1381
" Nov. 10	Cathkin ...	Merton ...	15'47	821 " 1381
" " 11	Tooradin ...	Loch ...	23'53	821 " 1381
" " 18	Ararat ...	Avoca ...	39'04	821 " 1381
1891—Jan. 15	Kyneton (Redesdale Junction) ...	Redesdale ...	16'25	821 " 1381
" March 24	Fairfield Park ...	†Riversdale (including ‡Canterbury loopline)	4'99	821 " 1381
" " 24	Maldon (Laaneecoorie Junction) ...	Shelburne ...	9'80	821 " 1381
" May 7	Merton ...	Maindample ...	13'86	821 " 1381
" June 2	Loch ...	Korumburra ...	9'89	821 " 1381
" " 5	Birregurra ...	Forrest ...	19'85	821 " 1381
" July 23	Beechworth ...	Yackandandah ...	12'84	821 " 1381
" " 24	Bolga ...	Tallangatta ...	5'02	821 " 1381
" Oct. 6	Maindample ...	Mansfield ...	8'64	821 " 1381
" Nov. 23	Spencer Street ...	§Flinders St. (Viaduct) ...	0'76	821 " 1287
" Dec. 17	Korumburra ...	Leongatha ...	9'19	821 " 1381
1892—Jan. 13	Leongatha ...	Port Albert ...	58'75	821 " 1381
" March 18	Rokeby ...	Neerim South ...	5'36	1030 " 1300
" April 5	Cnr die's River Junction ...	Timboon ...	22'32	821 " 1381
" " 6	Lancefield ...	†Kilmore ...	18'10	821 " 1381
" Oct. 28	Korumburra ...	Coal Creek ...	0'89	1240 " 1255
" Nov. 22	Dookie ...	Katamatite ...	17'02	1529
1893—Jan. 5	Warracknabeal ...	Beulah ...	21'92	1273
" March 28	Donald ...	Birehip ...	32'30	1273
1894—March 6	Beulah ...	Hopetoun ...	16'01	1316
" May 7	Korumburra (Jumbunna Junction) ...	Jumbunna ...	3'74	1240 and 1294
" " 14	Bendigo Cattle-yards Junction ...	*Bendigo Cattle-yards ...	0'89	1030 " 1381
" June 1	Korumburra (Strezlecki Junction) ...	Strezlecki ...	2'25	1240 " 1294
" " 19	Dimboola ...	Jeparit ...	21'59	1312
" July 31	Natimuk (East Natimuk) ...	Goroke ...	28'32	1292
" Aug. 7	Boort ...	Quambatook ...	21'96	1312
1895—March 8	Wyehproof ...	Sea Lake ...	47'89	1383
1896—Feb. 5	Jumbunna ...	Outtrim ...	2'40	1371 and 1420
" Dec. 15	Nathalia ...	Picola ...	6'74	1293
1899—March 14	Wangaratta ...	†Whitfield ...	30'49	1492
" Sept. 18	Birehip ...	Woomelang ...	26'45	1550
" Nov. 2	Jeparit ...	Rainbow ...	18'47	1558
1900—March 1	Quambatook ...	Ultima ...	30'30	1555
" Dec. 18	Upper Fern Tree Gully ...	*Gemhrook ...	18'22	1549
" " 26	Bungaree ...	*Race-course ...	1'53	1682
1901—Oct. 21	Melbourne ...	Collingwood ...	2'22	1590
" Nov. 13	Lilydale ...	Warburton ...	23'97	1589
1902—March 1	Colac ...	†Beech Forest ...	29'66	1594 and 1760
" June 5	Heidelberg ...	Eltham ...	8'35	1299
		Carried forward ...	3299'78	

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Including portion since dismantled.

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

¶ 2-ft. 6-in. gauge.

APPENDIX No. 24—continued.

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

Date of Opening.	From—	To—	Length in Miles	Authorization Act.
				Number.
		Brought forward ...	3299.78	
1903—Jan. 15	Woomelang	Hattah	68.79	1679
" May 25	Hattah	Nowingi	11.94	1679
" Sept. 30	Nowingi	Yatpool	16.19	1679
" Oct. 27	Yatpool	Mildura	13.23	1679
" Dec. 21	North Geelong Loop Line ... ..	...	0.22	1884
1904—Jan. 1	Burrumbeet Race-course Junction	*Burrumbeet Race-course	1.14	1879
" Feb. 7	Springvale Cemetery Line	*	1.60	1763
" Dec. 5	Northcote Loop Line ... ..	...	0.13	1904
1905—Feb. 28	Strathmerton	Towards Tocumwal	8.20	1938
" 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. 23	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	¶ Waihalla	26.06	1691 and 2180
" " 9	Nyora	Woolamai	16.79	2125
" " 9	Woolamai	Fowlett Coal Field	13.75	2221
" July 4	Mildura	White Cliffs	6.92	1679
" Dec. 1	Beac	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 Tramway†	...	.03	
" Aug. 8	Gheringbap	Maroons	99.76	2220
1914—Jan. 28	Chillingollah	Manangatang	18.59	2418
" May 28	Crowland	Navarre	22.87	2351
" June 26	Rainbow	Nypo (towards)	10.59	2441
" " 29	Sea Lake	Pier-Millan (towards)	17.68	2419
" " 30	Benalla	Tatong	18.08	2349
" Aug. 26	Rushworth	Colbinabbin	12.82	2350
1915—May 27	Swan Hill	Piangil	27.39	2417
" July 29	Murrayville	South Australian Border	12.53	2424
" Nov. 1	Hamilton	Cavendish	15.47	2434
" " 10	Elmore	Cohuna	57.09	2433
1916—Jan. 17	Linton	Skipton	12.75	2442
" April 10	Bairnsdale	Orbost	60.24	2223
" June 13	Tallangatta	Shelley	22.86	2424
" " 20	Heywood	Dartmoor	26.02	2424
" " 27	Lorquon	Yanac-a-yanac	18.38	2547
1917—March 17	Neerim South	Nayook	8.02	2504
" May 15	Rushworth	Girgarre (Stanhope North)	14.22	2754
" Nov. 28	Dartmoor	Mumbanna†	12.80	2424
" " "	Mumbanna†	South Australian Border	5.65	2424
" Dec. 17	Toolondo	Kanaguik	10.55	2502
1918—Sept. 9	North Geelong	Fyansford	2.91	2879
1919—March 10	Sandringham ... ..	|| Black Rock	2.41	2556
" April 10	Shelley	Beetomba	9.73	2414
" " 28	Nayook	Noojee	5.99	2504
" May 28	Nandaly	Mityack	11.07	2765
" June 16	Kanaguik	Balmoral	8.16	2502
		Total mileage	4,245.05	
	Less mileage closed for Traffic at 30th June, 1919—	Miles.		
	Dunkeld to Peshurst (Dismantled February, 1898)	15.87		
	Lancefield to Kilmore (Dismantled September, 1917)	18.10		
	Fawcner Cemetery to Somerton	5.28		
	Oakleigh to Fairfield Park—			
	Fairfield Park to Deepdene	3.34		
	Ashburton to Oakleigh	2.37		
	Canterbury Loop Line (Dismantled)	0.20		
		5.91		
	Burnley to Waverley Road—			
	Darling to Waverley Road	0.84		
	Geelong Race-course Line (Dismantled May, 1909)	1.96		
		47.96		
	Total mileage open for Traffic at 30th June, 1919	4,197.09		

* Trains run only as required for traffic. † Electric Tramway, 5-ft. 3-in. gauge. ¶ 2-ft. 6-in. gauge. || 4-ft. 8½-in. gauge.
 Note.—All tracks to piers, wharfs, and ballast pits, and to the Great Morwell Coal Mine are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 14.

APPENDIX No. 25.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1st JULY, 1909, TO 30th JUNE, 1919

Year.	Passengers.						Number of Passengers Killed and Injured per Million carried due to causes beyond their own Control.		Employees while in the Execution of their Duty.						Employees proceeding to or from Duty within the Railway Boundary.	Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.		
	Through causes beyond their own Control.		Through Contributory Negligence.		Solely through their own Action or Negligence.				Through causes beyond their own Control.		Through Contributory Negligence.		Solely through their own Action or Negligence.											
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1909-10 .. .. .	..	11	..	5	2	96	·000	·120	..	7	..	38	6	167	..	4	4	3	8	7	1	15	21	353
1910-11 (a)	10	526	..	..	8	99	·106	5·608	..	31	..	20	5	128	..	1	7	12	19	7	..	5	49	329
1911-12 .. .. .	..	13	..	1	9	116	·000	·124	..	44	..	12	23	134	3	11	9	13	19	11	4	7	67	362
1912-13 (b)	2	441	..	3	5	128	·001	3·953	1	15	1	10	4	179	..	..	10	12	13	12	..	12	36	812
1913-14 .. .. .	..	33	..	2	8	197	·000	·283	1	61	7	49	4	184	2	1	8	7	12	13	3	17	45	56
1914-15 .. .. .	..	40	..	3	6	182	·000	·341	2	36	4	51	4	202	2	2	9	18	18	7	3	17	48	558
1915-16 .. .. .	..	29	..	3	11	195	·000	·250	2	28	5	33	5	209	..	..	2	18	24	7	5	12	54	534
1916-17 .. .. .	..	46	..	2	5	131	·000	·424	1	35	3	70	1	155	1	..	4	7	11	3	6	16	32	465
1917-18 .. .. .	..	33	..	5	4	192	·000	·311	2	46	4	63	5	183	..	9	12	15	14	1	3	14	44	561
1918-19 .. .. .	..	41	..	2	6	172	·000	·366	1	31	3	56	4	166	1	3	11	15	21	6	5	18	52	510
Totals	12	1,213	..	26	64	1,508	·000	1·039	10	334	27	402	61	1,707	9	31	76	120	159	74	30	133	448	5,548

This Return only includes casualties in connexion with Train Working and the movement of Rolling-Stock.
 (a) Including Richmond accident. (b) Including West Melbourne accident.

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APPENDIX No. 27.

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDING 30TH JUNE, 1919,
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER
ANNUM.

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

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

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

Stations.	Year ending 30th June, 1914.	Year ending 30th June, 1915.	Year ending 30th June, 1916.	Year ending 30th June, 1917.	Year ending 30th June, 1918.	Year ending 30th June, 1919.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Goornong	55,390	..	75,722	58,496	31,262	..
Elmore	144,127	..	70,078	86,202	48,543	45,519
Rochester	130,087	..	86,823	121,612	41,298	35,423
Strathallan	52,504	..	85,105	63,307	38,001	..
Echuca .. ..	..	..	40,503	70,660	44,334	..
Shelbourne	60,140	..	62,459	113,952	42,800	..
Bealiba	38,436	..	57,150	41,949	..	..
Emu .. ..	..	..	45,858	..	..	..
Carapooce .. ..	..	..	40,078	..	..	..
St. Arnaud	34,573	36,714	33,058	56,742	..	..
Sutherland	65,472	..	113,984	96,472	73,877	50,966
Swanwater	47,237	..	85,926	39,758	62,580	42,405
Cope Cope	87,811	..	63,492	153,184	116,938	59,273
Donald	91,414	..	91,895	167,348	..	57,332
Litchfield	62,406	..	69,123	150,136	128,935	67,901
Massey .. ..	..	..	..	62,416	45,656	..
Watchem	57,934	..	43,883	165,982	112,151	46,195
Morton Plains .. ..	..	..	35,068	37,187	56,726	..
Birchip .. ..	..	..	56,175	85,664	66,776	..
Kinnabulla .. ..	..	..	58,909	59,171	75,361	..
Curyo .. ..	..	..	41,484	71,444	59,518	..
Watchupga .. ..	..	..	50,730	70,032	74,491	37,123
Woomelang	46,009	..	60,750	142,624	81,478	..
Lascelles .. ..	..	..	40,397	125,222	44,012	..
Gama .. ..	..	..	..	61,403	36,076	..
Turriff .. ..	..	..	32,138	81,723	..	..
Speed .. ..	..	..	..	102,568	33,794	..
Tempy .. ..	..	..	51,740	68,738	62,124	..
Nunga .. ..	..	..	78,207	46,210	65,513	..
Ouyen .. ..	..	..	45,436	126,811	54,539	..
Kiamal .. ..	..	..	..	30,092	31,182	..
Carwarp .. ..	..	..	..	36,112	33,991	..
Avoca .. ..	..	..	33,891	..	..	..
Tulkara .. ..	..	..	35,706	..	..	..
Arnold .. ..	..	..	..	30,012	..	..
Galah .. ..	..	..	51,220	50,775	121,512	38,407
Walpeup .. ..	..	..	57,759	142,599	141,549	55,267
Nyang .. ..	..	..	..	34,154	48,738	..
Underbool .. ..	..	..	58,775	76,034	123,094	40,800
Linga .. ..	..	..	31,170	58,517	78,264	..
Boinka .. ..	..	..	33,712	44,366	52,478	..
Tutye .. ..	..	..	43,918	46,393	56,751	..
Cowangie .. ..	..	..	41,690	82,759	102,252	32,846
Danyo .. ..	..	..	39,417	44,893	69,443	..
Murrayville	52,058	..	34,509	122,090	158,807	39,042
Carina .. ..	..	..	..	85,200	111,282	..
Panitya .. ..	..	..	44,495	66,689	99,846	..
Derby .. ..	..	..	..	33,521	..	..
Bridgewater .. ..	..	..	..	57,399	..	..
Kurting .. ..	..	..	34,062	..	..	..
Korong Vale	35,455	..	33,384	66,230	..	..
Wychitella	52,296	..	44,847	76,530	40,951	..
Buckrabanyule	49,848	..	..	88,208	30,492	30,325
Barrakee	43,518	..	..	92,556	49,560	..
Charlton	110,305	..	82,674	237,678	156,442	136,794
Teddywaddy .. ..	..	..	..	60,422	48,074	..
Glenloth	46,086	..	39,546	77,477	83,927	34,419
Wycheproof	46,707	..	51,703	175,585	116,654	49,290
Dumosa .. ..	..	..	50,472	85,035	75,327	36,358

APPENDIX No. 27—continued.

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDING 30TH JUNE, 1919,
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER
ANNUM.

Stations.	Year ending 30th June, 1914.	Year ending 30th June, 1915.	Year ending 30th June, 1916.	Year ending 30th June, 1917.	Year ending 30th June, 1918.	Year ending 30th June, 1919.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Nullawil	40,579	..	63,682	92,455	60,616	34,950
Warne .. ..	..	..	..	33,908	..	..
Kaneira	41,559	..	54,973	152,048	70,987	44,474
Berriwillock ..	63,509	..	107,599	173,540	132,376	55,784
Boigbeat.. ..	..	..	..	48,557	59,379	..
Sea Lake	63,267	..	52,767	138,728	112,320	35,244
Ninda .. ..	..	..	..	31,810	47,399	..
Nyarrin....	..	..	38,759	36,991	56,181	..
Nandaly .. ..	..	..	45,595	58,610	43,038	..
Wedderburn ..	58,970	..	..	86,790	..	..
Borong... ..	39,451	..	71,087	77,154	49,696	..
Mysia .. ..	..	..	46,744	35,181	..	..
Boort	37,712	..	57,694	108,403	78,604	48,585
Barraport ..	87,624	..	85,989	127,802	121,649	85,482
Gredgwin ..	..	..	..	34,739	41,977	..
Oakvale	35,217	..	38,772	38,594	41,814	..
Quambatook ..	76,358	..	93,204	157,217	104,138	76,166
Cannie	39,444	..	55,053	87,080	62,389	36,286
Lalbert	42,976	..	81,616	115,799	107,120	56,942
Meatian	45,319	..	73,695	111,987	117,139	48,913
Ultima	37,459	..	73,164	168,709	140,534	..
Gowan... ..	..	..	31,051	45,542	36,675	..
Waitchie .. ..	..	..	36,341	98,542	126,827	30,149
Chillingollah ..	..	..	30,592	99,303	43,870	..
Chinkapook ..	..	..	53,533	82,644	87,172	..
Cocamba .. ..	..	..	45,640	59,858	62,996	..
Manangatang ..	..	..	..	43,470	41,178	..
Raywood	49,629	..	73,620	77,555	36,270	30,123
Tandarra	53,079	..	82,409	78,426	59,318	37,416
Dingee... ..	52,595	..	76,570	98,007	62,153	36,737
Prairie... ..	83,604	..	79,904	94,229	93,676	34,571
Mitiamo	86,643	..	114,645	107,405	71,320	..
Mologa	33,120	..	47,530	59,542	44,225	..
Pyramid	41,587	..	60,273	61,768	42,230	..
Kerang	38,060	..	47,770	89,314	58,353	..
Mystic Park ..	..	..	..	56,074	..	..
Lake Boga	40,668	..	39,447	92,564	62,002	..
Swan Hill.. ..	57,336	..	65,388	158,641	67,722	..
Woorinen .. ..	..	..	..	39,611	..	..
Pira .. ..	..	..	38,117	60,061	41,849	..
Nyah .. ..	..	..	44,524	65,001	52,030	..
Miralie... ..	..	..	..	32,709	..	..
Piangil .. ..	..	..	..	61,562	52,833	..
Hunter .. ..	..	..	53,382	51,638	..	..
Warragamba ..	..	..	49,758	42,525	32,952	..
McColl .. ..	..	..	..	40,043	35,659	..
Bamawm .. ..	..	..	40,712	53,435	51,951	..
Kotta .. ..	..	..	34,057	44,712	50,816	..
Kyemery .. ..	..	..	..	32,703	..	..
Glenorchy.. ..	32,178	..	45,845	72,183	..	..
Wal Wal.. ..	..	..	31,667	..	..	..
Lubeck	85,797	..	50,170	110,831	44,048	61,236
Jung	118,094	39,172	37,522	214,682	200,315	139,257
Dooen... ..	74,959	..	37,737	136,437	99,850	92,222
Horsham	43,088	..	30,913	96,272	..	..
Pimpinio	68,793	..	37,739	116,131	81,799	71,638
Wail	89,209	..	41,974	154,893	129,108	110,991
Dimboola	43,179	33,288	..	160,634	55,570	..
Gerang	49,261	..	..	110,331	87,200	52,869
Kiata	31,408	..	..	96,784	39,951	54,475
Salisbury	30,722	..	..	51,654	30,940	..
Nhill .. ..	..	..	..	92,311	..	..
Tarranginnie ..	31,332	..	..	70,092	..	45,959
Diapur	74,611	..	..	47,829	31,498	..
Miram .. ..	..	45,996	40,553	75,687	67,734	35,555

APPENDIX No. 27—continued.

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDING 30TH JUNE, 1919,
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER
ANNUM.

Stations.	Year ending 30th June, 1914.	Year ending 30th June, 1915.	Year ending 30th June, 1916.	Year ending 30th June, 1917.	Year ending 30th June, 1918.	Year ending 30th June, 1919.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Kaniva ..	50,682	32,983	..	105,611	59,520	33,649
Lillimur ..	34,540	..	39,569	73,424	53,136	..
Serviceton ..	..	..	45,084	..	..	..
Duverney ..	..	..	..	39,983	..	..
Berrybank ..	..	..	42,299	39,445	30,645	..
Lismore ..	..	32,331	40,960	31,333	..	..
Westmere ..	100,324	..	76,086	64,473	85,960	..
Mininera ..	87,584	..	..	66,816	32,202	..
Tatyoan ..	30,499	..	..	58,378	..	..
Rokewood ..	32,713	..	..	38,737	37,149	..
Werneth ..	36,694	..	..	51,500	..	..
Skipton ..	..	..	49,696	..	..	..
Maroona ..	30,457	..	..	30,439	..	..
Calvert Siding ..	44,764	..	..	51,008	..	..
Willaura ..	86,478	33,036	..	91,672	95,245	37,715
Staveley ..	30,212	..	57,173	..	..	..
Rupanyup ..	42,039	..	41,555	96,998	63,042	..
Burrum ..	..	..	..	71,157	51,252	49,146
Banyena ..	61,866	..	75,341	113,491	70,690	55,221
Marnoo ..	104,042	..	79,324	202,512	145,891	61,220
Coromby ..	52,502	..	36,606	72,978	114,478	61,274
Minyip ..	127,376	58,287	54,563	320,643	199,816	192,333
Nullan ..	30,582	..	..	90,296	93,927	54,792
Sheep Hills ..	112,880	..	61,152	245,792	153,021	113,999
Warracknabeal ..	46,831	..	70,212	188,401	91,749	..
Lah ..	44,970	..	64,606	121,961	122,688	34,705
Brim ..	64,505	..	53,041	184,352	172,941	81,164
Galaquill ..	30,949	..	67,224	78,385	83,834	46,562
Beulah ..	48,689	..	69,324	212,022	119,425	82,585
Rosebery ..	..	..	59,537	106,011	87,738	34,210
Goyura ..	..	..	31,664	38,322	..	..
Hopetoun ..	60,264	..	110,524	214,647	101,296	54,392
Remlaw ..	..	..	..	45,221	..	31,774
Vectis ..	35,188	..	..	62,852	65,729	37,004
Natimuk ..	..	..	36,624	40,113	..	..
Goroke ..	30,574	..	..	38,003	34,562	..
Arkona ..	..	..	..	58,412	31,451	39,916
Antwerp ..	68,326	..	31,786	108,151	88,811	68,509
Tarranyurk ..	40,334	..	36,953	82,368	86,264	61,485
Jeparit ..	45,932	..	..	114,859	55,181	31,845
Ellam ..	..	..	..	87,047	66,755	36,808
Pullut ..	..	..	33,534	82,284	61,340	..
Rainbow ..	68,371	..	42,916	188,258	56,433	32,929
Detpa ..	31,262	..	32,343	69,573	92,655	42,370
Lorquon ..	62,353	..	48,414	106,727	102,266	52,176
Netherby ..	..	..	33,634	40,855	68,558	32,610
Yaapeet ..	..	..	33,553	91,866	116,830	30,702
Albacutya ..	..	..	33,876	38,981	30,188	..
Yanac ..	..	..	..	84,462	91,785	37,296
Springhurst ..	40,271	..	44,588	31,794	..	..
Toolamba ..	..	..	34,832	..	..	..
Shepparton ..	55,383	..	40,101	46,691	..	..
Congupna ..	..	..	51,359	32,028	..	..
Tallygaroopna ..	89,417	..	89,662	92,059	42,215	..
Wunghnu ..	64,860	..	44,430	64,795	..	..
Numurkab ..	37,678	..	..	51,787	..	..
Katunga ..	63,090	..	71,222	39,904	52,044	..
Strathmerton ..	46,380	..	57,609	46,147	39,705	..
Yarroweyah ..	..	..	..	31,440	..	..
Cobram ..	32,675	..	41,756	35,812	..	..
Rushworth ..	55,694	..	44,677	32,722	..	..
Wanalta ..	..	..	43,469	..	..	..
Colbinabbin ..	32,642	..	83,443	119,851	52,156	36,571
Girgarre ..	..	..	..	..	30,309	..
Tatura..	31,325	..	55,561	42,981	..	..

APPENDIX No. 27—*continued.*

STATEMENT SHOWING IN RESPECT OF THE SIX YEARS ENDING 30TH JUNE, 1919,
STATIONS AT WHICH AT LEAST 30,000 BAGS OF WHEAT HAVE BEEN LOADED PER
ANNUM.

Stations.	Year ending 30th June, 1914.	Year ending 30th June, 1915.	Year ending 30th June, 1916.	Year ending 30th June, 1917.	Year ending 30th June, 1918.	Year ending 30th June, 1919.
	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.	No. of Bags.
Merrigum ..	63,087	..	52,799	78,609	36,109	..
Kyabram ..	72,075	..	83,589	93,653	50,648	..
Tongala ..	36,372	..	46,334	46,128	..	..
Koyuga ..	..	..	69,198	33,761	..	..
Pine Lodge ..	50,978	..	61,558	64,929	..	..
Cosgrove ..	74,381	..	87,552	72,023	..	..
Dookie ..	39,308	..	54,067	42,539	..	..
Yabba North ..	40,932	..	65,685	38,816	..	..
Youanmite ..	..	..	56,065	32,720	..	..
Katamatite ..	69,006	..	70,776	137,960	64,686	..
Waaia ..	61,118	..	62,963	77,589	86,433	58,828
Nathalia ..	62,256	..	52,499	71,883	36,666	..
Picola ..	66,036	..	71,927	121,601	78,315	39,949
Tocumwal ..	34,583	..	..	..	..	..
Goorambat ..	36,597	..	30,065	65,048	..	..
Devenish ..	46,233	..	85,002	44,544	..	..
St. James ..	79,807	..	72,583	101,327	..	..
Tungamah ..	73,116	..	79,576	76,430	..	..
Telford ..	63,597	..	82,133	103,129	37,308	..
Yarrawonga ..	252,352	71,495	193,431	315,261	100,670	87,123
Rutherglen ..	51,311	..	55,159	46,374	..	..
Wahgunyah ..	31,064	104,213	53,533	..	54,580	..
Other Stations ..	1,826,447	875,544	2,121,977	1,710,092	1,767,825	2,396,924
TOTALS ..	8,883,012	1,363,059	10,909,750	18,461,822	12,601,167	6,439,495

APPENDIX No. 28.

RETURN OF TRAFFIC AT EACH STATION.

APPENDIX No. 28.

RETURN OF TRAFFIC AT EACH STATION.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.		
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.	
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.			
£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.				
Melbourne—Spencer-street, Country	2,205,799	481,907 8 2	86,908 7 10	2,010 17 9	619,557	796,235	589,597 18 4	800	50	70	50	247	941	34	1,447	2,526 10 2	1,162,951 0 3	
Melbourne—Spencer-st., Suburban	1,158,737	17,730 5 9½	..	..	..	..	..	..	..	..	..	..	..	..	..	..	17,730 5 9½
MELBOURNE—BENDIGO LINE.																		
North Melbourne	974,247	10,910 4 8	1,252 3 7	17 2 0	..	..	..	..	..	..	..	..	..	..	..	..	12,179 0 10
Arden-street	..	..	..	..	25,813	119,099	6,378 19 10	..	..	..	..	..	..	..	..	..	6,878 19 10
Middle Footscray	300,088	2,640 0 2	30 19 11	2 5 8	..	..	..	..	..	..	..	..	..	..	..	..	2,682 5 0
West Footscray	429,789	4,072 16 1	470 8 6	11 2 11	25,008	25,397	4,845 5 5	..	..	..	..	..	..	..	..	..	9,199 12 11
Tottenham	54,262	495 15 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	495 15 10
Sunshine	309,701	6,825 9 7	724 13 9	5 9 0	11,673	26,745	12,134 2 1	..	..	..	..	..	..	..	..	1 1 6	19,690 15 11
Alton	91	1 8 6	..	..	72,962	957	7,495 6 4	..	..	..	..	..	..	..	..	..	7,496 14 10
St. Albans	40,720	861 1 0	47 18 2	0 15 3	431	464	115 11 0	..	..	..	..	..	..	..	..	..	1,025 14 8
Sydenham	8,425	340 11 0	63 10 3	1 13 0	4,267	954	755 4 0	3	3	11	..	2	5	25	1	..	1,190 18 0	
Digger's Rest	8,753	407 13 10	62 1 10	4 5 2	7,008	1,147	1,362 16 11	3	12	91	3	9	15	103	7	..	1,969 0 8	
Sunbury	29,759	2,027 19 11	183 7 6	26 17 11	3,516	3,927	875 9 11	40	137	164	28	19	108	217	..	..	3,809 7 3
Lanefield Junction	4,895	450 5 3	36 1 5	13 5 4	618	206	353 15 9	6	76	74	..	4	31	57	..	..	1,088 19 0
Biddell	7,433	714 10 9	83 7 1	4 7 9	1,959	642	630 1 5	14	15	74	..	9	11	97	..	..	1,626 10 7
Osborne	10,821	1,077 10 4	131 7 9	25 3 0	1,904	2,860	964 8 0	19	21	106	6	8	59	86	1	..	3,993 17 0	
Macedon	22,193	1,807 5 3	363 2 9	56 8 7	3,505	3,147	847 8 0	..	8	..	..	18	8	..	..	..	3,234 11 11
Woodend	26,183	2,813 9 6	172 13 3	0 4 0	3,795	2,605	2,265 19 10	25	35	83	2	27	25	42	2	..	5,620 13 9	
Castroluc	3,029	151 5 11	17 18 1	..	190	41	71 11 9	..	7	..	..	1	2	..	..	..	333 11 5
Kyneton	42,093	5,880 14 4	689 17 5	189 14 9	8,459	9,929	3,657 16 4	31	218	341	44	16	96	185	33	..	12,396 2 8	
Redesdale Junction	1,687	128 10 9	27 14 8	1 4 0	262	18	128 2 3	..	..	..	..	..	..	..	..	..	286 14 2
Mainsbury	10,083	945 18 3	147 13 10	2 14 8	1,454	588	524 12 3	7	25	106	..	7	30	57	3	..	1,935 7 6	
Taradale	8,295	518 18 3	79 7 11	0 17 6	1,254	308	252 16 9	..	..	..	..	..	..	..	..	..	847 0 5
Diplinstone	7,004	436 18 1	54 12 0	1 3 3	7,113	901	1,509 13 3	7	12	32	5	5	7	16	..	..	2,185 3 8
Chewton	6,087	542 19 6	72 3 2	1 2 9	1,088	400	559 4 8	..	..	..	..	..	..	..	..	..	1,183 13 7
Castlemaine	62,908	9,087 10 2	893 2 11	20 6 2	6,513	24,428	6,614 7 4	10	17	22	28	22	12	110	63	..	16,790 2 0	
Barker's Creek	1,284	162	291 14 2	391 1 8
Harcourt	15,464	898 17 6	192 12 9	0 11 9	7,282	3,993	8,579 12 11	2	6	..	3	1	3	2	1	..	4,596 15 7	
Ravenswood	2,929	253 13 3	27 14 7	0 9 6	1,269	536	255 13 10	..	..	8	..	..	20	38	..	..	570 10 2
Kangaroo Flat	5,391	576 2 9	100 12 8	1 8 0	846	552	527 18 5	..	..	..	..	..	..	..	..	..	1,296 1 10
Golden Square	11,101	1,881 17 4	187 13 3	3 9 0	5,826	7,933	2,473 10 1	..	..	1	..	..	3	424	..	..	4,538 5 8
Bendigo	213,727	41,891 3 9	4,535 17 0	620 7 1	45,250	180,331	33,210 12 5	125	508	2,702	45	157	929	2,853	180	..	96,210 13 0	
LANCIEFIELD LINE.																		
Bolinda	1,340	92 9 10	8 3 7	0 1 0	808	103	321 18 8	1	6	33	..	2	11	29	..	..	491 5 5
Monegetta	759	65 2 6	13 16 11	0 1 6	494	102	169 11 3	..	..	..	..	..	..	..	..	..	248 19 2
North Monegetta	430	34 6 3	12 13 9	..	1	3	4 9 0	..	..	..	..	..	..	..	..	..	51 9 0
Bomey	6,090	713 11 9	82 19 7	9 4 2	7,139	1,346	2,262 7 1	3	47	131	18	3	20	56	..	..	3,426 15 1
Lancefield	3,904	751 9 3	104 1 8	2 15 0	9,330	1,612	2,940 16 11	5	43	205	16	7	22	58	..	..	4,280 2 1

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CABRILAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.	
MARYBOROUGH-MILDURA LINE—continued.																	
Woomelang	6,029	2,175 8 0	100 9 10	14 7 2	4,829	1,913	3,019 5 2	24	40	84	5	20	7	18	2	813 0 1	6,122 10 3
Lascelles	2,801	1,097 17 7	50 12 4	37 14 10	3,898	806	2,590 17 8	9	3	23	..	4	1	2	..	133 16 8	3,829 18 8
Gama	144	66 16 8	13 2 2	0 6 6	937	404	533 5 1	1	..	..	..	1	..	..	..	3 17 6	617 7 11
Turrit	785	285 19 5	23 12 3	0 16 9	1,766	482	1,068 12 9	1	..	..	1	..	..	3	..	11 9 8	1,370 10 10
Speed	1,424	437 13 4	37 14 1	2 3 0	2,261	918	1,426 12 2	9	7	5	6	7	3	15	..	141 15 8	2,046 0 8
Terny	1,698	570 11 6	22 11 4	0 7 3	2,721	1,211	1,598 16 0	2	1	..	1	11	3	..	..	16 14 6	2,299 0 7
Austral Gypsum Siding .. .. .	..	..	..	..	694	80	398 3 2	..	..	..	..	..	..	..	..	..	398 3 2
Nuga	297	137 14 9	1 4 3	..	2,234	406	1,262 5 10	..	..	..	..	..	..	..	..	..	1,491 4 10
Ouyen	10,754	5,913 1 0	401 17 5	24 5 3	4,434	4,658	3,396 14 4	40	18	6	10	52	22	31	2	269 2 9	9,108 1 6
Kianial	208	90 5 0	6 14 1	..	1,764	381	1,026 9 10	..	..	..	..	..	..	..	..	..	1,117 8 11
Hattah	683	159 4 3	139 12 5	1 7 0	1,398	120	805 11 11	7	17	45	..	11	77	..	..	690 6 9	1,712 2 4
Nowingi	43	25 8 5	73 12 6	..	..	8	3 1 10	..	..	..	..	..	..	..	..	..	102 2 9
Carwarp Siding	1,097	295 3 4	52 7 7	0 8 0	2,583	928	876 3 10	5	2	..	..	17	0	..	..	22 9 6	1,246 12 3
Yalpool	730	193 5 2	116 9 7	0 9 6	3,697	428	921 1 2	2	1	..	..	8	2	..	..	4 10 9	1,235 18 2
Jrymple	2,584	2,133 17 6	133 3 11	6 5 8	5,658	6,263	8,439 13 11	7	..	..	..	18	6	..	..	18 15 2	10,733 16 0
Mildura	19,309	14,446 0 11	1,453 2 5	81 12 6	9,194	18,883	13,547 3 11	24	12	544	3	70	18	77	..	5,097 13 8	34,595 12 11
MERBEIN LINE.																	
Merbein	2,227	658 7 7	242 6 9	2 8 0	7,550	9,776	11,358 12 1	2	2	..	..	12	5	..	..	25 3 10	12,280 18 3
MARYBOROUGH-ARARAT LINE.																	
Adelaide Lead	348	10 0 0	4 15 5	..	..	..	2 11 1	..	..	..	..	..	..	..	..	..	17 6 6
Bung Bong	239	18 2 4	17 8 9	0 0 6	1,816	25	734 4 5	..	1	1	..	..	2	2	..	1 12 0	775 8 8
Homebush	1,372	91 11 8	9 19 6	..	1,742	47	566 3 11	..	..	..	..	..	..	..	..	..	667 15 1
Avoca	6,119	1,960 1 3	123 11 2	3 0 9	12,771	1,951	3,626 3 1	7	31	186	9	3	9	28	1	889 17 7	7,304 13 10
Amphitheatre	2,904	261 1 7	36 6 4	0 13 0	9,099	428	2,438 4 1	1	1	1	3	..	1	..	..	12 15 4	2,689 0 4
Elmhurst	1,778	438 4 8	27 18 11	0 9 9	2,979	677	926 10 1	4	24	57	25	2	2	..	..	362 18 8	1,731 2 1
Eversley	82	5 3 10	0 7 11	..	141	141	109 17 10	..	..	..	6	..	..	..	..	18 2 6	133 12 1
Ben Nevis	1,856	197 11 10	9 9 6	0 11 0	502	144	246 3 7	..	..	..	..	..	..	..	..	1 18 9	455 16 8
Dunneworthy	581	33 9 3	9 6 9	..	5,183	120	602 5 2	..	..	..	..	..	..	..	..	0 11 3	636 12 5
Warra Yadin	136	6 1 0	..	..	103	18	57 7 1	..	..	..	..	..	..	..	..	..	68 8 7
NAVARRE LINE.																	
Crowland	1,292	136 18 5	5 19 8	4 14 2	1,830	143	656 0 0	..	..	..	5	..	..	..	..	10 11 8	814 3 11
Joel	616	59 16 2	1 8 6	0 1 6	1,723	148	859 14 3	..	..	..	..	..	..	..	..	..	721 0 5
Landsborough	1,192	186 3 4	8 17 8	16 16 2	4,766	724	2,392 9 9	0	5	53	4	..	1	0	..	299 4 7	2,903 11 6
*Cowlley's Siding .. .. .	..	..	..	..	2,425	1	1,119 14 10	..	..	..	..	..	..	..	..	..	1,119 14 10
Tulkara	236	33 5 8	2 13 1	45 18 1	4,554	147	2,262 14 2	2	..	..	..	..	..	5	..	10 2 0	2,354 13 0
Navarre	1,483	378 16 10	16 0 0	1 10 0	16,955	748	8,945 6 5	2	4	14	1	..	5	0	..	113 8 8	8,555 1 11
BALLARAT-MARYBOROUGH LINE.																	
Selkirk Siding .. .. .	..	..	..	..	13,120	..	5,037 19 6	..	..	..	..	..	..	..	..	..	5,037 19 6
Wanbra Junction	2,822	67 13 10	2 5 5	0 7 6	..	7	29 12 6	..	2	..	..	..	1	..	..	5 6 7	70 6 9
Sulky	1,793	43 17 5	1 2 10	4 16 10	..	54	2 19 0	..	..	..	..	..	..	..	..	..	75 16 2
Bald Hills	2,435	63 19 1	1 1 0	1 0 0	..	3	..	..	..	..	..	..	..	..	..	..	68 0 1

Creswick	99,256	1,955 7 11	123 6 10	1 18 9	6,247	1,189	969 7 5	2	5	..	2	6	1	1	1	11 15 9	2,061 16 8
North Creswick	11,049	675 0 10	37 6 10	1 2 9	244	217	115 16 9	..	..	119	..	..	..	..	..	1 6 0	830 13 2
Tonnello	749	63 16 7	19 7 2	0 12 6	78	223	66 8 1	1	..	209	..	10	44	..	..	563 2 5	514 6 9
Clines	10,883	1,422 7 7	102 10 11	2 18 3	1,806	3,240	1,407 14 11	14	65	299	29	10	50	5	..	711 1 6	3,646 13 2
Talbot	13,761	1,662 14 2	70 10 4	2 3 9	11,382	1,230	2,356 5 9	4	3	67	18	3	0	5	3	181 13 5	3,670 10 5
Daisy Hill	139	35 4 6	0 14 0	..	..	..	0 17 4	..	..	..	..	..	..	..	..	..	36 15 10
WAUDBRA LINE.																	
Piegah	178	7 5 7	0 2 5	..	16	1	11 3 7	..	..	..	..	..	..	..	..	..	18 11 7
Midas	278	12 17 0	0 2 3	8 7 6	187	119	91 9 5	..	..	..	..	..	..	..	..	..	112 16 11
Blowhard	3,876	210 19 8	9 11 11	0 4 0	3,721	1,182	1,787 4 1	7	27	71	..	1	5	9	..	165 19 3	2,173 18 11
Learmonth	3,460	247 9 10	20 13 2	0 3 6	4,232	582	1,652 15 8	1	3	2	..	2	3	2	..	2 7 0	2,123 0 3
North Learmonth	1,240	81 13 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	81 13 4
Addington	1,623	119 17 2	20 3 11	0 1 0	2,079	128	1,139 15 6	..	2	36	..	2	2	4	..	44 4 6	1,324 2 1
Waubra	5,215	479 15 10	17 14 7	0 3 0	0,178	849	4,273 10 1	14	60	223	3	5	4	24	..	863 5 7	5,036 18 1
DUNCOLLY-INGLEWOOD LINE.																	
Painswick	23	5 9 4	..	..	1,296	..	291 18 10	..	..	..	..	..	..	..	..	..	297 2 2
Laurie	16	1 0 4	1 2 10	..	2,422	18	824 7 11	..	..	..	..	..	..	..	..	..	820 16 1
Tarnagulla	1,207	236 2 5	44 0 5	0 1 0	4,893	960	1,392 16 10	4	2	..	..	2	..	..	1	16 19 0	1,710 0 2
Llanhely	435	42 16 7	11 12 3	..	4,182	426	1,611 9 7	..	..	..	..	..	..	..	..	..	1,665 18 7
Arnold	309	29 16 2	9 1 2	..	2,923	269	953 9 5	1	..	43	..	1	1	4	..	71 12 9	1,040 19 6
Bullabul	25	3 16 2	0 2 0	..	72	..	..	..	..	..	..	..	..	..	..	..	3 18 2
MURRAYVILLE LINE.																	
Tliga	207	23 11 8	1 9 7	..	1,059	157	665 1 10	..	..	..	1	..	3	..	..	6 16 6	696 10 7
Galah	611	91 15 7	11 18 11	0 13 3	3,770	704	1,984 6 8	..	..	..	2	..	1	..	..	5 6 5	2,094 0 10
Walpeup	2,568	927 16 11	44 11 10	1 12 8	5,811	1,872	3,598 6 6	3	..	3	12	10	3	7	..	83 7 7	4,635 15 6
Nyang	991	163 18 9	11 5 3	0 15 6	1,045	487	665 11 7	4	..	..	..	1	..	..	..	27 15 1	809 6 2
Underwood	1,960	731 4 6	49 0 2	1 0 0	5,038	1,473	3,566 13 6	7	6	1	..	4	4	8	2	91 16 8	4,439 14 10
Linga	1,155	312 4 1	23 13 3	1 9 0	2,922	876	2,109 2 11	..	4	7	..	6	4	..	..	36 5 3	2,482 13 11
Boinka	864	314 1 10	21 16 10	1 12 6	1,804	573	1,345 12 11	1	..	1	..	2	..	..	..	19 5 4	1,932 9 5
Tutye	696	291 3 4	13 1 5	5 5 1	2,612	678	1,741 14 4	6	..	2	..	4	1	..	1	36 5 4	2,027 10 9
Cowangie	1,099	540 12 11	44 2 11	10 7 0	3,196	1,326	2,167 0 5	5	9	5	4	14	10	..	..	124 5 0	2,966 8 4
Dunyo	185	43 14 8	5 7 8	..	1,549	494	1,031 17 3	1	..	..	..	1	..	..	..	4 8 6	1,135 8 1
Murrayville	1,860	795 7 0	94 3 7	10 1 2	3,833	2,220	2,726 3 10	7	7	1	2	3	3	10	..	38 12 3	3,664 7 10
MURRAYVILLE-PINNAROO LINE.																	
Carina	122	19 9 5	6 9 10	..	2,599	672	1,562 17 9	..	..	..	..	..	..	..	..	1 0 8	1,589 17 8
Pantya	141	23 10 1	3 15 2	0 8 6	2,201	782	1,472 18 10	..	..	..	..	..	..	..	..	0 14 6	1,501 13 1
BENDIGO-ESCHUCA LINE.																	
White Hills Siding	..	..	..	..	11,802	7,331	2,350 11 6	..	..	..	..	..	..	..	..	..	2,350 11 6
Epsom	1,831	137 8 7	19 8 3	1 7 7	2,273	3,068	1,837 3 10	..	..	..	..	2	..	..	..	..	1,995 0 3
Huntly	1,467	125 16 1	12 6 1	27 3 4	1,426	3,473	833 0 5	..	..	..	..	23	1	..	..	2 3 0	1,000 8 11
Bagshot	934	85 10 3	7 18 9	0 12 0	3,216	106	484 13 11	..	..	..	..	..	5	33	..	4 12 0	582 6 11
Wellsford	507	37 18 4	0 14 8	..	598	58	92 1 2	..	..	..	..	..	..	..	..	10 7 2	140 19 4
Goornong	5,106	630 10 9	48 14 7	2 3 0	4,442	963	1,181 5 2	14	61	174	8	14	20	74	..	453 5 10	2,331 19 10
Avonmore	1,414	135 17 2	13 7 8	2 18 6	3,110	452	916 6 9	..	..	..	..	..	..	..	..	4 0 0	1,982 5 1
Elmore	14,421	2,671 4 8	290 12 8	75 8 11	7,611	3,258	2,892 15 1	42	141	483	35	15	62	201	..	1,494 15 4	7,430 16 8
Lochester	15,212	3,546 6 8	304 3 4	102 16 6	5,253	8,100	2,939 5 1	38	260	496	117	26	104	247	..	3,190 14 9	9,993 5 7
Strathaltan	1,010	193 0 9	21 17 2	1 0 6	1,388	769	562 13 7	..	..	44	..	1	..	28	..	147 2 0	925 13 9
Echuca	27,895	9,224 2 3	617 13 11	134 4 2	33,586	11,730	32,748 19 0	97	701	1,287	43	69	221	506	..	8,333 9 9	51,058 9 1
BENDIGO-SEA LAKE LINE.																	
California Gully	..	..	..	..	2,440	27,697	1,435 19 11	..	..	..	..	..	..	..	..	..	1,435 19 11
Eaglehawk	10,922	1,031 11 4	250 1 8	4 16 2	4,684	16,022	2,361 13 10	4	1	..	..	4	1	..	..	7 15 9	3,045 18 9
Marong	2,783	237 6 2	34 10 7	0 19 6	641	521	247 8 2	1	1	2	..	3	1	..	..	5 2 9	825 7 2
Leichardt	1,180	73 3 0	3 18 6	0 3 6	1,255	338	450 7 1	..	8	24	..	2	6	21	..	26 16 9	564 8 10
Darby	1,168	107 2 7	7 0 7	0 9 0	3,134	372	1,117 3 2	..	..	80	..	1	..	22	..	96 8 0	1,328 3 4
Bridgewater	5,785	812 11 8	51 2 8	5 13 5	24,085	19,709	11,851 13 2	19	109	315	14	11	28	95	..	1,165 17 7	13,666 18 7
Inglewood	8,725	1,870 13 4	182 18 11	16 8 5	2,422	1,797	1,471 0 5	6	1	..	..	..	..	..	..	25 4 8	3,546 5 9

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.			GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.
	Outwards.			Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.				Outwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.				Revenue.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.			£ s. d.	Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.	£ s. d.	£ s. d.	
BENDIGO—SEA LAKE LINE— <i>continued.</i>																		
Kurting	590	75 12 11	4 18 7	..	2,506	149	648 14 8	1	1	60	..	1	1	3	..	162 15 4	892 1 1	
Glensbyn	687	104 0 1	6 17 4	0 1 0	2,249	182	532 15 5	3	..	7	..	..	..	..	..	39 10 6	377 4 4
Wedderburn Junction	3 084	821 0 3	31 2 5	4 4 5	300	75	178 13 8	3	1	..	..	..	..	..	..	11 4 3	1,946 5 0
Korong Vale	5,207	1,255 0 1	70 0 4	4 0 0	2,456	1,284	1,358 8 1	12	16	66	3	6	2	49	..	209 14 2	2,873 11 8	
Wycheville	740	101 16 9	14 16 5	7 4 4	2,973	596	1,217 19 4	4	9	79	2	2	..	29	..	422 12 6	1,824 6 7	
Buckrabayule	891	223 7 7	15 8 10	9 12 6	3,099	784	1,684 8 10	6	1	23	1	2	3	7	..	435 6 5	2,371 1 9	
Barrakee	589	119 13 10	22 5 8	0 14 6	3,026	881	1,145 7 2	..	..	..	..	1	7	..	..	288 18 0	1,551 19 2
Chariton	4,720	2,020 4 9	231 17 6	10 2 11	18,156	4,723	6,042 0 0	22	14	234	5	11	2	24	..	1,353 18 4	12,258 4 3	
Teddywaddy	443	18 12 8	5 2 7	0 1 3	2,463	356	1,072 10 6	4	..	21	..	3	..	..	..	142 8 1	1,438 10 1
Glenloch	1,656	313 17 10	21 4 4	6 10 8	3,628	628	2,189 10 11	4	10	156	1	5	2	12	..	917 14 6	3,448 18 3	
Fairview	84	12 5 2	..	..	145	22	51 9 4	..	..	..	..	..	..	..	..	..	63 14 6
Wycheproof	4,708	1,708 10 6	158 18 5	7 6 4	7,812	11,257	4,189 2 11	6	57	304	2	11	5	41	..	2,435 8 6	8,496 6 8	
Dumosa	775	108 19 8	37 9 11	0 14 6	3,635	601	1,814 2 10	1	..	144	..	..	..	26	..	1,030 3 3	2,986 10 2
Nullawit	1,554	236 2 8	0 11 11	0 17 3	3,945	1,542	2,080 12 9	2	..	87	..	2	3	23	..	523 0 3	2,850 4 10	
Warne	77	38 2 3	1 17 8	0 4 0	1,274	183	911 3 8	..	..	83	..	..	..	..	..	266 13 6	1,218 1 1
Kanera	1,047	591 0 10	45 17 1	1 19 6	4,581	1,740	2,847 16 4	2	22	225	2	7	7	68	..	1,630 10 6	4,917 4 3	
Barrillock	1,074	448 11 6	37 16 9	2 12 0	6,529	1,612	3,854 17 5	3	..	120	..	1	5	29	..	864 11 6	5,208 12 2	
Bohobut	47	34 9 9	4 5 8	..	3,035	320	1,841 19 9	..	..	..	..	..	..	..	..	..	1,680 13 2
Sea Lake	2,740	1,502 2 0	122 1 6	18 16 10	6,406	2,796	4,451 1 11	11	16	176	5	20	2	32	1	1,359 16 10	7,253 19 1	
NANDAY LINE.																		
Ninda	50	3 14 1	0 5 7	..	1,975	270	1,080 3 9	1,084 3 5
Nyarrin	101	9 11 9	1 8 2	0 5 0	1,550	521	895 0 9	..	..	..	..	..	..	..	..	0 9 0	907 0 8
Nanday	834	308 10 6	18 11 6	0 4 6	1,408	4,355	246 14 8	9	3	15	..	10	1	14	..	134 12 8	1,368 13 10	
NANDAY—MITTYACK LINE.																		
Pier Millau	0 1 1	..	604	150	331 10 1	331 11 2
Mittyack	14	1 15 3	3 19 1	..	477	106	329 0 2	334 14 6
WEDDERBURN LINE.																		
Wedderburn	1,645	351 4 10	48 11 0	0 18 9	15,235	3,063	6,803 9 8	..	10	77	2	..	5	23	..	238 3 10	7,532 8 1	
KORONG VALE—CHILLINGOLLAH LINE.																		
Borong	908	166 8 9	21 17 11	0 15 3	3,032	643	1,275 12 6	3	2	118	4	2	7	44	..	407 0 10	1,871 15 3	
Mysla	1,005	253 4 7	17 13 10	1 0 3	1,625	696	1,189 11 5	8	10	101	1	3	2	5	..	512 1 0	1,973 11 1	
Boort	4,748	1,638 14 6	247 6 6	8 9 10	6,672	3,934	3,792 4 10	22	115	322	13	22	8	46	..	2,115 11 5	7,802 7 1	
Barraport	553	130 9 2	9 5 0	1 2 0	8,458	1,045	3,906 3 6	2	..	90	..	2	..	9	..	600 17 0	4,737 16 8	
Gredgwin	788	94 1 6	8 11 8	0 5 6	2,147	294	952 11 5	3	2	50	2	1	2	5	..	302 11 1	1,358 1 5	
Oakvale	967	58 2 0	2 1 4	0 1 0	2,918	350	1,355 0 1	..	..	..	..	..	..	..	..	..	1,415 4 5
Quambatook	2,999	987 18 4	87 7 6	2 16 0	7,547	3,511	4,247 19 4	8	18	209	4	6	9	35	..	1,251 14 2	6,577 15 4	
Canite	551	106 5 2	0 14 0	0 16 3	4,921	534	1,920 12 2	1	..	54	3	..	..	2	..	296 13 2	2,331 0 9
Lalbert	1,719	591 4 8	60 0 2	1 6 6	9,066	1,997	3,375 19 11	5	22	170	3	7	1	12	..	1,120 6 9	5,157 18 0	
Meatlan	459	147 8 2	30 5 5	0 13 8	5,663	744	2,975 14 5	..	..	37	..	..	..	8	..	262 12 8	3,416 14 2
Ultima	2,007	1,005 0 11	56 17 6	8 2 9	4,232	3,473	2,560 8 7	13	8	100	4	11	3	68	..	759 8 5	4,419 13 2	
Gowan	47	3 15 7	5 9 11	..	1,748	223	986 2 6	..	..	..	..	..	..	..	..	8 13 10	1,064 1 10
Waltchie	488	227 3 9	14 18 1	0 16 6	3,181	837	2,038 9 10	1	..	2	..	4	1	15	..	49 19 6	2,331 7 8	
Chillingollah	1,354	666 9 4	36 3 10	1 16 6	2,792	844	1,650 16 1	2	7	2	1	7	5	14	..	53 12 0	2,410 17 9	

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVR STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
																£ s. d.	£ s. d.
CASTERTON LINE.																	
Miakita	5	0 3 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0 3 6
Grassdale	1,384	258 6 11	9 19 10	0 0 0	319	448	551 18 3	8	34	86	1	1	2	11	..	980 19 0	1,501 4 9
Merino	3,303	738 7 11	81 4 9	3 1 2	940	1,734	1,109 15 6	2	1	83	26	7	4	4	1	602 18 3	2,538 7 8
Henty	1,017	139 4 6	13 6 5	7 17 5	258	583	433 5 2	7	29	36	19	1	3	7	1	667 12 7	1,261 0 0
Sandford	3,866	406 4 4	18 0 11	26 7 3	547	372	619 2 10	4	136	306	2	4	20	50	1	3,379 7 19	4,449 4 8
Casterton	7,291	2,767 14 6	236 19 4	64 18 10	6,157	3,817	6,831 15 7	10	2	1	52	9	7	14	..	377 4 5	10,278 12 8
HEYWOOD-MT. GAMBIER LINE.																	
Lyons	275	22 10 1	2 1 3	0 14 3	327	34	125 2 11	..	..	..	..	..	..	..	..	..	150 8 6
Greenwald	709	87 10 9	3 7 1	0 15 6	1,916	100	688 17 6	..	..	..	..	..	..	..	..	1 4 0	781 14 10
Winnap	785	139 15 5	6 13 6	1 18 7	2,283	361	991 19 6	..	..	10	2	..	1	..	..	42 13 2	1,183 0 2
Dartmoor	1,432	393 3 2	14 11 8	1 2 0	469	288	481 16 2	2	5	24	..	1	3	25	..	180 16 4	991 10 1
Marp	144	13 19 8	0 3 7	..	83	13	75 11 6	..	..	..	..	..	..	..	..	..	89 14 9
Malungane	290	22 7 8	0 2 7	0 3 0	288	89	357 14 5	..	..	..	..	..	..	..	..	..	380 7 8
Rennick	161	19 6 2	0 1 6	..	95	9	49 10 2	..	..	..	..	..	..	..	..	..	68 17 10
GRAMPIANS LINE.																	
Fyan's Creek .. .. .	..	..	..	..	305	27	71 6 0	..	..	..	..	..	..	..	..	..	71 6 0
Grampians .. .. .	..	..	..	..	2,366	..	288 6 1	..	..	..	..	..	..	..	..	..	288 6 1
MARNOO LINE.																	
Jackson	8	0 5 4	0 3 0	..	1,215	101	246 0 2	..	..	..	..	..	..	..	..	..	246 0 3
Rupanyup	3,077	1,005 17 1	79 3 4	1 12 0	7,916	4,239	4,121 5 10	7	14	122	1	10	4	12	..	670 0 0	5,877 18 3
Burrum	82	4 2 11	1 17 7	..	4,233	314	1,305 8 11	..	..	..	..	..	..	..	..	0 10 0	1,311 19 5
Banyena	422	28 1 2	6 16 10	0 2 9	4,843	779	1,466 1 7	2	..	..	..	..	..	2	..	11 12 0	1,512 8 4
Marnoo	850	295 7 11	34 10 11	0 17 9	6,602	2,093	3,692 14 8	11	7	163	3	10	4	6	..	603 19 2	4,537 19 5
HOPETOUN LINE.																	
Coromby	1,313	36 19 0	3 13 1	0 1 6	7,728	405	2,187 6 6	..	..	1	..	..	..	4	..	2 12 6	2,230 12 7
Minyip	5,448	1,479 0 6	144 17 6	46 11 0	17,736	4,627	7,756 2 4	14	23	161	1	11	4	51	..	986 8 10	10,413 0 2
Nulian	582	25 6 11	4 6 1	0 5 0	4,809	220	1,575 14 7	..	..	..	..	..	..	..	..	..	1,605 12 7
Sheep Hills	2,336	449 15 4	35 6 7	17 6 3	10,385	1,676	4,627 13 10	4	19	136	1	15	..	62	..	648 2 0	5,778 4 0
Mellis	29	4 19 9	0 1 8	0 1 0	1,477	75	569 12 6	..	..	..	..	..	..	12	..	..	574 14 11
Warracknabeal	11,606	4,473 15 7	534 14 2	43 4 1	19,072	15,962	12,901 8 6	22	45	668	..	28	19	85	2	2,970 7 9	29,945 10 1
Lah	1,152	59 19 1	5 1 7	0 5 3	6,102	634	2,362 11 11	..	..	89	..	..	..	2	..	449 18 3	2,877 16 1
Brim	2,343	403 3 0	22 10 8	0 12 3	7,620	2,615	3,811 18 0	2	..	179	2	2	4	36	..	857 2 2	5,905 6 10
Galaquill	635	53 0 3	8 16 1	0 5 0	4,566	618	2,004 5 6	..	..	..	..	..	1	3	..	0 9 0	2,968 15 10
Beulah	4,636	1,111 7 8	117 6 8	19 16 11	3,297	3,302	4,219 14 6	16	26	312	..	8	105	..	..	1,901 18 8	7,061 4 5
Bosebery	985	164 5 9	8 1 1	..	3,399	1,215	1,959 15 11	1	..	191	..	1	1	25	..	542 14 0	2,874 16 9
Goyura	478	89 14 9	4 3 4	..	987	152	530 2 1	..	..	..	..	..	..	..	..	0 18 0	615 18 2
Hopetoun	3,640	1,278 9 2	88 2 0	12 0 1	5,512	3,347	3,589 19 9	10	28	328	..	13	9	81	..	2,132 6 4	7,199 17 4
NORADJUA LINE.																	
Romlaw	107	3 14 6	..	..	2,822	240	981 5 2	..	..	..	..	..	..	..	..	..	984 19 8
Veetis	402	24 0 0	0 4 1	..	3,314	477	1,361 18 11	..	1	..	..	..	..	..	..	3 13 6	1,389 16 6
Quantong	2,275	163 6 9	4 16 7	0 14 3	1,331	1,625	955 16 7	..	..	..	..	..	..	..	..	0 9 0	1,127 3 2

East Natimuk	389	25 9 2	0 19 6	0 14 3	2,996	526	4 17 10	1,172 13 5	5	1	1	0	29 2 3	31 6 6
Neradjaba	1,110	131 6 5	13 5 3	0 5 0	929	178	562 9 5	788 16 3	11	6	4	9	51 7 6	1,347 1 7
TOOLONDO LINE.														
Jallumba	820	172 14 11	0 9 3	0 4 0	970	326	562 9 5	788 16 3	11	6	4	9	51 7 6	735 18 7
Toolondo	901	162 16 6	12 14 6	0 5 0	970	326	562 9 5	788 16 3	11	6	4	9	51 7 6	1,045 19 3
TOOLONDO-BALMORAL LINE.														
Jeffries	322	48 17 11	0 0 9	0 0 9	4	3	10 3 6	51 6 1	3	1	2	3	1	59 2 2
Kynaguik	955	309 15 10	6 12 0	8 1 0	1,279	2,238	1,139 8 2	51 6 1	3	1	2	3	1	1,484 6 0
*Balmoral	23	15 13 1	0 0 0	0 0 0	89	27	10 3 6	51 6 1	3	1	2	3	1	60 19 2
GROKKE LINE.														
Natimuk	5,406	844 11 5	100 11 9	1 18 0	8,325	5,021	5,567 2 1	2,809 10 3	2	2	01	1	7	6,783 14 6
Arapiles	402	29 1 1	1 2 0	0 2 3	1,506	188	645 11 1	2,809 10 3	2	2	01	1	7	6,783 14 6
Mitre Lake	843	78 12 7	3 9 9	0 2 3	2,465	460	1,487 19 5	2,809 10 3	2	2	01	1	7	6,783 14 6
Nurcoung Sliding	184	17 5 9	1 0 9	0 2 3	284	46	83 15 0	2,809 10 3	2	2	01	1	7	6,783 14 6
Gymbowen	1,518	139 10 11	0 4 6	0 11 6	1,708	341	649 7 10	2,809 10 3	2	2	01	1	7	6,783 14 6
Goroke	3,026	876 15 1	62 1 10	2 3 6	4,501	1,325	2,809 10 3	2,809 10 3	2	2	01	1	7	6,783 14 6
RAINBOW LINE.														
Arkona	153	9 11 11	1 12 9	0 4 3	3,828	415	1,552 14 11	11,331 18 7	2	2	01	1	7	1,565 6 11
Antwerp	1,992	120 0 3	14 2 4	12 4 9	6,014	1,689	3,345 13 5	11,331 18 7	2	2	01	1	7	1,565 6 11
Tarranyurk	338	20 9 8	3 8 0	6 4 3	5,882	739	2,642 14 3	11,331 18 7	2	2	01	1	7	1,565 6 11
Jeparit	4,769	1,112 4 7	140 14 3	6 4 3	4,746	4,356	2,896 17 10	11,331 18 7	2	2	01	1	7	1,565 6 11
Ellam	203	14 10 11	1 5 11	0 8 0	3,788	671	1,999 19 11	11,331 18 7	2	2	01	1	7	1,565 6 11
Pullut	239	13 17 11	2 7 3	0 8 0	3,874	488	1,874 2 3	11,331 18 7	2	2	01	1	7	1,565 6 11
Rainbow	4,669	1,715 12 5	132 16 3	78 12 10	17,548	7,611	11,331 18 7	11,331 18 7	2	2	01	1	7	1,565 6 11
YAAPEET LINE.														
Albacutya	9	0 11 5	0 3 1	0 3 1	1,112	71	302 18 4	1,035 4 7	4	8	1	1	393 12 10	
Yaapeet	240	15 19 8	9 12 5	0 3 1	3,433	887	1,035 4 7	1,035 4 7	4	8	1	1	393 12 10	
LORQUON LINE.														
Detpa	40	3 0 2	0 6 8	0 3 9	4,000	614	2,000 5 0	2,835 15 4	3	146	2	7	2,063 12 4	
Lorquon	444	92 8 9	8 15 1	0 3 9	4,046	1,034	2,835 15 4	2,835 15 4	3	146	2	7	2,063 12 4	
YANAC LINE.														
Netherby	429	97 3 6	10 2 11	0 5 0	3,423	795	2,191 13 0	2,721 17 5	2	5	24	1	15 2 2	
Yanac	331	56 11 5	5 8 11	2 8 3	3,856	892	2,721 17 5	2,721 17 5	2	5	24	1	15 2 2	
MELBOURNE-GERLONG LINE.														
Laverton	30,001	952 14 0	47 14 11	0 2 0	4,692	3,483	2,330 4 11	44,172 16 1	204	156	667	6	10 4 0	
Werrilbee	71,213	3,470 0 1	1,033 7 9	57 12 1	10,837	11,926	5,065 1 4	44,172 16 1	204	156	667	6	10 4 0	
Manor	3,835	120 8 9	5 0 3	11 1 8	909	114	215 12 5	44,172 16 1	204	156	667	6	10 4 0	
Little River	14,050	818 15 6	102 14 11	8 16 1	16,477	1,955	2,351 2 8	44,172 16 1	204	156	667	6	10 4 0	
Lara	16,818	1,036 18 10	142 13 11	8 15 0	20,879	2,076	4,863 17 8	44,172 16 1	204	156	667	6	10 4 0	
Corio	14,122	956 14 6	76 18 1	0 8 6	53	656	28 15 0	44,172 16 1	204	156	667	6	10 4 0	
North Shore	1,903	87 5 7	13 17 11	0 6 0	13 17 11	13 17 11	13 17 11	44,172 16 1	204	156	667	6	10 4 0	
North Gerlong	12,056	1,550 19 11	149 11 10	9 9 3	121,818	17,245	8,095 6 4	44,172 16 1	204	156	667	6	10 4 0	
Gerlong	276,681	39,811 13 11	3,576 17 9	232 8 5	124,091	251,010	44,172 16 1	44,172 16 1	204	156	667	6	10 4 0	
GERLONG-POKE FAIRY LINE.														
Marshall	1,298	81 18 5	318 16 9	0 3 0	1,210	2,474	377 15 6	114 0 9	2	117	1	3	1,066 10 9	
Grovedale	1,043	98 12 0	6 5 0	0 1 0	2,000	109	425 18 10	114 0 9	2	117	1	3	1,066 10 9	
Pettavel	608	56 3 2	2 16 9	0 1 0	2,000	109	425 18 10	114 0 9	2	117	1	3	1,066 10 9	
Moriac	5,473	430 0 10	28 6 8	2 2 0	7,862	951	1,791 5 2	114 0 9	2	117	1	3	1,066 10 9	
Buckley	1,383	118 14 7	5 3 7	7 15 0	1,971	355	505 13 4	114 0 9	2	117	1	3	1,066 10 9	
Winchelsea	9,156	1,323 16 4	90 16 10	6 8 3	5,788	2,194	2,001 16 6	114 0 9	2	117	1	3	1,066 10 9	
Armutago	601	60 10 8	5 8 7	0 3 6	2,306	321	570 10 10	114 0 9	2	117	1	3	1,066 10 9	
Blragarra	2,551	1,033 15 7	172 10 11	17 3 6	1,652	2,815	806 8 2	114 0 9	2	117	1	3	1,066 10 9	
Warnecoort	732	111 1 0	21 4 4	0 3 0	542	299	248 13 7	114 0 9	2	117	1	3	1,066 10 9	
Irenwarra	2,137	456 6 8	21 0 2	1 12 3	140	214	124 0 9	114 0 9	2	117	1	3	1,066 10 9	

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.			£ s. d.	Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.	£ s. d.	£ s. d.
GEE LONG—PORT FAIRY LINE— <i>continued.</i>																	
Colac	46,870	9,888 14 10	1,180 2 6	111 8 2	10,440	23,983	6,865 4 3	138	571	268	334	116	580	267	133	3,579 3 2	21,818 12 11
Larport	1,736	292 10 8	17 16 9	4 1 4	5,216	816	2,896 11 0	5	..	46	..	5	580	26	..	200 1 3	3,414 1 0
Pirron Yallock	4,739	585 3 11	174 9 6	9 10 5	1,388	1,481	671 11 8	2	25	37	..	..	42	18	..	227 0 2	1,868 4 8
Stoneyford	2,586	239 10 1	320 9 7	0 8 6	309	408	349 19 8	..	..	..	..	..	5	..	..	4 16 9	915 4 7
Pomborneit	4,857	553 10 5	460 12 7	30 18 10	1,427	2,068	1,815 0 10	15	7	31	14	15	25	11	3	115 10 8	2,375 17 4
Weerite	1,818	293 7 1	25 8 8	..	444	190	377 10 4	3	74	87	..	1	9	1	..	776 16 4	1,473 2 5
Camperdown	30,668	6,612 10 0	559 17 0	179 7 8	3,671	13,112	3,612 2 4	43	148	307	61	29	162	52	39	2,292 7 9	13,256 4 0
Boorcan	575	25 3 8	10 1 2	..	181	295	190 10 7	1	53	99	..	1	93	2	..	690 16 7	926 17 0
Terang	22,137	4,913 3 0	432 17 0	62 11 7	4,133	14,846	5,119 15 8	49	254	343	69	32	360	20	4	2,843 8 6	13,371 16 3
Garvoc	3,513	499 9 11	26 10 4	2 14 4	5,555	973	925 15 0	5	..	33	..	4	9	18	2	161 17 0	1,616 0 7
Panmuro	3,634	441 5 3	33 0 8	0 9 3	4,696	540	1,036 7 4	..	..	..	..	..	..	..	..	6 9 0	1,517 11 0
Cudgee	1,889	209 13 11	0 0 2	14 19 8	180	331	232 9 6	..	..	..	..	..	..	..	..	..	487 9 3
Allansford	4,229	768 7 11	36 17 4	36 11 5	833	2,598	970 7 8	6	47	14	..	1	99	3	..	257 17 4	2,196 2 1
Warrnambool	45,024	11,356 0 5	1,082 11 5	448 8 5	38,698	51,998	12,243 8 0	50	279	134	119	50	231	184	56	2,795 12 3	27,896 6 6
Deunington	2,436	106 19 5	8 16 0	0 5 0	14,347	22,412	3,637 16 1	..	..	..	..	..	..	..	..	..	3,893 19 0
Ilwaa	3,653	444 9 2	14 18 8	3 6 6	5,967	4,269	3,455 3 2	3	..	1	..	1	7	4	..	7 1 3	3,524 18 9
Koroit	18,355	2,697 10 1	158 15 1	107 8 5	8,011	4,073	5,392 9 3	14	32	329	39	13	121	33	3	2,240 14 5	10,506 17 3
Crossley	425	17 10 10	1 4 10	..	4,680	200	2,811 2 3	..	..	..	..	..	..	..	..	..	2,829 17 11
Kirkstall	348	16 8 3	1 9 2	0 10 0	38	17	38 0 9	..	..	..	..	..	..	..	..	..	56 8 2
Moyne	291	7 19 3	0 11 4	..	290	109	113 10 5	..	..	..	..	..	..	..	..	..	123 5 6
Rosebrook	268	19 1 3	0 3 4	..	..	..	2 8 11	..	..	..	..	..	..	..	..	..	21 13 6
Port Fairy	7,379	2,130 17 11	211 18 3	14 12 4	3,126	2,748	3,270 10 2	8	24	87	8	5	26	21	..	424 17 2	6,058 15 10
GEE LONG—BALLARAT LINE.																	
Moorabool	3,246	192 17 6	40 19 8	8 5 7	1,325	224	381 17 3	..	1	..	..	1	1	1	..	6 11 6	580 11 6
Gheringhap	5,317	195 18 5	20 9 1	0 6 3	786	95	231 4 10	..	..	..	..	..	..	..	..	..	447 18 7
Bannockburn	11,393	880 0 0	119 1 7	4 12 3	3,974	1,234	1,362 11 8	2	14	57	4	2	16	37	3	260 15 11	2,617 1 5
Lethbridge	6,105	515 11 3	45 18 7	2 14 0	3,607	538	1,023 3 0	1	4	1	19	3	3	6	..	16 4 3	1,603 11 1
Lethbridge Quarry Siding .. .. .	..	..	..	..	9,107	3	1,398 6 0	..	..	..	..	..	..	..	..	..	1,398 6 0
Meredith	9,766	1,051 15 5	191 1 9	2 10 0	6,904	1,007	1,652 12 5	2	17	103	15	5	10	..	..	268 9 6	3,070 9 1
Elaine	5,131	596 4 7	40 4 6	9 11 1	6,109	558	1,490 7 0	2	2	80	1	4	2	..	..	159 6 7	2,265 13 9
Lal Lal	4,429	393 19 0	30 2 7	0 13 2	3,352	333	831 1 11	4	..	6	5	..	1	..	..	10 16 6	1,180 13 2
Yendon	2,850	219 3 2	99 2 1	2 12 8	606	535	290 5 0	3	2	15	..	2	..	2	..	24 9 2	635 12 1
Navigator	1,931	71 6 5	2 8 7	..	..	..	..	..	..	..	..	..	..	..	..	..	78 15 0
FYANSFORD LINE.																	
Fyansford .. .. .	..	..	..	..	32,310	25,632	14,260 1 2	..	..	..	..	..	..	..	..	..	14,260 1 2
GHERINGHAP—MAROONA LINE.																	
Margheboluc	82	6 3 5	1 4 1	..	79	22	22 0 3	..	..	..	..	..	..	..	..	..	26 7 9
Inverleigh .. .. .	..	..	29 18 6	2 2 9	2,956	1,075	734 8 11	1	10	122	19	3	..	..	..	..	1,092 10 2
Doroq	158	17 18 8	2 2 10	..	1,603	483	539 16 0	4	1	1	..	4	4	28	..	326 0 9	576 8 0
Whages	373	72 0 0	8 0 11	0 9 0	116	179	85 5 7	..	..	..	..	..	2	..	..	16 11 0	188 13 7
Poonoec	217	35 15 4	8 0 1	0 6 6	293	158	113 19 8	1	..	56	..	1	2	..	..	222 18 1	162 13 2
Diverney	241	67 3 9	7 6 7	0 4 0	4,454	648	1,836 6 10	..	..	..	..	..	..	2	..	4 11 7	1,911 1 2
Berrybank	875	199 6 10	21 17 0	0 8 9	7,124	1,322	3,395 19 7	9	..	..	..	2	7	14	1	134 13 10	3,749 6 0
Gnarkeet	85	27 18 3	2 12 8	0 1 6	1,134	248	607 5 5	..	..	36	..	..	..	..	..	..	537 17 10
Lismore	1,837	559 12 4	86 12 9	8 9 6	3,280	2,399	1,312 1 8	13	4	120	19	8	18	13	..	508 5 0	3,003 1 3
Derrullaum	1,839	393 5 3	53 1	13 5 0	845	1,032	691 9 5	3	13	153	23	3	18	8	..	601 9 1	1,842 9 10

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
		£ s. d.	£ s. d.	£ s. d.												£ s. d.	£ s. d.
MORTLAKE LINE.																	
Mortlake	4,865	1,227 6 3	155 11 10	7 18 2	1,553	3,408	2,517 5 10	14	34	259	3	8	58	6	..	1,371 7 4	5,279 9 5
KIROIT-HAMILTON LINE.																	
Warrong	22	2 9 8	0 0 10	..	818	95	92 13 6	..	..	..	..	..	..	..	..	0 11 6	95 15 6
Woolsthorpe	69	9 1 10	0 10 10	0 0 9	5	87	3 2 1	..	..	..	..	..	..	..	..	..	12 13 6
Hawkesdale	2,084	280 16 2	24 12 0	0 5 0	880	343	350 17 6	4	26	120	3	4	31	20	..	1,579 12 8	2,245 3 5
Minhamite	370	80 18 7	6 15 8	0 8 0	110	72	171 6 10	1	1	30	..	3	10	5	..	361 14 9	621 5 10
Purdeet	825	68 9 5	5 19 7	0 4 6	351	72	320 14 1	..	..	..	..	..	..	..	..	..	190 7 7
Penshurst	5,286	1,079 3 4	92 0 7	4 11 6	5,835	1,833	2,045 12 9	8	112	298	29	2	33	53	23	1,809 16 6	5,031 4 8
Taber	202	16 1 0	1 4 0	..	603	246	329 10 5	..	..	..	..	..	..	..	..	..	348 4 5
Yatchaw	228	16 12 2	0 7 11	0 2 0	641	42	439 3 11	..	..	2	2	..	..	..	..	28 4 7	484 10 7
MELBOURNE-WODONGA LINE.																	
Kensington	1,420,195	11,879 14 11	133 6 8	29 7 11	24,268	88,569	5,131 0 10	..	..	..	..	..	..	..	..	..	17,173 10 4
Newmarket	1,639,508	15,260 15 7	178 10 9	2,632 8 3	4,706	27,965	3,260 9 5	674	3,373	8,262	410	341	14,907	32,133	14	33,134 17 3	54,473 1 3
Newmarket Show Grounds .. .. .	..	..	0 1 1	..	28	232	101 9 2	14	117	33	14	28	176	49	44	520 3 6	621 13 9
Ascot Vale	2,507,500	25,061 1 6	182 2 6	8 10 9	..	..	..	..	..	..	..	..	..	..	..	..	26,091 14 9
Moonee Ponds	2,050,057	22,374 2 1	314 15 9	5 18 3	..	..	0 4 2	..	..	..	..	..	..	..	..	..	22,694 18 3
Essendon	1,874,821	24,969 0 1	357 3 11	32 2 1	552	19,656	378 13 9	..	..	..	..	..	..	..	..	..	25,737 4 10
North Essendon	16,007	157 17 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	157 17 11
Pascoe Vale	110,665	1,393 9 6	7 12 4	0 7 0	..	..	..	..	..	..	..	..	..	..	..	..	1,401 9 4
Glenroy	74,459	1,228 6 5	57 6 11	0 8 9	31	1,411	7 1 0	..	..	..	..	..	..	..	..	..	1,298 2 4
Broadmeadows	234,834	6,270 11 5	342 14 6	3 9 5	1,986	36,067	715 12 0	37	30	4	..	18	43	8	2	168 12 1	7,509 10 5
Somerton	5,464	137 0 8	149 14 5	0 5 6	681	1,098	116 13 11	1	1	..	..	..	..	..	..	..	407 1 6
Craigieburn	7,094	411 2 0	268 15 7	7 3 9	3,234	1,942	598 4 4	19	49	116	2	31	92	180	1	252 17 4	1,568 9 9
Donnybrook	8,162	513 19 1	487 15 8	35 3 4	2,398	1,425	497 15 8	10	105	115	1	2	74	89	..	554 9 8	2,039 3 5
Beveridge	3,339	247 18 8	64 3 4	5 5 0	..	353	110 2 3	1	2	41	1	10	10	02	..	62 5 1	489 15 4
Wallan	9,821	892 11 7	229 1 0	5 11 6	1,819	663	433 2 9	14	46	216	6	5	24	121	2	697 0 7	2,257 7 5
Lightwood .. .. .	..	..	..	..	495	..	71 1 0	..	..	..	..	..	..	..	..	..	71 1 0
Kilmore Junction	1,033	71 12 9	1 14 8	0 8 3	..	..	..	..	..	..	..	..	..	..	..	..	73 15 8
Wandong	3,491	320 0 1	30 19 0	2 3 0	3,706	443	998 7 6	2	1	18	..	..	1	16	..	17 1 9	1,377 11 10
Kilmore East	11,095	1,754 10 2	199 18 2	27 0 7	107	89	90 10 9	10	100	81	1	7	82	107	..	357 7 5	2,429 7 1
Broadford	11,404	1,500 16 8	181 6 11	10 16 2	5,538	5,108	2,023 1 3	54	45	71	4	46	17	39	..	398 8 10	4,114 7 10
McDonnell .. .. .	..	..	..	..	6,340	17,782	3,259 12 7	..	..	..	..	..	..	..	..	..	3,259 12 7
Tallarook	9,791	1,167 14 7	128 1 3	11 2 3	1,533	324	581 17 5	10	40	41	6	6	14	14	..	231 10 9	2,120 6 3
Dysart .. .. .	..	..	0 1 8	..	16	12	24 16 5	..	..	..	..	..	..	..	..	..	26 5 4
Seymour	39,234	6,866 4 5	556 15 8	59 13 9	4,722	3,760	2,250 17 11	30	82	236	48	21	74	64	5	987 7 0	10,790 18 9
Mangalore	3,166	597 6 8	34 12 1	11 2 9	6,916	122	1,167 19 3	1	5	..	2	1	..	..	..	20 2 4	1,831 3 1
Avenel	5,592	630 8 5	47 7 3	3 1 1	2,710	640	1,748 9 8	6	15	71	2	9	16	31	..	223 14 6	2,062 0 11
Moonea	449	46 0 5	1 0 6	0 3 6	41	16	37 10 11	..	..	..	..	..	..	..	..	..	87 2 10
Locksley	2,337	178 15 10	8 11 11	0 6 3	1,825	93	679 3 8	..	..	29	..	1	1	3	..	78 1 6	944 19 2
Longwood	6,938	777 0 0	49 17 11	8 14 10	4,030	695	1,765 19 4	4	20	109	..	3	..	66	..	425 3 0	7,026 15 10
Creighton	365	27 10 7	2 15 3	0 2 6	3,266	36	1,143 7 5	..	..	..	..	..	..	..	..	..	1,174 4 9
Euroa	13,085	3,055 3 7	307 11 0	58 10 5	9,026	3,746	4,452 1 6	36	143	230	12	24	69	132	3	1,472 4 5	9,345 10 11
Balmattin	647	140 1 1	7 0 2	2 1 6	84	24	67 7 9	2	..	34	1	..	2	..	..	144 4 9	360 17 8
Violet Town	7,954	1,424 12 5	103 16 4	44 15 2	11,757	1,549	4,847 13 9	4	59	129	2	4	54	53	..	700 10 4	7,121 8 0

APPENDIX N 28.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
		£ s. d.	£ s. d.	£ s. d.												£ s. d.	
RUSHWORTH LINE.																	
Murchison	1,591	96 6 2	38 6 2	..	1,087	2,559	927 11 8	..	..	..	..	..	..	..	..	1,072 4 0
Hammond	2	0 1 6	..	..	1,532	..	534 4 10	..	..	..	..	..	..	..	..	534 5 10
Waranga	265	34 13 0	18 5 1	..	2,826	155	1,069 3 4	..	..	..	..	..	..	..	..	1,117 1 5
Rushworth	5,330	1,267 7 2	131 14 2	5 8 3	14,322	4,123	5,769 5 3	8	16	122	..	6	7	19	7	7,684 5 8	
COLLINAEBIN LINE.																	
Erwen	18	0 16 4	0 14 3	..	9,941	122	3,606 8 1	..	..	..	..	..	..	..	..	3,607 18 8
Waalata	107	32 2 3	20 1 2	..	8,448	175	3,220 18 4	..	..	..	..	..	..	..	..	3,278 16 9
Collinabbin	443	159 2 11	16 19 1	..	5,530	3,150	2,810 15 7	6	6	181	8	5	4	94	..	3,854 10 7	
GIRGARRE LINE.																	
Karook	1	0 1 2	..	..	117	8	54 4 4	..	..	..	..	..	..	..	..	54 5 6
Stanhope	210	77 16 1	6 19 10	0 1 6	976	754	552 3 4	1	3	56	9	5	7	22	..	900 13 0	
Girgarre	177	63 16 0	5 9 5	..	3,373	550	1,476 17 3	7	10	90	2	1	3	14	..	1,975 4 1	
TOOLAMBA-ECHUCA LINE.																	
Tatura	7,845	1,933 17 0	188 16 7	60 15 2	3,655	3,364	2,302 8 1	57	102	202	65	40	20	07	5	5,975 4 4	
Byrnesdale	750	141 15 7	10 9 0	0 8 0	636	282	336 15 7	4	19	24	12	2	6	2	6	692 0 1	
Merrigum	3,475	610 15 5	52 18 6	2 1 6	3,506	3,744	2,471 6 10	10	10	160	2	19	7	73	1	3,868 16 10	
Kynbram	11,434	2,965 0 10	264 1 1	37 0 11	7,050	12,582	5,011 5 4	16	08	350	69	11	42	197	21	10,201 2 5	
Tongala	4,395	1,954 8 7	07 11 4	23 6 6	2,376	2,738	2,025 17 5	16	83	171	63	21	62	110	12	4,718 6 6	
Koyuga	1,160	130 14 1	8 8 8	0 0 6	1,919	700	638 5 4	6	43	96	6	4	24	17	2	1,684 2 1	
KATAMATITE LINE.																	
Pine Lodge	290	15 12 1	4 14 7	..	1,300	262	271 10 7	..	..	..	..	..	..	..	..	291 17 3
Lamrock	1	0 0 10	..	..	12,788	15	1,365 16 4	..	..	..	..	..	..	..	..	1,365 17 2
Cosgrove	1,374	131 0 9	19 13 11	0 3 0	2,357	478	881 11 6	7	14	62	9	3	..	8	..	1,447 12 7	
Dookie	4,010	1,014 19 4	105 8 6	2 8 0	15,731	1,745	2,470 19 0	16	47	246	17	9	4	32	..	4,441 10 2	
Yabba South .. .. .	..	0 1 1	..	..	2,097	35	897 16 7	..	..	..	..	..	..	..	..	897 17 8
Yabba North	402	70 10 9	10 15 7	0 9 0	3,078	473	1,514 15 2	1	..	20	..	1	..	5	..	1,723 15 3	
Youanmitte	304	60 15 4	10 4 1	0 10 6	1,311	437	881 13 3	..	..	2	..	2	..	4	..	948 4 11
Katamatite	878	287 1 3	44 6 11	5 1 8	3,368	905	1,625 6 11	7	10	111	13	3	8	15	..	2,612 6 7	
PICOLA LINE.																	
Waalata	1,097	94 5 4	15 7 0	9 0 4	5,571	672	2,122 9 10	7	27	97	1	10	0	12	..	2,823 0 10	
Nathalia	4,024	1,488 0 7	147 10 4	7 16 6	8,367	4,095	5,684 18 6	17	92	206	19	6	15	43	..	8,773 2 11	
Barwo	63	1 14 2	..	..	..	..	..	..	..	..	..	..	..	..	..	1 14 2
Picola	1,634	472 13 11	132 13 1	12 11 2	4,531	853	2,573 14 6	11	85	209	10	14	25	50	..	4,618 14 1	
COBRAM LINE.																	
Yarroweyah	656	125 15 11	12 19 1	2 15 1	1,690	237	440 2 1	2	13	82	2	2	9	7	..	1,048 18 2	
Cobram	4,280	1,805 6 3	193 1 1	51 0 0	13,004	10,825	7,547 5 11	23	111	350	7	6	21	101	..	11,969 14 11	

YARAWUNGA LINE.

12670. — 7

Table with columns: Station Name, 1st Class, 2nd Class, 3rd Class, 4th Class, 5th Class, 6th Class, 7th Class, 8th Class, 9th Class, 10th Class, 11th Class, 12th Class, 13th Class, 14th Class, 15th Class, 16th Class, 17th Class, 18th Class, 19th Class, 20th Class, 21st Class, 22nd Class, 23rd Class, 24th Class, 25th Class, 26th Class, 27th Class, 28th Class, 29th Class, 30th Class, 31st Class, 32nd Class, 33rd Class, 34th Class, 35th Class, 36th Class, 37th Class, 38th Class, 39th Class, 40th Class.

Queanbeyan, Gungahlin, Canberra, Reid, Murrumbidgee, Yarragon, ...

TATONG LINE.

12670. — 7

Table with columns: Station Name, 1st Class, 2nd Class, 3rd Class, 4th Class, 5th Class, 6th Class, 7th Class, 8th Class, 9th Class, 10th Class, 11th Class, 12th Class, 13th Class, 14th Class, 15th Class, 16th Class, 17th Class, 18th Class, 19th Class, 20th Class, 21st Class, 22nd Class, 23rd Class, 24th Class, 25th Class, 26th Class, 27th Class, 28th Class, 29th Class, 30th Class, 31st Class, 32nd Class, 33rd Class, 34th Class, 35th Class, 36th Class, 37th Class, 38th Class, 39th Class, 40th Class.

Kara, Lima, Mallum, Tatong, ...

WHITEFIELD LINE.

12670. — 7

Table with columns: Station Name, 1st Class, 2nd Class, 3rd Class, 4th Class, 5th Class, 6th Class, 7th Class, 8th Class, 9th Class, 10th Class, 11th Class, 12th Class, 13th Class, 14th Class, 15th Class, 16th Class, 17th Class, 18th Class, 19th Class, 20th Class, 21st Class, 22nd Class, 23rd Class, 24th Class, 25th Class, 26th Class, 27th Class, 28th Class, 29th Class, 30th Class, 31st Class, 32nd Class, 33rd Class, 34th Class, 35th Class, 36th Class, 37th Class, 38th Class, 39th Class, 40th Class.

Targoora, Luby, Oakey, Skeldon, ...

WANGARATTA-YACKARANDAH LINE.

12670. — 7

Table with columns: Station Name, 1st Class, 2nd Class, 3rd Class, 4th Class, 5th Class, 6th Class, 7th Class, 8th Class, 9th Class, 10th Class, 11th Class, 12th Class, 13th Class, 14th Class, 15th Class, 16th Class, 17th Class, 18th Class, 19th Class, 20th Class, 21st Class, 22nd Class, 23rd Class, 24th Class, 25th Class, 26th Class, 27th Class, 28th Class, 29th Class, 30th Class, 31st Class, 32nd Class, 33rd Class, 34th Class, 35th Class, 36th Class, 37th Class, 38th Class, 39th Class, 40th Class.

Lundrigan, Yarraville, ...

BRIGHT LINE.

12670. — 7

Table with columns: Station Name, 1st Class, 2nd Class, 3rd Class, 4th Class, 5th Class, 6th Class, 7th Class, 8th Class, 9th Class, 10th Class, 11th Class, 12th Class, 13th Class, 14th Class, 15th Class, 16th Class, 17th Class, 18th Class, 19th Class, 20th Class, 21st Class, 22nd Class, 23rd Class, 24th Class, 25th Class, 26th Class, 27th Class, 28th Class, 29th Class, 30th Class, 31st Class, 32nd Class, 33rd Class, 34th Class, 35th Class, 36th Class, 37th Class, 38th Class, 39th Class, 40th Class.

Breakfield, Beardsley, ...

WAGONTYAH LINE.

12670. — 7

Table with columns: Station Name, 1st Class, 2nd Class, 3rd Class, 4th Class, 5th Class, 6th Class, 7th Class, 8th Class, 9th Class, 10th Class, 11th Class, 12th Class, 13th Class, 14th Class, 15th Class, 16th Class, 17th Class, 18th Class, 19th Class, 20th Class, 21st Class, 22nd Class, 23rd Class, 24th Class, 25th Class, 26th Class, 27th Class, 28th Class, 29th Class, 30th Class, 31st Class, 32nd Class, 33rd Class, 34th Class, 35th Class, 36th Class, 37th Class, 38th Class, 39th Class, 40th Class.

Liliput, ...

TALLANGATTA LINE.

12670. — 7

Table with columns: Station Name, 1st Class, 2nd Class, 3rd Class, 4th Class, 5th Class, 6th Class, 7th Class, 8th Class, 9th Class, 10th Class, 11th Class, 12th Class, 13th Class, 14th Class, 15th Class, 16th Class, 17th Class, 18th Class, 19th Class, 20th Class, 21st Class, 22nd Class, 23rd Class, 24th Class, 25th Class, 26th Class, 27th Class, 28th Class, 29th Class, 30th Class, 31st Class, 32nd Class, 33rd Class, 34th Class, 35th Class, 36th Class, 37th Class, 38th Class, 39th Class, 40th Class.

Bandana, ...

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.			GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.
	Outwards.			Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.				Outwards.		
	Number of Passenger Journeys.	Revenue.	Revenue.					Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.					Number of Trucks.				Revenue.
		£ s. d.	£ s. d.	£ s. d.			£ s. d.	Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.	£ s. d.	£ s. d.	
TALLANGATTA-BEETOOMBA LINK.																		
Bullloh	125	5 10 3	0 11 11	..	118	107	49 9 10	..	..	..	..	..	..	..	..	..	56 1 0
Darbyshie	35	3 8 7	0 11 0	..	12	9	8 5 6	..	..	..	..	..	..	..	..	..	12 5 1
Koetong	318	58 13 4	1 16 9	0 2 6	101	108	51 14 11	5	44	37	..	..	..	..	1	444 19 6	557 7 0
Shelley	722	267 9 2	22 1 0	32 14 2	2,681	2,967	1,775 9 8	20	380	96	16	9	26	6	..	4,855 0 3	6,982 14 3	
*Beetoomba	259	116 16 8	3 17 2	20 16 8	136	806	197 9 11	2	128	52	5	3	13	6	..	1,202 7 1	1,541 7 6	
WILLIAMSTOWN LINE.																		
South Kensington	349,572	2,862 11 0	18 13 2	..	17,052	57,500	4,391 3 5	..	..	..	..	..	..	..	..	..	7,272 7 7
Angliss' Siding	..	..	..	..	15,694	515	2,131 5 11	..	..	..	..	..	..	..	..	..	2,131 5 11
Footscray	2,828,410	34,570 7 7	1,050 15 7	18 14 9	12,550	64,778	5,363 13 4	..	..	..	..	..	..	..	..	..	41,503 11 3
Seddon	1,351,109	13,564 1 4	71 8 8	3 14 9	..	..	0 1 2	..	..	..	..	..	..	..	..	..	13,639 5 11
Yarrville	1,200,023	15,251 9 7	119 1 2	1 9 3	136,371	42,796	59,456 2 1	..	..	..	..	..	..	..	..	..	72,328 2 1
Spotswood	319,662	3,342 2 6	337 6 0	0 16 0	12,466	51,809	15,095 19 9	..	..	..	..	..	..	..	..	..	13,776 4 5
Newport	1,246,683	15,200 7 1	146 4 10	11 4 6	135,280	392,157	8,477 7 8	..	..	..	..	..	..	..	..	7 12 9	21,342 16 10
Altona Beach	43,337	780 10 0	2 15 6	..	33	306	3 15 8	..	..	..	..	..	..	..	..	0 8 6	789 8 5
Austral Meat Siding	..	..	..	..	3,761	552	707 8 1	..	..	..	..	..	1,459	..	..	53 11 0	780 15 1
North Williamstown	894,632	12,968 5 10	117 3 0	0 19 9	640	8,304	121 0 1	..	..	..	..	..	..	..	..	..	13,207 8 8
Williamstown Beach	532,710	8,977 6 0	63 16 1	0 16 0	..	..	0 0 3	..	..	..	..	..	..	..	..	..	8,141 18 4
Williamstown	495,469	7,939 7 8	136 15 10	11 2 5	38	..	7 7 6	..	..	..	..	..	..	..	..	..	8,094 13 5
Williamstown Pier	80,700	1,643 1 0	44 17 3	..	608,423	303,210	45,558 16 0	..	..	..	..	..	..	..	..	1 7 3	47,248 1 6
NEWPORT-SUNSHINE LINE.																		
Thomas' Siding	..	..	..	..	16,365	206	2,125 12 0	..	..	..	..	..	..	..	..	..	2,125 12 0
Hassell's Siding	..	..	..	..	..	680	..	..	..	..	..	..	..	..	..	..	..
McKenzie and Holland's Siding	..	..	..	..	41	16	10 5 7	..	..	..	..	..	..	..	..	..	10 5 7
Gray Bros' Siding	..	..	..	..	181	230	243 8 2	..	..	..	..	..	..	..	..	..	243 8 2
Angliss' Quarry Siding	..	..	..	..	60,040	78	6,358 15 5	..	..	..	..	..	..	..	..	..	6,358 15 5
Highfield Siding	..	..	..	..	28,963	142	2,925 13 2	..	..	..	..	..	..	..	..	..	2,925 13 2
Berthwick's Siding	..	..	..	..	8,540	1,458	1,435 7 0	..	..	..	..	..	2,008	..	..	0 15 0	1,437 2 0
Little Brooklyn Siding	..	..	..	..	2,398	2	300 18 1	..	..	..	..	..	..	..	..	..	300 18 1
Prosser Siding	..	..	..	..	24	349	8 2 2	..	..	..	..	..	..	..	..	..	8 2 2
Brooklyn Siding	..	..	..	..	32,742	6,892	3,823 8 2	..	..	..	..	..	..	..	..	..	3,823 8 2
Commonwealth Quarry Siding	..	..	..	..	8,866	43	1,078 5 10	..	..	..	..	..	..	..	..	..	1,076 5 10
COBURG LINE.																		
Macaulay	180,852	1,431 2 3	52 9 5	58 1 2	2,785	5,366	945 16 0	..	..	..	..	..	..	..	..	..	2,487 8 10
Flemington Bridge	247,049	1,987 10 1	51 14 7	0 15 6	..	..	..	..	..	..	..	..	..	..	..	..	2,040 6 2
Royal Park	89,668	777 15 0	19 10 4	1 1 8	..	..	..	..	..	..	..	..	..	..	..	..	798 7 0
South Brunswick	372,317	2,560 13 1	251 2 7	5 9 3	24,431	21,088	6,516 2 7	..	..	..	..	..	..	..	..	..	9,483 7 6
Brunswick	583,880	4,119 8 6	988 3 0	6 7 0	997	12,890	716 19 4	..	..	..	..	..	..	..	..	..	5,230 17 10
Moreland	644,344	4,446 6 7	217 4 8	4 18 9	11,187	24,068	1,261 13 10	..	..	..	..	..	..	..	..	..	6,030 3 10
Coburg	953,169	8,042 4 1	249 6 1	5 5 0	1,093	10,133	313 3 8	..	..	..	..	..	..	..	..	..	8,309 18 10
Coburg—Building Tickets (Free)	726	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Batman	5,387	54 12 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	54 12 4
North Coburg	5,196	68 7 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	68 7 0
Fawkner	19,069	220 3 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	220 3 4

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
£ s. d.		£ s. d.		£ s. d.		£ s. d.										£ s. d.	
MELBOURNE-BAIRNSDALE LINE—continued.																	
Fletcher's Siding					819	6	103 9 3										103 9 3
Fernbank	2,708	407 13 6	21 3 2	2 17 0	2,629	412	1,016 0 2			16	2	1		2			1,529 2 10
Lindenow	4,644	1,016 16 4	45 0 7	51 2 8	5,251	1,239	2,641 2 3	10	17	38	11	8	4	6			4,337 15 4
Hillside	1,139	230 16 4	14 8 1	0 12 0	3,163	1,861	1,883 5 2		61	38	15	1	21	19			2,702 11 0
Bairnsdale	21,833	8,258 4 3	725 16 11	73 1 11	9,947	7,867	7,807 2 9	50	172	207	59	42	143	58	7		19,197 19 6
ORBOST LINE.																	
Nicholson	1,677	83 11 1	18 18 8		93	38	97 13 1										199 17 10
Bamberrah	2,020	185 4 6	7 8 7	0 0 9	114	122	108 5 6					2	8				412 6 0
Mossitace	1,684	208 8 8	7 10 5		1,378	432	874 14 5			6	10						1,091 19 3
Brithen	4,691	815 16 5	82 3 11	3 10 3	1,362	1,088	1,160 2 2	7	62	44	15	5	14	4			2,737 17 1
Colquhoun	50	5 15 0	0 2 0	0 1 0	15	46	2 6 3										8 4 0
Nova Nowa	2,422	591 6 9	14 18 4	0 16 9	857	813	890 8 10	2	4	19	11	4	10	10			1,703 17 10
Testarac	262	27 11 7	17 4 7		90	45	169 8 7					1	1				157 4 3
Waywara	215	28 10 4	0 12 6		787	40	201 15 11					1	1				230 18 9
Orbost	6,833	2,884 16 6	156 19 7	39 12 2	3,739	4,140	6,463 13 8	31	208	19	137	28	95	29	4		12,321 19 5
NEERIM SOUTH LINE.																	
Jillico	828	17 5 4	0 10 11		178	126	75 13 6										94 14 3
Bala Bala	1,991	65 0 8	26 16 6	9 2 0	579	572	252 6 11					1	2	1			389 13 9
Bravington	520	20 7 3	2 14 1		93	27	40 6 0				10						63 7 10
Rokaby	1,482	59 14 10	9 0 1		1,091	270	360 1 11					1	1				500 15 10
Cross-over	978	41 8 5	8 6 11		4,366	289	1,405 8 9	1	1			1					1,157 11 7
Neerim South	6,105	767 1 9	53 3 2	4 17 4	1,835	1,355	1,075 18 9	32	82	15	30	16	32	17	1		2,319 11 11
NOOJEE LINE.																	
Neerim	1,295	93 15 3	7 6 0		552	560	278 13 4	1			2	1	4	1	3		382 0 1
Nayook	2,098	343 18 0	20 1 9		4,612	1,472	1,825 1 10	5	15		33	3	9	3	1		2,350 6 4
*Noojee	50	8 6 6	0 11 3		93	15	9 5 4										15 3 1
THORPDAL LINE.																	
David					16	17	13 18 4										13 18 4
Geafville	784	44 5 2	5 10 9		671	143	311 17 3	2	1				1				394 7 7
Narracan	1,331	138 18 7	8 10 11	0 2 0	956	1,059	508 18 1	10	6	14		12		6	5		786 9 7
Thorpdal	1,414	321 15 9	74 9 2	2 18 8	2,753	1,219	1,461 4 10	3	1	35	60	3	8	20	18		2,335 16 0
WALTHALLA LINE.																	
Gooding	84	2 8 7	0 15 1		690												2 18 8
Gould	1,045	77 8 5	1 18 2	0 0 6	1,579	162	524 2 7										601 15 2
Moondarra	888	78 19 0	2 14 9	0 4 9	96	123	67 6 2		3	4	4	1	3				146 1 8
Walson	506	38 15 0	1 18 3		110	47	52 19 9										94 4 3
Collins' Siding					867	3	668 12 11										668 12 11
Eoka	1,307	154 12 8	4 3 11	0 2 6	2,083	458	801 17 2	1	7		10	4	9				983 0 9
Knott's Siding	329	31 6 1	1 16 7	0 0 6	3,886	126	1,820 3 7										1,717 11 9
Platina	519	50 18 8	5 12 7	0 2 0	3,656	199	1,639 17 6										1,853 5 9
Thomson	7	0 2 2															0 2 2
Walthalla	2,016	207 3 6	52 18 3	0 2 6	785	483	708 13 1	1	3		1						1,082 2 8

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARD TRAFFIC REVENUE.		
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.	
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.			
																	£ s. d.	£ s. d.
WONTHAGGI LINE—continued.																		
Woolamai	3,268	372 15 9	392 9 4	0 12 9	389	0 08 6	103 2 5	17	64	28	2	9	23	14	2	298 3 0	1,257 8 3	
Anderson	1,615	176 1 1	29 16 1	19 0 3	168	1 022	189 3 10	2	..	15	..	..	1	12	..	59 13 6	461 14 9
Kilconda	1,886	163 14 6	12 5 7	1 11 5	45	4 103	48 10 6	..	..	..	..	..	..	..	..	..	226 8 0
Dalyton	3,614	453 19 4	26 12 3	9 10 6	381	4 312	857 13 8	5	21	44	97	..	8	34	4	580 17 6	1,724 14 3	
Powlett and North Woolamai Colliery Coy.'s Siding	..	..	..	..	10,692	..	3,014 1 0	..	..	..	..	..	..	..	..	..	3,014 1 0
State Coal Mine	..	..	..	..	121,582	1 559	34,818 3 1	..	..	..	..	..	..	..	..	..	34,818 3 1
Wonthaggi	22,823	3,369 3 4	402 6 3	14 13 10	767	11,293	853 13 3	5	9	3	1	17	11	20	3	29 12 2	6,689 14 0	
OUTTRIM LINE.																		
Jumbuna	3,723	254 9 6	40 17 4	4 13 9	21,637	1 766	5,203 3 6	7	8	4	120	2	9	19	5	428 0 7	5,931 4 2	
Outtrim North	1,780	55 11 2	0 0 3	..	..	..	..	..	..	..	..	..	..	..	..	..	55 11 2
Outtrim	1,158	114 19 3	18 16 6	3 15 0	466	1 339	287 6 11	..	..	..	..	..	..	..	..	21 13 0	446 10 8
FRANKSTON-STONY POINT LINE.																		
Glenhumpy	694,000	9,996 11 9	102 15 6	34 10 2	385	16,955	152 4 0	..	..	..	..	..	..	..	..	..	10,236 7 6
Ormond	211,497	3,029 2 8	161 18 10	0 8 3	153	3,220	144 1 1	..	..	..	..	..	..	..	..	..	3,335 8 10
McKinnon	169,311	1,365 2 4	20 18 3	0 5 0	..	..	..	..	..	..	..	..	..	..	..	..	1,366 5 7
Bealmer	127,329	1,900 18 6	31 10 1	0 1 8	270	5,506	77 9 3	..	..	..	..	..	..	..	..	..	2,031 4 4
Moorefield	122,981	1,997 8 4	76 8 11	15 17 2	331	7,362	112 15 11	10	4	..	..	..	1	3	..	32 2 11	2,254 13 3
Higlett	102,863	1,517 0 11	78 8 4	0 4 0	169	1,641	28 15 10	..	..	..	..	..	..	..	..	..	1,623 9 1
Cheltenham	310,760	3,369 18 7	386 13 4	3 2 7	1,874	14,660	335 8 8	2	5	..	..	..	1	7	..	30 0 0	6,625 2 2
Meatons	436,673	9,067 2 11	242 7 4	224 14 7	1,001	11,371	239 2 3	12	2	..	..	..	7	1	3	20 5 0	9,843 12 1
Meatons Building Tickets (Free)	189	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mordialloc	408,118	9,335 19 10	438 17 4	324 13 0	5,886	7,783	899 15 0	23	8	1	..	17	12	8	..	69 9 10	11,468 15 0	
Aspendale	171,770	4,172 1 7	160 1 4	16 6 0	47	4,268	16 18 0	..	..	..	..	..	..	..	..	0 17 3	4,366 7 5
Chelsea	329,049	7,620 0 5	288 9 11	12 2 1	261	5,816	121 4 1	..	1	..	..	..	1	2	..	9 3 6	8,051 0 0
Forsyth's Siding	..	..	..	..	15,968	..	1,757 19 6	..	..	..	..	..	..	..	..	..	1,757 19 6
Carrum	49,197	1,822 10 1	621 6 3	5 18 4	353	1,227	113 7 5	..	..	0	..	4	10	43	..	9 9 0	2,572 11 0
Seaford	14,001	616 2 0	206 9 7	2 6 9	91,695	713	9,787 7 11	..	..	..	..	..	..	..	..	1 9 7	10,613 15 10
Frankston Sand Siding	..	..	..	..	23,732	..	3,066 5 1	..	..	..	..	..	..	..	..	..	3,066 5 1
Frankston	89,181	4,870 8 3	417 8 1	31 5 6	1,063	5,271	308 17 2	2	7	1	2	10	29	47	..	15 19 5	5,643 18 6	
Langwarrin	14,681	801 19 0	61 4 7	1 11 6	524	1,347	179 10 8	3	..	..	1	3	2	..	..	4 6 4	1,618 12 1
Baxter	4,089	259 0 7	92 1 7	0 14 3	1,050	527	283 9 8	..	..	..	..	..	..	..	..	..	635 0 1
Somerville	9,242	773 13 3	237 15 5	12 18 2	4,509	8,872	1,912 15 3	2	1	..	..	2	13	22	..	8 12 9	2,945 14 10
Tyabb	3,843	326 7 5	86 17 1	0 4 9	3,922	3,333	1,518 16 9	..	1	7	..	1	5	..	..	9 8 7	1,941 14 7
Hastings	5,852	566 7 3	264 17 6	1 2 6	2,650	4,524	700 4 0	1	1	..	..	1	15	14	..	3 13 2	1,476 4 5
Blitern	4,699	715 14 4	261 13 7	4 13 11	2,800	2,630	704 2 7	11	56	71	..	11	20	65	..	331 5 2	1,957 9 7	
Crib Point	6,497	1,048 4 1	30 7 2	1 6 0	289	18,508	221 15 2	..	..	..	..	..	..	..	..	..	1,361 12 5
Stony Point	3,315	652 9 3	452 18 9	7 13 3	620	1,168	325 12 6	3	5	7	..	6	1	15	1	27 2 10	1,365 16 7	
MORNINGTON LINE.																		
Mooreodue	1,197	95 4 7	20 19 10	0 1 9	597	626	379 0 8	..	4	99	..	2	37	120	..	169 0 0	664 6 10	
Mornington	18,767	2,299 10 7	533 15 1	11 11 3	574	4,476	354 2 8	13	61	23	13	14	65	69	1	187 16 9	3,332 16 4	
HEADSHVILLE LINE.																		
East Richmond	545,617	4,114 14 5	198 19 5	0 17 11	..	..	..	..	..	..	..	..	..	..	..	..	4,254 11 9
Burnley	746,230	5,810 2 0	164 0 10	0 17 0	15,489	125,649	3,831 9 9	..	..	..	..	..	..	..	..	..	9,806 9 7

Hawthorn	1,097,764	10,289 0 9	184 2 4	12 12 4	638	23,480	513 0 6														11,549 4 11
Glenferrie	1,829,370	23,623 3 11	460 11 4	4 15 9																	24,097 11 0
Auburn	1,274,110	15,270 15 1	238 8 10	2 17 3																	15,512 1 2
Building Tickets (Free)	240																				
Camberwell	1,485,231	20,856 18 4	304 5 1	4 14 7	323	5,740	187 13 9														21,353 11 9
East Camberwell	831,425	12,344 17 5	83 9 2	1 13 0																	12,429 19 7
Canterbury	1,336,381	18,440 10 2	405 1 9	4 11 1	294	9,846	99 3 9														18,949 17 0
Surrey Hills	769,998	11,119 15 0	162 9 11	2 6 9	245	19,804	153 10 0														11,438 11 2
Building Tickets (Free)	1,980																				
Mont Albert	374,179	5,562 5 10	31 13 4	1 8 0																	5,585 7 2
Building Tickets (Free)	540																				
Box Hill	854,289	13,897 3 9	438 4 2	7 5 6	5,500	25,041	2,656 8 7	14	63	2		48	87	8	46				208 15 0	17,207 17 0	
Building Tickets (Free)	569																				
Blackburn	218,622	3,507 16 7	164 18 8	0 19 3	3,345	8,124	1,836 12 9														5,510 13 3
Tunstall	113,541	1,830 14 8	159 16 8	0 14 6		106	0 4 7														1,961 16 6
Mitcham	184,286	3,467 14 5	176 8 5	1 9 0	4,354	16,637	1,862 9 4														5,397 15 2
Ringwood	230,221	5,062 16 9	353 12 1	5 3 5	2,204	16,896	846 15 5	3	5	3		4	9	32	1					6,278 7 1	
Croydon	93,971	3,032 9 8	623 5 0	2 19 6	1,999	7,900	911 1 4		11			1	13							8 7 9	4,628 3 3
Mooroolbark	6,208	247 9 9	301 6 5	0 8 0		310	124 13 2														673 17 4
Cave Hill Siding					20,247		2,800 6 5														2,800 6 6
Lilydale	56,752	2,971 19 1	747 9 8	17 18 8		888	334 15 6	11	66	110		9	6	54	80	4				344 4 0	4,416 6 11
Black's Siding					28,364		11														3,122 18 3
Coldstream	3,441	214 16 7	499 3 8	3 4 8	472	873	71 5 11		3			2	5	2						2 15 0	701 5 10
Yering	3,071	356 14 10	1,221 13 3	8 12 0	389	1,274	101 10 10	2	3	2		1	15	43						14 19 0	1,599 15 11
Yarra Glen	11,843	938 7 0	590 7 19	9 13 7	8,546	2,796	1,814 17 10	20	107	62		3	21	63	44	1				308 14 8	3,712 5 11
Tarravarra	1,187	99 11 5	96 11 3	1 2 6		48	14 5 5														213 10 7
Healesville	25,313	3,253 12 7	390 4 9	18 0 4	18,562	11,330	3,343 17 0	16	10	12	14	40	43	84		6				68 0 9	7,073 15 5
GLEN IRIS LINE.																					
Heyligton	23,252	253 0 2	0 8 7																		253 8 9
Kooyong	78,509	893 7 8	1 0 5	0 0 8																	896 8 7
Building Tickets (Free)	300																				
Tooronga	243,465	3,299 1 8	9 1 4	0 1 0	291	23,699	57 8 0														3,365 12 0
Gardiner	162,817	1,887 4 2	16 14 8	0 2 6																	1,904 1 4
Building Tickets (Free)	720																				
Glen Iris	80,747	1,158 15 4	32 2 5	0 12 6			17 9 6														1,208 19 9
Darling	87,572	1,391 11 0	15 9 2	0 1 0	52	5,674	9 14 6														1,416 15 8
KRW LINE.																					
Barker	216,463	2,413 8 3	27 0 7	0 7 6			4 10 0														2,445 6 9
Kew	593,940	6,087 1 6	220 7 1	7 10 6	226	27,209	215 1 6		4		1		3							4 0 5	6,544 1 0
OUTER CIRCLE LINE.																					
Riversdale	25,942	366 3 2	0 3 6		608	39,031	462 18 0	2												5 17 1	775 1 9
Golf Links	3,571	46 16 3	0 2 1																		46 18 4
Hartwell	1,850	30 8 10																			39 8 10
Burwood	32,562	373 3 3	6 7 11		10	3,094	2 0 0														381 11 2
Ashburton	18,726	246 13 8				3,013															246 13 8
Shepley	42,810	548 4 19																			549 4 10
Balwyn	21,290	290 4 9	0 0 7																		290 5 4
Building Tickets (Free)	1,320																				
Deepdene	16,634	182 6 4	102 19 8			2,162															285 6 0
Building Tickets (Free)	360																				
FERNTREE GULLY LINE.																					
Dayswater	43,857	1,268 10 1	852 13 3	11 12 7	821	4,492	210 7 0		1		1	2	3	3					2 3 3	1,845 6 8	
Lower Ferntree Gully	15,362	665 1 4	396 15 11	1 3 5	935	1,580	149 5 2														1,242 5 10
Herron's Siding					24,473		2,594 5 0														2,594 5 0
Upper Ferntree Gully	46,641	2,679 4 4	135 11 2	15 5 0	11,400	3,017	1,387 5 8	9	29	47		8	70	86						137 0 11	4,354 7 1
GEMSBROOK LINE.																					
Upwey	5,916	349 3 5	41 12 9	0 16 0	10	133	8 19 2														398 11 4
Belgrave	15,098	845 11 2	122 11 10	2 14 0	1,889	3,229	300 8 4														1,271 3 4
Selby	568	45 7 9	0 17 4	0 5 0		73	4 7 1														54 17 2
Aura	1,244	69 16 2	13 0 5	0 6 3	659	142	179 7 10														262 10 8

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

STATIONS.	PASSENGERS.		PARCELS.	HORSES, CARRIAGES, AND DOGS.	GOODS.			LIVE STOCK.								TOTAL OUTWARDS TRAFFIC REVENUE.	
	Outwards.		Outwards.	Outwards.	Outwards.	Inwards.	Outwards.	Outwards.				Inwards.					Outwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Tons.	Tons.	Revenue.	Number of Trucks.				Number of Trucks.					Revenue.
								Horses.	Cattle.	Sheep.	Pigs.	Horses.	Cattle.	Sheep.	Pigs.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.											£ s. d.	
CHERBROOK LINE—continued.																	
Paradise	1,353	91 15 10	19 11 11	0 8 0	656	292	143 8 4	..	1	2	3	..	1	1	..	5 8 0	260 8 7
Emerald	5,830	461 0 4	143 17 6	1 0 9	1,304	1,165	373 15 11	3	4	2	2	1	15	20	..	12 11 2	994 5 8
Nobelius' Siding .. .. .	..	..	38 5 1	..	42	16	153 6 3	..	..	..	..	..	..	..	..	..	192 11 4
Wright	74	8 10 4	0 13 8	..	..	..	..	..	..	..	..	..	..	..	..	..	9 18 0
Cockatoo	3,355	280 10 7	64 11 10	0 18 3	2,428	1,553	547 0 7	..	3	1	1	3	2	2	..	8 10 4	902 1 7
Gembrook	2,378	313 4 0	57 3 4	1 4 3	6,536	945	1,602 2 0	1	2	1	..	2	1	1	..	3 3 3	1,076 10 10
WARRBURTON LINE.																	
Evelyn	8,561	507 5 5	147 0 3	1 1 3	3,690	1,183	708 12 5	..	..	..	..	..	..	..	..	..	1,861 19 4
Wandita	8,767	638 10 8	181 19 8	9 13 3	4,645	2,738	1,091 0 5	1	..	..	..	..	..	..	..	2 1 0	1,914 11 0
Seville	3,835	388 0 5	85 15 1	0 14 9	3,265	1,159	637 14 11	..	2	..	..	1	2	20	..	3 10 10	1,065 16 0
Killara	561	59 17 2	7 18 1	1 4 3	1,614	660	316 15 0	3	..	..	..	..	..	..	..	57 2 3	442 14 9
Wood Yallock	3,020	303 16 3	75 4 2	1 14 9	7,339	3,042	1,963 2 0	3	51	6	..	..	..	..	..	69 5 1	2,154 2 3
Lanaching Place	4,081	371 7 5	67 10 1	2 4 0	1,481	1,847	409 15 9	7	34	0	..	..	..	..	..	110 0 8	960 18 8
Yarra Junction	19,075	2,249 5 3	122 10 1	3 12 0	51,609	3,607	11,077 8 2	10	..	..	..	30	44	11	..	14 12 4	13,467 7 10
Britannia .. .. .	..	..	..	..	7,908	554	1,772 5 1	..	..	..	..	..	..	..	..	..	1,773 5 1
West Warburton	3,764	341 14 0	71 11 11	1 15 7	1,155	695	291 9 5	3	1	..	..	6	31	23	..	9 5 1	715 10 9
Milgrove	5,405	320 12 10	23 6 11	0 10 0	3,785	323	048 0 9	2	1	..	..	8	..	..	..	10 9 2	1,307 19 8
Warburton	13,102	2,447 13 4	166 5 7	6 7 8	1,090	4,924	609 2 0	9	5	4	3	49	17	33	1	33 17 8	3,163 8 10
La La Extension .. .. .	..	..	..	..	36,931	..	9,115 2 10	..	..	..	..	..	..	..	..	..	9,115 2 10
HEIDELBERG—ELTHAM—HURST-BRIDGE LINE.																	
Jolimont	139,346	1,179 13 8	45 14 0	0 2 6	..	..	..	..	..	..	..	..	..	..	..	..	1,225 10 2
West Richmond	521,938	4,153 18 3	273 6 1	0 6 8	..	..	..	..	..	..	..	..	..	..	..	..	4,427 10 7
North Richmond	544,114	5,123 2 11	391 19 3	1 8 0	..	..	0 1 3	..	..	..	..	..	..	..	..	..	5,516 2 5
Collingwood	531,863	4,562 1 7	140 19 7	0 7 6	..	..	..	..	..	..	..	..	..	..	..	..	4,703 7 8
Victoria Park	705,747	5,647 4 10	437 19 6	0 19 9	14,677	75,608	2,812 13 0	..	..	..	..	..	..	..	..	..	9,898 17 10
Clifton Hill	1,239,157	11,859 13 11	277 9 0	2 2 6	..	..	0 0 2	..	..	..	..	..	..	..	..	..	11,838 11 7
Westgarth	763,975	6,491 7 11	208 17 10	0 13 0	..	..	..	..	..	..	..	..	..	..	..	..	6,700 18 0
Fairfield Park	1,247,723	12,822 10 1	87 11 5	1 18 6	173	6,695	94 15 11	..	..	..	..	..	..	..	..	..	13,006 13 11
Alphington	336,406	3,908 15 0	26 17 6	0 18 0	30,391	2,178	4,103 8 6	..	1	..	..	..	..	..	..	..	8,044 7 0
Kranoo	730,583	10,625 1 6	104 11 4	0 5 3	97	4,117	31 4 1	..	..	..	..	..	..	..	..	..	10,761 2 2
Building Tickets (Free)	4,020	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Heidelberg	440,537	7,222 6 4	114 3 5	3 7 1	262	9,052	218 9 6	2	15	..	..	4	21	..	1	20 11 10	7,585 18 2
Building Tickets (Free)	790	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Rosanas	16,860	281 7 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	281 7 9
Macleod	168,090	2,534 4 6	30 13 10	..	..	..	..	..	..	..	..	..	..	..	..	..	2,564 18 4
Mont Park .. .. .	..	..	..	..	87	5,687	113 5 3	..	..	..	..	..	..	..	..	..	113 5 3
Greensborough	116,984	2,291 18 9	53 15 7	0 6 6	197	752	33 14 0	..	5	..	..	..	..	..	..	..	2,380 3 0
Eltham	62,481	2,080 0 0	79 8 6	0 3 0	103	1,148	39 19 9	..	6	..	..	..	3	10	..	..	2,206 4 2
Diamond Creek	20,326	606 12 4	49 14 10	1 18 0	3,487	1,524	483 9 5	..	..	..	..	..	..	..	..	..	1,141 14 7
Balec	5,856	213 5 6	0 2 2	..	..	..	..	..	..	..	..	..	..	..	..	..	213 7 8
Hurstbridge	23,789	1,209 18 0	108 11 10	2 4 6	13,882	3,178	2,357 6 4	..	1	..	1	1	1	3	..	5 18 3	3,681 18 11
Melbourne—Flanders-street	1,228,719	115,538 12 0	37,784 17 11	68 14 10	..	..	..	..	..	..	..	..	..	..	..	..	153,407 4 9
Melbourne—Country	..	..	..	..	..	16	..	..	..	..	..	..	..	..	..	..	..
Melbourne—Flanders-street (Suburban)	8,650,690	141,620 19 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	141,620 19 11

DIAGRAM N° 3

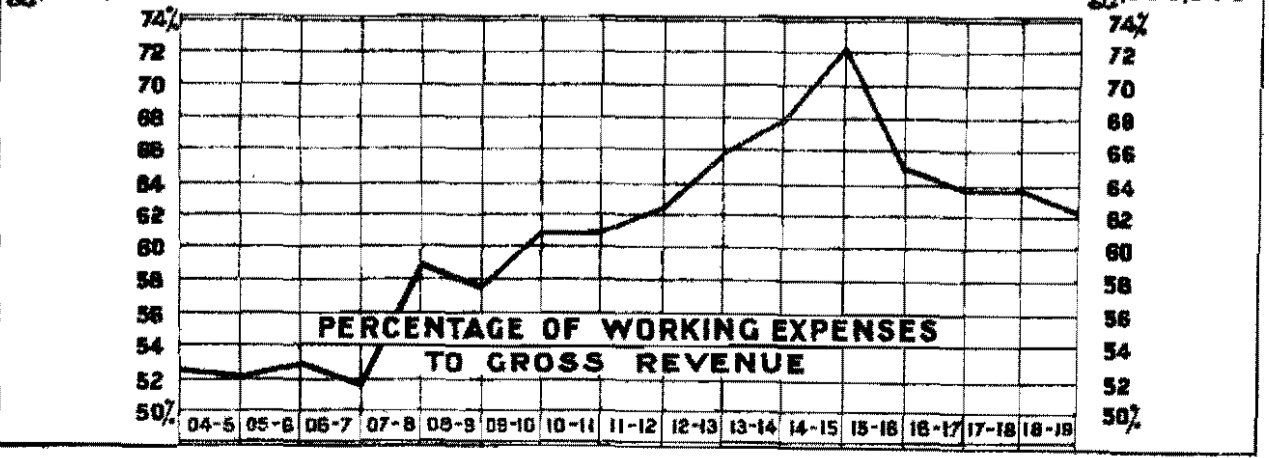
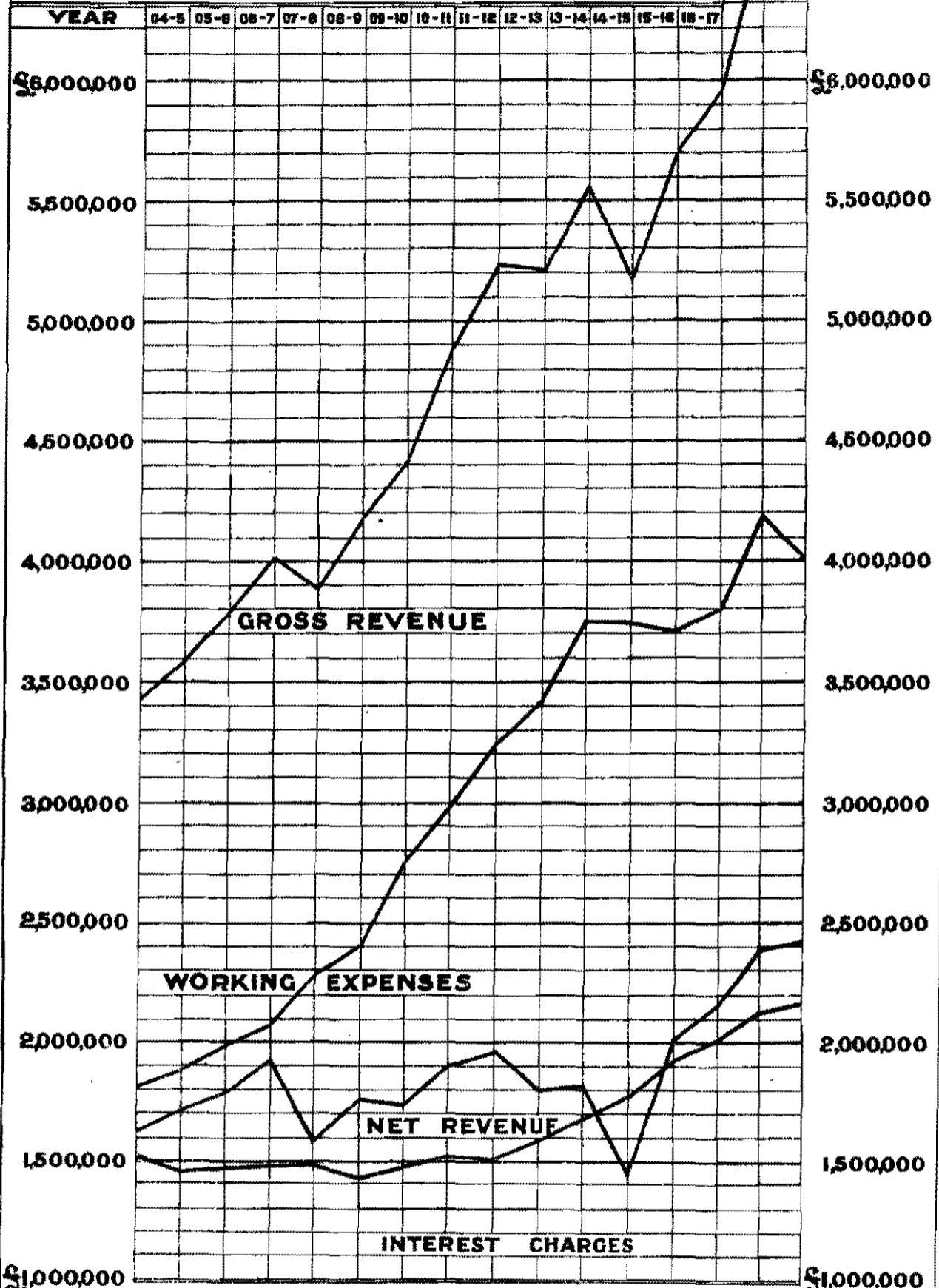


DIAGRAM N° 3A

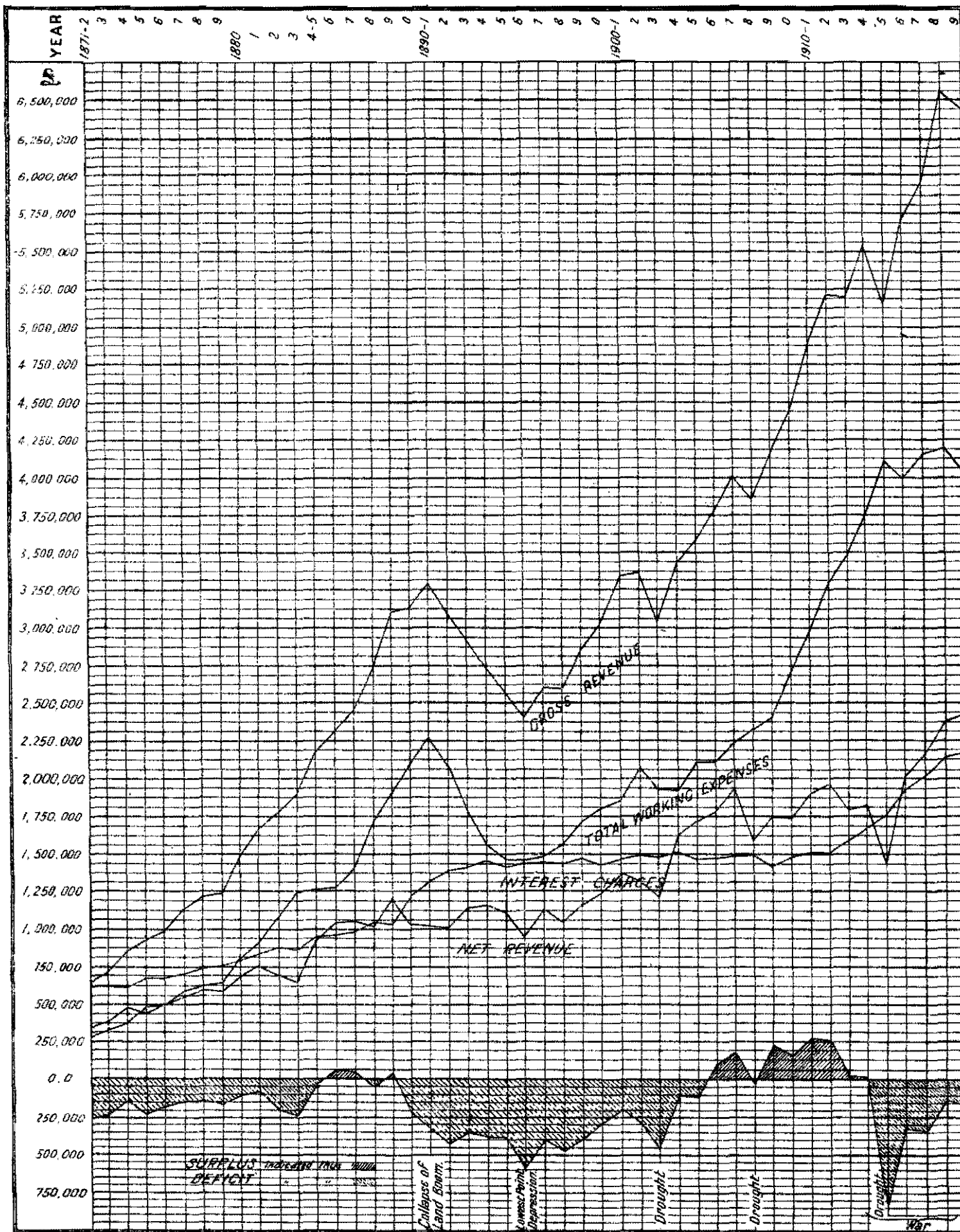


DIAGRAM N° 4

PER
AVERAGE MILE OF RAILWAY
OPEN

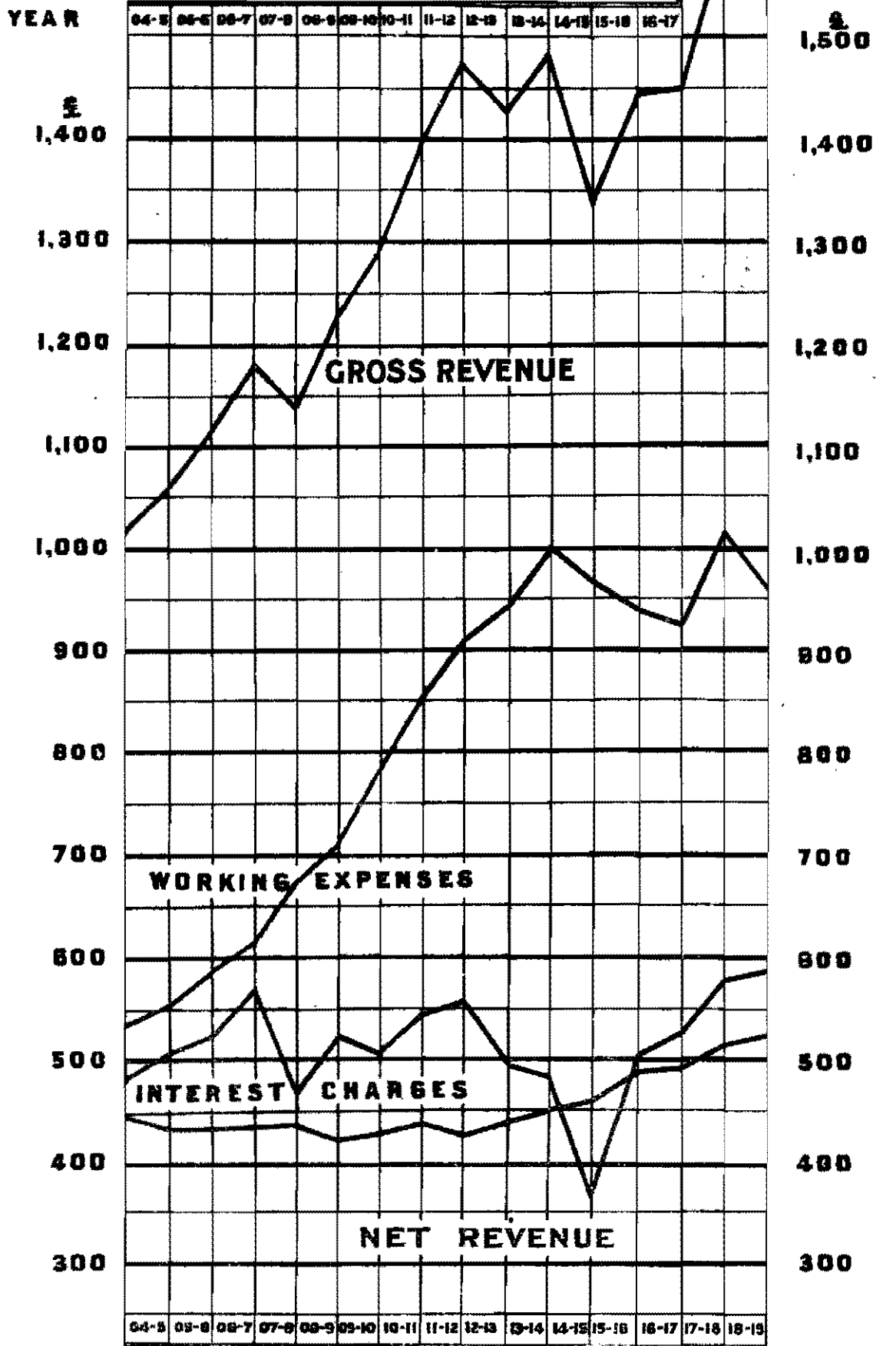
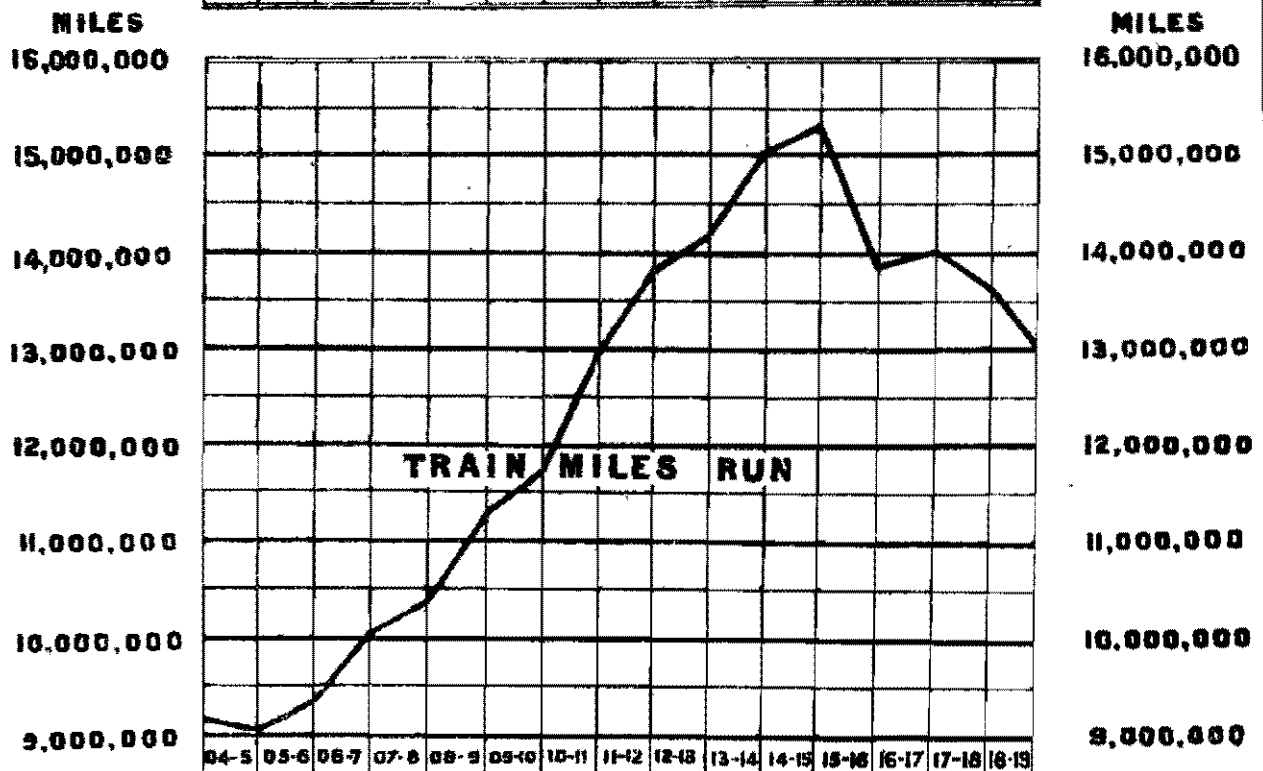
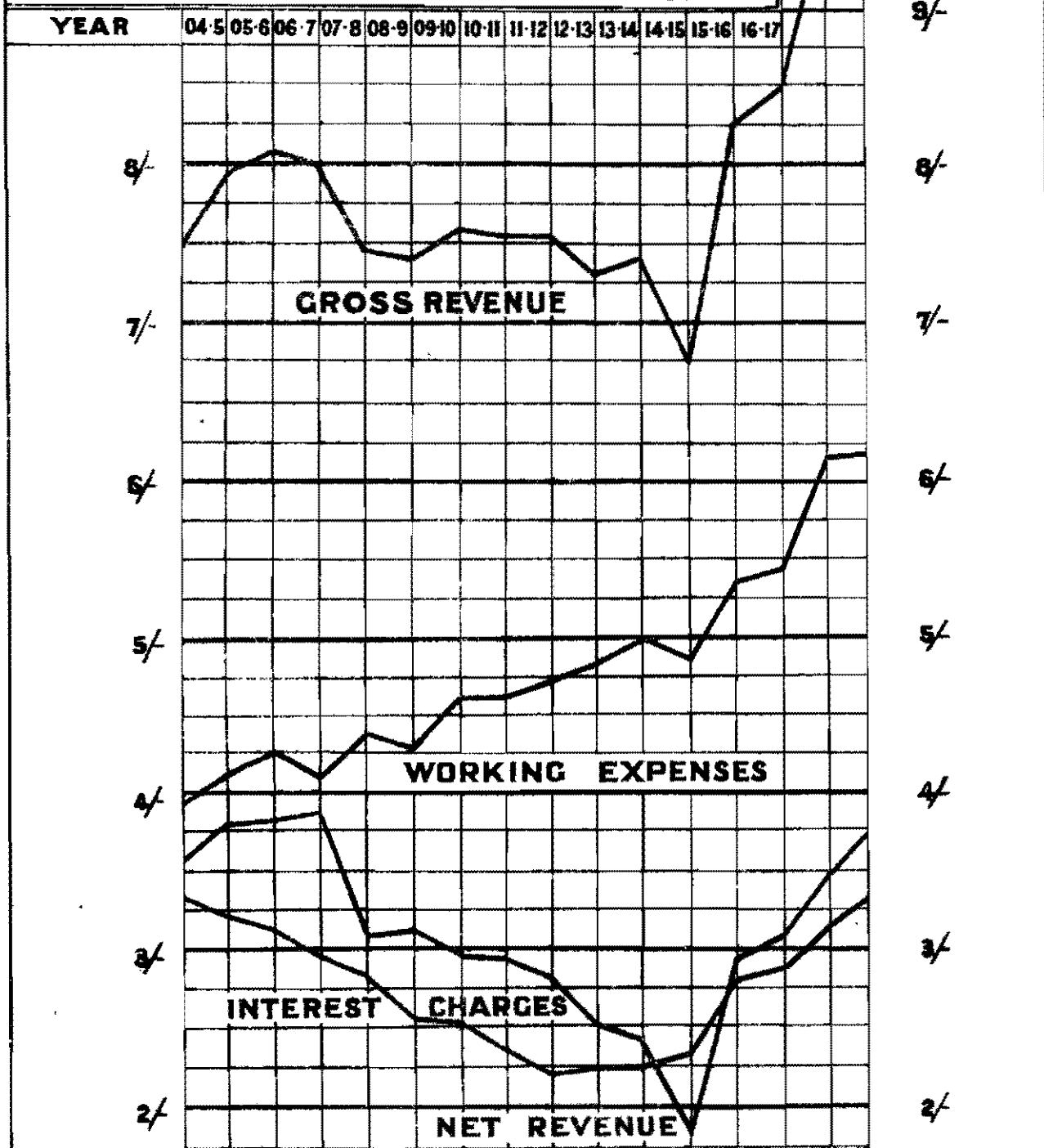
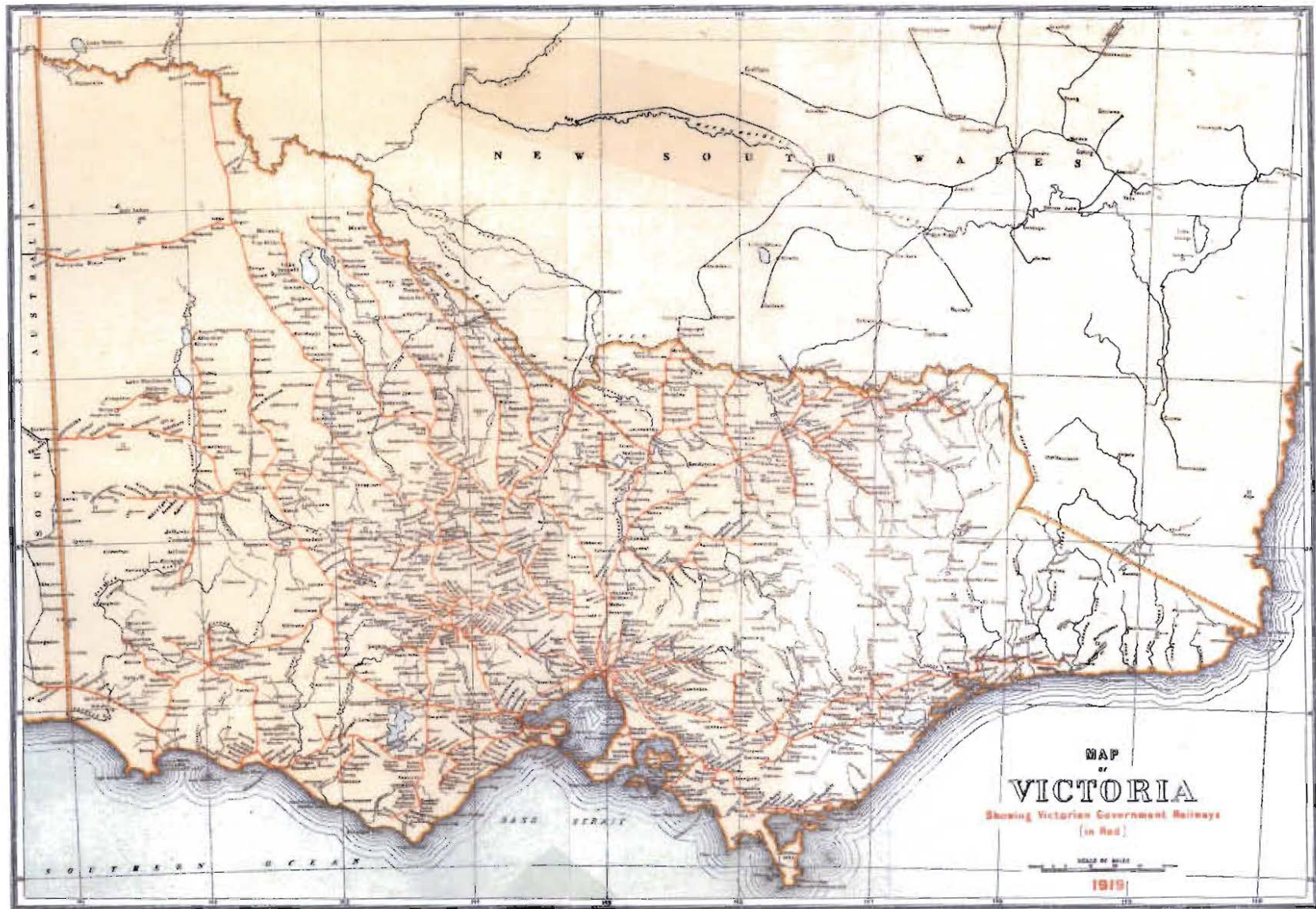


DIAGRAM N° 5 PER TRAIN MILE RUN





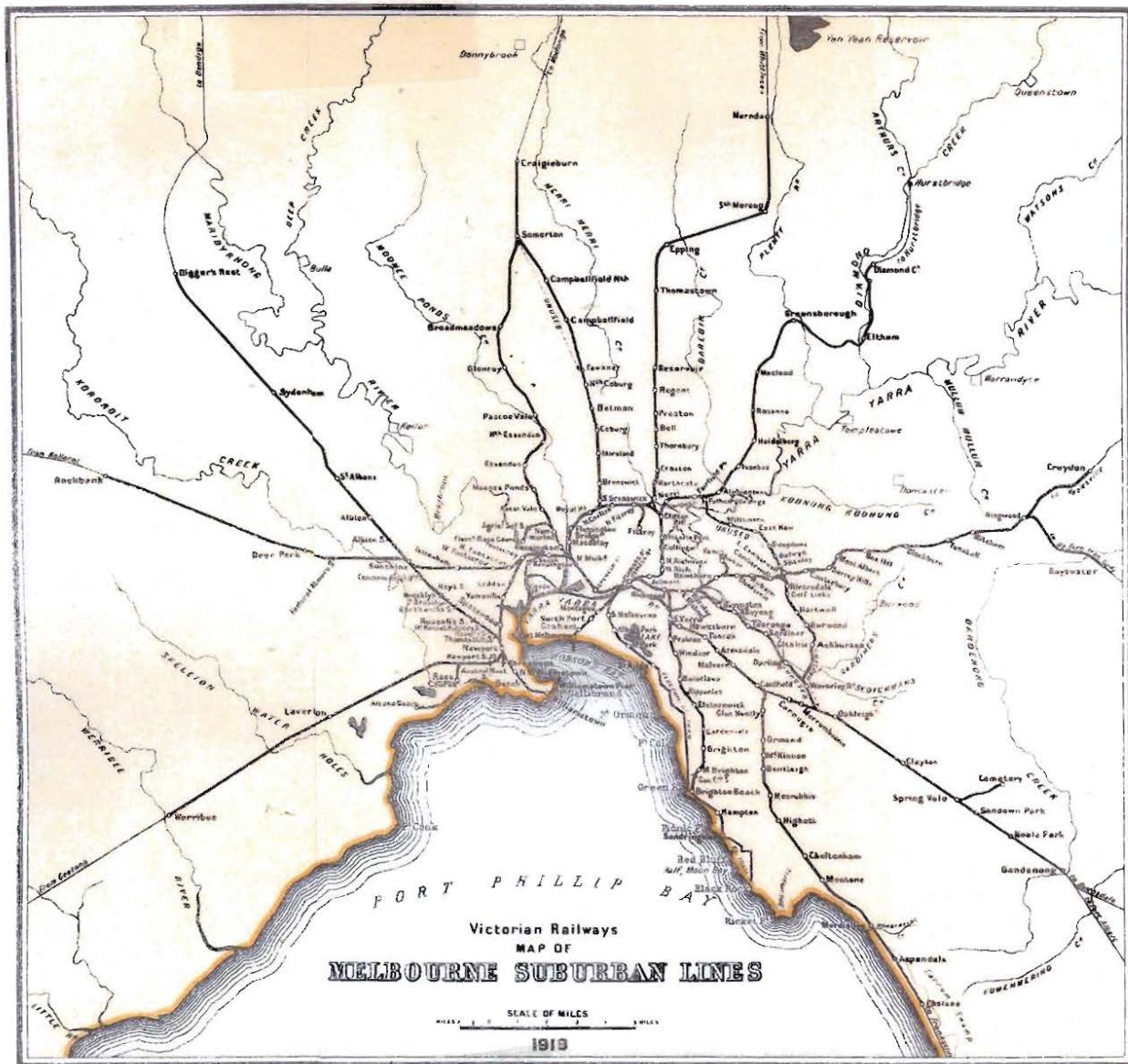
N E W S O U T H W A L E S

A U S T R A L I A

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

MAP
of
VICTORIA
Showing Victorian Government Railways
(in Red)

SCALE OF MILES
1919





Distances between Capital Cities via Trans-Continental Railway.

Perth to Melbourne (N.S.W.)	387 Miles	Adelaide (S.A.) to Melbourne (V.)	453 Miles.
Kalgoorlie (W.A.) to Port Adelaide (S.A.)	1,051 .	Melbourne (V.) to Sydney (N.S.W.)	588 .
Port Augusta to Adelaide (S.A.)	239 .	Sydney (N.S.W.) to Brisbane (Q.)	715 .

Total Distance—Perth to Brisbane 4,493 Miles.

Note—Perth time is 1 1/2 hours behind Adelaide time and 2 hours behind Melbourne time. Melbourne, Sydney, and Brisbane observe the same time.